

EL NUEVO DIA      EL VOCERO  
Fecha      Pagina      Fecha      Pagina

THE SAN JUAN STAR      OTROS  
Fecha      Pagina      Fecha      Pagina



Puente elevado sobre la carretera PR-2

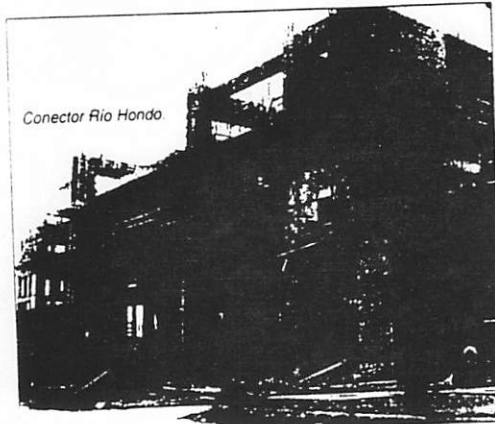
fase de remocion de tierras y expropiacion de terrenos.

Una de las cualidades de Ramon Luis como alcalde es que no se limita al desarrollo estructural del pueblo, sino que para el es tambien sumamente necesario el desarrollo de proyectos de interes social. Un ejemplo lo es La Ciudad de Oro para personas de la tercera edad. Asimismo esta desarrollando un proyecto, que es contraparte del primero, ya que va dirigido a los niños. Este llevara el nombre de La Ciudad de los Niños.

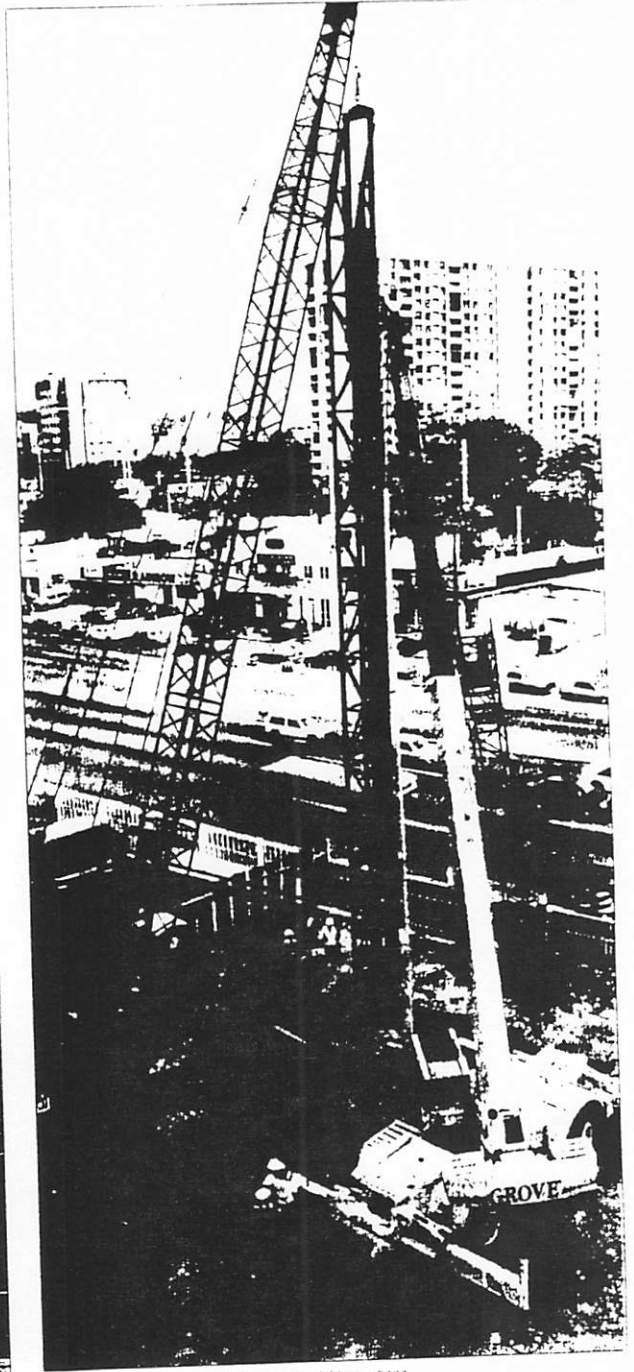
La Ciudad de los Niños constara de diferentes areas. Una sera destinada a niños bajo la tutela del Departamento de

Servicios Sociales. Otras seran para el desarrollo de escuelas maternales hasta sexto grado. La actual escuela de niños autistas sera mudada a estas instalaciones. Desarrollarán un "Head Start" y contarán con áreas destinadas a la recreación pasiva y de deportes.

Ademas de estos proyectos que hemos mencionado, existen muchisimos otros que continúan en progreso tales como el nuevo Centro de Diagnóstico y Tratamiento, el nuevo Centro de Gobierno Estatal y Municipal conocido como Paseo del Parque, el Paseo Lineal en Lomas Verdes y el Gimnasio Municipal, entre otros.



Conector Rio Hondo



Primeros pasos en la construcción de la vía del tren urbano

MAYOR LUIS COMO ALCALDE NO SE LIMITA A...



EL NUEVO DIA  
Fecha \_\_\_\_\_  
Página \_\_\_\_\_

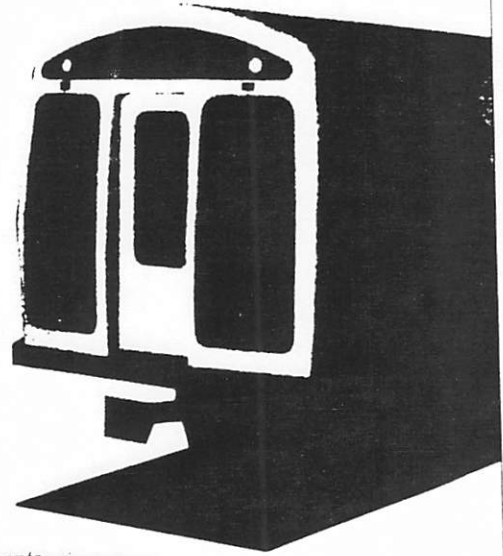
EL VOCERO  
Fecha \_\_\_\_\_  
Página \_\_\_\_\_

THE SAN JUAN STAR  
Fecha \_\_\_\_\_  
Página \_\_\_\_\_

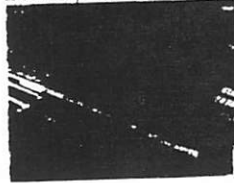
OTROS  
Fecha \_\_\_\_\_  
Página \_\_\_\_\_

# Bayamón está a todo tren...

con innovadores proyectos de transportación



Estación Bayamón Centro



Estación Río Bayamón



Estación Complejo Deportivo



**Tren Urbano-** La Ciudad de Bayamón contará con tres estaciones del Tren Urbano estratégicamente localizadas.  
**Inversión: \$105 millones**

## **Avenida Río Hondo, PR-5**

- En construcción desde la avenida Periferal Norte hasta el centro comercial Olazabal. Constará de seis carriles, dos de ellos para los vehiculos de alta ocupación

**Inversión: \$21.9 millones**

- En 1997-1998 comenzará la construcción desde la urbanización Flamboyán Gardens hasta la avenida Las Cumbres

**Inversión: \$44 millones**

## **Avenida Periferal Norte, PR 8855**

- En construcción desde el centro comercial Cantón Mall hasta la intersección de la PR-2 y PR-174

**Inversión: \$8.3 millones**



TREN URBANO



AUTORIDAD DE CARRETERAS Y TRANSPORTACION

EL NUEVO DIA  
Fecha 8/11/97

THE SAN JUAN STAR  
Fecha      /      /     

EL VOCERO  
Fecha      /      /      Página     

OTROS  
Fecha      /      /      Página     

6 EL NUEVO DIA-LUNES 11 DE AGOSTO DE 1997

# Hora de cambiar el patrón urbano

Por OLGA CARRASCO  
DE EL NUEVO DIA

LA PUESTA en marcha del Tren Urbano (TU) traerá un cambio fundamental al área metropolitana y obligará a repensar la ciudad en términos de "cómo se va a organizar en función del transporte colectivo y no en función del automóvil", dijo el planificador Anibal Sepúlveda.

El TU "es un proyecto tan importante de transportación como de planificación urbana", dijo Sepúlveda, profesor de la Escuela Graduada de Planificación de la Universidad de Puerto Rico.

La tendencia ha sido copiar los patrones de Estados Unidos de construcción en los suburbios, que hace necesario el uso del auto. Con el TU se requeriría un cambio de mentalidad en cuanto a un uso más intenso de las áreas urbanas para vivienda, trabajo y otros usos.

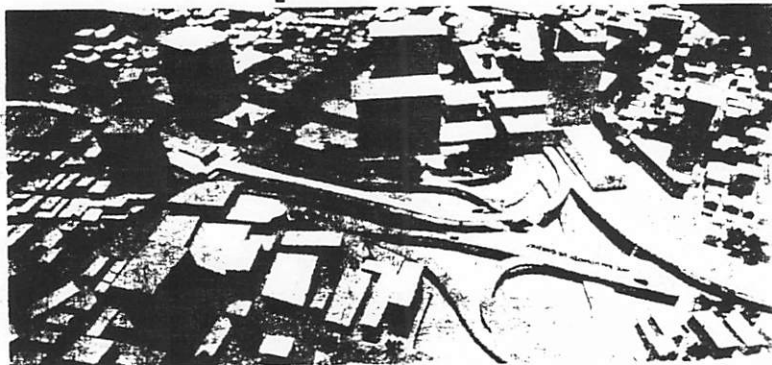
Conlleva una "reconceptualización de la ciudad en función del transporte colectivo. Todavía eso no lo veo, la integración de todo el mundo pensando en la misma dirección", dijo Sepúlveda, quien participa en un proyecto académico que junto al Massachusetts Institute of Technology (MIT) prepara a estudiantes de la UPR sobre distintos aspectos del Tren Urbano.

"Ahora la ciudad tiene que reestructurarse para vivir con ese proyecto, establecer los reglamentos e incentivos necesarios para que densifiquen las estaciones, que el comercio interese moverse a esas estaciones y desalentar los desarrollos suburbanos", dijo el presidente de la Sociedad Puertorriqueña de Planificación, Carlos Novoa.

ALREDEDOR de cada estación se van a promover desarrollos conjuntos que promuevan la densificación y usos mixtos, dijo el secretario de Transportación y Obras Públicas, Carlos Pesquera. Pero no está muy claro cómo se hará. Eso requiere planificación, coordinación de muchas agencias, atraer a los desarrolladores y cambiar tanto su mentalidad como la del público en cuanto a dejar los suburbios y la expansión horizontal para volver a las ciudades.

Estos cambios se han logrado en otras ciudades del mundo, pero con medidas que desincentivan el uso de auto que han llegado a ser tan extremas como el cobrar por el uso de las carreteras.

Novoa dijo que serán necesarios los incentivos de uso



Maqueta del área de Santurce por donde pasará el Tren Urbano, cuya puesta en marcha traerá cambios fundamentales en la planificación del área metropolitana.

negativo del auto tales como aumentos en los precios de la gasolina, reglamentación, incentivos y contribuciones especiales que les haga más barato a los ciudadanos el vivir en áreas urbanas. Mejorar sistemas de transportación como la Autoridad Metropolitana de Autobuses será también indispensable para el que el TU opere eficientemente.

Parte de la ruta del TU fue concebida según la disponibilidad de terrenos y su costo y no estrictamente sobre criterios de densidad poblacional. Desde hace años existía un corredor separado para construir un expreso que sería la continuación de la avenida 65 de Infantería hasta Guaynabo. Como era propiedad del Gobierno, y ofrecía una conexión entre Bayamón y Santurce, el DTOP optó por ese corredor, dijo Pesquera.

Pero "esa era la ruta de continuación de este a oeste de la ciudad. Por eso es difícil atravesar a San Juan", dijo Novoa y opinó que esa ruta "hubiese aliviado los taponamientos. Estaba concebida así desde hace muchos años".

Como resultado de esa decisión hay estaciones como Jardines de Caparra/Río Bayamón y Las Lomas que tienen la densidad poblacional que justifique su establecimiento.

PESQUERA dijo que la mayoría de las estaciones determinaron "desde el punto de vista de la demanda donde se producen muchos viajes. Bayamón es un caso que se acude de distintos puntos como Naranjito y que en carros públicos para hacer trasladados hacia puntos como Centro Médico y Río Piedras.

Pesquera dijo que va se está trabajando en un plan para mejorar el servicio de la AMA, que has planes del Departamento de la Vivienda para un proyecto en esas áreas. "Lo que queremos es que se estimulen los desarrolladores privados a reconocer esta oportunidad para cambiar los patrones de desarrollo a través de los años", dijo el Secretario.

## Inconvenientes en la vía alterna

Por OLGA CARRASCO  
DE EL NUEVO DIA

LA ENTRADA de cemento frente a la casa de José Sánchez, en el sector Buen Samaritano en Guaynabo, está desprendida porque el peso de un vehículo usado en la construcción del Tren Urbano la separó de la escalera que conduce al balcón de la vivienda.

El camino frente a la casa, de donde se ve maquinaria en una enorme extensión de terreno en la cual se ha efectuado el desmonte para la construcción, se convierte en un fangal cuando llueve. Sánchez se dedica a "chivear", haciendo trabajos de ebanistería. "Desde que está el Tren Urbano la gente no viene. El camino está lleno de fango y no bajan por no ensuciar los carros", dijo.

Quando no llueve el polvo es tal que tuvo que mandar a su hijo y a su nieto a vivir con un familiar a Loiza porque el polvo les afectaba. Sánchez es uno de los pocos vecinos que quedan en el sector y que no fueron relocalizados para la construcción del TU.

Le gustaría que lo reubicaran en otra vivienda, al igual que su vecina Petra Romero Santos, para quien el TU hasta ahora ha significado el que "a veces no tenemos luz, agua".

Fumos a dar la querela a las oficinas del Tren Urbano. Nos atendieron muy bien", dijo Sánchez.

Pero la realidad es que para Sánchez y Romero Santos no



habrá remedios inmediatos. "Siempre hemos sido honestos con la gente. Les hemos dicho que va a haber inconvenientes", dijo Pesquera.

COMO parte del proceso se han expropiado 80 viviendas en distintos puntos y reubicado a sus habitantes. También se reubicarán edificios comerciales como el de General Gases en Bayamón, el McDonalds de la avenida Roosevelt y el Center for Disease Control del gobierno federal, en Río Piedras. Los costos de estas expropiaciones suman \$87.3 millones.

"Estamos claros en que esta etapa conlleva diferentes inconvenientes. Tenemos que minimizar esos inconvenientes y

mantener la ilusión de la gente para que acepten las inconveniencias como un proceso para un mejor sistema de transportación", dijo Pesquera.

Posteriormente, en unos dos años, se iniciará formalmente una campaña de educación para alentar al uso del Tren y destacar las ventajas de su uso.

Por lo pronto para personas como Petra Romero Santos no está muy claro. Al preguntarse si esperaba alguna mejora del TU, contestó que "hasta que no se termine no sé dónde va a llegar y si llegaremos a verlo".

'La gente tiene que aceptar las situaciones incómodas'

A Petra Romero Santos la construcción del Tren Urbano en terrenos alquilados a su propiedad le ha causado un sinnúmero de inconvenientes.

EL NUEVO DIA      EL VOCERO  
Fecha      /      /      Página      Fecha      /      /      Página

THE SAN JUAN STAR      OTROS  
Fecha      /      /      Página      Fecha      /      /      Página

LOCAL NEWS

# 2 obstacles to Urban Train approval removed

By CHRIS HAWLEY

Federal agencies have removed two of the three remaining obstacles to final approval of the Urban Train, a source close to Gov. Rosselló said Wednesday.

The official, who requested anonymity, said Urban Train planners have received a letter from the U.S. Department of the Interior approving their plans to conserve parks, historical districts and archaeological sites along the train's route.

Planners also have received word that the Advisory Council on Historical Preservation has approved more detailed plans to protect historical areas, the source said. A "memorandum of understanding" certifying the approval is expected within two weeks, the official said.

Authorities at the two federal agencies could not be reached for comment Wednesday night.

Negotiations between the Transportation and Public Works Department and the Centers for Disease Control are the only remaining hurdle to the Urban Train project. The train would pass by the CDC office near the Veterans' Administration Hospital in Río Piedras, and researchers are worried about the effect of vibration and noise on an insect laboratory there.

If the CDC and transportation department can reach a compromise, the project would be put on the list for federal funding. Planners hope to have a "full funding agreement" guaranteeing the money by the end of the year.

The Urban Train's cost has been estimated at about \$1 billion and government officials want the federal government to contribute about a third of the cost. So far, the project has received \$27.5 million in federal funds.

The transportation department submitted evaluations of the train's impact on recreational and historical areas in December, but federal officials have said the furlough of government workers slowed the review process.

Included in the evaluations were proposals to destroy four buildings and modify two others in the Río Piedras historical district. The State Historic Preservation Office approved the proposal, saying the buildings had only minor historical value and their destruction would allow construction of a tunnel under more important buildings.

The transportation department also offered to:

- install a noise wall where the train passes through the Bayamón Historic District.
- build sound-absorbing ventilation shafts where the train passes under the University of Puerto Rico.
- modify a baseball field near the Medical Center in Río Piedras to make room for the train, and plant trees to hide the tracks.
- install noise barriers and plant trees in Gándara Park.

**Urban Train update**

- Urban Train planners have the green light from the U.S. Department of the Interior to conserve parks, historical districts and archaeological sites along the train's 11-mile route.
- The Advisory Council on Historical Preservation has approved more detailed plans to protect historical areas. A memorandum of understanding certifying the approval is expected within two weeks.
- Effects of vibration and noise on an Centers for Disease Control insect laboratory at the Veterans' Hospital in Río Piedras remain the only hurdle left for the Urban Train project. If an accord can be reached, the project would be put on the list for federal funding.
- Planners hope to have a "full funding agreement" by the end of the year, which would guarantee federal funds for the \$1 billion project.

SOURCE: Rosselló administration official

STAR graphic by Gabriel Serec

# Officials question proposed plan to downsize Coast Guard air station

By MARTY GERARD DELFIN  
Of The STAR Staff

**AGUADILLA** — A proposed downsizing at the U.S. Coast Guard Air Station Borinquen has left officials questioning if the Guard can continue to perform effectively in its search-and-rescue efforts in the Mona Passage.

On July 1, 66 enlisted men and 12 officers are scheduled to be transferred stateside from the station at the old Ramey Air Base. Currently, there are 205 active duty personnel.

The station coordinates the daring rescues of illegal aliens who cross the dangerous strait between Puerto Rico and the Dominican Republic.

Along with the guardsmen, the station's remaining two long-range Hercules C-130 aircraft will be flown to new sites in Florida and North Carolina. Only four Dolphin short-range HH-65A rescue helicopters will remain permanently on the base.

Cmdr. Tom Vanak, the station's operations manager, said Wednesday that the changes are budgetary, but agreed that the measure could hurt Puerto

Rico's efforts in stopping the influx of illegal drugs and undocumented aliens.

Officials at the U.S. Coast Guard 7th District in Miami, which oversees the station, could not be reached.

Capt. Tom Bernard, the commander of the Guard's Greater Antilles Section, traveled to Miami on Wednesday to meet with top brass. He has been trying to get officials to reconsider their decision.

"What's going to push them [Guard officials] over the edge is when you have a Puerto Rican or a U.S. citizen issue a mayday near the Dominican Republic and we won't be able to help him immediately," said Lt. John Pasch, assistant operations manager.

The budget cuts come at a time when law enforcement officials may face a busy year of trying to keep a record number of undocumented aliens from trying to reach the United States through Puerto Rico.

U.S. Border Patrol Chief Agent Gary Labbe said Wednesday that intelligence reports show that about 300,000 Chinese in Venezuela and 2,500 in Haiti are waiting to embark in the coming

months on illegal journeys to the island.

Labbe said the expected civil strife and unrest stemming from the presidential elections in the Dominican Republic four months from now will also bring a large number of undocumented aliens crossing the Mona Passage.

"They'll be trying to get as many people out of the island before then," Labbe said.

The Borinquen station, Vanak said, would still have access to the C-130 aircraft if an emergency situation arises, but it would take about three hours from their stateside locations to arrive here.

When asked if he thought if the Guard would be able to perform as well, Vanak added: "It all depends of the deployment schedule and assets."

Coast Guard figures show that from June 1993 until the present, 432 lives have been saved by guardsmen at the station. Search and rescue missions totaled 887, and more than \$5.3 million in property has been saved or recovered.

"When they take your assets away,

Please see GUARD, Page 5

TODAY'S INDEX			News Desk 781-8885	Circulation 782-0433
Ann Landers..... 48	Editorial..... 61	Portfolio..... 37	Business News 782-8016	Circulation Fax 783-8886
Business..... 531	Horoscope..... 64	Sports..... 60	Editorial Fax 783-7162	
Classified Ads..... 74	Movie Listings..... 48	TV Listings..... 49	Viewpoint Fax 782-8810	
Comics..... 63-64	Nation & World..... 14-30	Viewpoint..... 59	Advertising Fax 783-8788	
Crossword..... 64	Obituaries..... 78	Weather..... 23		

Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR			OTROS	
Fecha	1/22/95	Página C-3	Fecha		Página

The San Juan Star - Saturday, January 20, 1996

C3

# CONSTRUCTION *State*

COMMERCIAL SECTION

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Before giving this approval the FTA evaluated the preliminar DIA that previously circulated and the comments made during the public commentary process.

"This is a big achievement because it means that the FTA was satisfied with our effort," said Carlos I. Pesquera, DTOP's secretary.

Less Fatal accidents in 1995 than in 1994. The Commission for the Transit Safety reported that by Oct. 31, 1995, that 468 fatal accidents had occurred.

This represents 17 less fatal accidents than in '94, when death in the streets added 485 to that same date.

Although the total of deaths is under the ones of 1994, there have been seven deaths of drivers and four of motorcyclist more than last year as per Miguel Santini, CST's executive director.

Pesquera, CST's president exhorted the citizens to pass the key when drinking alcohol.

The CST reports the data of the pedestrians, drivers, passengers, motorcyclist, jockeys and skaters deaths that are summarized by the P.R. Police.

Office of Services to the Citizen: 90 percent effective.

The Office of Services to the Citizen of DTOP reported having received 5,795 cases up to Oct. 31, 1995 of which 5,246 cases were solved for a total of 90.5 percent of effectiveness.

This office was created by executive order of the governor in 1993 and since then it has been solving public problems related with all the dependencies of the DTOP.

The office has also received cases that are related to other agencies.

The Office of Services to the Citizen is open from 7:30 a.m. to 4:30 p.m. through 729-1512 or 1-800-981-3021.

**Tokens in Salina's Tollway Plaza**  
 To quicken the coin transaction process at the Salina's Tollway Plaza the silver dollar size "Susan B. Anthony" is being used instead of quarters.

In this plaza a systems had already been implemented where the tollway was paid only from Ponce to San Juan direction (\$1.25).

The silver dollar use reduced the time in which the machine processes the change since only two coins are being used instead of five.

This way accelerates the transaction process and the lifting of the mechanical arm.

"This coin is not given as change but only the tollway employees use it to deposit it in the machines," Pesquera mentioned.

**Roads to be built**  
 Soon the DTOP will be auctioning the following reconstructions at a total cost of almost \$2.6 million.

PR-110, of km. 12.40 to km.23.00, Moca-Aguadilla was auctioned on Nov. 21.

PR-115 from km.23.7 to 28.1, Aguada-Aguadilla, and the PR-924, from km.6.2 to km. 6.4, Humacao, were auctioned on Nov. 28.

This is part of the effort of the Public Works Directory of keeping the roads in good shape.

### Buchanan's toll traffic increases

From January to October 1995, the average of daily vehicles at the Buchanan toll increased by 4,000 in each direction, for a total of 8,000 additional vehicles in the operation.

This represents an 8 percent increase over the same period last year," said Pesquera.

The increase in the vehicular congestion that has been noticed in this plaza has resulted due to this increase in traffic, explained the functionary of the DTOP.

Since the new method was implemented where the ushers deposit the change directly in the machine, saving time to the usuary an increase in traffic has been registered in this toll.

A study made by the Road and Transportation Highway Authority said that the use of ushers and the new method represented an improvement of 60 percent in the time that the usaries would take in depositing the change and continue to their destiny.

### Piñones Walk to Public View

The public view of the Environmental Impact Document of Piñones Walk was held in November at the Authentic Independent Union of Employees of the Autoridad de Acueductos y Alcantarillados, located in road PR-187, km.8.8 in Barrio Medianía Baja of Loiza Municipality.

The Piñones walk, a project finance with funds of the Federal Road Administration (FHWA), will offer 22 kms for the enjoyment of cyclists and pedestrians in the Boca de Cangrejos in Loiza area.

**Memorial Monument Construction Starts**  
 Soon the construction of the Memorial Monument will start which will honor the Puerto Rican's casualties of war since World War I.

A symbolic ceremony was held on Veterans' Day of unavailing of the Monument with the participation of Gov. Pedro Roselló.

This was done at the activity sponsored by the Commission of Citizens Rights and the Veterans Procurator's Office in recognition to the Puerto Rican veterans. **Martínez Nadal Expressway last section contracted**

The contract for the construction of the last section that will complete the express Rafael Martínez Nadal in Guaynabo has been signed at a cost of \$19.5 million.

The section of four tracks and 3.45 km will run by the east side of the Guaynabo's urban zone, starting from Bo. Piedras Blancas to PR-1 road, in La Muda sector.

This project includes an unlevel intersection in that point as well as two other structures.

The majority of the Martínez Nadal expressway is already in use and the track that connects the avenues Piñero and Lomas Verdes is being build and will be completed this year at a cost of \$11.7 million.

### False checks alert

Merchants were warned to be on the alert for DTOP's checks that are received in payment of merchandise since recently a false check and a false employee I.D. were use in a transaction in Santurce.

A valid check from the agency has the TOP seal at the upper left side and at the center. "A false check only has one seal that says DTOP at the upper left side of it," Pesquera explained.

In the agency's check there are also written, in the space for the date, the words day, month and year, in that order. The false check does not have those three words and the upper right side, it says, "expires in six months." The official check of the department does not indicate expiring date.

Pesquera recommended to the merchandisers to verify the identification card of the DTOP employees has a yellow background where it appears the photo, employee's name, social security number and the secretary's signature.

The official agency's logo should be printed in the background of the employee's data, blue color with the DTOP letters in yellow. The card should be laminated and must have a pin at the top.

The merchandisers that may have doubts about this matter can call the Internal Audit Office at 722-2929, ext.5835, 3029 or 728-8372.

### New track in Los Paseos bridge

Gov. Roselló inaugurated an additional track in the bridge of Las Cumbres avenue, in front of Los Paseos in Rio Piedras.

The bridge was enlarged to four tracks

at a cost of \$545,000.

"With this the transit in the area will accelerate, which has been highly urbanized in the last years," Pesquera said.

The project is part of the construction and improvement program of Las Cumbres Avenue at a cost of \$54 million.

The DTOP official explained that the cost of the construction and improvement projects in San Juan this year exceeds \$21 million.

Close to Los Paseos' area, two ramps are being built at the intersection of Luis A. Ferré highway with Las Cumbres avenue for \$973,000. This project is done in response of a request from the Borinquen Gardens Urbanization Residents' Association, who had requested it several years ago to the municipal administration with no response.

### About Illegal Signs

DTOP's secretary reminded to the citizens and public and private entities that the Law 55 prohibits the placement of signs in the state roads of the island.

This law explains that "Any person will place advertising, signs and property warnings belonging to the government or to the benefit of such, in public roads, streets, or places next to such, nor will place prints, paintings, signs, advertising of any kind in trees, rocks or natural object in such property."

# Hato Rey

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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X					
Fecha	THE SAN JUAN STAR	Página	Fecha	OTROS	Página
	1/20/95	C-3			

The San Juan Star - Saturday, January 20, 1996

C3

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 Soon the DTOP will be auctioning the following reconstructions at a total cost of almost \$2.6 million.

PR-110, of km. 12.40 to km.23.00, Moca-Aguadilla was auctioned on Nov. 21.

PR-115 from km 23.7 to 28.1, Aguada-Aguadilla, and the PR-924, from km 6.2 to km. 6.4, Humacao, were auctioned on Nov. 28.

This is part of the effort of the Public Works Directory of keeping the roads in good shape.

**Buchanan's toll traffic increases**

From January to October 1995, the average of daily vehicles at the Buchanan toll increased by 4,000 in each direction, for a total of 8,000 additional vehicles in the operation.

"This represents an 8 percent increase over the same period last year," said Pesquera.

The increase in the vehicular congestion that has been noticed in this plaza has resulted due to this increase in traffic, explained the functionary of the DTOP.

Since the new method was implemented where the ushers deposit the change directly in the machine, saving time to the usuary an increase in traffic has been registered in this toll.

A study made by the Road and Transportation Highway Authority said that the use of ushers and the new method represented an improvement of 60 percent in the time that the usuaries would take in depositing the change and continue to their destiny.

**Piñones Walk to Public View**

The public view of the Environmental Impact Document of Piñones Walk was held in November at the Authentic Independent Union of Employees of the Autoridad de Acueductos y Alcantarillados, located in road PR-187, km.8.8 in Barrio Medianía Baja of Loíza Municipality.

The Piñones walk, a project finance with funds of the Federal Road Administration (FHWA), will offer 22 kms for the enjoyment of cyclists and pedestrians in the Boca de Cangrejos in Loíza area. Memorial Monument Construction Starts

Soon the construction of the Memorial Monument will start which will honor the Puerto Rican's casualties of war since World War I.

A symbolic ceremony was held on Veterans' Day of unavailing of the Monument with the participation of Gov. Pedro Roselló.

This was done at the activity sponsored by the Commision of Citizens Rights and the Veterans Procurator's Office in recognition to the Puerto Rican veterans. Martínez Nadal Expressway last section contracted

The contract for the construction of the last section that will complete the express Rafael Martínez Nadal in Guaynabo has been signed at a cost of \$19.5 million.

The section of four tracks and 3.45 km will run by the east side of the Guaynabo's urban zone, starting from Bo. Piedras Blancas to PR-1 road, in La Muda sector.

This project includes an unlevel intersection in that point as well as two other structures.

The majority of the Martínez Nadal expressway is already in use and the track that connects the avenues Piñero and Lomas Verdes is being build and will be completed this year at a cost of \$11.7 million.

**False checks alert**

Merchants were warned to be on the alert for DTOP's checks that are received in payment of merchandise since recently a false check and a false employee I.D. were use in a transaction in Santurce.

A valid check from the agency has the TOP seal at the upper left side and at the center. "A false check only has one seal that says DTOP at the upper left side of it," Pesquera explained.

In the agency's check there are also written, in the space for the date, the words day, month and year, in that order. The false check does not have those three words and the upper right side, it says, "expires in six months." The official check of the department does not indicate expiring date.

Pesquera recommended to the merchandisers to verify the identification card of the DTOP employees has a yellow background where it appears the photo, employee's name, social security number and the secretary's signature.

The official agency's logo should be printed in the background of the employee's data, blue color with the DTOP letters in yellow. The card should be laminated and must have a pin at the top.

The merchandisers that may have doubts about this matter can call the Internal Audit Office at 722-2929, ext.5835, 3029 or 728-8372.

**New track in Los Paseos bridge**

Gov. Roselló inaugurated an additional track in the bridge of Las Cumbres avenue, in front of Los Paseos in Rio Piedras.

The bridge was enlarged to four tracks

at a cost of \$545,000.

"With this the transit in the area will accelerate, which has been highly urbanized in the last years," Pesquera said.

The project is part of the construction and improvement program of Las Cumbres Avenue at a cost of \$54 million.

The DTOP official explained that the cost of the construction and improvement projects in San Juan this year exceeds \$21 million.

Close to Los Paseos' area, two ramps are being built at the intersection of Luis A. Ferré highway with Las Cumbres avenue for \$973,000. This project is done in response of a request from the Borinquen Gardens Urbanization Residents' Association, who had requested it several years ago to the municipal administration with no response.

**About Illegal Signs**

DTOP's secretary reminded to the citizens and public and private entities that the Law 55 prohibits the placement of signs in the state roads of the island.

This law explains that "Any person will place advertising, signs and property warnings belonging to the government or to the benefit of such, in public roads, streets, or places next to such, nor will place prints, paintings, signs, advertising of any kind in trees, rocks or natural object if such property."

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Fecha	THE SAN JUAN STAR	Página	OTROS	Fecha	Página

MIÉRCOLES 7 DE FEBRERO DE 1996  
M.C. XXXV ANIVERSARIO

metro



Esperanza  
en la lucha  
contra el  
SIDA

VEA LA PAGINA 44

Llamamiento de ... Americana P/8



ARCHIVO EL NUEVO DIA

Inminente la renuncia  
del senador Silva

P/6

ARCHIVO EL NUEVO DIA

El Secretario federal de  
Transportación aprueba la  
erogación de \$307 millones  
a lo largo de seis años para  
construir el proyecto



Luz verde  
al tren urbano

EL NUEVO DIA	Fecha <u>7 de 1996</u>	Página <u>4</u>	EL VOCERO	Fecha _____	Página _____
THE SAN JUAN STAR	Fecha _____	Página _____	OTROS	Fecha _____	Página _____

# PORTADA

EL NUEVO DIA - MIERCOLES 7 DE FEBRERO DE 1996

## En el bolsillo el billete del tren

Por LEONOR MULERO  
DE EL NUEVO DIA

WASHINGTON - El Gobierno de Puerto Rico cumplirá hoy el último de los requisitos federales que lo califican para recibir \$307.5 millones en seis años para la construcción del proyecto de infraestructura más importante de la Isla: el Tren Urbano.

El secretario de Transportación y Obras Públicas de Puerto Rico, Carlos Pesquera, indicó ayer que el Departamento de Transportación de Estados Unidos (DOT) podría emitir tan pronto como hoy la certificación de que el proyecto cumple con los requisitos ambientales (ROD). Pero una

fente federal aseguró que esa certificación será emitida hoy. Una vez emitida la ROD, el próximo paso es que el DOT firme un Acuerdo de Fondos Totales (Full Funding Agreement), mediante el cual el Tren Urbano recibiría en seis años alrededor de \$307.5 millones. Esa suma es poco menos de la tercera parte del costo total de construcción de la primera fase del proyecto y podría variar de acuerdo con la situación presupuestaria federal.

Con ese acuerdo, que podría firmarse en este mes o el próximo, el DOT se compromete a que el Tren Urbano va a recibir fondos del presupuesto discrecional de la agencia. Otra gran ventaja es que el DOT es quien acude al Congreso a defender los fondos para los proyectos comprometidos.

ESTE DIARIO supo que la Oficina de Presupuesto, Gerencia en Washington recomendó favorablemente el financiamiento del tren de la Isla. En entrevista reciente con este diario, el secretario del DOT, Federico Peña, resaltó los méritos del proyecto ferroviario puertorriqueño y comentó que próximamente tomará una decisión sobre el compromiso para financiar parte de su costo.

La solicitud del acuerdo ha sido completada por el Gobierno de Puerto Rico. Una vez el DOT y Presupuesto Gerencia den el visto bueno, Casa Blanca deberá publicar una revista sobre el proyecto, para ver si se amolda a los principios de política pública del Presidente.

Pesquera dijo que otros \$150 millones federales podrán utilizarse en la construcción del tren del presente al 2001. Estos dineros provendrían de las asignaciones por fórmula que la Isla recibe anualmente para transportación. El Secretario espera utilizar para el tren \$25 millones anuales de los \$100 millones anuales que recibe mediante fórmula.

El gobernador Pedro Rosselló se reunió ayer, acompañado por Pesquera, con el secretario Peña. Rosselló agradeció las gestiones de Peña a favor del tren y lo invitó a visitar Puerto Rico en ocasión de la Cumbre del Tren Urbano, que se celebrará el 21 de diciembre próximo. También está invitado el presidente de la Comisión de Transportación e Infraestructura, el congresista republicano por Pennsylvania, Bud Schuster.

El 30 de abril próximo, el Gobierno de Puerto Rico seleccionará el consorcio que se hará cargo de la construcción de la primera parte del proyecto, cuyo costo ha sido calculado en \$413 millones. Están compitiendo los licitadores Siemens, de Alemania; Breda, de Italia; y Bombardier, de Francia. Esos nombres corresponden a los nombres de los vehículos de tren que cada casa fabrica.

EL CONSORCIO seleccionado estará a cargo de construir las primeras dos estaciones del proyecto, el taller de mantenimiento, los vehículos de todo el sistema, el sistema de control de todo el proyecto, las escaleras eléctricas, así como de la operación de todo ese sistema de transportación por cinco o seis años.

La construcción del tramo de 2.5 kilómetros entre Torrimar y Las Lomas comienza en julio, mientras se celebra en Puerto Rico la Convención Nacional de Gobernadores.

El costo total del proyecto aumentó a \$1,113 millones hasta el 2001, debido a la inclusión de la estación del casco de Río Piedras, la cual es subterránea.

Las 14 estaciones del tren liviano corren como sigue: comienza al lado del pueblo de Bayamón cerca del Paseo Barbosa; cruza la carretera número dos hasta el Centro Judicial de Bayamón; sigue hasta Jardines de Caparra y la comunidad futura de Río Bayamón; llega a Torrimar en la intersección de Ramírez de Arellano; va hasta Las Lomas, y sigue hasta el expreso Martínez Nadal, donde estará el taller de mantenimiento.

Después hay otra estación en la Calle San Alfonso en Las Lomas; hay otra estación en la Avenida de Diego, frente al Fondo del Seguro del Estado y la Autoridad Metropolitana de Autobuses; hay otra estación en el Centro Médico, otra cerca de Villa Nevárez; y la siguiente estación es el casco de Río Piedras, con salida a la Plaza de Recreo y otra al Paseo de Diego.

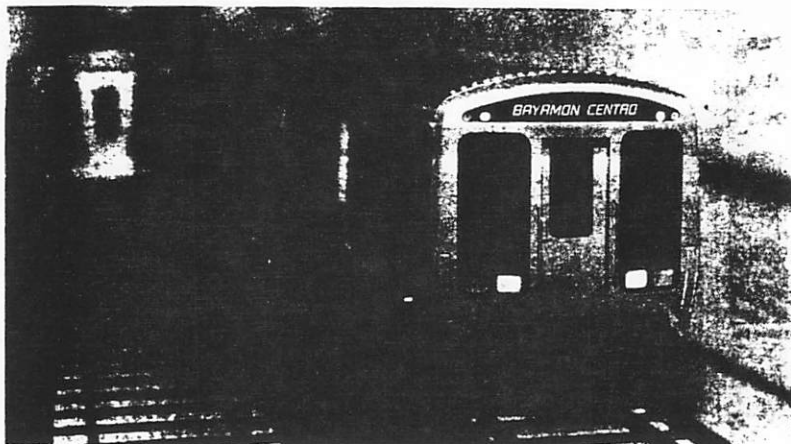
El tren sigue hasta las cercanías de la Universidad de Puerto Rico en la Avenida Ponce de León, en lo que será la futura Plaza Universitaria; llega hasta detrás del Centro Judicial de Hato Rey; hay otra estación en la intersección de la Avenida Muñoz Rivera y la Avenida Roosevelt; llega hasta las cercanías del Agua Expreso; y termina en las cercanías de la Universidad del Sagrado Corazón.



CARICATURA W. BAHON

El secretario del DOT, Federico Peña, resaltó los méritos del proyecto ferroviario puertorriqueño

Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
Fecha	THE SAN JUAN STAR	Página	Fecha	OTROS	Página



El proyecto de transportación desplazaría un centenar de edificios a un costo de \$100 millones.

## Arrollador el tren urbano

Por WALDO D. COVAS QUEVEDO  
DE EL NUEVO DIA

DOS DE los proyectos de infraestructura más importantes de Puerto Rico desplazarán o afectarán a cerca de tres centenares de terrenos privados, según documentos suministrados por las agencias que desarrollarán el proyecto del Tren Urbano y el Superacueducto.

Ambos proyectos se encuentran en diferentes etapas de desarrollo y en ambos casos las diversas gestiones hechas durante las pasadas dos semanas para obtener información detallada sobre los terrenos que serán expropiados resultaron infructuosas.

Empero, según se dijo cuando se divulgó la Declaración preliminar de Impacto Ambiental el año pasado, el Tren Urbano de San Juan desplazaría un centenar de edificios a un costo de \$100 millones o una décima parte del costo del proyecto a su paso por Bayamón, Guaynabo, Río Piedras y Hato Rey.

### No se menciona el precio que el gobierno pagará por los terrenos privados o públicos a expropiarse

Según informó el Departamento de Transportación y Obras Públicas la semana pasada, el Tren Urbano afectaría en diferentes formas, desde expropiación total hasta el simple uso del terreno temporalmente durante la construcción, 109 terrenos privados, 64 de la Autoridad de Carreteras y Transportación y 39 de otras agencias gubernamentales.

EN TERMINOS de capacidad, 283,337 metros cuadrados pertenecen a la ACT, 270,638 metros cuadrados a otras agencias gubernamentales y 81,416 metros cuadrados son privados.

Ninguno de los documentos suministrados por el DTOP menciona o establece un estimado del precio que pagará por los terrenos privados o públicos.

Por su parte, la Oficina del Superacueducto de la Autoridad de Acueductos y Alcantarillados, ofreció un listado con el número de catastro y la dirección del propietario de los terrenos con posibilidad de ser afectados por el proyecto, del cual se desprende que alrededor de 194 propiedades privadas y 33 del gobierno también están en esa situación. De los terrenos gubernamentales, siete pertenecen a la Autoridad de Biotecnología y a la ACT y uno al Departamento de Recreación y Deportes.

En ambos casos, puede que las trayectorias de los proyectos sólo pasen de alguna forma por la propiedad, afectándola parcial o totalmente. De igual manera, a los dos proyectos le faltan diferentes medidas para su diseño final.

Aunque el listado suministrado por la AAA carece de otra información, la propuesta del grupo Thames/Dick Superacueduct Partners estima preliminarmente que la adquisición de terrenos costará \$8.2 millones, incluyendo la comisión de \$834,000 para el tasador y \$240,000 en gastos administrativos. La ACT cederá la servidumbre de la Autopista de Diego y la Avenida Comerio para el paso de la tubería gratuitamente, según se informó. La referida cantidad es sin calcular el costo por las estructuras enclavadas en los terrenos. Sin embargo, la AAA comprará las tierras pertenecientes a otras agencias gubernamentales al valor justo del mercado y menciona que pagará las estructuras de terrenos privados a base de la tasación individual.

LA PROPUESTA del consorcio menciona que se adquirirán un total de 538 cuerdas para el Superacueducto. De éstas, 206 son para el lago regulador, la toma de agua y su estación de bombeo, 12 para las líneas de transmisión eléctrica de la estación de bombeo, siete para las líneas de transmisión eléctrica de la planta, 36 para la tubería de aguas crudas, 130 para la planta de tratamiento de agua, 124 para la ruta hasta Bayamón de la tubería, 19 para la extensión de Bayamón Sur y la Finca Rosso, y cuatro para el almacenaje de las aguas tratadas.

La propuesta de la firma contratada para construir el Superacueducto menciona que estima que pagarán entre \$5,000 y \$100,000 por cuerda de terreno, a base de las ventas registradas, el Registro de la Propiedad y la experiencia del tasador José G. Padilla Bruno, quien trabajó en la adquisición de terrenos de la Autopista De Diego y es considerado un experto en adquisición de terrenos en el área norte.

El referido documento, que consiste de miles de páginas, menciona que el diseño de la expropiación para el corredor de 60 pies para el supertubo tomará nueve meses. La AAA permitió ojear la propuesta pero rehusó suministrar copia a El Nuevo Día de las ocho páginas que trataban sobre la adquisición de terrenos a pesar de que fue la agencia quien suministró la información a los licitadores.

MIENTRAS, el proyecto del Tren Urbano, según la información suministrada, requerirá desde el pago a un propietario para pasar por un terreno únicamente durante la construcción, hasta la adquisición del terreno porque la ruta pasará por allí permanentemente.

El DTOP enfatizó que el proyecto Tren Urbano aun está en la fase preliminar de diseño y la alineación sigue sufriendo cambios mínimos que podrían variar el patrón de expro-

## Tren urbano

Estimado preliminar de los requisitos para la adquisición de terrenos



A continuación un estimado preliminar sobre el número de propiedades que les son requeridas a la Autoridad de Carreteras y Transportación (ACT), a otras agencias públicas y propiedades privadas para el Tren Urbano. También se estimó el área combinada de tierras de estas propiedades que serán aseguradas por ACT, otras agencias públicas y de dueños de propiedad privada. Los estimados son preliminares y no se benefician de la realización de las mediciones individuales en los lugares:

#### ✓ Número de propiedades potencialmente requeridas

ACT - 64 propiedades  
Otras agencias públicas - 39 propiedades  
Grupos privados - 109 propiedades

ACT es propietaria del 30 % de las propiedades requeridas. Las agencias públicas, menos la ACT, son propietarias del 19 por ciento de las propiedades requeridas.

Las agencias públicas son propietarias del 49 % de las propiedades requeridas. Los Grupos Privados son propietarios del 51 % de las propiedades requeridas.

#### ✓ Área de propiedades potencialmente requerida

ACT - 283,337 metros cuadrados  
Otras Agencias Públicas - 270,638 metros cuadrados  
Grupos Privados - 81,416 metros cuadrados

ACT es propietaria del 44.6 % del área de tierra requerida. Otras Agencias Públicas son propietarias del 42.6 % del área de tierra requerida.

Las Agencias Públicas son propietarias del 87.2 % del área de tierra requerida. Los Grupos Privados son propietarios del 12.8 % del área de tierra requerida.

Fuente: Departamento de Transportación y Obras Públicas

Gráfica: El Nuevo Día

Además, el DTOP está comenzando a tasar las propiedades, por lo que le resultaba imposible ofrecer información tanto a los dueños como al público en general, sobre el valor estimado de los terrenos.

Empero, muchos de los que serán desplazados por la construcción del Tren Urbano residen en la barrada Buena Samaritano en Guaynabo y el Sector Corea en Río Piedras.

Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	Página	Fecha	OTROS	Página
Fecha	4 May 1996	Página	Fecha		Página



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## Siemens wins Urban Train bid

Consortium to build first section of train, oversee entire project. **Page 3**



Transportation and Public Works Secretary Carlos I. Pesquera, flanked by Highway and Transportation Authority Executive Director Sergio Gonzalez, left, and Sub-Executive Director Carlos Colón de Armas, show off models of the proposed Urban Train.

STAR photo  
by Francesca von Rabenau

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Angry lawmakers may not get to confront treasury secretary at upcoming meeting. **Page 2**

### 'Gateway' bust leads to 5 arrests

Dominicans caught on Naguabo beach with \$5 million worth of cocaine. **Page 3**

### BUSINESS

### Unemployment in U.S. drops to 14-month low

Good news gives Clinton new election-year ammunition. But some good news, Dow Jones loses ground. **Page 15**

Transportation coalition attacks Rio Mar's plan to offer its own shuttle service. **Page 15**

### PORTFOLIO

### Gilberto bids farewell

After 50 years of song and courage, crooner Gilberto Monroig dies at 65. His majestic voice overshadowed his controversial lifestyle. **Page 24**



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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	Página	Fecha	OTROS	Página
4/18/96					



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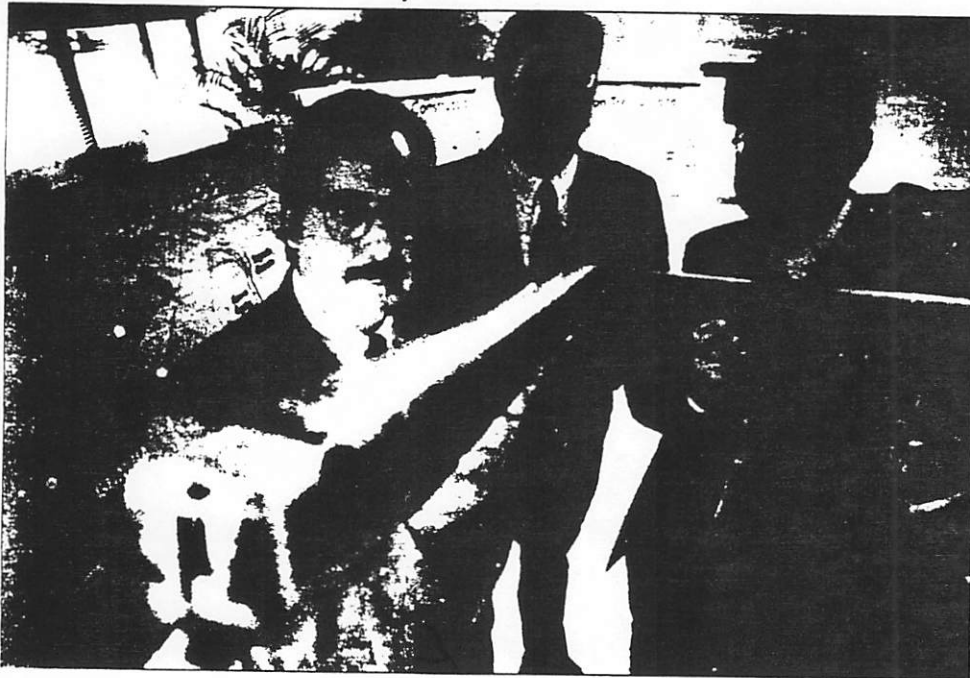
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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR			OTROS	
Fecha	4 / May 96	Página 3	Fecha		Página

The San Juan Star - Saturday, May 4, 1996

3

LOCAL NEWS

# Siemens Transit Team awarded \$500 million Urban Train contract

## Consortium to build 1st section, operate, oversee entire project

By MARTY GERARD DELFIN  
Of The STAR Staff

Siemens Transit Team consortium Friday was awarded a contract worth more than \$500 million to build the first section of the Urban Train, plus operate, oversee and maintain the entire project.

"We feel very satisfied with the selection and the experience this company can offer for the construction of Tren Urbano," Transportation Secretary Carlos I. Pesquera said at a news conference.

Siemens Transit Team was picked unanimously after a 10-month evaluation by a committee. The group was chosen over two other consortiums for the System and Test Track Turnkey Contract, the largest and costliest of the seven contracts to be awarded for the project's first phase.

The team, Pesquera said, was selected because of the economic feasibility as well as the technology it was offering.

Headed by Siemens Transportation Systems Inc. of Iselin, N.J., the consortium is made up of eight other companies.

Siemens AG, the German parent company, has a history of specializing in collective transport systems in Argenti-

na, Turkey, Greece, Thailand, Mexico and Spain. In the 1930s, Siemens built four of the five Buenos Aires subway lines on a turnkey, or design-build-operate basis, and is currently rebuilding the electrical system, according to The Associated Press.

The two other competing consortiums were Grupo Tren Urbano, led by Bombardier Inc. of Montreal, and Tren Urbano Consortium, led by the Canadian-based Lavalin International and Breda Construzioni Ferroviarie of Italy.

All three companies were notified Friday morning by fax, which was followed by telephone calls from commonwealth officials. No one from Siemens attended the news conference.

"Everyone here is excited," said Klaus Schreiter, president of Siemens Transportation Systems Inc. in a telephone interview from New Jersey.

"Actually, I have to say that this project has been handled in such a professional way by Puerto Rican officials than what I have seen anywhere in the past," Schreiter said.

Anne Gagnon, spokeswoman for Bombardier of Montreal, said her company was "very disappointed."

"We don't know what the other company proposed, but we have competed with Siemens before and will continue to compete with them in the future," Gagnon said also in telephone interview from Canada.

Lavalin officials did not return a phone

## The Urban Train's operator

**Siemens Transit Team**, a consortium led by New Jersey-based Siemens Transportation Systems Inc., was selected to build the first segment of the Urban Train and will operate the entire 14-station alignment at its projected opening date of 2001. Following are some facts about the parent company, **Siemens AG**.

- **Founded:** 1847 in Berlin, Germany. In 1879, Werner Von Siemens constructed and operated the first electric locomotive.
- **Headquarters:** Munich, Germany
- **Other industries include:** medical systems, communications, automotive, mining and metals, computer, solar, power, home electronics and appliances.
- **Worldwide sales:** \$65 billion in 1995. Includes over \$12 billion in the United States.
- **Workforce:** 380,000 worldwide (70,000 engineers and technicians)

SOURCE: Siemens Transportation Systems Inc.

STAR graphic by Jose Hudo

call for comment.

Detail of the three bid proposals will not be made public until the Siemens contract is signed within four to six weeks, Pesquera said.

The winning consortium submitted a bid of \$499.9 million for the project's first stage, which will include 64 vehicles, rails for the complete 14-station route, communications and train control systems and mechanical ladders.

This cost also will include the final construction design of 2.6 kilometers of track, the Torrimar and Las Lomas stations, and maintenance and storage facilities. Design construction for the first two stations is scheduled to begin in July.

A second component, proposed in the bid at \$44.3 million, includes "all work that is needed to get the system running," Pesquera said.

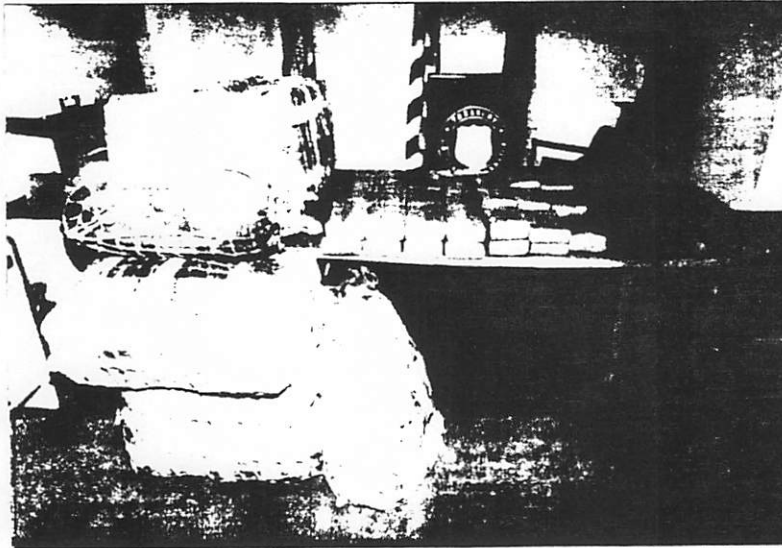
Additionally, Siemens will be paid \$28.7 million annually for maintenance and upkeep of the system during the first five years of the contract, beginning in 2001 when the train begins operating. Pesquera said this annual fee was much less than what officials had projected.

Schreiter, the Siemens Transportation Partnership president, explained that final costs could increase slightly because of inflation and other external considerations.

"We don't see that we'll have any problems in Puerto Rico," he said.

The whole cost of the Urban Train, which will link Bayamon with Santurce, is estimated at \$1.2 billion. Last month, the Urban Train received a \$307.4 Full

Please see TRAIN, Page 9



A cache of cocaine valued at \$5 million and an automatic weapon, seized in an early-morning operation against drug smugglers, were on display at the U.S. Customs office in San Juan on Friday. A joint force of Customs agents, Humacao drug division police, agents of United Forces of Rapid Action or FURA, and Department of Treasury employees made the bust at a Naguabo beach. Five Dominican Republic nationals were arrested.

STAR photo by Javier Freytes

## 'Gateway' bust nets 5 arrests on Naguabo beach

### Combined forces seize \$5 million worth of cocaine

By PEDRO RUZ GUTIERREZ  
Of The STAR Staff

Five Dominican nationals became the first casualties of Operation Gateway on Friday as federal and island law enforcement agents jointly dismantled the smuggling of at least 300 kilograms of cocaine at a Naguabo beach.

U.S. Customs Service Special Agent in Charge Raphael G. López and Maj. Adalberto Mercado, director of the Police Department's Narcotics and Vice Bureau, announced the arrests and seizure of the shipment, worth an estimated \$5 million.

Arrested during the pre-dawn surveillance operation were Santo Deaza, 33; Carlos Ciprián, 43; José M. Sánchez, 27; Víctor Hernández Canario, 33; and Rafael Pérez Cabrera, 48.

Customs officials said all five suspects are undocumented and will be charged with smuggling and conspiracy counts, felonies for which they will be arraigned soon.

López said agents noticed that two of the alleged drug traffickers they detained were completely wet. This prompted police and agents to search the beach, where

Please see COCAINE, Page 9

Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR			OTROS	
4/11/96		9			

The San Juan Star - Saturday, May 4, 1996

**POLICE NEWS IN BRIEF**

**Alleged punto owner, 2 other young men slain**

Three young men were slain Friday in separate incidents, authorities announced.

Among the slain was an alleged punto owner gunned down Friday afternoon in Santurce's Barrio Obrero, police said.

According to the police report, Wilfredo Sierra Feliz, 19, had at least 15 bullet wounds. Police dis-

covered his body at the corner of Rio Grande and Henna Streets.

Earlier Friday, Arecibo police found the body of Melvin Morales Maldonado, 17, underneath construction debris at an abandoned building in the town's Barrio Obrero.

Police said Morales, a resident of the Marquez Arbona housing project, had three bullet wounds and burns in various parts of his body, which was found at around 7:30 a.m. In Aguadilla, mean-

while, police said Miguel Esteves Barreto, 18, died in a shooting in the town's Las Muñecas housing project. A second victim identified as José Bourdon Román, 20, was wounded in the incident.

Police said the shooting was most likely drug-related.

**Pedestrian killed crossing highway**

Two separate accidents early Friday killed a pedestrian and left a police-

man injured, police reported.

A man police only identified with the alias "Junito" died when a milk company truck ran him over at around 5:30 a.m. on Highway 22 in the Buchanan sector of Guaynabo.

According to police, the pedestrian attempted to cross the highway in a lit area when a truck driven by Julio López García of the Tres Monjitas milk company struck him. Also Friday, a police-

man on a motorcycle was injured when a vehicle hit him on Santa Cruz Street at around 7 a.m. Police said Carlos Ocasio, assigned to the Bayamón motorized unit, lost control of his bike and landed on the pavement.

He suffered several injuries, including one to his right leg, and was taken unconscious to Rio Piedras' Industrial Hospital.

The unidentified car driver was being investigated, police added.

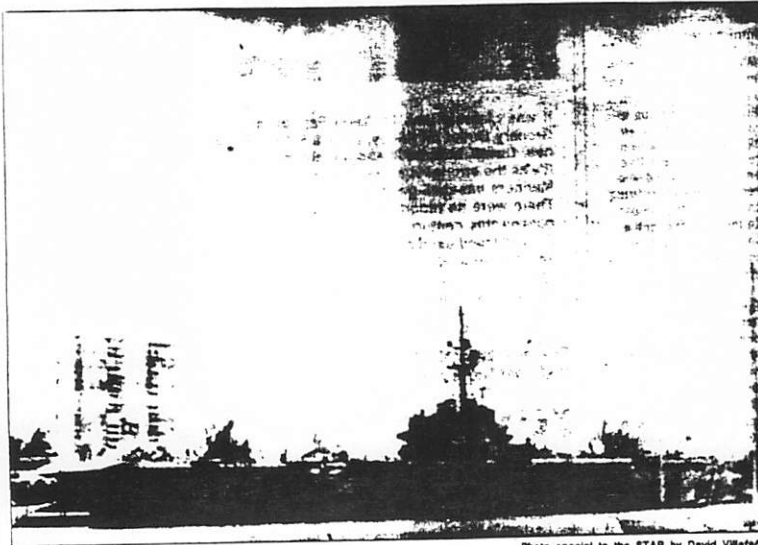
**2 gunmen assault 78-year-old man**

An elderly Canóvanas man was injured by two individuals who broke into his home Friday night, police said.

Luis de Jesús Cotto, 78, told police two men entered his home and struck him on the head with the butt of a revolver. Police said de Jesús was treated at Canóvanas' diagnostic and treatment center.

From staff and wire reports

**Resting in port**



On a slow and grayish day, a Brazilian aircraft carrier got some rest and relaxation Friday at the Isla Grande port area.

Photo special to the STAR by David Villafañe

From Page 3

**Cocaine**

they found eight bales of cocaine. They also discovered a loaded automatic weapon next to the burlap-wrapped contents on the side of the road.

López added that the ship-to-ship transfer of the drugs appeared to have taken place out at sea.

Acting on information received from informants, a combined force of Customs agents, Humacao drug division police, agents of United Forces of Rapid Action or FURA and Department of Treasury employees scouted the Los Corchos sector for several hours before making the arrests after 5 a.m.

Customs agents and police during early morning hours spotted and followed several vehicles, four of which were later confiscated.

Operation Gateway is one of several nationwide initiatives to "choke" the available routes for drug traffickers. It was announced more than two weeks ago in New York by Gov. Rosselló and Customs Service Commissioner George J. Weise.

"We have got to be as active as they are, not reactive," López said of new tactics designed to "choke" smugglers' entry points around the country.

López said the Caribbean Basin remains one of the main entry points to the United States and one of the smugglers' chosen routes because of its proximity to "source" countries and the heavy seaway traffic.

López said this would change as the Customs Service reaps the benefits of the new agreement that will infuse the agency with additional high-speed vessels and personnel.

"The future success of Operation Gateway lies not only in the multi-agency approach, but in the use of the multi-discipline [and] cross-functional concept," López said in a press release. "This concept encompasses the utilization of all the U.S. Customs disciplines... working together with local police, special units and other law enforcement agencies to dismantle drug trafficking and money laundering organizations."

From Page 3

**Train**

Funding Grant Agreement from the U.S. Department of Transportation.

Other partners in the winning consortium are Juan R. Requena and Assoc. of Puerto Rico, which will be responsible for the architecture and engineering, and Alternate Concepts Inc. of Massachusetts, which will provide operation and maintenance.

Subcontractors include Guillemety Ortiz and Assoc. of Puerto Rico, Wallace Floyd and Assoc. of Massachusetts, Parsons Brinkerhoff Quade and Douglas of New York, and El Taller Colaborativo of New Jersey.

Joint ventures between subcontractors include Lord-Mass Electric and Redondo Construction and Perini Corp.

Guillemety Ortiz and Redondo Construction currently have other government contracts, Pesquera said.

**IN BRIEF**

**Electricity to go off in parts of Bayamón, Dorado early Sunday**

The Puerto Rico Electric Power Authority announced Friday that it would interrupt service in several sectors of Bayamón and Dorado on Sunday morning.

PREPA's press office reported that the interruption would be owed to works related to an industrial client's connection and the affected areas will be without service from 6:30 a.m. to noon.

In Dorado, the sectors without power will be Villa Laguna I, Villa Laguna II, Las Calandrias, Cuba Li-

bre, Río Lajas and Haciendas de Dorado.

In Bayamón, the affected sectors will be on Highway 174, the neighborhoods of San Agustín and Villa Verde, Barrio Guaraguao, and sectors La Morenita, Chorreras and the Parcelas López Casas.

On Highway 830, sectors Sánchez Mulero, García, Camino Los Mulero, Camino Avilés, Los Fuentes and Jurutungo will be without power.

**Officers' sentencing put off until May 20**

Superior Court Judge Barbara Sanfioranzo Friday postponed sentencing

for the two police officers accused of killing the son of deceased Puerto Rican author Manuel Maldonado Denis until May 20.

The hearing was delayed because former Capt. Reynaldo Castillo had to be operated on, while former police officer José Colón Burgos is living in Hartford, Conn.

In 1992, the two former police officers were declared guilty by a jury of killing Manuel Maldonado Irizarry, 16. But former Judge Laura Nieves de Van Rhyn threw out the jury's decision and absolved the officers.

On April 12, the Supreme Court reversed Van

Rhyn's decision.

**Trial over infant's death postponed**

The trial of Nancy Colón Borrero, who is accused of causing the death of her 57-day-old child by breast feeding her after using cocaine, was postponed until June 10. It was to have begun at the Ponce Judicial Center on Friday.

Colón Borrero denies the charge and that she is a drug addict.

Originally, the charge was for second-degree murder, but on appeal it was lessened to involuntary manslaughter.

From staff and wire reports



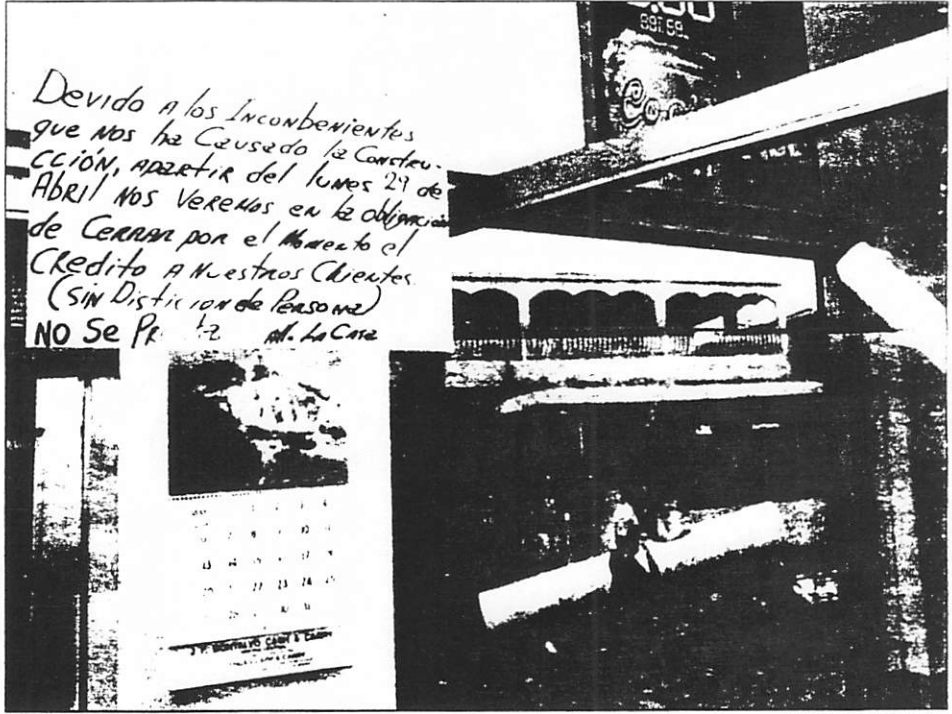
## UPR multi-use complex planned

Rio Piedras campus to get Urban Train stop, retail center, movie theater. **Page 3**

### Business suffers as Cataño replaces sewer lines

The Pay Luis Bar Restaurant in Cataño has had to shut its doors because of construction on Tren Street and Barbosa Avenue. Cataño is spending \$7 million to replace all sanitary and storm sewage lines to put an end to the chronic problems of backed up sewers and untreated waste waters overflowing onto the streets.

**Page 2**



STAR photo by Javier Freytes



Nicolás Nogueras

### NPP directorate excludes Nogueras from party posts

"It means he can't participate in any official acts of the party, that he doesn't represent the party in his public expressions," Gov. Rossello says.

**Page 3**

### BUSINESS

#### GulfChem files suit against contractor

Overruns cited in time, costs, delaying project far past completion date of 100 days. **Page B29**

### PORTFOLIO

#### Caribbean culinary competition

Food professionals from 20 destinations to take part in shows, seminars and contests. **Page 21**

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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	3		OTROS	
Fecha	5/8/96		Fecha		

The San Juan Star - Wednesday, May 8, 1996

LOCAL NEWS

# UPR, agency plan to develop complex to include train

## Housing facilities, retail center, movie theaters proposed

By LAURA RANDALL  
Of The STAR Staff

University of Puerto Rico and Department of Transportation and Public Works officials have been quietly negotiating to develop a \$55 million multi-use complex on the institution's Río Piedras campus.

The project, which will ultimately add an additional \$35 million stop along the Urban Train's 14-station route, will displace nine existing university structures.

Its design and environmental evaluation are already on file at the Planning Board. A public hearing will be held on the plan today at 9:30 a.m. at Planning Board headquarters.

Known as Plaza Universitaria, the complex is slated to be built on university property west of Ponce de Leon Avenue, which currently holds 600 parking spaces and about 10 small academic buildings. Replacing them will be a string of four- to nine-story buildings that include housing facilities for 1,200 students, an auditorium and conference facilities, two levels of underground parking and a retail center of movie theaters, shops and restaurants.

While documents and interviews with project planners reveal that the university worked closely with Urban Train officials in developing the plan, Plaza Universitaria's key proponent and financial backer is clearly the UPR.

Funds for the project have not been finalized yet but will probably come from the university and from private investors, UPR President Norman I. Maldonado said in an interview Tuesday.

Maldonado admits that Plaza Universitaria would not be proceeding "with such urgency if the Tren Urbano didn't exist."

Building a multi-use complex on the Río Piedras campus has been under consideration for the last 20 years, Maldonado said.

As the Urban Train route stands now, an underground station is slated to be built about two blocks south of the Río Piedras campus, at Ponce de Leon Avenue and José de Diego Street. A station at Plaza Universitaria is not yet part of the train's budget, Transportation and Public Works Secretary Carlos Pesquera said.

But Pesquera said the new station will ultimately become a part of the train route — if not during the first phase of construction, then as part of the recently proposed addition that would extend the line from Sagrado Corazón in Santurce to the Minillas Government Center.

"We think this is something that will be equally beneficial. We'll provide better access to the university, while the university will provide more potential riders on the Urban Train," Pesquera said.

UPR officials expect construction of the complex to be completed by the year 2000, one year before the Urban Train is set to begin operating.

The environmental evaluation prepared by the university similarly por-

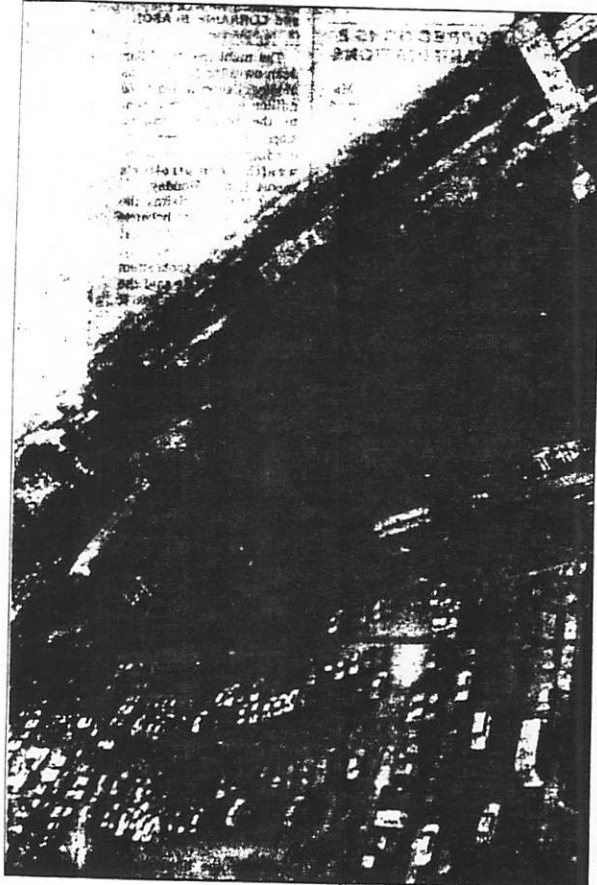


Photo special to the STAR by Wilfredo García

A proposed \$55 million complex to be known as Plaza Universitaria, developed by the University of Puerto Rico and the Department of Transportation and Public Works, would add a \$35 million Urban Train station in front of the UPR.

trays the project as being linked to the train. "The conceptualization, planning and development of Plaza Universitaria has been coordinated closely with the Urban Train to assure the compatibility of both projects," proponents wrote in their March 1995 report.

The university also commissioned an Urban Train/University of Puerto Rico Development Study, which was released in March 1995, after it was revealed the Urban Train route would align with its Río Piedras campus.

"Given the juxtaposition of these potential alignments to the available university site, the university had begun to explore its development opportunities," states the report by Comunitas, a Boston-based planning firm.

Among the departments slated to be displaced by Plaza Universitaria are a day-care center, the office of admissions,

the Museum of Anthropology, History and Art, the Graduate School of Social Work and the Center for Small Business Development. These offices will be moved to two large buildings adjacent to the campus that the university plans to purchase, Maldonado said. One is the vacant Commercial Technical Institute of Puerto Rico, he said.

The one high-rise males-only dormitory on the property will not be demolished, according to the project development plan.

The private firm contracted to manage the project is the Guaynabo-based PMD Corp. Maldonado said it is not known yet whether the complex will be managed privately or by the university once it opens.

The university also worked closely with the UPR. — Please see UPR, Page 10

# NPP board suspends Noguerras

By MARIA SACCHETTI  
Of The STAR Staff

The New Progressive Party directorate broke with tradition Tuesday and publicly suspended Nicolás Noguerras from any official post within the party.

The well-publicized suspension comes less than two weeks after the Senate expelled Noguerras during his fifth term as an NPP senator. Noguerras has challenged the expulsion in the Puerto Rico Supreme Court.

The 21 members of the NPP directorate in attendance Tuesday, including Gov. Rosselló, the party president, unanimously approved the suspension after a two-hour meeting. As a legislator, Noguerras was a member of the NPP State Board and the General Assembly.

"It means he can't participate in any official acts of the party, that he doesn't represent the party in his public expressions," Rosselló said calmly at the party's headquarters in Santurce.

As the media clamored around him, Rosselló repeated that suspending Noguerras is in "the best interests" of the NPP.

The party leadership also asked the NPP conciliation committee to decide whether additional sanctions — and they included "expulsion" in capital letters — are in order. Only the General Assembly or the State Board of the party can expel a member.

The directorate based the suspension on Noguerras' expulsion from the Senate on April 25, and his arrest the day before for the felony charge of conspiring to defraud the federal government.

They also cited investigations of Noguerras by the Justice Department, the Treasury Department, and a Special Independent Prosecutor. No charges have been filed against Noguerras because of the local investigations.

Noguerras criticized the NPP's decision from his home in Condado.

"This decision is a poor example from the governing party," he said, according to The Associated Press.

Noguerras has long contended that the NPP is discriminating against him. He has pointed out that Rosselló twice called for his resignation well before he had been charged with any crime.

In other cases, Rosselló had said that legislators who were convicted of crimes should step down.

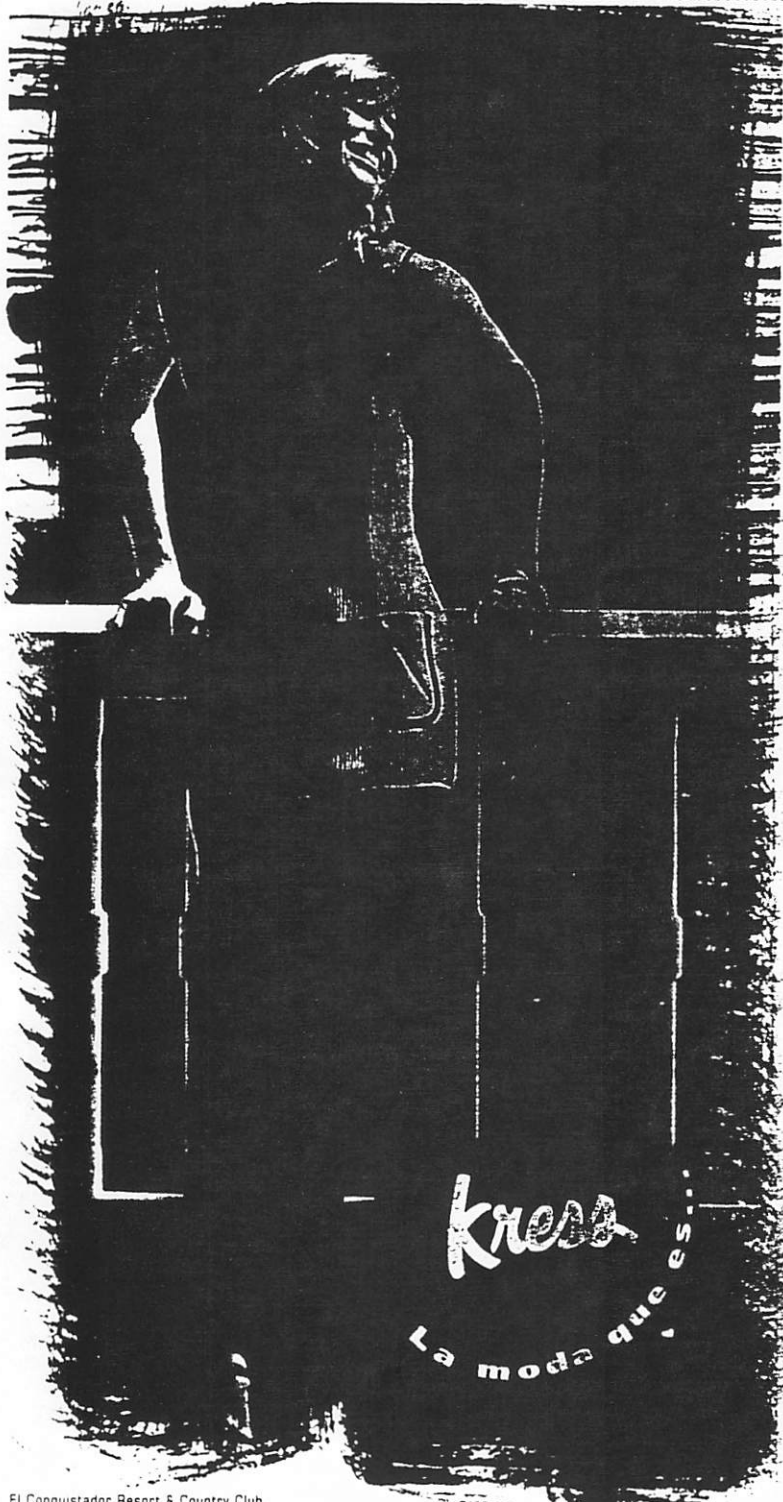
The public suspension of Noguerras Tuesday also marked a change from the party's previous dealings with legislators who were charged with crimes.

Indeed, some party officials said, the directorate's meeting marked the first time they had to actually study

Please see NOGUERAS, Page 4

■ NPP top brass only halfway there with Noguerras. 6

Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	10		OTROS	
Fecha	8 May 96		Fecha		



El Conquistador Resort & Country Club.

LOCAL NEWS

**NPP plans special election**

By the STAR Staff

The New Progressive Party plans to elect a new president of Precinct 3 in San Juan in a special election tonight in the Hato Rey sector, said NPP General Secretary Marcos Morell.

Precinct delegates will vote in the election, which is slated to be held around 7 p.m. at the campaign headquarters of House Speaker Zaida Hernández Torres. She is the president of the party's San Juan committee and is also running for mayor in the Nov. 5 general elections. The candidates, who are expected to later run for the District 3 seat in the House of Representatives, are Albina Rivera, the executive director of the Women's Affairs Commission, and Armando Batista.

From Page 2

**Session**

PRTC to collect formal bids on all purchases over \$25,000. Still under debate are how much PRTC will charge to other companies for access to its telephone lines, the process for allowing competitors to connect to those lines, and whether the federal government or a local agency will subsidize telephone service to out-of-the-way places.

Rep. Angel Cintrón said he plans to unveil a long-awaited package of banking legislation today that will expand the menu of financial products banks can sell. It will also raise the amount of money that banks must have in capital and reserve in order to do business in Puerto Rico.

The bill reportedly also raises the minimum number of people on a bank's board of directors from three to five and allows board meetings to be held via telephone.

Legislators debating a proposal to change the Legislature from a two-chamber to a one-chamber system will hold a hearing May 15 to collect testimony on whether such a move should be done through a referendum or a constitutional convention.

McClintock, who chairs the Senate Government Affairs Committee, said some lawmakers believe the proposed change is so large that a referendum may violate rules prohibiting more than three constitutional amendments at a time on a ballot. He said he is not sure the issue will come to a vote before June 30.

"All we promised was to study the issue this term," McClintock said.

From Page 3

**UPR**

with officials from the San Juan Planning Office and the Planning Board who are developing a master development plan for Río Piedras, according to Planning Board documents.

Maldonado said the Río Piedras master plan "is separate [from] but coordinated" with Plaza Universitaria.

Construction is slated to start this summer, once the university obtains all necessary permits. Permits are required from the Planning Board, the Regulations and Permits Administration, the Environmental Quality Board and the U.S. Environmental Protection Agency and the Department of Natural and Environmental Resources, according to the environmental evaluation.

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# Negocios

16 DE JUNIO DE 1996 DEL DOMINGO

## Marchan sobre rieles los proyectos de infraestructura



EL NUEVO DIA

EL NUEVO DIA      EL VOCERO  
 Fecha      /      /      Fecha      /      /      Página

X THE SAN JUAN STAR      OTROS  
 Fecha 8 Feb 96      Página 2      Fecha      /      /      Página



# The San Juan Star

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Virgin Islands 85c

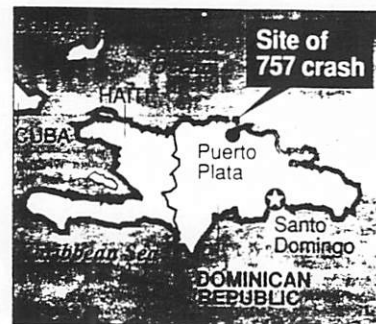
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Thursday, February 8, 1996

Puerto Rico 35c

## 189 feared dead as jet crashes off Puerto Plata, D.R.

Boeing 757 suddenly plunges into the sea. **Pages 10-11**



AP Photo/Stream

U.S. Coast Guard mobilizes at least 200 members from its Bahamas, Florida and Puerto Rico centers in desperate search for survivors. **Page 11**

Rescue workers place bodies on the deck of a Dominican naval vessel in Puerto Plata, Dominican Republic, on Wednesday. The chartered Boeing 757 carrying German tourists home from the Dominican Republic crashed into the Atlantic Ocean late Tuesday night. There were no signs of survivors.

### Silva ends speculation by resigning

NPP senator from San Juan stepping down on urging by Senate colleagues. **Page 3**

### Urban Train a step closer to approval

Federal Transit Administration gives project environmental clearance. **Page 3**

### PORTFOLIO

#### Roy Brown to set stage afire with song

Songwriter embarks on new search for poetry, sounds, rhythms. **Page 53**

### LOTTERY

1st	44955
2nd	16482
3rd	40803
4th	12050
5th	47290

**Page 91**

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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	3		OTROS	
Fecha	8/24/96		Fecha		

The San Juan Star - Thursday, February 8, 1996

LOCAL NEWS

# Silva officially resigns from Senate

Charismatic senator ends 16-year career

By MARIA SACCHIETTI

Sen. Rolando Silva of the New Progressive Party ended mounting speculation on Wednesday and officially resigned from the Senate, effective March 15. By 2 p.m. his office was closed and in darkness and his secretary was in tears.

"This is a difficult time for us," said a woman who works for the Senate Public Security Committee, which Silva, NPP-San Juan, presided until last year.

Senate colleagues reportedly had urged the veteran senator to step down after he pleaded guilty on Friday in San Juan Superior Court to four misdemeanors of failing to comply with his official duty during his previous term.

The minor crimes occurred during Silva's prior senatorial term, during which he allegedly allowed his legislative secretary to work on his private business.

NPP leaders accepted the resignation with an understanding that Silva's departure was necessary, but with some regret over the disgraceful ending to his 16-year career.

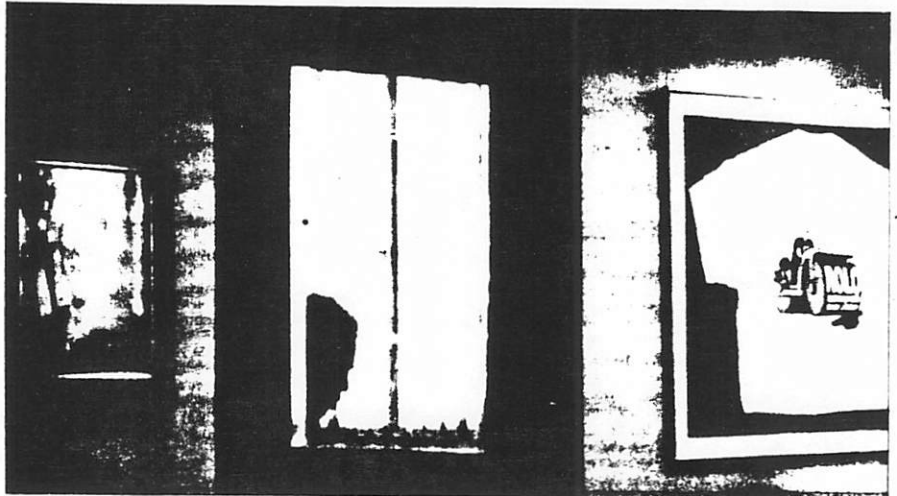
"That is the shame of it," said Senate President Roberto Rexach, who said the resignation arrived at his office before 9 a.m. on Wednesday. "He's a person who has had an outstanding legislative career but this is what he will be remembered for."

The party's 36-member governing board is expected to meet on Feb. 13 to establish a process for selecting a successor for Silva, who was not seeking re-election, said NPP General Secretary Marcos Morell.

Some senators said the seat could go to the top vote-getter in the Dec. 10 primaries, lawyer Jorge Santini, who resigned recently as an aide to Rosselló to work on his own campaign.

Silva did not speak to the media on Wednesday after leaving his resignation in Rexach's office.

In the letter, he wrote, "With deep regret, but with a calm spirit and a clear



Sen. Rolando Silva was absent from his Senate office Wednesday, where an employee, silhouetted through the doorway, worked. Silva resigned after pleading guilty to misdemeanor charges.

STAR photo by Francesca von Rabenau O'Reilly

conscience. I must inform you that after a long and anguished process of reflection I have decided to resign my seat as the senator of the District of San Juan."

Silva wrote that his plea bargain agreement with the Special Independent Prosecutor's Office, which initially charged him with the felony crime of misusing public funds, did not oblige him to step down. The trial showed that he never profited illegally from his legislative office, he said.

He pleaded guilty to avoid putting his family through a long trial, he wrote.

He decided to resign, he wrote, to avoid harming the NPP, before the Nov. 5 general elections.

"I cannot allow that at my expense, people try to obviate a legitimate political debate or tarnish a magnificent work of government," he wrote.

The NPP, which ran partly on a platform to combat public corruption in 1992, was put on the defensive this week after Silva's plea bargain. The Popular Democratic Party called for Silva's resignation.

Silva also avoided forcing the Senate Ethics Committee to levy sanctions against him that could have reached a temporary suspension. On Monday, Rexach had asked the committee to investigate Silva and Sen. Nicolás Noguearas, NPP-at large.

Some senators said they hoped Silva would be remembered for his work in the Legislature.

Over the past four years Silva has filed some 400 bills and resolutions. He has provided thousands of dollars in pork barrel funding to Casa Protegida Julia de

Burgos, Inc., a battered women's shelter, among other organizations.

The charismatic lawyer, husband and father of three children, who turns 51 years old this month, is a longtime friend of Gov. Rosselló. He has ample experience in public service, having also served as undersecretary of the Justice Department and as a lawyer in the Economic Development Administration.

His office wall is covered with plaques from community groups showing their appreciation.

One picture displayed prominently is from the man who has stayed mostly silent throughout the senator's brief ordeal.

"For Senator Rolo Silva, a collaborator in the task to build a New Puerto Rico, and a friend who honors me with his trust. With appreciation, Pedro Rosselló."

## Urban Train project gets environmental clearance

By ROBERT FRIEDMAN  
STAR Washington Bureau

WASHINGTON — The Urban Train got environmental clearance from the federal government Wednesday, setting the stage for the U.S. Department of Transportation to fully fund the project at more than \$300 million.

"It's a step-by-step process and so far everything looks positive. . . I'm very optimistic," said Puerto Rico Transportation and Public Works Secretary Carlos I. Pesquera.

DOT spokesman Brian Cudahy said the Urban Train was "number one or two" in ranking among the projects seeking full

funding. Still, Cudahy cautioned that the environmental accord is "a first step and not a commitment to fund."

The Federal Transit Administration officially signed Wednesday a Record of Decision, which means the project satisfies all federal environmental requirements. Now the DOT must decide whether to extend a full financing grant agreement to the island.

"Before we can get a long-term agreement we needed the ROD," said Pesquera, adding: "We've climbed many ladders and still have one more to climb. I think that with the continued support of everyone in Puerto Rico we should reach the top."

U.S. Transportation Secretary Federico Peña already has given the Bayamón-Santurce rail project a good review and it now must get the approval of other federal agencies, such as the Office of Management and the Budget, which reportedly looks favorably on the project.

The DOT is expected to make its full-funding decision within a matter of weeks. The island could get \$307.4 million

over five or six years to build the project's first phase, whose cost was put by an FTA official at \$966 million.

"That's the current number, but it is still preliminary," said Pesquera, who has previously indicated the estimate could be closer to \$1.1 billion.

A key element in gaining the funding agreement is that the grant will be woven yearly into the DOT's budget requests to Congress. While Puerto Rico could still seek more transportation funds from Congress, it would have the DOT pushing for yearly appropriations for the Urban Train.

Cudahy of the FTA mentioned four other projects also being looked upon favorably by DOT for full funding agreements. These include two in San Francisco, one in Denver and one in New Jersey. The New Jersey project is called the Hudson River Waterfront Trolley and would run between cities across the river from New York. Cost of the first phase, from Hoboken to Bayonne, is put at \$775 million.

The Denver project is seeking \$127

million. The FTA has put the cost of the two projects in San Francisco at \$480 million and between \$847 million and \$1.2 billion.

Cudahy could not answer whether the DOT could fund all those projects along with the Urban Train.

Pesquera explained that the environmental agreement included U.S. Department of the Interior approval for the project's plans to conserve parks, historical districts and archeological sites along the train's route. The one remaining environmental hurdle — the possible affect of the trains on a Centers for Disease Control laboratory near the Veterans Hospital in Río Piedras — was removed from the ROD agreement and is being worked out by the FTA and the CDC, Pesquera said.

Pesquera said a Feb. 21 Urban Train "summit" in San Juan will feature input from representatives of other rail systems — such as the Metro system in D.C., the BART in San Francisco, MARTA in Atlanta and the Miami and Vancouver, Canada systems.



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Puerto Rico 35c

## Urban Train route to lengthen

Officials now plan to extend the line to Minillas Government Center. **Page 3**

### BUSINESS

#### Analysts say telecom act has slashed PRTC's value

Loss of monopoly, coupled with competition that new technologies pose, lowers company's market value. **Page B35**

### LOTTERY

1st	37047
2nd	31824
3rd	22828
4th	16829
5th	01601

**Page 70**

### Police honored by Legislature



STAR photo by Javier Freytes  
Police officers solemnly listen as House Speaker Zaida Hernández Torres addresses a special legislative session to commemorate them during Police Week. The activities that began Sunday and end Saturday feature a host of ceremonies, including sports events, a breakfast with widows of slain officers, an art exhibition and a seminar on domestic violence.

### Pope: Fasting isn't enough during Lent

Pope John Paul II smudges ashes on the head of Cardinal Jozef Tomko of the Czech Republic during Ash Wednesday ceremonies in Rome's Santa Sabina Basilica. The ceremony marked the start of Lent. The pontiff said Christians should do more than just fast during Lent: They should also "open their hearts" and help the poor.



AP Photo/Stream

### 5 primaries in 10 days will test Buchanan's momentum, Dole's talent for rebounding

Buchanan's upset victory in the New Hampshire primary stirs up a hornets' nest among members of the local Republican Party. **Pages 2, 14**

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The San Juan Star - Thursday, February 22, 1996

LOCAL NEWS

# Officials propose Urban Train extension

## Plan would extend train line to Minillas Government Center

By CHRIS HAWLEY  
The STAR Staff

Officials are planning a 1.2-mile addition to the Urban Train project that would extend the proposed train line from Barrio Obrero in Santurce to the Minillas Government Center.

The extension would add two stations to the rail system and would follow either the Luis Muñoz Rivera Expressway or Fernández Juncos Avenue, Transportation and Public Works Secretary Carlos Pesquera said. He said planning would take about a year and the extension would be submitted to the Federal Transit Administration as an amendment to the original project.

The extension from the Sagrado Corazon station would cost \$142 million if above-ground and \$290 million if underground, according to preliminary plans. The original 10.5-mile line is expected to cost \$1.1 billion.

The announcement followed a glowing review of the Urban Train by FTA director Gordon Linton during a "summit" on the project Monday. Transportation Department officials are awaiting an FTA promise of more than \$330 million dollars to build the train.

This project has received the excitement of not only [U.S. Transportation Secretary Federico Peña], but more importantly, the president," Linton said. "I'm not a gambling man, but I'll bet my own stakes that the next time I come back to Puerto Rico we will have broken ground for Tren Urbano."

It was an about-face from Linton's statement in April, when he told officials there were "clouds on the horizon" for the project because the newly elected Republican Congress threatened to "devastate transportation funds."

He said Monday that after wrangling over the federal 1996 budget, FTA officials are more confident about funding for the project.

"I think last year we were a little less clear on what the future commitments will be to the Department of Transportation," he said. He said a preliminary 1997 budget submitted to Congress Feb. 5 showed there would be enough funds, and a more detailed budget to be submitted March 18 should include the Urban Train project.

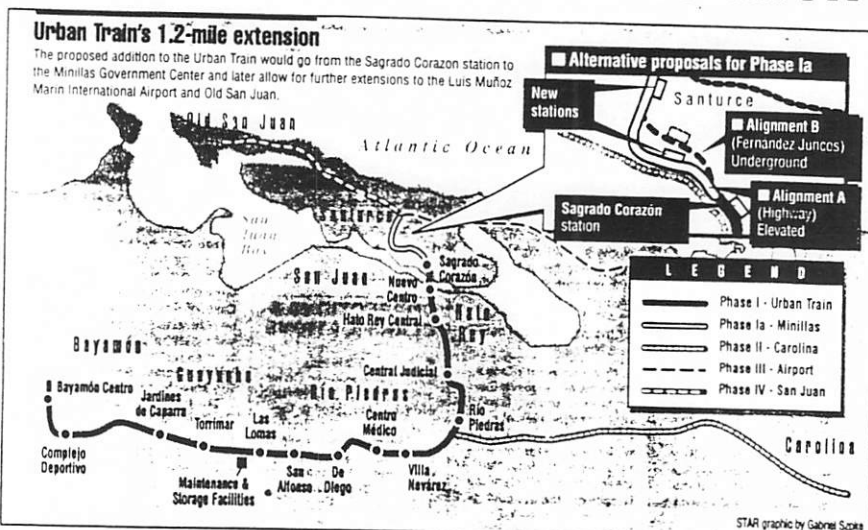
Also Wednesday, Planning Board President Norma Burgos announced in a prepared statement that the board will hold public hearings on March 18 to establish new planning guidelines for the areas surrounding the Urban Train route.

Pesquera said the rail system's planners decided to add the extension after the project passed an FTA environmental review on Feb. 7.

Preliminary plans for the new section show that planners are considering either an elevated line that would follow the Muñoz Rivera expressway or an underground line that would cut through Santurce under Fernández Juncos Avenue.

The line would head east, then join Highway 22 and pass through or beside the Minillas Tunnel.

The plan would add two stations to the



## EL TREN URBANO



Gov. Rosselló gestures while talking about the Urban Train to Federal Transit Administration director Gordon Linton, left, and Transportation Secretary Carlos Pesquera during a summit meeting here Monday on the project.

STAR photo by Ingrid Torres

line, one on Los Angeles street and one underground station to the west of the Fine Arts Center, Pesquera said. The Los Angeles station would be elevated if planners took the expressway route and underground if they opted for the Fernández Juncos route.

Planners estimate the extension would increase ridership from 115,000 passengers a day to 133,000.

Long-term plans are to add a fork in the line at Minillas for future lines to the Luis Muñoz Marín International Airport and Old San Juan, Pesquera said.

He said planners had wanted to include the section in the original project, but decided to leave it for later because of the cost and difficulty of running a line through Santurce's dense residential areas.

"We were approaching an area that was more densely developed," Pesquera said. "We knew [planning] there would take a lot... and we didn't want to jeopardize the entire project. We have to prove ourselves a little more first."

Linton said it is not unusual for mass transit planners to add expansions by amending their original plans. Of five other projects awaiting funds from the FTA, three are expansions of original projects, he said.

After passing its environmental review, the Urban Train project joined rail projects in Sacramento, Calif., San Francisco, New Jersey, Denver and St. Louis, Mo. in line for possible funding.

The FTA approved the project's final environmental impact statement — the document showing the train's impact on

communities and ecology — despite a disagreement with the Centers for Disease Control over an insect laboratory near the Río Piedras Medical Center. Pesquera said CDC officials from Atlanta would meet with the transportation department today to work out an agreement on relocating the laboratory.

Planners, meanwhile, are still considering bids from three consortiums to supply the cars for the system and build the first section of track between Torrimar and Las Lomas. The contract is worth at least \$410 million.

A fourth consortium, Constructores Tien Urbano, Inc., was disqualified because project planners said its train was too narrow. The consortium says the cars are wide enough and is using the Transportation Department.

# CARIBBEAN BUSINESS

COMMUNICATIONS INC.

THURSDAY MARCH 7, 1996

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## TOP STORY



\$48 million for  
urban management  
Page 2

## THIS WEEK

Prudential Securities,  
Ramirez & Co. enter  
PR capital market  
Pages 2, 9

Amigo chairman speaks  
out about Perez's  
switch to Pueblo Page 11

Prepa's hot-water  
dumping to ease with  
new plants Page 13

New bidding for  
San Juan health card  
Page 18

## LATE NEWS

Major multi-use project  
slated for San Juan  
Page 4

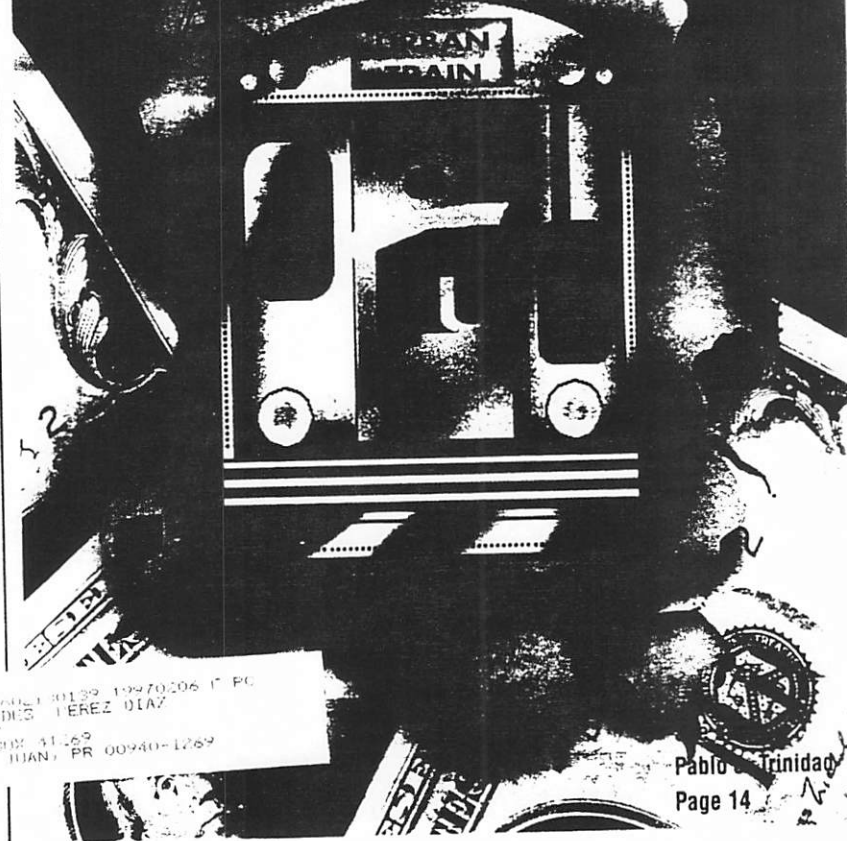
## SPECIAL INFO

Telecommunications  
Pages 2  
Income Tax Planning  
Page 44

SEE TABLE OF CONTENTS ON PAGE 21

# Running the Urban Train

The hot story nowadays is finding the money for construction. Here's the story of who will pay to keep it running once it's built.



Pablo Trinidad  
Page 14

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# FRONT PAGE

## No local taxes or subsidies expected for Urban Train

Federal subsidies, fares, existing local funds will pay annual operating expenses, says DTOP's Pesquera

By CARLOS TRINIDAD

The talk these days is about finding the money to build the \$1.2 billion first phase of the Urban Train, scheduled for construction from 1996 to 2001.

But then what? CARIBBEAN BUSINESS, exploring how the train's annual operating expenses will be covered once it's off and running, finds that the \$40 million expected annual operating cost will be covered 50% by passenger fares.

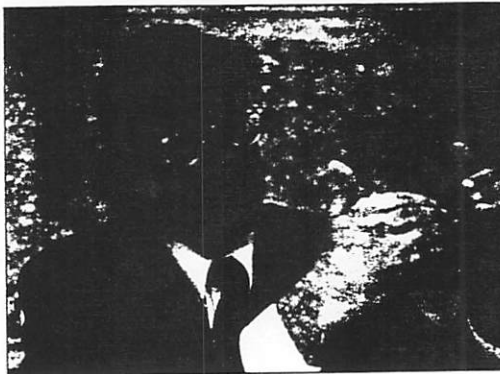
Of the remaining \$20 million, approximately \$15 million will come from recurrent revenue generated by the Puerto Rico Department of Transportation and Public Works and about \$5 million will be covered by federal subsidies.

We are not contemplating increasing taxes or coming up with any new taxes to cover operating costs, Puerto Rico Transportation and Public Works Secretary Carlos Pesquera said. The federal subsidies are already there and the local funds that we'll be using are recurrent funds, meaning that they become available each year for that purpose without the need to levy new taxes or drain the Commonwealth budget with new subsidy money.

This is in contrast with other systems on the U.S. mainland and in Canada, which are paid mostly from passenger fares and local subsidies and taxes, with only a minor portion covered by federal subsidies.

The federal money Pesquera is targeting for operating expenses are funds now destined for the Metropolitan Bus Authority (AMA by its Spanish acronym) and not expected to be used by the bus system, making them available for the train. He said those funds now used to subsidize AMA could be substituted with appropriations from the Commonwealth legislature.

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Population and traffic projections well into the next century lead most experts to conclude that train commuting will be essential to easing such congestion and facilitating transportation in the San Juan metropolitan area.

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This project has all the elements for success, especially when you take into consideration the transportation needs and traffic congestion in San Juan, said Jack Schenendorf, staff director of the U.S. House of Representatives Committee on Transportation and Infrastructure. It also has lots of local commitment and support.

### \$1.00 ONE-WAY FARE

Preliminary estimates call for the first phase of the Urban Train to serve about 75,565 passengers per week day by the year 2001 and 114,492 per week day by the year 2010. One-way fare has been tentatively set at around \$1 per passenger although a final rate has not been established yet, Pesquera said.

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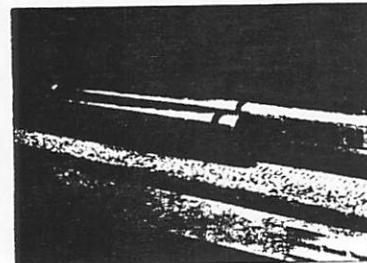
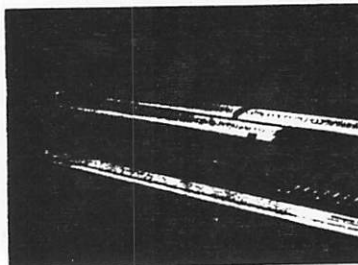
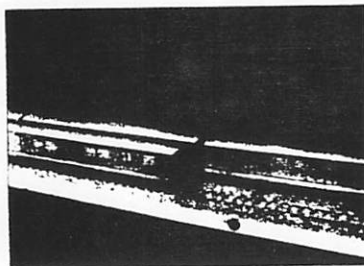
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SPECIAL REPORT

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ATLANTA

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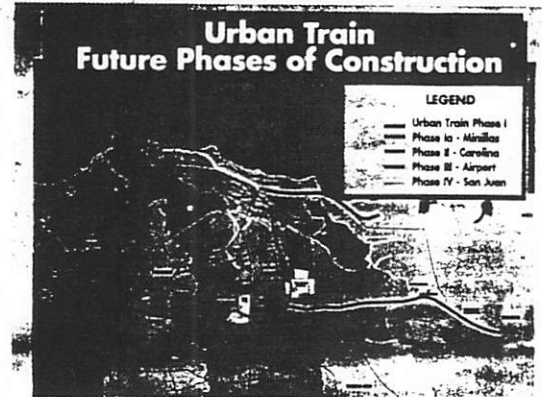
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Continued on next page



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SPECIAL REPORT

Continued from previous page

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Source: Puerto Rico Department of Transportation and Public Works. Information compiled by Vanessa Beringari.

\$1.50 for adults, which goes up to \$2.25 during rush hours.

Wylder, Ward and Bassily traveled to Puerto Rico last week to participate in the Governors Second Annual Urban Train Summit. Also participating in the summit were Puerto Rico Gov. Pedro Rossello, Resident Commissioner Carlos Romero Barcelo, Gordon Linton, administrator of the Federal Transit Administration, and Pesquera.

THREE MORE PHASES

Under study and discussion now for two decades, the Urban Train will serve the greater San Juan area where some 1.3 million people, or about 37% of the island's approximately 3.7 million residents live. The railway transit system will link the municipalities of Bayamón, Guaynabo, San Juan and Carolina.

The first phase will connect Bayamón, Guaynabo, Santurce and Hato Rey. This 10.5-mile, 14-station line will serve sports complexes, residential areas, shopping centers, hospitals, universities, the Hato Rey banking district and Santurce. The service is expected to serve 114,492 passengers on a daily basis by the year 2010.

Last week Pesquera announced a 1.2-mile extension has been added to the original first phase, which will take the project from Santurce to the Minillas Government Center. The extension, with an estimated cost of \$150 million, is expected to increase the projected number of passengers using the system on a daily basis from 114,492 to 129,491.

Future phases of the Urban Train project call for additional lines to extend west from Santurce to Old San Juan and east to Luis Muñoz Marín International Airport in Carolina. Another phase would run a line east from Río Piedras to densely populated areas in Carolina.

As part of plans to encourage San Juan area residents to use the system, all passenger stations will have ample and secure parking spaces, Pesquera said. The system will also incorporate both private and public modes of transportation currently in use, including buses, public cars and vans, and taxis, as well as the underutilized Aqua Expresso system.

"When it comes to projects like the Urban Train, there are always some capital investments that can never be recovered or benefits that can never be measured," Pesquera said. "These are long-term investments that have many economic as well as social benefits for future generations."

operations manager for the Washington Area Metropolitan Transit Authority. Passenger revenues on the railway component of the system cover about 75% of operating costs. On the metrobus component, fares cover about 34% of operating costs. The balance of the system's operating costs is covered through appropriations budgeted to subsidize the system's operations.

"The decision always was not to let the rider bear the entire cost of the operation," Bassily said.

The Washington system, which began operating in 1976, represents an investment of about \$8.5 billion so far. The system's railway component consists of 89.5 miles of rail and an additional 15 miles of lines under construction. The system moves about 500,000 people Monday through Friday and 50,000 on weekends. The metrobus component moves about 440,000 people a day. The average fare is \$1.50 per person.

VANCOUVER

For the city of Vancouver, passenger revenues cover about 35% of the railway system's total operating and maintenance costs, said Larry Ward, president and chief executive officer of British Columbia Rapid Transit Co. Ltd.

"There is a variety of taxes," Ward said. "There's a provincial contribution of about 35% of the total cost. Another 35% of the total cost comes from the fare box. The remainder is raised from local levies, which include a property tax, a power surcharge on electric bills, and a gasoline tax collected within the region."

The Vancouver system, which went into service on time for the start of the 1986 World Exposition, currently has 28.8 kilometers of double-track railway lines, 150 vehicles and 20 passenger stations operating. The system, built at a cost of about \$1 billion, will serve approximately 39 million riders this year.

In addition to rail, Vancouver includes an extensive bus system covering 800 routes. The typical fair is



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## THIS WEEK

...enter  
...market

...speaks  
...Pueblo

...hot water  
...plants

...bidding for  
...health card  
Page 18

## LATE NEWS

...project  
...San Juan  
Page 1

## SPECIAL INFO

Telecommunications  
Income Tax Planning  
Page 44

# Running the Urban Train

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Pablo Trinidad  
Page 14

SPECIAL REPORT

CARIBBEAN BUSINESS THURSDAY, MARCH 7, 1996

FRONT PAGE

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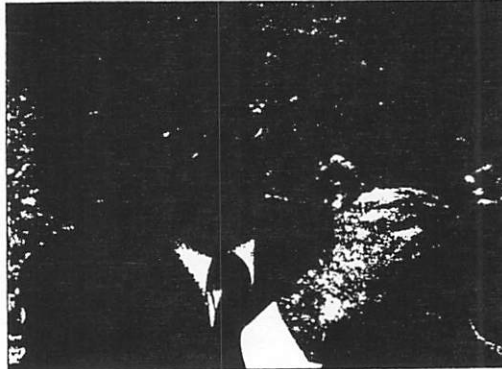
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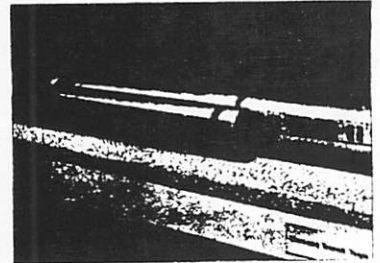
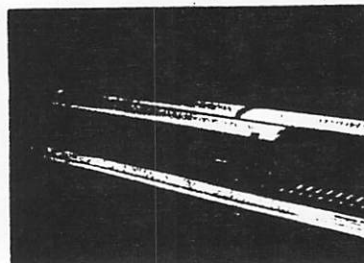
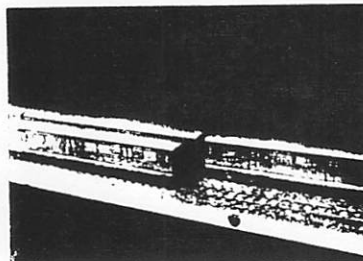
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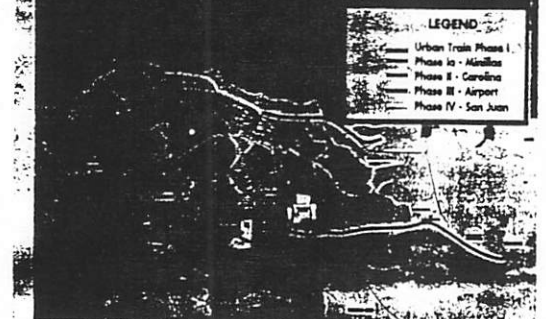
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Continued on next page

Urban Train  
Future Phases of Construction



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SPECIAL REPORT

CARIBBEAN BUSINESS THURSDAY, MARCH 7, 1996

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\$1.50 for adults, which goes up to \$2.25 during rush hours.

Wylder, Ward and Bassily traveled to Puerto Rico last week to participate in the Governors Second Annual Urban Train Summit. Also participating in the summit were Puerto Rico Gov. Pedro Rossello, Resident Commissioner Carlos Romero Barceló, Gordon Linton, administrator of the Federal Transit Administration and Pesquera.

THREE MORE PHASES

Under study and discussion now for two decades, the Urban Train will serve the greater San Juan area where some 1.3 million people, or about 37% of the island's approximately 3.7 million residents live. The railway transit system will link the municipalities of Bayamón, Guaynabo, San Juan and Carolina.

The first phase will connect Bayamón, Guaynabo, Santurce and Hato Rey. This 10.5-mile, 14-station line will serve sports complexes, residential areas, shopping centers, hospitals, universities, the Hato Rey banking district and Santurce. The service is expected to serve 114,492 passengers on a daily basis by the year 2010.

Last week Pesquera announced a 1.2-mile extension has been added to the original first phase, which will take the project from Santurce to the Minillas Government Center. The extension, with an estimated cost of \$150 million, is expected to increase the projected number of passengers using the system on a daily basis from 114,492 to 129,491.

Future phases of the Urban Train project call for additional lines to extend west from Santurce to Old San Juan and east to Luis Muñoz Marín International Airport in Carolina. Another phase would run a line east from Río Piedras to densely populated areas in Carolina.

As part of plans to encourage San Juan area residents to use the system, all passenger stations will have ample and secure parking spaces, Pesquera said. The system will also incorporate both private and public modes of transportation currently in use, including buses, public cars and vans, and taxis, as well as the underutilized Aqua Expresso system.

"When it comes to projects like the Urban Train, there are always some capital investments that can never be recovered or benefits that can never be measured," Pesquera said. "These are long-term investments that have many economic as well as social benefits for future generations." ■

operations manager for the Washington Area Metropolitan Transit Authority. Passenger revenues on the railway component of the system cover about 75% of operating costs. On the metrobus component, fares cover about 34% of operating costs. The balance of the system's operating costs is covered through appropriations budgeted to subsidize the system's operations.

"The decision always was not to let the rider bear the entire cost of the operation," Bassily said.

The Washington system, which began operating in 1976, represents an investment of about \$8.5 billion so far. The system's railway component consists of 89.5 miles of rail and an additional 15 miles of lines under construction. The system moves about 500,000 people Monday through Friday and 50,000 on weekends. The metrobus component moves about 440,000 people a day. The average fare is \$1.50 per person.

VANCOUVER

For the city of Vancouver, passenger revenues cover about 35% of the railway system's total operating and maintenance costs, said Larry Ward, president and chief executive officer of British Columbia Rapid Transit Co. Ltd.

"There is a variety of taxes," Ward said. "There's a provincial contribution of about 35% of the total cost. Another 35% of the total cost comes from the fare box. The remainder is raised from local levies, which include a property tax, a power surcharge on electric bills, and a gasoline tax collected within the region."

The Vancouver system, which went into service on time for the start of the 1986 World Exposition, currently has 28.8 kilometers of double-track railway lines, 150 vehicles and 20 passenger stations operating. The system, built at a cost of about \$1 billion, will serve approximately 39 million riders this year.

In addition to rail, Vancouver includes an extensive bus system covering 800 routes. The typical fair is



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LOCAL NEWS

# Urban Train to receive \$307 million over 5 years

By ROBERT FRIEDMAN  
STAR Washington Bureau

WASHINGTON — The federal Department of Transportation has decided to grease the financial wheels of the Urban Train with a \$307.4 million grant over the next five or six years.

The Full Funding Grant Agreement also frees up at least an additional \$25 million annually in federal funds for the project, Transportation and Public Works Secretary Carlos Pesquera said on Monday.

The Urban Train outlay will be the largest discretionary grant in the island's history, according to La Fortaleza chief aide Angel Morey.

Discretionary grants involve competition among those asking for them. Formula grants are based on fixed criteria.

The grant agreement assures that the San Juan light rail project becomes an integral part of DOT's yearly budget requests. This means that Puerto Rico officials will not have to struggle on their own annually in Congress for Urban Train appropriations.

"It's now a different picture," Pesquera said. "We will be part of the DOT budget, and the track record of Congress is to support those budgets and the projects in them."

While yearly appropriations still must be made, the Urban Train will be part of legislation called ISTEAT (Intermodal Surface Transportation Efficiency Act), which every five or six years authorizes project funds for those periods of time.

The agreement not only led to authorization of the \$307.4 million, it will have other significant impacts. Besides giving federal backing and added credibility to the project, it also allows the commonwealth government to contribute money from its yearly federal transportation allocations.

"We may allocate at least \$25 million more per year" for the Urban Train from the formula grants, Pesquera said.

The rest of the money will be raised through a "subordinate bond issue" through the Highway Transportation Authority, the secretary noted. He again denied what some fear: eventually the commonwealth government will have to turn to new gasoline or vehicle taxes to get the project completed.

"We decided to go after one-third funding and went up against 20 or 30 other projects and we got it," said Pesquera.

A White House ceremony is scheduled for Wednesday to announce the grants, which will include five other projects besides the Urban Train. Also, a special event to mark the San Juan project will be held later in the day among federal and Puerto Rico officials at the Old Executive Building adjacent to the White House.

Pesquera said the San Juan light rail project was being singled out for mention because of the "high probability" of its success.

The project, he said, will serve as a model "in terms of how we are doing it." The construction, operation and maintenance are all being integrated in getting the system underway, rather than doing it in separate steps.

This method, Pesquera said, is expected to demonstrate how such projects could cost less and be completed in a shorter time.

The system is expected to succeed, the secretary noted, because of the high density areas it will cover and the projected large number of riders.

## Police try to stop 'running of the bull'



Photo special to the STAR by Eliza Lanza

Police patrols chase a bull that disrupted traffic at Highway 52 between Coamo and Salinas on Monday. Eight police cars were mobilized to direct the bull off the road. Several tow trucks, pick-ups and heavy trailers also helped in the chase, which continued for more than an hour while traffic waited.

# Government Ethics Office director asked to resign

## Feliciano's request for budget hike angers OMB chief

By MARIA SACCHETTI  
Of The STAR Staff

Budget chief Jorge Aponte Hernández called on the director of the Government Ethics Office to resign on Monday after he asked the Legislature for a \$500,000 budget increase for fiscal year 1997.

Aponte, the director of the Office of Management and Budget, said that GEO Director Héctor Feliciano Carreras is "incompetent" if his office cannot function with its current annual budget of \$1.8 million.

"If they can't handle an increase in work with what they have, then his administration is not producing the desired effect," Aponte said. "If he doesn't feel competent to do the work, I ask him to step down so the governor can appoint someone else."

Feliciano, who was appointed in 1991 by the Hernández Colón administration, said he asked for the additional money because the office's caseload is expected to increase from 4,000 financial statements this fiscal

year to 4,500 in FY 1997, which starts July 1.

The increase, if approved, would boost the office's budget to \$2.3 million next year.

Aponte said the Legislature already increased the ethics office budget from \$1.4 million in 1993-1994 to the current \$1.8 million since fiscal year 1993-1994.

But Feliciano told the Senate Finance Committee that the office's workload has more than doubled. When he arrived in 1991, the office reviewed 1,800 financial statements a year, he said.

Feliciano estimates a further increase of 350 financial statements next year if judges are also required to file statements with the office.

Gov. Rosselló has urged the Legislature to amend the Government Ethics Law to include judges, and the House of Representatives was debating the measure Monday night.

The ethics office has 10 analysts and two supervisors who review financial statements of public employees, including agency chiefs, legislators, and certain municipal employees, among others. If judges are included, Feliciano said he will need two more analysts to handle the work.

"Our budget is not just to review financial statements," he said. "We

handle complaints, requests for opinions, and programs for education and prevention."

The tougher workload is owed to educational programs that his office has started in municipalities and various agencies, urging agency chiefs and mayors to exercise their option to have the office revise their financial statements, Feliciano said.

Aponte also criticized Feliciano for announcing that the office completes 60 to 70 percent of the reports it receives each year.

Feliciano said the delays are usually caused by officials who file their financial statements late — including Aponte.

Aponte was fined \$300 in 1994 for filing his 1993 financial statement several months late, he said.

Feliciano, a lawyer, was appointed to a five-year term in 1991. He said he plans to retire when his tenure expires in October.

Aponte is the architect of much of the Rosselló administration's \$78.6 billion consolidated budget for fiscal year 1997, but the ethics office submits its budget directly to the Legislature in keeping with the law that separates the government from its watchdog.

More on budget requests.

TODAY'S INDEX

Ann Landers..... 31	Editorial..... 50	Portfolio..... 27
Business..... B21	Horoscope..... 37	Sports..... 58
Classified Ads..... 52	Movie Listings..... 34	TV Listings..... 38
Comics..... 36	Nation & World..... 11	Viewpoint..... 47
Crossword..... 37	Obituaries..... 57	Weather..... 8

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LOCAL NEWS



Photo special to the STAR by Louise Kraft

Everyone applauds as Transportation Secretary Carlos Pesquera, left, signs documents for \$307.5 million in federal funding for the Urban Train. U.S. Transportation Secretary Federico Peña, center, and Federal Transit

Administrator Gordon Linton are seated with Pesquera. Standing, from left, are Bayamón Mayor Ramón Luis Rivera, Guaynabo Vice Mayor Efraín Pérez Jiménez and San Juan Mayor Héctor Luis Acevedo.

# Urban Train agreement signed, sealed, delivered in ceremony

By ROBERT FRIEDMAN  
STAR, Washington Bureau

WASHINGTON — The federal Department of Transportation's \$307.4 million commitment to the Urban Train project was signed, sealed and delivered to commonwealth officials Wednesday at a special White House ceremony.

Transportation Secretary Federico Peña signed the agreement that assures that federal funding for the San Juan rail project is woven into the DOT's overall budget until the year 2001, when the Urban Train is set to start rolling.

The Full Funding Grant Agreement was hailed by President Clinton, who said in a statement that he "placed a priority on Tren Urbano as part of my administration's increased focus on Puerto Rico's issues and needs."

Clinton said that he remains committed "to improving the way that the federal government works for the people of the Commonwealth."

Peña, noting that San Juan has the highest traffic density in the world, said that "after two decades of study after study after study... el momento ha llegado. Felicidades!" (The moment has arrived. Congratulations!)

He added that "Puerto Ricans can, for the first time, imagine commuting to school or work on a pleasant train, on time, without traffic jams."

The Puerto Rico agreement was one of six mass transit projects that the Clinton administration announced it will seek \$2 billion for. The others are in New Jersey, Illinois, Colorado and two in California.

The six projects carry a total price tag of \$3.4 billion. The cost of the Urban Train has been put at \$1.25 billion. The island government is seeking to raise the remaining \$900 million from bond sales, as well as using some \$25 million yearly in other federal transit funds.

Commonwealth Transportation and Public Works Secretary Carlos Pesquera said that the expected 115,000 passengers using the 11.8 mile system daily could translate into 90,000 less cars on the city's roads daily. There are about 700,000 vehicles in the San Juan metropolitan area.

He noted that the \$1 trip from Bayamón-to-Santurce should take no more than 25 minutes. The trains will run every four minutes during the 6:30-9:30 a.m. and 3:30-6:30 p.m. rush hours, and every 12 minutes in non-peak hours, Pesquera said.

During rush hours, six-car trains will be running. Two-car and four-car trains will be on the track during the slower times, said Pesquera. San Juan Mayor Héctor Luis Acevedo, also on hand for the White House ceremony, said he had "no doubt" that sanjuaneros would leave their cars at home during working hours once the system got underway because it will offer "consistent, efficient and agreeable service."

Acevedo said the Urban Train will be a money-saver for car owners. He noted that 40 percent of the average Puerto Rican family income goes for cars, the highest ratio in the world. Stateside families spend about 23 percent of their income on autos and Brazilians shell out

15 percent of their earnings, according to Acevedo.

He said that the rail system would play an important part in plans to "redensify" San Juan, by drawing people back to the city center in the areas around the rail line.

"Urban Train is going to raise the value of land near it," he said. "It will be an incentive for vertical building, housing of more than one story."

Also attending the ceremony were Bayamón Mayor Ramón Luis Rivera, Guaynabo Vice Mayor Efraín Pérez Jiménez, Resident Commissioner Carlos Romero Barceló, Sen. Kenneth McClintock and Federal Transit Administration head Gordon Linton.

Rivera announced his municipality would donate land and \$1 million toward the construction of the Urban Train's Bayamón terminal.

At an earlier ceremony to mark the funding for all six projects, White House Chief of Staff Leon Panetta said the proposal, part of the 1997 budget, underscores President Clinton's commitment to rebuilding infrastructure.

"Investing in mass transit is a key strategy that all of us ought to be involved in, Republicans and Democrats alike," Panetta said.

The announcement was attended by lawmakers from both parties whose districts would benefit from the aid.

Among the other projects, besides the Urban Train, is a 10-mile light rail system in northern New Jersey across from New York along the Hudson River waterfront.

## FBI seizes cocaine worth \$4.2 million, nabs woman

By PEDRO RUZ GUTIERREZ  
Of The STAR Staff

FBI agents have seized \$4.2 million worth of cocaine at the Carolina home of an illegal immigrant, agents announced on Wednesday.

Sara Lema, FBI spokeswoman, said agents on Tuesday arrested Mayra R. Gómez Vargas, 21, at her apartment following a six-month investigation.

Lema said Gómez, a native of the Dominican Republic, was to be arraigned in U.S. District Court Tuesday afternoon on charges of narcotics possession with intent to distribute.

Gómez, who told agents she worked as a maid, faces a minimum of 10 years mandatory incarceration with life imprisonment as the maximum, Lema said.

Gómez allegedly lived alone and stored at least 323 kilograms of cocaine in burlap sacks in her apartment's living room. Each kilogram approximately has a street value of \$13,000, Lema said.

"[The shipment] was believed to have come through from Fajardo," Lema added. "Where from, we're investigating."

Drug traffickers frequently use waters off the coast of Fajardo to drop off bales from planes for vessels to retrieve.

Lema said the federal law enforcement agency expects to make more arrests in connection with the investigation.

Eladio Torres, FBI assistant Special Agent-in-Charge, and deputy INS Deputy Director Myrna Péré, led a press conference Wednesday morning.

Gómez allegedly over-stayed her tourist visa and was given an INS waiver for voluntary departure, but she never left the island. Thus, she also faces deportation proceedings.

"The judge had granted her voluntary departure back in 1995," Péré said.

Péré said Gómez arrived on the island on May 2, 1993, and was admitted for six months as a tourist. On subsequent visits to the INS office at the Federal Building in Hato Rey, Gómez was ordered to appear before an immigration judge. That judge granted her a waiver on January of 1995.

"She was supposed to leave in November of 1995," Péré said of Gómez, who after that date became a fugitive.

Nonetheless, Péré said that any conviction for charge of illegal drugs possession will have more weight than a deportation order. "The criminal procedures take precedence over the administrative [immigration] proceedings," she said.

VIENE EN EL MARZO DE 1996

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## Forbes abandona la contienda presidencial P/7

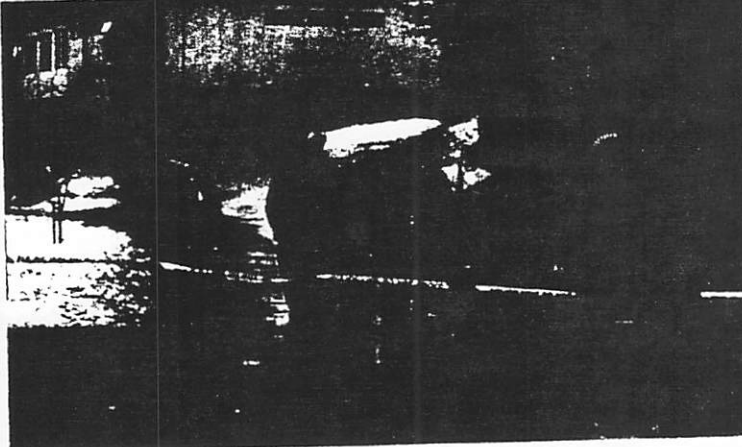
Clinton destina \$307 millones para la primera fase del proyecto

# Inyección económica al Tren Urbano



## Masacre de niños

Dieciséis niños y una maestra fueron asesinados ayer por Thomas Hamilton, quien se quitó la vida tras disparar a más de 30 estudiantes reunidos en un salón de una escuela de un apacible pueblo de Escocia, Dunblane, hecho que causó consternación en la comunidad internacional. Varias madres esperaban fuera de la escuela elemental, esperanzadas en que sus hijos no estuvieran entre las víctimas. El incidente no duró más de 12 minutos y hubo cerca de 20 heridos.



AP/CORBIS

# PORTADA

EL NUEVO DIA - JUEVES 14 DE MARZO DE 1996

## “Vapor” para el tren urbano

Por LEONOR MULERO  
DE EL NUEVO DIA

WASHINGTON - El presidente Bill Clinton destinó ayer \$307.5 millones a la construcción del ambicioso proyecto de transporte masivo en Puerto Rico: el Tren Urbano.

Esa suma, que será repartida entre 1996 y el 2001, alivia a Puerto Rico de una buena parte de la inversión en el costo total de la primera fase del proyecto, la cual asciende a alrededor de \$1,100 millones. Ese sistema de transporte daría servicio a por lo menos 115,000 personas, según el secretario de Transportación y Obras Públicas de Puerto Rico, Carlos Pesquera.

En declaraciones leídas por el secretario de Transportación de Estados Unidos, Federico Peña, en Casa Blanca, Clinton expresó que “le he dado prioridad al Tren Urbano como parte del creciente foco que mi Administración le está dando a los asuntos y las necesidades de Puerto Rico. Sigo comprometido con ayudar a las Islas a continuar desarrollándose y a mejorar la forma en que el Gobierno federal

trabaja para el pueblo del Estado Libre Asociado”.

Clinton agregó que el Tren Urbano será un sistema eficiente y económico que reducirá la congestión automovilística, el tiempo empleado en la carretera y la contaminación ambiental, a la vez que motivará el crecimiento de nuevos negocios y empleos. La primera piedra será puesta este julio, posiblemente mientras se celebra en Puerto Rico la Convención Nacional de Gobernadores (NGA).

LA ASIGNACION es especialmente importante porque proviene de las partidas discrecionales del DOT que pueden ser destinadas a cualquier otro proyecto de transporte de envergadura en los 50 estados o las áreas insulares. La promesa del desembolso de fondos está contenida en la firma, por parte del DOT, del Acuerdo de Fondos Totales (Full Funding Agreement) mediante el cual se compromete a invertir los \$307.5 millones en el proyecto que busca reducir la necesidad de un segundo carro en los hogares puertorriqueños.

El proyecto de transporte ferroviaria de Puerto Rico - que eliminaría de las carreteras por lo menos 90,000 de los

700,000 automóviles que transitan en el área metropolitana de San Juan - fue el único que estaba listo ayer para la firma del compromiso de financiamiento del DOT, entre los seis nuevos proyectos de transporte masivo que recibieron juntos la promesa de \$2,000 millones en seis años.

El acuerdo fue firmado por el secretario Peña, el administrador de Tránsito Federal (FTA), Gordon Linton; el secretario Pesquera; y el comisionado residente Carlos Romero Barceló, quien acompañó a Pesquera en varias audiencias congresionales.

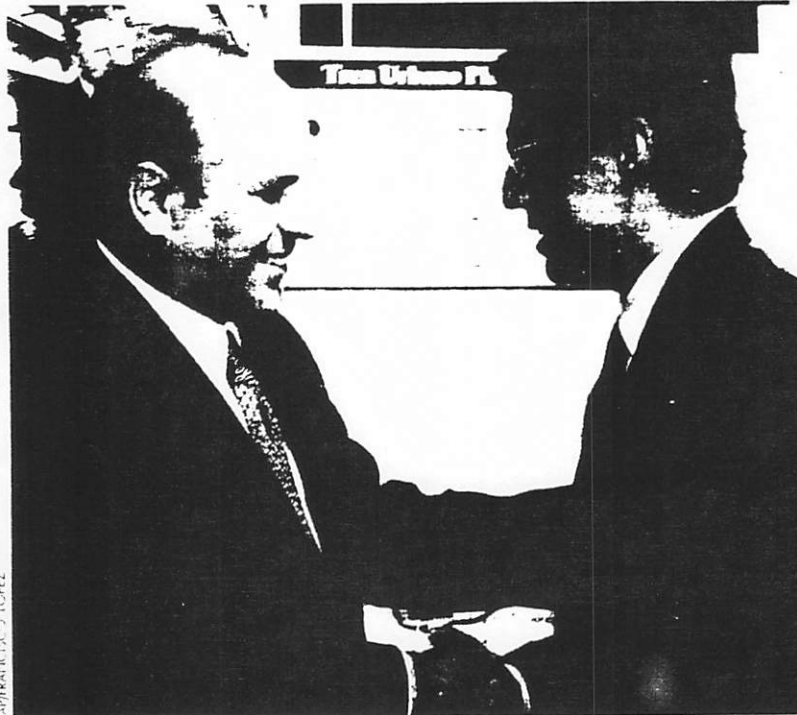
En representación de las ciudades por las que pasará el tren estuvieron presentes el alcalde de San Juan, Héctor Luis Acevedo; el alcalde de Bayamón, Ramón Luis Rivera; el vicealcalde de Guaynabo, y Efraín Pérez Jiménez, en representación del alcalde Héctor O'Neill. También estuvo presente el copresidente del Grupo de Trabajo a cargo de Puerto Rico en Casa Blanca, Jeffrey Farrow, entre otros.

PUERTO RICO recibió ayer mismo los primeros \$7.4 millones, destinados a este año fiscal, de los \$307.5 millones. Pesquera dijo que los restantes \$792.5 millones provendrán de otros fondos federales asignados a Puerto Rico mediante fórmula (\$175 millones en seis años); y el resto de emisiones de bonos subordinados para 1998 y 2000.

Los ingresos que provengan de inversiones del sector privado (anuncios y ciertos comercios en las estaciones) se utilizarán en el subsidio operacional. El boleto de una dirección costará \$1 y el tren pasará cada cuatro minutos en la hora de mayor demanda en la mañana y en la tarde. Habrá un total de 64 vagones que serán repartidos en trenes de dos, cuatro o seis vagones.

Acevedo señaló que el 40% del ingreso de la familia puertorriqueña se gasta en transporte y que el Tren Urbano será para muchas familias como un aumento de sueldo. Añadió que ese sistema de transporte facilitará la densificación de las áreas cercanas al tren, lo cual ayudará a contener el desparramamiento de las áreas urbanas y la consecuente falta de terrenos.

Rivera indicó que le ofreció al Gobierno central el usufructo de entre 10 a 12 cuerdas para la ubicación de parte del tren. También le ofreció \$1 millón de los recursos municipales para la construcción del terminal junto a lo que será el nuevo terminal de carros públicos, el Centro de Bellas Artes y el hotel de Bayamón.



El alcalde de San Juan, Héctor Luis Acevedo, izquierda, estrecha la diestra del secretario de Transportación, Federico Peña, durante la ceremonia en que se anunció una erogación de \$307.5 millones para el tren urbano.

### Distribución de los \$307.41 millones



1996	\$7.41 millones
1997	10.00 millones
1998	30.00 millones
1999	60.00 millones
2000	80.00 millones
2001	118.00 millones

Gráfica: El Nuevo Día

EL NUEVO DIA      Fecha \_\_\_\_\_      Página \_\_\_\_\_      EL VOCERO      Fecha \_\_\_\_\_      Página \_\_\_\_\_  
 THE SAN JUAN STAR      Fecha \_\_\_\_\_      Página \_\_\_\_\_      OTROS *El Expreso*      Fecha *Del 18 febrero al 2 mayo 1996*      Página \_\_\_\_\_

Del 18 de abril al 2 de mayo de 1996 - EL EXPRESO 19

SECCION ESPECIAL

# Saludos a la Industria

## Industriales apoyan al tren urbano

La Asociación de Industriales apoyó el proyecto del Tren Urbano en vistas públicas celebradas por la Junta de Planificación.

En un testimonio presentado por escrito, el vicepresidente ejecutivo de la Asociación de Industriales, Héctor Jiménez Juarbe, indicó que entre los beneficios que tiene un proyecto de esta magnitud, está la creación de empleos y la oportunidad de que la industria local y la establecida en Puerto Rico sirva de suplidores de la multiplicidad de productos, componentes y partes que serán requeridas en el proceso de construcción del proyecto. Jiménez Juarbe recomendó que se implanten las instrucciones necesarias a contratistas, compradores y redactores de especificaciones de subastas para permitir que la industria puertorriqueña y la establecida en la Isla licite, cotice y supla las necesidades del proyecto a medida que éste se vaya desarrollando a través de los años.

Por otro lado, la Asociación llamó la atención sobre ciertas consideraciones que se deben tomar en el desarrollo de este proyecto de infraestructura. Es importante que todos los elementos de conservación, reforestación y ajardinamiento urbano estén presentes en todas las etapas del mismo. Además, recomendó el establecimiento de una campaña educativa para asegurar que una vez esté en funcionamiento, el Tren Urbano sea un modelo de orden, limpieza y belleza. A la misma vez se debe desarrollar una campaña de mercadeo y promoción para estimular el uso del Tren

Urbano ya que el público se ha acostumbrado a la necesidad de transitar en auto propio.

Entre los puntos positivos que tiene el proyecto, según el testimonio de los industriales, es que una mejora en la circulación vehicular a consecuencia de

un medio de transportación pública masivo, mejorará a su vez el tiempo de entrega de la industria, reduciendo sus costos operacionales en Puerto Rico. Como consecuencia se aumenta la posición competitiva de las empresas y por consiguiente de Puerto Rico.



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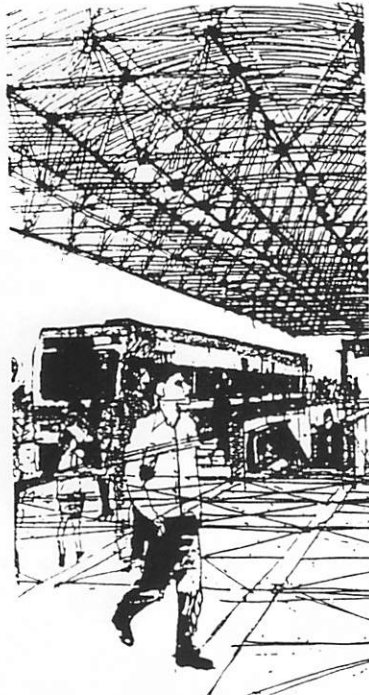
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X EL NUEVO DIA Fecha 2 Mayo 96 Página 16 EL VOCERO Fecha      /      /      Página       
THE SAN JUAN STAR Fecha      /      /      Página      OTROS Fecha      /      /      Página     

## A desvelar el consorcio agraciado

Por WALDO D. COVAS QUEVEDO  
DE EL NUEVO DIA

LA APROBACION de la consulta de ubicacion del proyecto del Tren Urbano anunciada ayer por la Junta de Planificacion culmina el proceso de permisos y permitira al Departamento de Transportacion y Obras Publicas anunciar mañana el consorcio seleccionado para el inicio de la construcción.

Antes de conocer en entrevista telefónica desde Rhode Island el doctor Carlos I. Pesquera, secretario del DTOP, quien se expresó muy satisfecho con el anuncio de ayer.

El funcionario explicó que la aprobación de la consulta de ubicación implica que el DTOP ya puede adjudicar el principal contrato del proyecto, cuyo costo supera los \$400 millones, y la construcción podrá comenzar en julio próximo.

Pesquera anticipó que ofrecerá información adicional en una conferencia de prensa mañana, donde se anunciará el consorcio seleccionado para el contrato principal.

Explicó que la Junta de Planificación aprobó los cambios menores propuestos por el DTOP en la alineación del Tren

Urbano y eximió a la agencia de los trámites ante la Administración de Reglamentos y Permisos, exención que también otorga a los proyectos de construcción de carreteras.

LA JUNTA de Planificación aprobó la ubicación de áreas comerciales en las estaciones del Tren Urbano en las que se prohibirá la venta de bebidas alcohólicas y cigarrillos.

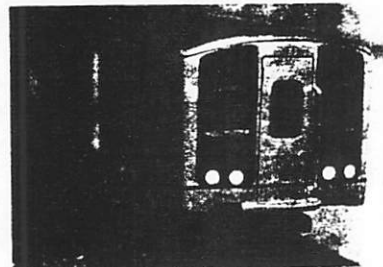
Los consorcios que compiten por el contrato de la construcción de un segmento de la ruta, suministrar los vagones, rieles y sistema para todo el trayecto y operar y mantener el Tren Urbano por entre cinco y diez años son el Grupo Tren Urbano, Tren Urbano Consortium y Siemens Transit Team.

El Grupo Tren Urbano está integrado por Bombardier Transit Corp., Fluor Daniel Inc. y Caribbean Architects & Engineers; Tren Urbano Consortium por SNC-Lavalin International, Breda Construizioni Ferroviarie, Ray Architects and Engineers, Rodriguez and Del Valle, Union Switch and Signal, LS Transit Systems/SYSTRA/Softre y Metromóvil-ACL; mientras que el tercero consiste de Siemens Transportation System, Inc., Guillemety Ortiz & Associates, Juan R. Requena Associates, Parsons Brinckerhoff Quade & Douglas, Lord Electric, Mass Electric, Redondo Construction, Perini Corporation and Alternative Concepts, Inc.

Previamente, el Gobierno había excluido a tres consorcios de la competencia por el proyecto que representa por lo menos una tercera parte del costo total de la primera fase del Tren Urbano.

LA SELECCION del consorcio influirá, entre otras cosas, en la imagen del proyecto, ya que si resultan favorecidos Tren Urbano Consortium o Siemens Transit Team, los vehículos serán alemanes, y si el Gobierno escoge a Grupo Tren Urbano, serán canadienses, porque de ahí proceden los vehículos del consorcio.

Pesquera reiteró que la primera piedra del proyecto se debe colocar en julio próximo. En los próximos meses el DTOP adjudicará otros contratos menores cuyo costo total asciende a \$1,200 millones en la construcción que durará



La aprobación de la consulta de ubicación del Tren Urbano implica que el DTOP ya puede adjudicar el principal contrato del proyecto, cuyo costo supera los \$400 millones.

hasta el año 2001.

El primer contrato comprende un tramo de 2.5 kilómetros entre las estaciones de Torrimar, en Guaynabo, y Lomas, en Río Piedras, incluyendo ambas estaciones, como los diseños y especificaciones de las construcciones, taller de mantenimiento, el centro de operaciones y oficinas administrativas.

También incluye los vehículos que se utilizarán, los sistemas electrónicos y operacionales, las señales y otros elementos de comunicaciones, la coordinación y supervisión de los diseños y construcciones de los demás tramos y la operación y el mantenimiento de todo el sistema.

EL TREN Urbano consiste de una ruta de 17 kilómetros entre Bayamón y Santurce, pasando por Guaynabo, Río Piedras y Hato Rey, que se recorre en 25 minutos a 40 millas por hora. Se espera que el proyecto transporte 114,000 pasajeros diariamente de los 1.3 millones de residentes de los 13 municipios que comprenden el área metropolitana de San Juan.

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Fecha      /      /      Página 76      Fecha      /      /      Página

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Fecha      /      /      Página      Fecha      /      /      Página



# The San Juan Star PLUS EDITION

Virgin Islands 85c

The only Pulitzer Prize-Winning Publication in Puerto Rico

Thursday, May 2, 1996

Puerto Rico 35c

## Planning Board OKs Urban Train

Project's largest contract of \$413 million to be awarded Friday.

Page 3



### Workers' Day is marked by UTIER

To mark International Workers' Day on Wednesday, the Puerto Rico Electric Power Authority's Electrical and Irrigation Workers Union, known as UTIER in Spanish, held several marches throughout the island, including one toward La Fortaleza, to protest a proposed coal plant, privatization, labor reform, and work-related issues.

Page 12



STAR photo by Humberto Trias Jr.

### Nogueras has day in court

Former Sen. Nicolás Nogueras, flanked by lawyer Ignacio Rivera, leaves federal court Wednesday after entering a not guilty plea to four counts of conspiring to evade federal withholding taxes and penalties.

Page 2

### BUSINESS

#### P.R. jobless rate drops to 12.8%

March stats show drop of almost 1 percentage point since '95. Page B63

### LOTTERY

1st	39853
2nd	16034
3rd	49586
4th	17336
5th	31227

Page 69

Photo special to the STAR by David Villate

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Fecha	EL NUEVO DIA	Página	Fecha	EL VOCERO	Página
X	THE SAN JUAN STAR	3		OTROS	
Fecha	2 Nov 96	Página	Fecha		Página

The San Juan Star - Thursday, May 2, 1996

LOCAL NEWS

# Urban Train gets Planning Board approval

## Major contract will be awarded Friday

By IVONNE GARCIA  
And JULIO GHIGLIOTTI

The Urban Train's first and major contract will be awarded Friday after the project received a final green light from the Puerto Rico Planning Board. Transportation and Public Works Secretary Carlos I. Pesquera said Wednesday.

"This was the last step," Pesquera said in a telephone interview from Rhode Island. "Before we could contract the consortium that will begin the project's construction, we had to obtain approval by the Planning Board for our *consulta de urbanidad* or proposal for the project's route."

Speaking at a press conference in La Fortaleza, Planning Board President Norma Burgos said approval of the Urban Train proposal included numerous amendments to the San Juan metropolitan region's highways and streets plan to incorporate the approved route of the train system.

The Urban Train plan, she said, had been under consideration by the Planning Board for about a year. In March, the board held several hearings on the island's first mass transit rail system, which will link Bayamón and Santurce at a \$1.2 billion cost.

Also last month, the Urban Train received a \$307.4 million Full Funding Grant Agreement from the U.S. Department of Transportation over the next five

to six years.

The Planning Board's review led to changes in the 1982 San Juan highways and streets plan, which contemplated a "metro" system. But because the actual Urban Train project differed from that plan, amendments were needed so the two could match, Pesquera said.

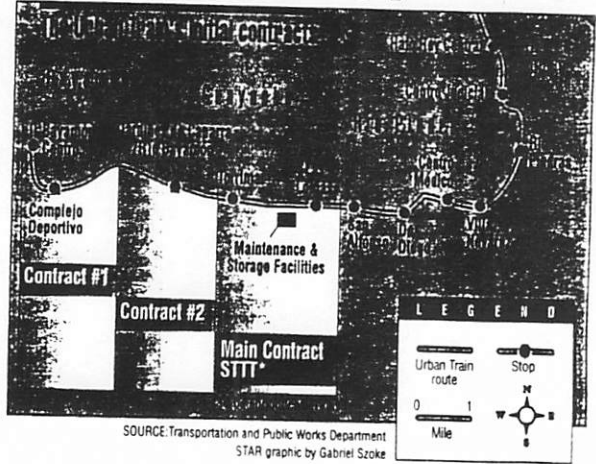
"We are very satisfied that after very vigorous analysis by the Planning Board the *Tren Urbano* has once more successfully moved through a very thorough process, which has demonstrated the quality work that has gone into the proposal," he added.

Pesquera declined to identify the consortium that will be announced Friday as having been selected for the \$413 million System and Test Track Turnkey Contract, the largest and costliest of the system's seven contract parts.

The group, which will operate the entire 14-station system when it opens by the year 2001, will be responsible for the vehicles, train controls, laying the track for the entire 10.5-mile stretch, mechanical systems and for overseeing the other six design construction contracts.

"The [STTT contract group] must provide construction oversight to make sure there is interface between all the design projects so that the best quality is achieved and so that operational performance is ensured," Pesquera said.

The company that will sign the STTT contract will be from among Grupo Tren Urbano, led by Canada-based Bombardier Inc., Siemens Transit System, headed by Siemens Transportation Systems of New Jersey; and Tren Urbano Consortium, led by Lavalin International of Montreal and Breda Construzioni Ferroviarie of Italy.



Meanwhile, the first design construction contract, worth about \$75 million for two stations in Bayamón, will be awarded in about six weeks, Pesquera said.

"July is a feasible date for placing the first stone for both the Bayamón project and the STTT," he said.

The other contracts to be awarded at later dates will be for the Río Bayamón, Centro Médico, Villa Nevárez, Río Piedras and Hato Rey segments.

The department is still negotiating with the Centers for Disease Control over the relocation of a research insect labora-

tory that is in the train's way.

Pesquera, who is in Rhode Island for a University of Puerto Rico Mayaguez Campus-organized symposium on bridges and pavement repair, said alternative sites for the CDC lab in the metropolitan area have been visited jointly but no specific location has yet been selected.

"Perhaps the most important thing [about the Planning Board's determination] is that one of this administration's key superprojects is on track to commence construction in a few weeks," he said.

## FedEx driver dies in expressway crash



Iván J. Esteves, 42, of Toa Baja lies dead on a stretcher Wednesday morning after crashing his Federal Express van into the back of a Highway and Transportation Authority road-cleaning truck on the José de Diego Expressway.

STAR photo by Francesca Von Rabenau-O'Reilly

## Ethics office: Financial report filings hit record

By MARIA SACCHETTI  
Of The STAR Staff

Three senators, two representatives, 14 mayors and 25 agency chiefs missed the deadline for filing their annual financial reports with the Government Ethics Office Wednesday.

But this year, the government watchdog's newly acquired respect appears to have spurred officials into setting a record of timely filings.

The Hato Rey office has been inundated with many of the 4,000 public servants — from Gov. Rosselló to some municipal employees — who are required to file annual financial statements, said ethics office spokeswoman Gladys Malpica.

Except for certain sectors, the exact number of the government employees who filed by the 4:30 p.m. deadline was unknown Wednesday night. Also, a report would make the deadline if it arrives by mail with a May 1 postmark, she said.

But Malpica said the number of filings has increased dramatically, probably due to the expulsion one week ago of former Sen. Nicolás Nogueiras from the Senate, partly for filing late financial reports over three years.

"[Tuesday] and [Wednesday] have been crazy," she said. The ethics office reviews the reports for any

Please see ETHICS, Page 12

Fecha	EL NUEVO DIA	Página	EL VOCERO	Fecha	Página
Fecha	THE SAN JUAN STAR	Página	OTROS	Fecha	Página

etro



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reformista  
en España

VER LA PAGINA 7

No cede Díaz Saldaña a la presión de legisladores P/6

# Otorgan el contrato del tren urbano

**Romántico hasta el fin**

"Una rosa en tu pelo parece una estrella en el cielo, y en el viento parece un acento tu voz musical. Y parece un destello de luz la medalla en tu cuello al menor movimiento de tu cuerpo al andar. Yo a tu lado no siento las horas que van con el viento, ni me acuerdo que llevo en el pecho, una herida mortal. Yo contigo no siento el sonar de la lluvia y el viento porque llevo tu amor en mi pecho como un madrigal"

Ayer se apagó una de las voces más románticas del país, pero de inmediato también se prendió la llama de la inmortalidad artística de Gerberto Monroig, quien siempre acompañó al amor con guitarra, humo y otros placeres bohemios, como debe ser. Así de sencillo: una voz para todas las épocas.

X EL NUEVO DIA Fecha 4/11/97 Página 4 Fecha EL VOCERO Página  
THE SAN JUAN STAR Fecha \_\_\_\_\_ Página \_\_\_\_\_ Fecha OTROS Fecha \_\_\_\_\_ Página \_\_\_\_\_

# PORTADA

4

EL NUEVO DIA - SABADO 04 DE NOVIEMBRE DE 1997

## Siemens pone a correr al tren

Por MAGDALYS RODRIGUEZ  
DE EL NUEVO DIA

EL GOBIERNO adjudicó el contrato para el diseño, parte de la construcción, y la operación del Tren Urbano al consorcio Siemens Transit Team, quien lo desarrollará a un costo de \$544.2 millones, y lo administrará anualmente a un costo promedio de \$28.7 millones durante cinco años.

Siemens Transit Team está compuesto por la subsidiaria de una compañía alemana, Siemens Transportation Partnership, la estadounidense Alternate Concepts y la puertorriqueña Juan R. Requena y Asociados. Además, integrarán el grupo otros seis subcontratistas locales y estadounidenses.

El secretario de Transportación y Obras Públicas, Carlos Pesquera, indicó que ese grupo fue el que mejor oferta hizo en cuanto a los aspectos técnicos y los económicos para el desarrollo del tren que cubrirá el área desde el centro de Bayamón hasta el sector Sagrado Corazón en Santurce.

LOS OTROS licitadores que perdieron en la ronda final de la subasta fueron Grupo Tren Urbano y Tren Urbano Consortium. Pesquera señaló, en conferencia de prensa ayer, que no podía divulgar esas ofertas económicas.

El contrato, que es el principal porque supervisará otros seis que desarrollarán toda la ruta del tren y que el Gobierno adjudicará entre este año y el próximo, se firmará en cuatro a seis semanas. Ayer se les notificó la decisión a los licitadores.

En julio próximo comenzarán los trabajos de diseño, en marzo de 1997 empezará la construcción del tramo que le toca construir al consorcio, entre Torrimar, Guaynabo y Las Lomas, Río Piedras. Se proyecta la conclusión del proyecto completo para el año 2001.

Siemens Transportation Partnership ha sido responsable de la construcción y administración de los sistemas de trenes en importantes ciudades alrededor del mundo, y del suministro de los vehículos y de otros componentes de estos en: Bangkok, en Tailandia; Atenas, en Grecia; Madrid-Sevilla, en España; Guadalajara, en México; Ankara, en Turquía; y Shangai, en China", dijo Pesquera.

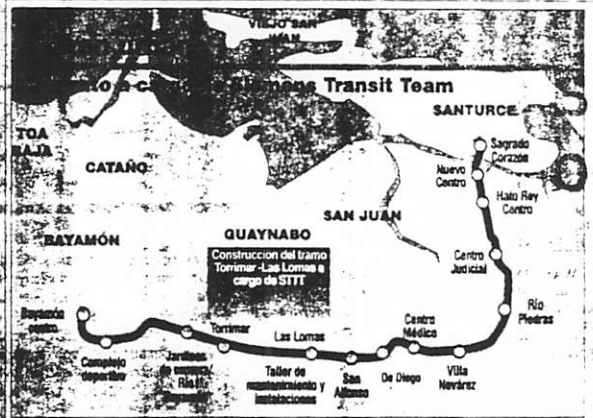
EL CONTRATO otorgado ayer incluirá el suministro de 64 vehículos que correrán a través de la ruta, los sistemas eléctricos y operacionales, las señales y otros elementos de comunicaciones, la coordinación y supervisión de los diseños y construcciones de los otros seis tramos que comprenden la ruta, y la operación y mantenimiento de todo el sistema por cinco años. También incluirá el diseño final y la

construcción de un tramo de 2.6 kilómetros entre las estaciones de Torrimar, en Guaynabo y Las Lomas en Río Piedras, y la construcción de ambas estaciones. También los diseños y especificaciones para la construcción del taller de mantenimiento, del centro de operaciones y de la oficina administrativa del sistema.

Al cabo de los cinco años del contrato, el Gobierno tiene la opción de renovarlo, de buscar otro operador o de administrarlo el mismo, dijo Pesquera.

EL CONSORCIO prometió un precio de \$499.9 millones, pero a eso se suma \$45 millones que costarán otros trabajos necesarios para comenzar la operación del sistema, en los cuales se incurrió una sola vez, dijo Pesquera. Eso es así porque se decidió dividir lo que es el costo del desarrollo de poner el tren a funcionar, señaló Pesquera. El costo del desarrollo es \$544.2 millones.

A eso se suma el costo de la operación y el mantenimiento que será el promedio anual de \$28.7 millones. Es positivo para el Gobierno haber fijado ese precio porque es uno de los que más fueron, según el secretario.



Nota: SITT diseñará y operará el Tren Urbano y construirá el tramo entre Torrimar y Las Lomas. También supervisará otros seis contratistas que construirán los tramos restantes.

- Consortio Siemens**
- Contratistas principales:
    - Vehículos y sistemas: Siemens Transportation Partnership, Puerto Rico
    - Operaciones y mantenimiento: Alternate Concepts, Inc.
    - Diseñador principal: Juan R. Requena y Asociados

- Subcontratistas**
- Administración de proyecto: Parsons, Brinckerhoff, Quake and Douglas, Inc.
  - Consultoría: Wallace Ford Associates, Inc.
  - Diseñadores: El Taller colaborativo
  - Ingeniería: Guilmerly, Ortiz y Asociados

Gráfica / El Nuevo Día



Carlos Pesquera indicó que Siemens hizo la mejor oferta en cuanto a los aspectos técnicos y los económicos.

Los recursos del Gobierno para el pago provendrán de diversas fuentes. Esas son: el programa de mejoras capitales de la Autoridad de Carreteras, de una asignación federal especial acordada bajo contrato de \$307.5 millones que vendrán en los próximos cinco años, de los fondos federales recurrentes que son \$100 millones anuales y de los cuales se tomará el 25% para el tren, y de emisiones de bonos para el 1998 que estará respaldada por los fondos federales comprometidos para el tren, dijo Pesquera.

OTROS TRES contratos de construcción próximos a negociarse este año son los que comprenden la ruta de Bayamón al Centro Médico en Río Piedras. Tres adicionales, que cubrirán la ruta del Centro Médico al sector Sagrado Corazón en Santurce, se adjudicarán en el 1997.

Al preguntarse a Pesquera si el programa de expansión y mantenimiento de carreteras sufrirá por el énfasis de dirigir los recursos al tren, señaló que se enfatizará en el programa de transporte colectivo porque el de carreteras está bastante desarrollado.

Independientemente de un cambio de gobierno, cuyas elecciones son en noviembre de este año, Pesquera dijo que espera que el proyecto tenga continuidad porque tiene bases de planificación sólidas y a largo plazo.

ARCHIVO EL NUEVO DIA

EL NUEVO DIA      EL VOCERO  
 Fecha      /      /      Página      Fecha      /      /      Página

X THE SAN JUAN STAR      OTROS  
 Fecha      3 May 96      Página      74      Fecha      /      /      Página

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## EDITORIAL

# Transportation takes historic step

With the anticipated awarding today of the first, and most important, contract for the building of the Urban Train, the commonwealth government will have taken a historic step toward dealing with public transportation in the capital city and its environs in the 21st century.

If San Juan is to avoid vehicle gridlock in the coming decade, a proposition of the magnitude of the Urban Train is crucial. Indeed, Transportation and Public Works Secretary Carlos Pesquera has said that the light rail train project, the first stages of which will cost in excess of \$1.2 billion, will not significantly reduce traffic flow around the San Juan area, but merely allow the area to keep pace with increasing vehicular flow.

To achieve even that modest goal, a penetrating educational campaign will be needed to convince the motoring public to leave their vehicles either at home or at designated parking areas adjacent to train stations as they travel to work, to shop or fulfill obligations.

Secretary of Transportation and Public Works Carlos Pesquera and his Urban Train team deserve much credit for shepherding the project through a maze of federal and commonwealth agencies, and for their consistency in pressing Puerto Rico's case with the U.S. Transportation Department — and securing, finally, a \$307.4 million Full Funding Grant Agreement over the next five years.

This funding was gained under extreme competitive conditions and at a time when heavy cutbacks were being mandated in federal spending.

The grant, although less than one-third of the estimated total cost of the train program, nevertheless puts Puerto Rico on track for possible further financial aid in the future.

# Decline and fall

Edward Gibbon, an English historian, chronicled the decline and fall of the Roman Empire. To any modern-day Gibbon out there, we offer, without editorial commentary, the following:

Chicago Bulls forward Dennis Rodman recently head-butted a referee whose call he did not like. Rodman says that, some day, he may sleep with a man just to see what it's like. Rodman brags about his sexual conquests, including the entertainer Madonna, whom he alleges begged to have his baby, and publicly fantasizes about topics that include playing his last NBA game nude.

Dennis Rodman, according to ESPN, may make up to \$5 million next year on product endorsements.

Scripts Howard News Service

If San Juan is to avoid vehicle gridlock in the coming decade, a proposition of the magnitude of the Urban Train is crucial. Indeed, Transportation and Public Works Secretary Carlos Pesquera and his Urban Train team deserve much credit for shepherding the project through a maze of federal and commonwealth agencies, and for their consistency in pressing Puerto Rico's case with the U.S. Transportation Department — and securing, finally, a \$307.4 million Full Funding Grant Agreement over the next five years.

were killed either by

## VIEWPOINT

# Fight for free speech

By Paul C. Tash  
St. Petersburg (Fla.) Times

Today we honor courage, and we condemn the brutality that reveals it. We mourn Rachida Hammadi, an investigative reporter for Algerian television who was shot twice in the neck while she was waiting for a ride to work. Her sister was killed in the same attack. A radical Islamic group claimed responsibility for the murders. We remember Ruperto Armenia Gerardo, a weekly newspaper editor in Mexico who was beaten to death and dumped in a canal. A prominent lawyer about whom Armenia had written was convicted and sentenced to 13 years in prison, after demonstrations by journalists angry that the crime had gone unpunished.

We decry government tyranny, like that in Nigeria, which had eight journalists in jail at the end of last year. One of them, magazine editor Nose Igiebor, was hauled out of his home by government agents who demanded that he reveal his sources for articles that criticized the government.

World Press Freedom Day is May 3, an occasion to mark a spirit so powerful that journalists around the world give it voice — even when it gets them beaten, jailed or killed.

The numbers, provided by people who keep track, are grim.

The Inter-American Press Association, which promotes press freedom throughout the western hemisphere, figures that in the last seven years, 155 journalists have been murdered because of their work. Most of them were killed either by government agents, political guerrillas or drug-runners.

Many of those murders have not been prosecuted. IAPA says the problem is especially severe in Mexico, Guatemala and Colombia. The group is bringing pressure on those governments to treat the murder of journalists more seriously.

Likewise, the Committee to Protect Journalists finds a broad pattern of reporters being killed with impunity. "Homicide continues to be the most common cause of job-related death among journalists," says William Orme Jr., the group's executive director.

Around the world, 51 journalists were killed in the line of duty during 1995, the committee reports. Another 182 journalists, in 22 countries, were being held in prison for what they said.

For American journalists, their stories

should be a source of humility and inspiration. Twelve years ago, I spent a month working with the editors and reporters of the Nation newspaper in Nairobi, Kenya. I quickly came to appreciate the dangers they faced and to admire their ability to navigate those difficulties. Had I been running their local news desk, I would likely have been in jail and the newspaper shuttered over decisions that struck me as routine.

A naive suggestion, early in my visit — that we ask the president for comment on a serious charge made in parliamentary hearings — provoked belly laughs from Kenyans who understood the consequences of such impertinence. I never got better at spotting the traps waiting for journalists in Kenya.

Yet my colleagues persevered, working for meager pay, with modest resources and in a language left over from colonial days that was neither their first or second tongue. And they found ways to tell the truth.

In our own country, the risks are rarely so dramatic or personal. Instead, our press freedom, the envy of crusading journalists the world, gets eroded around the edges.

It is eroded by bureaucrats who deny public access to government meetings or records. It is eroded by judges who use their power to rein in reporters. And it is eroded by news organizations that decide it is easier and cheaper to live within the new limits than to challenge them.

So a tough story gets killed, or compromised, or never assigned in the first place because the hurdles seem too high. No matter that decision gets made — in Kansas or Kenya, in St. Petersburg in Florida or the one in Russia — the casualty is truth.

The difference is that when American journalists pull their punches, they have less at stake than life and liberty. Judged against the sacrifices that hundreds of foreign reporters are making, the courage required to defend press freedom here seems relatively trivial.

Perhaps the examples of our colleagues abroad can inspire American journalists and other citizens to more vigorously protect the liberties at home. That tradition of free thought and speech is what foreign journalists see here, and what they are boldly trying to build themselves.

Paul C. Tash is the executive editor and a vice-president of the St. Petersburg Times. He is a director of the Inter-American Press Association and of Florida's First Amendment Foundation.



Empresas ICA, S.A. y los contratistas  
generales Miramar Construction se ha convertido  
en un grupo que juega un rol de gran importancia  
en la industria de la construcción local

# en una alianza sólida

mirez. "Nuestra intención es capacitar personal local en las áreas de construcción que no se han desarrollado antes en la Isla, lo que hemos estado haciendo con el Tren Urbano".

Una situación similar surgirá con la construcción del Coliseo de Puerto Rico, que tiene elementos que no se han construido antes en la Isla, tal como un techo de acero de 500 pies sin soportes intermedios, una pista de patinaje sobre hielo y un sistema de iluminación muy potente. Para estos elementos, ICA traerá especialistas, dijo Ramirez.

Además, para ejecutar la construcción en dos años y medio, ICA utilizará métodos que aceleran los trabajos. Por ejemplo, se instalarán grúas-torres de gran capacidad sobre dos semicírculos de rieles. Las grúas podrán desplazarse para vaciar hormigón o llevar a sus lugares de instalación los componentes fabricados en hormigón como las gradas o los elementos de la fachada, o transportar elementos de acero, como las vigas del techo, sostuvo Ramirez.

#### ICA como inversionista

Junto con Centro Médico del Turabo (CMT), ICA es uno de los inversionistas principales en HIMAICA Inc., una entidad que va a construir un centro de oficinas médicas en Caguas adyacente al Hospital Interamericano de Medicina Avanzada (HIMA). (CMT consiste de un grupo de inversionistas liderado por Joaquín Rodríguez.) El complejo de \$68 millones estará situado en 30 cuerdas de terreno e ICA-Miramar serán los contratistas generales.

Con su gran poder financiero, ICA tiene planes de involucrarse en más proyectos de este tipo, los que requieren su participación dual como inversionista y como constructora.

La alianza ICA-Miramar, la que comenzó hace tres años, casi ha completado la construcción del Hospital General Menonita en Aibonito y está trabajando en la construcción de la Ruta 834 en Guaynabo a un costo de \$25 millones y en la conversión a expreso de la Avenida Kennedy en Puerto Nuevo, lo que involucra el desvío de un canal y la erección de un puente.

Otro proyecto, el Coliseo de Arecibo con 10,000 asientos, a un costo de \$14 millones

ya se concluyó, mientras que la construcción de la Ruta 5 en Bayamón comenzará pronto a un costo de \$34 millones.

#### ICA en el NYSE

ICA se convirtió en compañía pública en 1929. El precio por acción (son recibos de depósito americanos o ADRs) cerró el lunes pasado en el New York Stock Exchange a \$10. Desde el 4 de mayo, el precio ha fluctuado de \$12.62 a \$9.25 el 15 de junio. El accionista con mayor participación (2.63 por ciento) es Genesis Investment Management. Schoder Capital Management, Smith Barney y Dreyfus también tienen participaciones significativas.

Un 43 por ciento de los ingresos de ICA en 1997, provinieron de países fuera de México.

Duff & Phelps Credit Rating Co., la principal entidad de análisis de crédito y que estudia la habilidad para pagar de compañías que emiten deuda, subió hace un mes la clasificación de deuda ICA de BB- a BB. La clasificación se refiere a deuda pagadera en pesos mexicanos. ▲

Luis Fernando Ramirez, vicepresidente ejecutivo y director de ICA en Puerto Rico. "Nos hemos establecido como una empresa local y queremos ser un elemento importante en la industria de construcción de Puerto Rico". Junto a estas líneas, Ramirez muestra la maqueta de la estación del Tren Urbano en Jardines de Caparra.



México. La constructora mexicana crea alianzas con otras empresas locales y multinacionales, como lo hizo en México al formar ICA-Fluor Daniel para competir mejor en la construcción de proyectos grandes industriales y de infraestructura eléctrica. ICA-Fluor Daniel construyó una fábrica para Navistar International Corp. en México. La misma se dedica a ensamblar camiones, a procesar gas natural con una capacidad de operación de 600 mil millones de pies cúbicos por día, a la construcción de una termoeléctrica de 700 megavatios y tiene una fábrica para producir el cemento Tolteca, entre otros. (Fluor Daniel es una de las mayores constructoras de Estados Unidos.)

Estos y otros proyectos le han permitido a ICA establecer una relación importante con subcontratistas en varias partes del mundo, algunos de los que ahora trabajan en la construcción del Tren Urbano. Por ejemplo, la empresa francesa Freyssinet, especialista en la manufactura de dovelas y elementos pos-tensados (los soportes en forma de Y de los rieles elevados que constituyen el viaducto del tren) y con la empresa de Paolo de Niccola. Esta última fabricó en Italia y embarcó hacia la Isla una "viga de lanzamiento" de acero que pesa 338 toneladas que se utiliza para montar las dovelas. Una vez se instala un tramo de dovelas, la viga se desplaza al siguiente, lo que acelera la construcción", explicó Ramirez.

Para Miramar Construction, empresa que junto con ICA tiene \$350 millones en obras contratadas hasta el año 2000, la alianza con la constructora mexicana significa la adquisición de tecnologías y de destrezas nuevas por parte de sus 21 ingenieros. "Sin destrezas que se van a quedar en Puerto Rico mediante nuestro plan de transferencia de tecnologías", destacó Ra-



José E. Berrios, presidente de Miramar Construction, indicó que esta empresa logró certificar \$70 millones en construcción en 1997, comparado con \$37 millones en 1996. Esta firma constructora tiene en marcha proyectos como dos edificios multipisos para estacionamiento en el Santa Rosa Shopping Center y en el Ashford Medical Center así como la tienda Home Depot en Carolina, entre otros proyectos comerciales.



# PRIMER

6

EL NUEVO DIA DOMINGO 13 DE ABRIL DE 1997

## Por buena vía los trabajos del tren

Por CARMEN EDITH TORRES  
SPECIAL PARA EL NUEVO DIA

MIENTRAS EN el sector Las Lomas, en Guaynabo, se hacen los primeros trabajos de construcción del Tren Urbano, el Departamento de Transporte y Obras Públicas (DTOP) y la Autoridad de Carreteras y Transportación (ACT) realizan gestiones a nivel local y federal para garantizar los fondos que salgarán el proyecto.

En los terrenos donde se ubicará el taller de mantenimiento y la estación de Las Lomas, varias brigadas trabajan en la canalización de una quebrada cercana y en la remoción de árboles y arbustos. De los siete contratos que involucra el proyecto, cinco ya han sido adjudicados a consorcios que agrupan firmas de ingenieros, arquitectos y compañías constructoras.

El cabideo en el Congreso Federal durante los próximos meses será determinante para garantizar las asignaciones de fondos destinados al Tren Urbano a través de un acuerdo entre la ACT y la Federal Transportation Administration (FTA), indicó a El Nuevo Día el secretario del

DTOP, Carlos Pesquera.

Aunque el acuerdo inicial apuntaba a una partida de \$307 millones durante un periodo de seis años, el DTOP está intentando que esa asignación suba a \$417 millones en la nueva legislación sobre transportación que el Congreso tendrá que aprobar antes del primero de octubre de este año. Con las asignaciones federales, el gobierno local espera financiar entre un 33 y un 40 por ciento del proyecto, cuyo precio total está cercano a los \$1.250 millones.

El CONVENIO garantiza que el Departamento de Transportación federal separará cada año una partida para el Tren Urbano de acuerdo con el presupuesto de que disponga en el año fiscal próximo. No obstante, esas asignaciones tienen que recibir la aprobación del Congreso.

Si el Tren Urbano es incluido en la nueva ley de transporte, el compromiso económico que contrajo la administración Clinton con las autoridades locales tendría el respaldo de la rama legislativa federal, lo que haría más firme la asignación. "Esta legislación es trascendental para el TLU. Vamos confiados porque es un proyecto que

tiene todos los meritos, pero bien competido", indicó Pesquera.

Pero si el Tren Urbano no resulta incluido, "no significa que se han cerrado las oportunidades para recibir fondos federales discrecionales". Cada año, indicó Pesquera, tienen que justificarse ante el Congreso la aprobación de esos fondos.

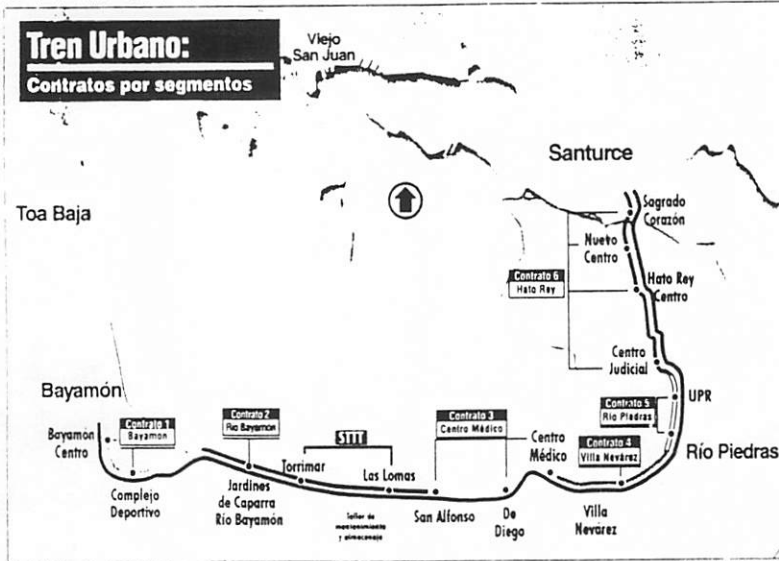
**Según Pesquera, para junio todos los contratos de construcción estarán firmados**

EL PROYECTO del TLU obtuvo el respaldo de la FTA debido a que es un proyecto que permitirá al gobierno federal examinar el funcionamiento de los procedimientos de diseño y construcción simultánea en obras públicas de envergadura. En ese método, la construcción del pro-

yecto se realiza a medida que se solicita contrato al proveedor, en un contrato en el que el diseñador de la obra garantiza cuando están diseñados los planos finales. Al presente, el gobierno federal ha asignado al TLU cerca de \$120 millones bajo el acuerdo con el DTOP.

La parte del TLU que se localizará en el gobierno de Puerto Rico también agendará un contrato sobre rúles. Con la asignación de \$120 millones prevista del contrato al proveedor, la ACT está haciendo emisiones de bono para financiar su programa de mejoras. En ese plan, el TLU aparece como uno de los proyectos prioritarios. Las emisiones de bono según Pesquera se traducirán en ingresos de \$1.702 millones para la ACT en los próximos cuatro años.

LAS SUBASTAS aún sin adjudicar corresponden a los segmentos de Villa Nevárez, en Río Piedras, y Hato Rey. Para la construcción del tramo de Villa Nevárez que tendrá una extensión de 2,7 kilómetros, el gobierno evalúa tres propuestas y se espera escoger al desarrollador a mediados de mayo. Por otro lado, la subasta para el tramo en Hato Rey será adjudicada la pro-



Fuente: Oficina Tren Urbano

Gráfica: El Nuevo Día



La primera fase de la construcción, en el lado norte de la carretera número 20.

EL NUEVO DIA      Fecha 8/11/97      Página 6

EL VOCERO      Fecha           Página     

THE SAN JUAN STAR      Fecha           Página     

OTROS      Fecha           Página     

# Hora de cambiar el patrón urbano

Por OLGA CARRASCO  
DE EL NUEVO DIA

LA PUESTA en marcha del Tren Urbano (TU) traerá un cambio fundamental al área metropolitana y obligará a repensar la ciudad en términos de "cómo se va a organizar en función del transporte colectivo y no en función del automóvil", dijo el planificador Anibal Sepúlveda.

El TU es un proyecto tan importante de transporte como de planificación urbana", dijo Sepúlveda, profesor de la Escuela Graduada de Planificación de la Universidad de Puerto Rico.

La tendencia ha sido copiar los patrones de Estados Unidos de construcción en los suburbios, que hace necesario el uso del auto. Con el TU se requeriría un cambio de mentalidad en cuanto a un uso más intenso de las áreas urbanas para vivienda, trabajo y otros usos.

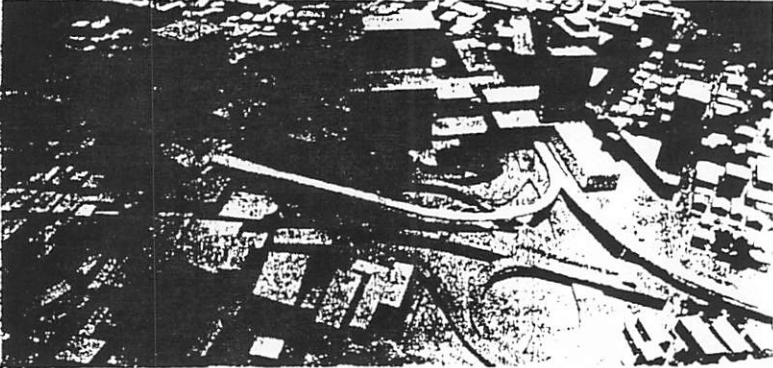
Conlleva una "reconceptualización de la ciudad en función del transporte colectivo. Todavía eso no lo veo, la integración de todo el mundo pensando en la misma dirección", dijo Sepúlveda, quien participa en un proyecto académico que junto al Massachusetts Institute of Technology (MIT) prepara a estudiantes de la UPR sobre distintos aspectos del Tren Urbano.

"Ahora la ciudad tiene que reestructurarse para vivir con ese proyecto, establecer los reglamentos e incentivos necesarios para que densifiquen las estaciones, que el comercio intente moverse a esas estaciones y desalentar los desarrollos suburbanos", dijo el presidente de la Sociedad Puertorriqueña de Planificación, Carlos Novoa.

ALREDEDOR de cada estación se van a promover desarrollos conjuntos que promuevan la densificación y usos mixtos, dijo el secretario de Transportación y Obras Públicas, Carlos Pesquera. Pero no está muy claro cómo se hará. Eso requiere planificación, coordinación de muchas agencias, atraer a los desarrolladores y cambiar tanto su mentalidad como la del público en cuanto a dejar los suburbios y la expansión horizontal para volver a las ciudades.

Estos cambios se han logrado en otras ciudades del mundo, pero con medidas que desincentivan el uso de auto que han llegado a ser tan extremas como el cobrar por el uso de las carreteras.

Novoa dijo que serán necesarios los incentivos de uso



Maqueta del área de Santurce por donde pasará el Tren Urbano, cuya puesta en marcha traerá cambios fundamentales en la planificación del área metropolitana.

negativo del auto tales como aumentos en los precios de la gasolina, reglamentación, incentivos y contribuciones especiales que les haga más barato a los ciudadanos el vivir en áreas urbanas. Mejorar sistemas de transportación como la Autoridad Metropolitana de Autobuses será también indispensable para el que el TU opere eficientemente.

Parte de la ruta del TU fue concebida según la disponibilidad de terrenos y su costo y no estrictamente sobre criterios de densidad poblacional. Desde hace años existía un corredor separado para construir un expreso que sería la continuación de la avenida 65 de Infantería hasta Guaynabo. Como era propiedad del Gobierno, y ofrecía una conexión entre Bayamón y Santurce, el DTOP optó por ese corredor, dijo Pesquera.

Pero "esa era la ruta de continuación de este a oeste de la ciudad. Por eso es difícil atravesar a San Juan", dijo Novoa y opinó que esa ruta "hubiese aliviado los taponamientos concebida así desde hace muchos años".

Como resultado de esa decisión las estaciones como Jardines de Caparra/Río Bayamón y Las Lomas que tienen la densidad poblacional que justifique su establecimiento.

PESQUERA dijo que la mayoría de las estaciones se determinaron "desde el punto de vista de la demanda, donde se producen muchos viajes. Bayamón es un centro que se acude de distintos puntos como Naranjo y Camín en carros públicos para hacer trabajos hacia puntos como Centro Médico y Río Piedras.

Pesquera dijo que va se está trabajando en un plan para mejorar el servicio de la APTA y que los planes del Departamento de la Vivienda para un proyecto en esas áreas. "Lo que queremos es que se estimulen los desarrolladores privados a reconocer esta oportunidad para cambiar los patrones de desarrollo a través de los años", dijo el Secretario.

## Inconvenientes en la vía alterna

Por OLGA CARRASCO  
DE EL NUEVO DIA

LA ENTRADA de cemento frente a la casa de José Sánchez, en el sector Buen Samaritano en Guaynabo, está desprendida porque el peso de un vehículo usado en la construcción del Tren Urbano la separó de la escalera que conduce al taller de la vivienda.

El camino frente a la casa, de donde se ve maquinaria, es una enorme extensión de terreno en la cual se ha efectuado el desmonte para la construcción, se convierte en un fangal cuando llueve. Sánchez se dedica a "chequear", haciendo trabajos de ebanistería. "Desde que está el Tren Urbano la gente no viene. El camino está lleno de fango y no bajan por no ensuciar los carros", dijo.

Cuando no llueve el pavimento es tal que tuvo que mandar a su hijo y a su nieto a vivir con un familiar a Loiza porque el polvo les afectaba. Sánchez es uno de los pocos vecinos que quedan en el sector y que no fueron relocalizados para la construcción del TU.

Le gustaría que lo reubicaran en otra vivienda, al igual que su vecina Petra Romero Santos, para quien el TU hasta ahora ha significado el que "a veces no tenemos luz, agua".

Fumos a dar la quejilla a las oficinas del Tren Urbano. Nos atenderon muy bien", dijo Sánchez.

Pero la realidad es que para Sánchez y Romero Santos no



'La gente tiene que aceptar las situaciones incómodas'

A Petra Romero Santos la construcción del Tren Urbano en terrenos aledaños a su propiedad le ha causado un sinnúmero de inconvenientes.

habrá remedios inmediatos. "Siempre hemos sido honestos con la gente. Les hemos dicho que va a haber inconvenientes", dijo Pesquera.

COMO parte del proceso se han expropiado 80 viviendas en distintos puntos y reubicado a sus habitantes. También se reubicarán edificios comerciales como el de General Gases en Bayamón, el McDonalds de la avenida Roosevelt y el Center for Disease Control del gobierno federal, en Río Piedras. Los costos de estas expropiaciones suman \$87.3 millones.

"Estamos claros en que esta etapa conlleva diferentes inconvenientes. Tenemos que minimizar esos inconvenientes y

mantener la ilusión de la gente para que acepten las incómodidades como un proceso para un mejor sistema de transporte", dijo Pesquera.

Posteriormente, en unos tres años, se iniciará formalmente una campaña de educación para alentar al uso del Tren Urbano y destacar las ventajas de su uso.

Por lo pronto para personas como Petra Romero Santos no está muy claro. Al preguntarse si esperaba algún beneficio del TU, contestó que "hasta que no se termine de construir donde va a llegar y si llegaremos a verlo".



# GOOD MORNING

Thursday, October 16, 1997

The San Juan Star  
12th year vol. no. 340

**TODAY'S INDEX**

- Local News 4
- Nation & World 14
- Business BR3
- Portfolio P1
- Sports 120
- Viewpoint 93

Ann Landers 16  
 Classified Ads 111  
 Comics 70  
 Crossword 71  
 Editorial 95  
 Movie Listings 16  
 Obituaries 76  
 TV Listings 73  
 Weather 25

**ABOUT THE STAR**

The San Juan Star is published daily at 1015 S.W. Monterey Industrial Urbanization, San Juan, Puerto Rico 00920-1511.  
 Mailing address: P.O. Box 364187, San Juan, Puerto Rico 00936-4187.  
 Second Class Postage paid at San Juan, Puerto Rico. U.S.P.S. 480-4700.

**Telephone Numbers**

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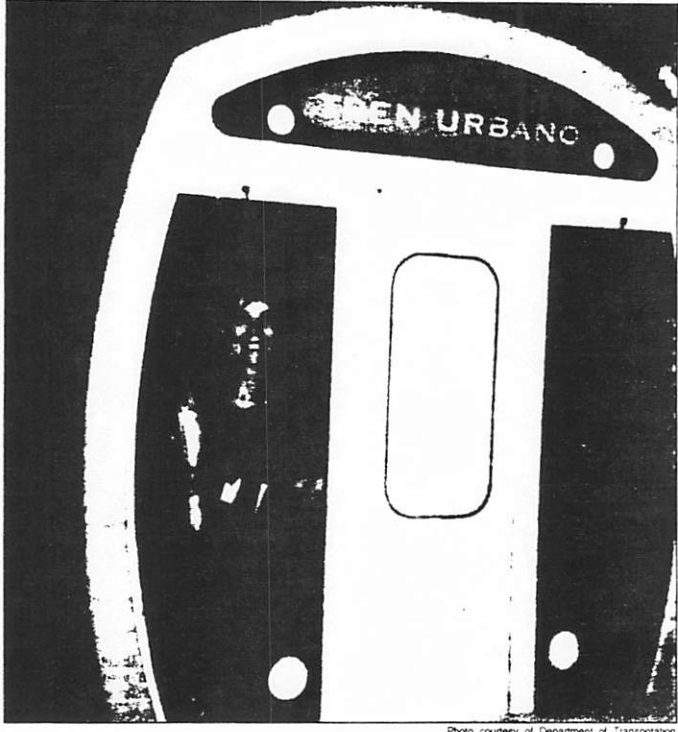


Photo courtesy of Department of Transportation

The Urban Train project, which is a model of public transit, is being displayed at the 2nd Symposium of Science and Technology taking place Wednesday and today at the Condado Plaza Hotel is a mockup of a light rail car.

Visitors to the exhibition are invited to climb on board for the ride, then are treated to a Polaroid photo of themselves looking out of the back of the car.

Someone remarked that the train looked like the London subway.

The photo is presented placed in an attractive card with the Urban Train logo on the cover and this souvenir greeting underneath.

My first photo in the Urban Train," signed by Transportation Secretary Carlos L. Pasquero.

By Lourdes Abreu

**FLASHBACKS**

**1967** — University of Puerto Rico President Jaime Benitez and Antonio Luis Ferré, president of the Council on Higher Education, testified behind closed doors regarding the Sept. 27 UPR riots where a taxi driver was shot to death and two students were wounded.

**1977** — The Puerto Rico government was attempting to get out of a 1976 agreement where the U.S. Navy turned over 2,626 acres of land in Vieques to the

commonwealth for \$12 million in exchange for granting the Navy rights over 1,800 acres of land, claiming the Navy received too much money in the trade and the government should have gotten \$1.3 million for the land.

**1987** — The Puerto Rico Telephone Company is recognized by Federal Communications Commission as a company authorized to provide overseas telephone service. Gov. Rafael Hernández Colón

hailed the move as a major step to lower rates.

**1992** — The University of Puerto Rico Brotherhood of Non-Teaching Workers shut down the Rio Piedras campus and 10 other technological and regional colleges after four months of negotiating a three-year contract.

— Compiled by Profrana Colón Ins.

**TODAY'S QUOTE**

*"The professional drug dealers do not have a hold on the country, but the problem is growing."*

Lord Justice Nicholas Phillips, Court of Appeals of the Royal Court of Justice in Great Britain.

**CUCUBANO**

¿Con qué te quedas cuando te entregas?

I.M.L.

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**WEATHER AT-A-GLANCE**

**Temperatures**

	HIGH	LOW
San Juan	88	80
New York	70	53
Miami	84	74

More on page 25

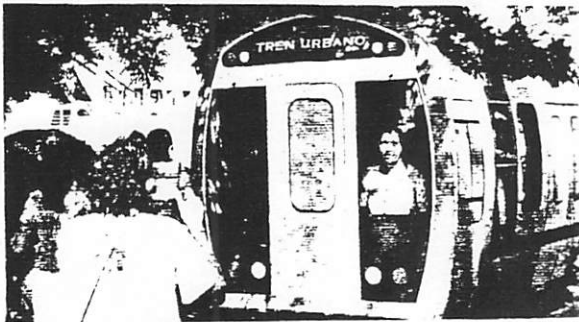
EL NUEVO DIA      Fecha 9/11/97      Pagina 20  
 EL VOCERO      Fecha \_\_\_\_\_      Pagina \_\_\_\_\_  
 THE SAN JUAN STAR      Fecha \_\_\_\_\_      Pagina \_\_\_\_\_  
 OTROS      Fecha \_\_\_\_\_      Pagina \_\_\_\_\_

# A bordo los primeros pasajeros del Tren Urbano

Por AMELIA ESTADES SANTALIZ DE EL NUEVO DIA

EN UN intento de atraer gente al casco de Río Piedras y tratar de amainar los ánimos de los residentes y visitantes que a diario son víctimas del polvo, de las calles

cerradas, los ruidos y los inconvenientes que ha traído el inicio de la construcción de la estación del Tren Urbano, el Departamento de Transportación y Obras Públicas (DTOP) celebró ayer una feria que giró en torno del proyecto. Decenas de personas se dieron cita du-



La exhibición del Tren Urbano en Río Piedras también incluyó charlas y hasta la participación del secretario Carlos I. Pesquera, para aclarar dudas sobre este proyecto a los presentes.

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rante la mañana de ayer a la Plaza de la Convalecencia para conocer más a fondo sobre la construcción del Tren Urbano y el impacto del mismo en la comunidad.

Mientras, otros le hacían preguntas al Secretario del DTOP, Carlos Pesquera, que daba una charla en la oficina del Tren localizada en la Avenida Ponce de León.

Las personas que asistieron a la charla, que comenzó cerca de las 11:00 de la mañana, se mostraban sumamente interesado en conocer más detalles del proyecto de transportación masiva que debe estar funcionando a capacidad para el año 2001.

EL TRAMO que recorrerá el casco de Río Piedras será el único, dentro de la ruta proyectada del Tren Urbano, que será soterrada. Aproximadamente, el recorrido será de una milla. Los presentes hicieron preguntas sobre la construcción del túnel.

También mostraron interés en saber la profundidad, la distancia, la seguridad del túnel y si el funcionamiento del tren no afectará el servicio de Energía Eléctrica en el área.

“Eso con que funciona, con electricidad”, preguntó un hombre de mediana edad. Ante la respuesta afirmativa del Se-

cretario, el hombre cuestionó si no confrontará apagones a “tuplén” cuando el proyecto comience a funcionar.

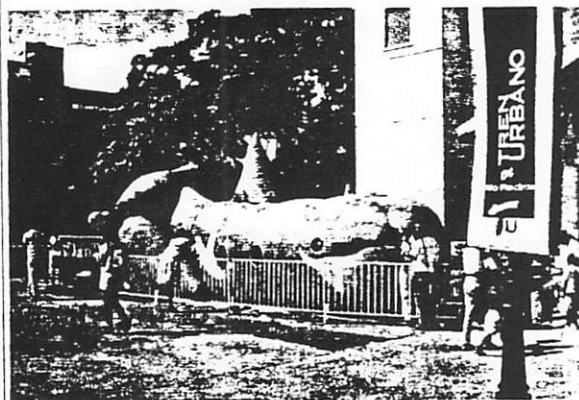
Mientras en la afueras, en las maitrecas calles nopedrenses otros disfrutaban de las atracciones para los niños, de un programa musical y un recorrido imaginario por las 16 estaciones con las cuales contará el tren.

PARA ESO tenían que recoger una tarjeta que tenía marcada la ruta del tren. Luego de hacer el recorrido, desplegado por la Plaza del Recreo, el Paseo de Diego entre otras, y ponchar la tarjeta en cada una de las paradas, recibían un obsequio del DTOP.

Pesquera, quien repartió besos, abrazos, autógrafos, y se retrató con los asistentes, se mostró complacido con la actividad.

“Con la comunidad de Río Piedras ha sido un proceso intenso de dos años. No ha sido un proceso fácil, ha sido uno de intercambio, de quejas, pero por fin está encaminado”, dijo el Secretario.

Por otro lado, Ruth Hernández Torres la presidenta del Consejo Vecinal de Río Piedras, afirmó que tanto el DTOP ha tomado en consideración los señalamientos que le ha hecho el Consejo Vecinal.



Verdes decenas de personas se dieron cita en la exhibición de la ruta del Tren Urbano, ofrecida por el Departamento de Transportación y Obras Públicas.

EL NUEVO DIA	Página	EL VOCERO	Página
Fecha		Fecha	
THE SAN JUAN STAR	Página	X OTROS <i>El Hato Rey</i>	Página
Fecha		Fecha	
		<i>Noviembre</i>	<i>1997</i>

# EL HATO REY

El Periódico Regional de Hato Rey

GRATIS noviembre 1997



**En esta edición:**

- (Son cosas de la Abuela) ..... p2
- Voz de Aliento ..... p2
- Sin reversa el Tren Urbano ..... p3
- Belleza silente ..... p5
- Cuando damos una oportunidad ..... p6
- Código de Rentas Internas ..... p7
- Cultura del Sordo ..... p8
- Pulmonía ..... p9
- Los hijos de la violencia XX ..... p10
- Artistas frente al Sida ..... p11
- Conflicto: Sinónimo de oportunidades ..... p12
- Manejo de crisis en la UPR ..... p13
- Tipos de fraude ..... p14
- Flan de calabaza ..... p15
- ¿Porque sindicacion ..... p16
- IX FotoMaraton en Carolina ..... p17
- Pasatiempos ..... p17
- Horoscopo ..... p18
- Clasificados ..... p19

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4:00 P.M. - 8:00 P.M. (Sin cita)

Sábado  
8:00 A.M. - 12:00 M.

EL NUEVO DIA  
Fecha 11/24/97 Página 1 EL VOCERO  
Fecha      Página       
THE SAN JUAN STAR  
Fecha      Página      OTROS  
Fecha      Página     

LUNES 24 DE NOVIEMBRE DE 1997  
AÑO XXVI NUM. 9968



**"Razonable"**  
la nueva  
definición  
del ELA

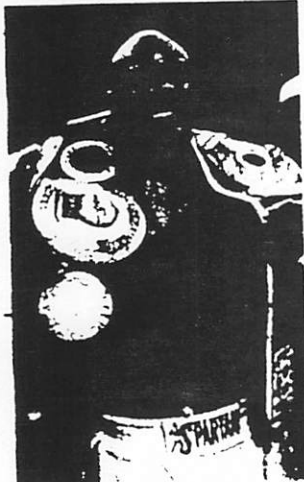
VEA LA PAGINA 7



## Fallece Mas Canosa, pilar del anticastrismo

P/8

LUNES  
DEPORTIVO



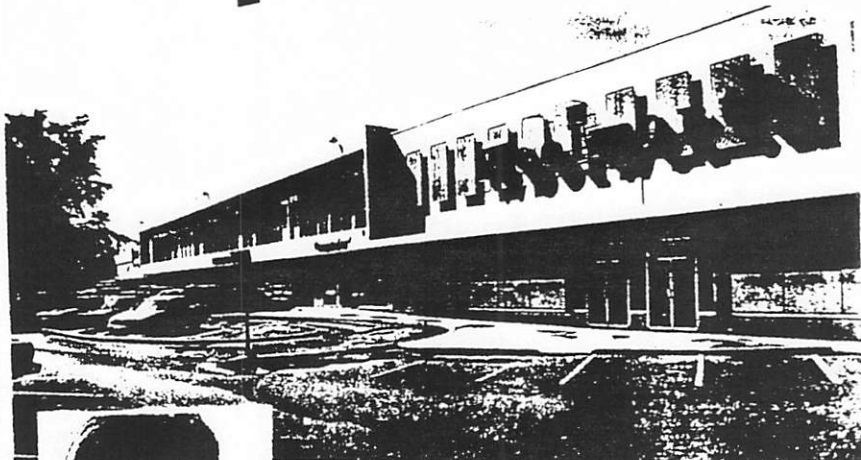
Foreman adios a los cuadrilateros

### Al retiro George Foreman

### Se impone Rodríguez en Juncos

### Rumbo a la corte Piculín

# En vía libre la polémica



El titular del DTOP, Carlos Pesquera, defiende la alineación actual del Tren Urbano, que conlleva la expropiación del centro comercial Metropolitan.

### Vecinos de la Urbanización Huyke critican los planes del DTOP de construir una estación del Tren Urbano en los predios de su comunidad

X EL NUEVO DIA Fecha 11/24/97 Página 4 EL VOCERO Fecha \_\_\_\_\_ Página \_\_\_\_\_  
THE SAN JUAN STAR Fecha \_\_\_\_\_ Página \_\_\_\_\_ OTROS Fecha \_\_\_\_\_ Página \_\_\_\_\_

# PORTADA

EL NUEVO DIA - LUNES 24 DE NOVIEMBRE DE 1997

## A todo tren

Por MIGUEL DIAZ ROMAN  
DE EL NUEVO DIA

DESDE QUE los vecinos de la urbanización Huske, en Hato Rey, conocieron los planes del Departamento de Transportación y Obras Públicas (DTOP) de construir una estación del Tren Urbano en los predios de su comunidad, no han logrado recuperar la tranquilidad que han disfrutado durante más de 40 años.

"Todo el mundo anda muy triste por la decisión de ubicar aquí una estación del Tren Urbano. La comunidad sospecha que el vecindario se convertirá en otro Santurce y eso nadie lo quiere", dice la doctora Aida González Bradley, quien ha residido por más de 40 años en la calle Fernando Príncipe, que transcurre paralela al parque Gándara.

La estación se conocerá como Hato Rey Centro y será construida al final de la avenida F.D. Roosevelt, en la intersección con la avenida Muñoz Rivera. Debido a que la vía del tren será elevada desde Río Piedras hasta Santurce, la estación discurrirá de lado a lado de la avenida Roosevelt y contará con cuatro accesos para el público.

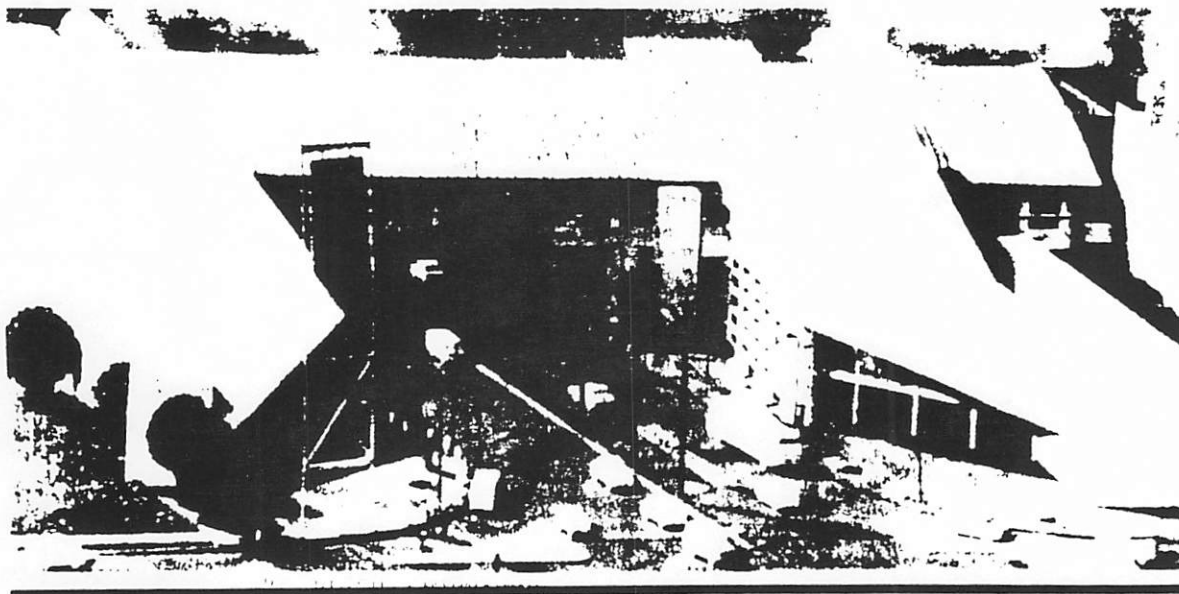
Dos de los accesos estarán ubicados en lo que hoy conocemos como el centro comercial Metropolitan. Los otros dos en el espacio que actualmente ocupa el restaurante de comida rápida McDonald's, junto al edificio McConnell Vialto.

"Nosotros proponemos que la estación sea subterránea a través de la avenida Muñoz Rivera y que tenga accesos hacia



ESPECIAL PARA EL NUEVO DIA/WANDA IZ VEGA

Voces disidentes contra la construcción de la parada del Tren Urbano en la avenida Roosevelt; desde la izquierda, la doctora González Bradley, Juan B. Huyke y Carlos Girod; debajo, una interpretación artística de la propuesta estación Hato Rey Centro.



<input checked="" type="checkbox"/> EL NUEVO DIA	Página 5	Fecha 11/24/97	EL VOCERO	Página	Fecha
THE SAN JUAN STAR	Página	Fecha	OTROS	Página	Fecha

El tradicional McDonald's de la Roosevelt va rumbo a la demolición a causa del planeado desarrollo de la estación del Tren Urbano en aquella zona de Hato Rey.



## el disgusto

El tradicional McDonald's de la Roosevelt va rumbo a la demolición a causa del planeado desarrollo de la estación del Tren Urbano en aquella zona de Hato Rey.

SOMOS UNA comunidad muy unida. Tememos que el desarrollo secundario en tierra de nadie, hasta despoblar y destruir el sector como ocurrió en Santurce", comenta R. Huyke, presidente de la Asociación Pro-Bienestar Residentes de la Urbanización Huyke (APBUH). Su padre, R. Huyke, desarrolló la urbanización en los años 40. De acuerdo con Huyke, más el 40% de los residentes son de familias originales y nuevos inquilinos.

Otro aspecto de la controversia es que la construcción requiere la expropiación del centro comercial Metropolitan, que provee a los vecinos de la urbanización y de siete comunidades aledañas de los comercios esenciales, comestibles, medicamentos y otros servicios básicos.

"Este es el centro comercial más antiguo de Puerto Rico y le sirve a una comunidad de más de 100,000 personas que incluye estudiantes, asalariados de la zona bancaria, gente adinerada y vecinos de los residenciales públicos cercanos y barrios", señala su propietario, Eugenio Fernández Comas.

Añade que funcionarios del DTOP le han expresado la necesidad de expropiar toda la propiedad, a pesar de que la alineación del tren sólo requiere de una parte del estacionamiento.

"NOSOTROS LE propusimos al DTOP que expropiara la parte que necesita para el tren y que en el remanente se nos permitiera construir un nuevo centro comercial. Ellos se niegan porque necesitan todo el espacio como 'construcción válida'", agrega.

Explica que el DTOP le propuso expropiar la parte que se utilizaría para la construcción a cambio de que él asumiera el riesgo de pagar las penalidades acordadas con la firma constructora, en caso de que la construcción deba ser detenida por falta de espacio u otros inconvenientes.

"Son penalidades muy severas, de \$50,000 diarios. Todavía estamos en negociaciones", dijo.

Un elemento que mantiene intrigados a los vecinos es la sospecha de que el sector bancario de Hato Rey no desea que la alineación del Tren Urbano discorra por la avenida Muñoz Rivera. De acuerdo con los mapas provistos por el DTOP, la alineación toma un sorpresivo giro hacia el centro comercial Metropolitan, después de la propuesta estación Domenech, que será paralela a la avenida Muñoz Rivera, junto al Centro Judicial de Hato Rey.

Pesquera ha recibido presiones de los bancos. Ellos no quieren que se les afecte el aspecto visual con el paso del tren por su lado. Esa decisión le costará al parque Gándara 1,088 metros porque la alineación actual lo necesita", señala la doctora González Bradley.

Huyke dijo que el parque Gándara es un pulmón para la comunidad de Hato Rey, que apenas tiene zonas verdes.

Ellos todavía no han reclamado el espacio que necesitan del parque. Si lo hacen habría que consultarlo con los miembros de la familia (Sucesión Huyke) y el precio, sin duda, sería de acuerdo con las tarifas por metro cuadrado que se pagan hoy día", agregó.

## Por subterráneas motivaciones

Por MIGUEL DIAZ ROMAN  
DE EL NUEVO DIA

EL SECRETARIO del Departamento de Transportación y Obras Públicas (DTOP), Carlos Pesquera, negó que la alineación actual del Tren Urbano en Hato Rey, la cual elude la fachada de todos los bancos allí establecidos, sea el resultado de presiones de la industria bancaria que no desea ver afectada la estética de sus instituciones.

"Eso es absurdo. La alineación actual fue una decisión que se tomó en consideración de los costos que implicaba remover las utilidades bajo tierra que están en la avenida Muñoz Rivera, para hacer una vía subterránea. Esa es la mayor infraestructura subterránea de Puerto Rico y el costo de remover y suspender esos servicios era elevadísimo, además de los problemas que tendríamos con el nivel freático de los terrenos", explicó Pesquera.

Otra de las consideraciones para diseñar la actual alineación del Tren Urbano, que discurre de forma elevada por medio de tendidos de rieles sujetos a pilotes, fue el impacto adverso que tendrían los trabajos en el tráfico vehicular diario y las numerosas interrupciones que sufrirían las comunidades cercanas y el comercio en servicios básicos como agua, energía eléctrica y telefonía.

Los comentarios de Pesquera surgen en respuesta a los señalamientos de la Asociación Pro-Bienestar Residentes de la Urbanización Huyke, que denunció que las instituciones bancarias se opusieron a que el Tren Urbano discursiera por la zona bancaria de Hato Rey.

La asociación denunció que el DTOP se verá obligado a expropiar el centro comer-

cial Metropolitan y una porción del parque Gándara, la única plaza verde en Hato Rey.

"EL TREN no toca el parque Gándara, no lo puede tocar porque son requisitos que establece el gobierno federal. Como una aportación a la comunidad nosotros (el DTOP) nos hicimos cargo de la limpieza del parque. La alineación propuesta es la más económica y la de más rápida construcción", señaló Pesquera, quien añadió que la estación Hato Rey Centro estará terminada a mediados del 2000.

En cuanto a la expropiación del centro comercial Metropolitan, Pesquera dijo que el contrato con la firma constructora requiere que el DTOP tenga dominio de la estructura, de manera que se pueda cumplir con los plazos establecidos para el inicio de las obras de construcción. "Si no tenemos dominio, podríamos incumplir con el plazo de entrega de la parcela, y tendríamos que pagar penalidades a la firma constructora", indicó.

El funcionario explicó que para mantener los servicios comerciales de farmacia y supermercado, el DTOP estudia la posibilidad de levantar una estructura temporera en el espacio que no utilice la construcción o en las mismas instalaciones del centro comercial, después que sea expropiado.

"Tuviéramos un proceso arduo de trabajo con la comunidad de la urbanización Huyke. Fuimos a varias vistas públicas y yo los visité personalmente en distintas ocasiones, pero no siempre tú puedes complacer a todo el mundo. Nosotros tomamos en consideración su insumo en el diseño final, pero tuvimos que tomar una decisión que a ellos no les complace", concluyó Pesquera.

"El tren no toca el parque Gándara"

EL NUEVO DIA  
Fecha 12/7/97 Página Portada EL VOCERO  
Fecha      /      /      Página       
THE SAN JUAN STAR OTROS  
Fecha      /      /      Página      Fecha      /      /      Página     

# Negocios

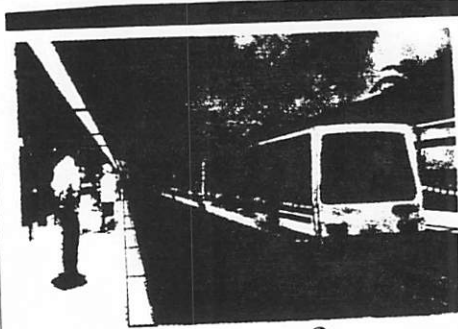
7 DE DICIEMBRE DE 1997 DEL DOMINGO



## Encarrilado el desarrollo urbano

( ) EL NUEVO DIA ( ) EL VOCERO ( ) EL MUNDO ( ) THE SAN JUAN STAR ( ) PRIMERA HORA

( ) OTROS: \_\_\_\_\_ Fecha: \_\_\_\_\_ Página: \_\_\_\_\_



## Primera fila

El proyecto del Tren Urbano cambiará la configuración y la naturaleza tradicional de las áreas donde estarán sus estaciones, ya que éstas provocarán el desarrollo de residencias, comercios y un gran aumento en tráfico peatonal. Es interesante ver cómo el sector privado ha reaccionado inmediatamente a la construcción del Tren Urbano, y no ha perdido tiempo en diseñar proyectos que complementen la función del ferrocarril, añadiéndole valor al proyecto y a las áreas afectadas. Cada día vemos más cerca la existencia de un tren de vía rápida en Puerto Rico, y cada día son más palpables los grandes cambios que este moderno medio de transporte traerá a nuestra Isla.

X	EL NUEVO DIA	Página 4	EL VOCERO	Página
Fecha	12/7/97		Fecha	
THE SAN JUAN STAR	Página	OTROS	Página	
Fecha		Fecha		

Maqueta del proyecto del Río Bayamón que es uno de los desarrollos residenciales más destacados asociados a la alineación del Tren Urbano.

Los proyectos provocados por la alineación del Tren Urbano abarcan una variedad de propósitos que van desde estructuras para uso comercial y oficinas, hasta viviendas y centros de entretenimiento.



# Vía rápida para el desarrollo urbano

Por MIGUEL DIAZ ROMAN  
REDACTOR DE NEGOCIOS

**S**í en algo existe consenso en relación con el Tren Urbano es que estimulará el desarrollo económico a través de la alineación propuesta en la zona metropolitana de San Juan. "En el aspecto comercial se perfila una revalorización de las propiedades, especialmente aquellas que estén ubicadas cerca de las estaciones propuestas, donde el flujo de público que llegue o tome el tren intensificará las actividades comerciales", dijo el agente de bienes raíces Alberto Hernández.

El nuevo ferrocarril servirá de transporte para 115,000 personas, que diariamente circularán por cerca de 20 estaciones ubicadas estratégicamente en una ruta de más de 17.2 kilómetros.

La alineación comienza en la estación de Bayamón Centro que estará ubicada junto al casco de ese pueblo, paralela a la carretera PR-5. La ruta del tren continúa por entre el Coliseo Rubén Rodríguez y el Estadio Municipal Juan Ramón Loubriel y atraviesa los sectores Jardines de Caparra, Garden Hills, Torrimar y Las Lomas en Guaynabo.

Luego, discurre por el Centro Médico, bordea el sector Villa Nevárez, penetra Río Piedras y Hato Rey, y termina en las inmediaciones de la YMCA en Santurce.

Una nueva extensión de la vía del Tren Urbano ha sido propuesta para el sector Minillas en Santurce. Específicamente, la nueva estación estaría ubicada en algún punto cercano al Centro de Bellas Artes.

"Todavía no se ha decidido si la nueva ruta transcurrirá por la Fernández Juncos o por la Avenida Ponce De León, o si será subterránea o elevada en pilotes. Estamos en la mesa de diseño aún", dijo Carlos Pesquera, se-

cretario del Departamento de Transportación y Obras Públicas (DTOP).

El funcionario explicó que existen por lo menos tres entornos urbanos en los que la alineación del tren tendrá diversos efectos de desarrollo. Estos son: áreas que ya han sido desarrolladas, áreas con potencial de desarrollo y otros sectores que requieren cambios en la conformación y en las vías de acceso para facilitar el desarrollo.

Al presente existen numerosos proyectos en su etapa de diseño provocados por el Tren Urbano, que estarán ubicados en conformidad a la alineación propuesta. Estos proyectos abarcan una variedad de propósitos que van desde estructuras para uso comercial y oficinas, hasta viviendas y entretenimiento. Aunque no se tiene un inventario del número y tipo de proyectos propuestos, Pesquera dijo que la gran mayoría proviene del sector privado.