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TITLE VI REPORT 2022

*SUBMITTED AS SUB-RECIPIENT TO THE RHODE ISLAND DEPARTMENT OF
TRANSPORTATION*

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I. INTRODUCTION

This document was prepared to fulfill the following requirements: Chapter 23 CFR 200 Sub Chapter C – Civil Rights: Title VI Program and directives for the required reporting for sub-recipients of U.S. Federal aid and the U.S. Department of Transportation, Federal Highway Administration (FHWA), and Title 49 - Transportation, Subtitle A: Office Of The Secretary of Transportation: Part 21— Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964. It was prepared utilizing Federal Transit Administration (FTA) Circular 4702 1B as directed by FHWA Divisional Offices.

For additional information on the Rhode Island Division of Statewide Planning (RIDSP), the Civil Rights Program, and our Title VI compliance please visit our website <http://www.planning.ri.gov/public-participation/title-vi-civil-rights.php>, or contact Benny L. Bergantino, Title VI Coordinator at Benny.Bergantino@DOA.RI.GOV 401-222-1755.

Overview

As a subrecipient of federal financial assistance from FHWA, RIDSP is required to fully comply with the Title VI of the Civil Rights Act of 1964, which provides:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.¹”

The U.S. Department of Justice (DOJ), as the coordinating agency for Title VI, implemented its Title VI program in 28 C.F.R. Part 42 and issued guidance in two main documents: the Title VI Legal Manual and *The Complaint Investigation Procedures Handbook*.

Title VI authorizes and directs Federal agencies to enact “rules, regulations, or orders of general applicability” to achieve the statute’s objectives. The U.S. Department of Transportation (DOT) implemented its Title VI program in 49 C.F.R. Part 21. FHWA’s regulations can be found in 23 C.F.R. Part 200.

Title VI is further defined by Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and Executive Order 13166 - *Improving Access to Services for Persons with Limited English Proficiency*.

¹ Title VI served as the model for subsequent nondiscrimination laws based on receipt of federal funding, including Title IX of the Education Amendments of 1972 (sex) and Section 504 of the Rehabilitation Act of 1973 (disability). However, each of these laws is accompanied by its own regulations and requirements and is not interchangeable with Title VI.

Discrimination Under Title VI

There are two types of discrimination prohibited under Title VI and its related statutes: disparate treatment (i.e. intentional discrimination) and disparate impact/effects.

Disparate treatment discrimination occurs when similarly situated persons are treated differently because of their race, color, or national origin. Disparate impact discrimination occurs when a facially neutral policy, procedure, or practice results in different or inferior services or benefits to members of a protected group. In disparate impact, the focus is on the consequences of a decision, policy, or practice rather than the intent.

RIDSP's efforts to prevent such discrimination must address, but not be limited to, the unintended discriminatory consequences of its policies and procedures; the allocation of funds and prioritization of projects; the impacts, access, benefits, participation, services, contracting and training opportunities of a program; and the investigation of complaints.

Specific forms of discrimination prohibited are listed below:

- Denial of services, financial aid, or other benefits provided under a program;
- Distinctions in the quality, quantity, or manner in which a benefit is provided;
- Segregation or separation of persons in any part of the program;
- Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others;
- Differing standards or requirements for participation;
- Methods of administration that directly or indirectly, or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination; and
- Discrimination in any activities or services related to a highway, infrastructure or facility built or repaired in whole or in part with federal funds.

Key Definitions

Beneficiary: Any person or group of persons (other than States) entitled to receive benefits, directly or indirectly, from any federally assisted program, (e.g. relocatees, impacted citizens, communities, etc.).

Disparate Impact: Discrimination that occurs when a facially neutral policy, procedure, or practice results in different or unequal treatment, and such policy or practice lacks a substantial legitimate justification. Under USDOT regulations, recipients may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin (49 C.F.R. 21.5(b)(2)).

Disparate Treatment: Intentional discrimination, or disparate treatment, happens when a recipient acts, at least in part, because of the actual or perceived race, color, or national origin of the alleged victims of discriminatory treatment.² Discriminatory intent need not be the only motive, but a violation occurs when the evidence shows that the entity adopted a policy at issue “‘because of,’ not merely ‘in spite of,’ its adverse effects upon an identifiable group.”³ While one must show that the recipient was motivated by an intent to discriminate, the recipient’s decision makers do not have to have acted in “bad faith, ill will or any evil motive....”⁴

Federal financial assistance and Federal-aid (49 C.F.R. 21.23(c)) includes:

1. Grants and loans of Federal funds;
2. The grant or donation of Federal property and interests in property;
3. The detail of Federal personnel;
4. The sale and lease of, and the permission to use (on other than a casual or transient basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the recipient, or in recognition of the public interest to be served by such sale or lease to the recipient; and
5. Any Federal agreement, arrangement, or other contract which has as one of its purposes the provision of assistance.

Local Public Agency (LPA) (23 C.F.R. 635.102): Any city, county, township, municipality, or other political subdivision that may be empowered to cooperate with the State Transportation Agency (STA) in highway matters.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process for each urbanized area with a population of more than 50,000 individuals. The Rhode Island Department of Administration’s Division of Statewide Planning serves as staff to the Rhode Island State Planning Council, which serves as the single statewide Metropolitan Planning Organization (MPO) for Rhode Island.

Minority: The Rhode Island Department of Transportation (RIDOT) uses the race and ethnicity categories established by the Office of Management and Budget in its October 30, 1997 Federal Register Notice: *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity*. The race and ethnicity categories below are included in the definition of “Minority” provided by the Council on Environmental Quality *Environmental Justice Guidance Under the National Environmental Policy Act*, the U.S. Department of Transportation (USDOT) Order 5610.2(a), and FHWA Order 6640.23A.

² *Doe ex rel. Doe v. Lower Merion Sch. Dist.*, 665 F.3d 524, 548 (3d Cir. 2011).

³ *Pers. Adm’r of Mass. v. Feeney*, 442 U.S. 256, 279 (1979).

⁴ *Elston*, 997 F.2d at 1406 (quoting *Williams v. City of Dothan*, 745 F.2d 1406, 1414 (11th Cir. 1984)).

1. *American Indian or Alaska Native*. A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment;
2. *Asian*. A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam;
3. *Black or African American*. A person having origins in any of the black racial groups of Africa. Terms such as "Haitian" can be used in addition to "Black or African American;"
4. *Hispanic or Latino*. A person of Cuban, Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race. The term, "Spanish origin," can be used in addition to "Hispanic or Latino;" and
5. *Native Hawaiian or Other Pacific Islander*. A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Programs or Programs and Activities (49 C.F.R. § 21.23(e)): All the operations of any of the following entities, any part of which is extended Federal financial assistance:

1. (i) A department, agency, special purpose district, or other instrumentality of a State or of a local government; or (ii) The entity of such State or local government that distributes such assistance and each such department or agency (and each other State or local government entity) to which the assistance is extended, in the case of assistance to a State or local government;
2. (i) A college, university, or other postsecondary institution, or a public system of higher education; or (ii) A local educational agency (as defined in 20 U.S.C. 7801), system of vocational education, or other school system;
3. (i) An entire corporation, partnership, or other private organization, or an entire sole proprietorship—
 - a. If assistance is extended to such corporation, partnership, private organization, or sole proprietorship as a whole; or
 - b. Which is principally engaged in the business of providing education, health care, housing, social services, or parks and recreation; or
 (ii) The entire plant or other comparable, geographically separate facility to which Federal financial assistance is extended, in the case of any other corporation, partnership, private organization, or sole proprietorship; or
4. Any other entity which is established by two or more of the entities described above.

Recipient (49 C.F.R. § 21.23(f)): Any State, territory, possession, the District of Columbia, or Puerto Rico, or any political subdivision thereof, or instrumentality thereof, any public or private agency, institution, or organization, or other entity, or any individual, in any State, territory, possession, the District of Columbia, or Puerto Rico, to whom Federal financial assistance is extended, directly or through another recipient,

including any successor, assignee, or transferee thereof, but such term does not include any ultimate beneficiary.

State Transportation Improvement Program (STIP): A statewide prioritized listing/program of transportation projects covering a period of ten-years, with four-year implementation, that is developed and formally adopted by an MPO consistent with the long-range statewide transportation plan, metropolitan transportation plans, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.”

Sub-recipient: A recipient entity that receives federal funding from a Primary recipient (e.g. RIDOT to carry out a federal program).

II. TITLE VI - NONDISCRIMINATION POLICY STATEMENT / NOTICE TO BENEFICIARIES

RIDSP affirms its full commitment with both Title VI of the Civil Rights Act of 1964 and FHWA’s Title VI/Nondiscrimination Program requirements, and pledges that **it does not and will not** exclude from participation in, deny the benefits of, or otherwise subject to discrimination any persons on the grounds of race, color, national origin, limited English proficiency, sex, age, disability, and income status from its programs or activities, whether or not such programs and activities are federally assisted.

(A copy of the Division’s Nondiscrimination Policy Statement / Notice to Beneficiaries is presented in Appendix A and is also posted in a public space. Additional details on RIDSP’s nondiscrimination policies and procedures including instructions on how to file a discrimination complaint may be found on our website in multiple languages at <http://www.planning.ri.gov/public-participation/title-vi-civil-rights.php>. It can also be obtained by contacting the Title VI Coordinator, Benny Bergantino via telephone (401) 222-1755, mail or email - benny.bergantino@doa.ri.gov).

III. TITLE VI - NONDISCRIMINATION ASSURANCES

As a sub-recipient, RIDSP, the organization for Rhode Island’s single Metropolitan Planning Program (MPO), provided a signed [RIDSP Title VI Non-Discrimination Assurances](#) to the Rhode Island Department of Transportation (RIDOT). The most recent one is dated August 6th, 2018. *(See Appendix B).*

In addition, in accordance with Title 23 CFR 450.336, RIDSP as staff to the Rhode Island State Planning Council, MPO for the State of Rhode Island hereby certifies to FHWA and FTA that the transportation planning process is addressing the major issues in the metropolitan planning area and are being conducted in accordance with all applicable requirements set forth in the MPO Self-Certification *(see Appendix C)* which is always appended to the *Unified Planning Work Program*.

IV. TITLE VI - COORDINATOR RESPONSIBILITIES

The current Title VI Coordinator at RIDSP is Benny L. Bergantino, Principal Planner with 18 years of civil service experience.

The Title VI Coordinator is responsible for acting as the Division's single point of contact for Title VI Civil Rights and performing the tasks identified below:

- Monitoring progress, implementation, and compliance issues;
- Ensuring that no person is denied access to, or participation in MPO programs;
- Ensuring that full and fair participation is available to all potentially impacted communities in the decision-making process;
- Distributing Title VI information to MPO staff, committee members, sub-recipients and contractors, and the public; providing Title VI information on the MPO website, and providing Title VI training and/or materials upon request;
- Evaluating and ensuring that intergovernmental agreements or contracts with any subcontracting entities will include language that requires Title VI compliance including nondiscrimination and environmental justice language;
- Overseeing the collection of demographic data;
- Identifying and reporting complaints to the RIDOT Civil Rights Office;
- Providing information on requests concerning civil rights responsibilities and compliance;
- Updating and maintaining civil rights reports and associated records;
- Assembling an annual review of RIDSP for Title VI compliance by the MPO staff, Title VI Coordinator and RIDOT. The existing procedures for the Title VI review include: (a) The Title VI Coordinator prepares an annual report that covers the subject matter pertinent to our status as a sub-recipient outlined in 23 CFR 200 and FTA Circular 4702. 1B dated 10/01/2012; (b) the annual report is provided to the RIDOT Civil Rights Office; and, (c) if necessary, there is a follow-up and/or comments and questions are addressed. Additional information is provided to RIDOT upon request.
- Managing Disadvantaged Business Enterprise (DBE) Program.

V. SUB-RECIPIENT REQUIREMENTS AND MONITORING

As a condition to receiving any Federal financial assistance from the FHWA through RIDSP, any and all consultants are subject to and must comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.); Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (49 C.F.R. Part 21) and other pertinent antidiscrimination directives that form the basis of State of Rhode Island Department of Transportation Title VI/Nondiscrimination Program, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601); Federal-Aid Highway Act of 1973 (23 U.S.C. 324); Section 504 of the Rehabilitation Act of 1973 (29 U.S.C 794

et seq.) and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended (42 U.S.C 6101 et seq.); The Civil Rights Restoration Act of 1987 (PL 100-209); Title II and III of the Americans with Disabilities Act (42 U.S.C 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; Federal Highway Administration's Title VI Program and Related Statutes (23 CFR 200); Executive Order No. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; and Executive Order No. 13166, Improving Access to Services for Persons with Limited English Proficiency. Please also see signed Sub-recipient Title VI Assurances and Non-Discrimination Provisions Form (*See Appendix C*).

Additionally, Title VI Non-Discrimination Assurances are placed into all RIDSP vendor and project consultant contracts, grants, and other cooperative agreements prior to award. Along with the Assurances being maintained by the Title VI Coordinator, Disadvantaged Business Enterprise (DBE) verification and utilization forms are also tracked. (*The status of these sub-recipient contracts, grants, and other cooperative agreements may be found in Appendix D*).

VI. TRAINING AND TECHNICAL ASSISTANCE

RIDSP staff participates in Title VI and nondiscrimination training as it becomes available. An annual Title VI inter-office memorandum is sent to all staff with information about Title VI, the office's responsibilities under the law and corresponding regulations, and how to identify and report discrimination.

The most recent trainings in Title VI and EJ consisted of attendance at:

- The Art and Science of Virtual Public Engagement for Transportation, , sponsored by MetroQuest (Webinar), October 27, 2021
- Centering Equity in the Adoption of the Transportation and Climate Initiative, sponsored by Dream Corps Green for All (Webinar), November 4, 2021
- Public Meeting on Justice40 (Session 1), sponsored by the U.S. Department of Transportation, November 9, 2021
- Public Meeting on Justice40 (Session 2), sponsored by the U.S. Department of Transportation, (Webinar) November 16, 2021
- Transportation Barriers for Diverse Individuals with Disabilities and Older Adults, sponsored by National Aging and Disability Transportation Center (Webinar), November 23, 2021
- Forum on Measuring Public Involvement Effectiveness for Transportation Agencies, sponsored by Metroquest (Webinar), December 7, 2021
- Basics of Public Involvement in Transportation Decision Making (Webinar Course – 5 modules), sponsored by FHWA - National Highway Institute, completed January 6, 2022

- The Evolution of Virtual Public Involvement (VPI): MPO Perspectives, sponsored by Volpe National Transportation Systems Center and U.S. Department of Transportation (Webinar), February 8, 2022
- The Key to Great Public Engagement Results: How KYTC Engaged 8300+ , sponsored by Metroquest (Webinar), February 23, 2022
- 2020 Environmental Justice Virtual Peer Exchange, sponsored by American Association of State Highway and Transportation Officials, (Webinar), *viewed* March 2, 2022
- Climate and Economic Justice Screening Tool Training, sponsored by White House Council on Environmental Quality (CEQ), in partnership with the U.S. Digital Service (Webinar), March 16, 2022
- ADA Basics, sponsored by U.S. Department of Transportation (Webinar), March 31, 2022
- Equity in Transportation Planning, sponsored by Florida Atlantic University Center for Urban and Environmental Solutions (Webinar), March 31, 2022
- Freight for All: Defining Major Equity Considerations in Goods Movement, sponsored by the U.S. Department of Transportation (Webinar), April 26, 2022
- Creating Equitable Transportation Systems from the Ground Up, sponsored by Maryland Department of Planning and Smart Growth Information Clearinghouse (Webinar), April 27, 2022
- EBC Environmental Justice: Effective and Meaningful Engagement with EJ Communities, sponsored by Environmental Business Council of New England (Webinar), May 5, 2022
- EPA Tools and Resources Webinar: Understanding Environmental Justice through two EPA tools – EJSCREEN and EnviroAtlas, sponsored by U.S. Environmental Protection Agency (Webinar), June 15, 2022

This office will request additional program assistance in EJ, data collection and analysis, and limited English proficiency (LEP) training from RIDOT and FHWA. Furthermore, the Title VI Coordinator will participate in all relevant local seminars as they are made available and make all program supervisors aware of these opportunities too. The Title VI Coordinator will work with the Civil Rights Specialists at FHWA and RIDOT to assure full compliance of its Title VI Program and with FHWA specific requirements and protocols to be emphasized during the training sessions for RIDSP.

VII. PROGRAM AREA REVIEW

The Rhode Island Division of Statewide Planning – Transportation Planning

RIDSP, acting as staff to the State Planning Council /Metropolitan Planning Organization (MPO), prepares and maintains plans for physical, economic, and social development of the state; encourages their implementation; and coordinates the actions of state, local and federal agencies and private individuals within the framework of the state's development goals and policies. The Transportation Planning Section is

responsible for the development of the state's Long-Range Transportation Plan (LRTP), State Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP) and Public Participation/LEP Plan. These important documents are detailed below.

Long-Range Transportation Plan

The State's *Long-Range Transportation Plan (LRTP) – Moving Forward Rhode Island 2040*, is a multi-modal statewide transportation plan with a 20-year planning horizon. For the purposes of Federal coordination, the plan serves as a combined statewide transportation plan and metropolitan transportation plan. It outlines the goals, objectives, policies and strategies to guide transportation decisions toward improving the economic, social and environmental well-being of the state. The plan is updated every 5 years as the State of Rhode Island is currently classified as an air quality attainment area. The plan will be updated every 4 years should the MPO become an air quality non-attainment area. In addition, the LRTP is also adopted as an element of the State Guide Plan. As such, it becomes the basis for determining consistency of municipal comprehensive plans and other plans, programs and projects with the transportation policies of the State. The current LRTP, Moving Forward Rhode Island 2040, was adopted by the State Planning Council (SPC) on December 10, 2020. Moving Forward RI is a departure from the LRTPs of the past for three primary reasons:

1. It is data-driven and goals-oriented plan;
2. The goals are SMART – Specific, Measurable, Achievable, Relevant, and Time-Based; and
3. It incorporates a Bicycle Mobility Plan and the first-of-its-kind Transit Master Plan.

In addition, and importantly, this LRTP has been established in coordination with other statewide transportation plans and processes including but not limited to the Highway Safety Improvement Program, the Strategic Highway Safety Plan, the State Asset Management Plan for the National Highway System (NHS), the Rhode Island Freight and Goods Movement Plan, the Transit Master Plan, and the Congestion Management Process / Plan.

The LRTP and accompanying reports can be found online at: <http://www.planning.ri.gov/planning-areas/lrtp/documents.php>.

State Transportation Improvement Program

The [State Transportation Improvement Program \(STIP\)](#) is a list of transportation projects the State of Rhode Island intends to implement using State, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) funding, and other various funding sources. The STIP reflects investment priorities established in the LRTP and covers a minimum period of four (4) years. The STIP is developed in close cooperation with RIDOT and RIPTA as they are the primary agencies responsible for the implementation of the projects listed in the STIP. The STIP is multimodal, and as such, it includes the following types of projects: bridge, drainage,

maintenance, pavement, traffic safety, transit, and active transportation. Municipalities are solicited during the STIP development process and must each hold individual public hearings on their STIP project requests to the State. The STIP must be fiscally constrained; meaning the list of projects in the STIP may not exceed the anticipated funding that is reasonably expected to be available over the first four-year timeframe. Unless otherwise provided for by federal requirements, projects utilizing federal funds must be included in a federally approved STIP. The SPC is responsible for adopting the STIP and adopted the most recent STIP on September 9, 2021, which covers the implementation of projects during fiscal years 2022 to 2031.

Unified Planning Work Program

The [Unified Planning Work Program \(UPWP\)](#) is a statement of the transportation planning priorities and planning projects to be carried out within a metropolitan planning area in a given fiscal year. In Rhode Island, the UPWP is collaborative effort between the MPO, RIDOT, and RIPTA. It includes a discussion of the planning priorities facing the State and USDOT, identifies work proposed for the next one-year period by major activity and task; and indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. The MPO adopts a UPWP annually in May for the upcoming fiscal year.

Public Participation Plan

A critical component of statewide planning is public involvement. The Rules and Standards of the State Planning Council, specifically Rule 1.5 Metropolitan Planning Organization: Transportation Planning, details public involvement in the development of these key documents. In addition, RIDSP utilizes the [2019 Public Participation Plan \(PPP\)](#) for engaging in community outreach when preparing plans. The PPP continuously seeks to create opportunities for the public to participate in planning, reviewing, and implementing its transportation projects and programs. The MPO updates the PPP on an as needed basis. That said, the following recommendations for improvements to RIDSP's PPP were implemented in FFY 2019: expand the contemporary public involvement strategies; capture all public participation activities accurately and completely in the PPP, including outreach to low-income, minority, and LEP populations; increase its efforts to measure the effectiveness of its public involvement strategies; ensure all outreach activities, including nontraditional strategies, consistently address accessibility needs including Section 508, ADA, and LEP provisions; and, develop additional methods for reaching low income populations and minority populations, including both direct engagement with these populations and engaging with community organizations and other grassroots groups.

In addition, in FFY 2021, a Statement on Virtual Public Outreach in Response to COVID-19 was added to the PPP as an appendix. The statement describes how the COVID-19 pandemic necessitated the immediate use of virtual and online public meetings. However, while public meetings were held online for over a year as part of social distancing protocol, public bodies have resumed in-person meetings. With the return to business as usual, it has become apparent that virtual meetings could continue

to be beneficial and may be necessary at times, such as in emergency situations when in-person meetings and events are not possible or practicable. In these instances, virtual techniques such as remote or hybrid meetings may take precedence. The continued evolution of online platforms for virtual public outreach may also provide new opportunities for the MPO to expand the reach and accessibility of its public outreach efforts. Therefore, as state law allows, there will be flexibility in selecting online, in-person, or meetings in combination thereof based on the context of the setting and/or audience in order to increase the efficiency and effectiveness of the overall public outreach program. RISPC will also make every effort to ensure that people and groups are not disadvantaged by their level of access to online outreach platforms. *(The Statement may be found in Appendix E).*

Lastly, in the FY 2023 UPWP, a Public Participation Plan Limited Update is scheduled. This special task will provide an update to the plan with a virtual engagement strategy and implementation plan that can be utilized in addition to traditional in-person meetings or events.

VIII. ADA COMPLIANCE AND ACCOMMODATIONS

[The Americans with Disabilities Act \(ADA\) of 1990, as amended \(42 U.S.C. § 12101 et seq.\)](#), prohibits discrimination on the basis of disability, as well as [Section 504 of the Rehabilitation Act of 1973 \(29 U.S.C. § 701\) and Section 508 of the Rehabilitation Act of 1973 \(29 U.S.C. § 794d\)](#). Together they are federal anti-discrimination laws that protect persons with disabilities. The ADA and the Rehabilitation Act of 1973 provides comprehensive civil rights protections to any qualified person with a disability, and it forbids discrimination not only in government programs, benefits and services, but also in employment practices, access to public accommodations, and information and communications technology.

Some of the ways in which RIDSP maintains ADA Compliance and Accommodations are listed below:

- RIDSP maintains and continuously updates a website at www.planning.ri.gov. As of July 2022, the website was updated to be more 508 compliant with an interface that is more user-friendly on mobile devices and tablets. Visitors to the RIDSP website will find a wide range of transportation planning resources and data and information about the various transportation related functions and activities.
- RIDSP provides accessibility to key PDF documents for the visually impaired on our website at <http://www.planning.ri.gov/public-participation/ptd-for-visually-impaired.php>.
- Virtual Zoom Meetings have direct-captioning and transcription options.
- With prior notice, RIDSP will provide Certified American Sign Language (ASL) and Special Technologies such as Communication Access Real-time Translation (CART).

- RIDSP selects event locations that are accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation to participate, or any individual requiring the services of a spoken language interpreter, was instructed by the hearing notice as to how to request accommodation posted on the RIDSP website and physical postings.
- RIDSP is represented on RIPTA's Accessible Transportation Advisory Committee (ATAC)

IX. DATA COLLECTION AND ANALYSIS

RIDSP's sources of data collection include the American Community Survey 5-year estimates and US Census Bureau Decennial Census.

RIDSP periodically collects and conducts analysis of data regarding community boundaries for the determination of urban and rural delineations for the transportation funding formulas and highway functional classification. The collection of data pertaining to racial ethnic makeup, and income levels is provided by the US Census. Community services such as schools, hospitals, employment centers and shopping centers are often included in comprehensive plans submitted to the Division for review. The collection of data on the disabled population is covered in the American Community Survey but is also a function carried out by other departments and authorities such as the RI Department of Health and RI Public Transit Authority.

Exit surveys with attendee feedback from public hearings and workshops are conducted by RIDSP at public hearings and workshops. Survey results from several events are analyzed and used to enhance public engagement and outreach.

In FY 2016, at the request of FHWA, RIDSP developed new metrics for a Transportation Equity Benefit Analysis (TEBA) to reflect all Title VI protected and some additional disadvantaged area populations. These new metrics and TEBA method were used in the analysis of the FFY 2022-2031 STIP which may be reviewed at: <http://www.planning.ri.gov/documents/tip/2021/Section%205-Transportation%20Equity%20Benefit%20Analysis.pdf>

As a result of the 2018 Recertification Review by the Federal Highway Administration and the Federal Transit Authority, FHWA and FTA recommended that, to be consistent with Title VI, the MPO should expand the data collection and analysis to specifically include White, Black or African American, American Indian and Alaska Native, Asian and Hispanic or Latino. The analysis performed compared the allocation of investments among the Title VI protected classes and conducted a burdens and benefits analysis. This recommendation was identified under Activity 9: Planning Information in the *FY 2019 Unified Transportation Work Program*. This activity was completed in FFY 2021.

X. ENVIRONMENTAL JUSTICE (EJ) PROCEDURE

Rhode Island's MPO is committed to environmental justice and the equitable distribution of transportation projects and investments by ensuring non-discrimination in the state's transportation programs and its planning procedures and processes. Currently, RIDSP has two different methods for identifying trends or patterns of discrimination in two major program areas. The two methods are found in the State Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP), *Moving Forward Rhode Island 2040*.

RIDSP worked with RIDOT and FHWA to develop a Transportation Equity Benefit Analysis, or TEBA. The TEBA provides a transportation equity analysis, bridging select population group (SPG) data with STIP project locations and investments to assess equitable distribution of transportation resources and access to public transit. The Federal fiscal year (FFY) 2022-2031 STIP contains a demographic profile with maps and charts of the MPO area that includes an identification of locations of minority populations in the aggregate and a description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.

For a more detailed look at the new non-discrimination procedures and related Title VI demographics identification including mapping and results of the analysis please see the FFY 2022-2031 STIP which may be viewed at

<http://www.planning.ri.gov/planning-areas/transportation/tip-2022-2031.php>

The LRTP, *Moving Forward Rhode Island 2040*, utilized a benefits and burden analysis for two key Title VI and Environmental Justice (EJ) transportation program areas, air quality and transit. The methodology of quantifying burdens and benefits on a macro-level was accomplished utilizing the "Location Quotient" method. Trends or patterns along with possible strategies to eliminate discriminatory affects with mitigation plans or measures are addressed either within the LRTP, in its proposed capital projects, or with changes to overall program area policy at a higher management level. For example, possible recommendations were included within the LRTP to mitigate burdensome discriminatory affects. Recently, the Title VI and EJ analysis was updated with the development of a the new LRTP as detailed in the Program Area Review section. The update builds on the previous method of analysis and uses the most current FHWA and FTA guidance as outlined in section VIII. Data Collection and Analysis. The updated LRTP was adopted on December 10, 2020.

For a more detailed look at the LRTP Social Equity: Title VI and Environmental Justice Analysis please see <http://www.planning.ri.gov/documents/LRTP/LRTP-app/AppendixK.pdf>

In the FY 2023 UPWP, RIDSP programmed a "Transportation Equity Analysis Platform". The purpose of this platform is to better align social equity policies, decisions, and outcomes into our planning process. This work will include the

development of an effective model to advance equity in various categories such as transportation, health, environment, and housing for underserved and marginalized groups, including low-income and communities of color. This social equity platform would expand upon the equity methodology RIDSP currently utilizes to evaluate transportation investments. As a first step to kickoff this project, RIDSP has designed a survey to gauge stakeholder interest and determine what data is available/important to the group.

XI. COMPLAINT PROCEDURE AND REPORTING

As a sub-recipient of USDOT financial assistance, RIDSP has the following Title VI complaint procedure in place and will follow this complaint procedure and process that meets Title VI requirements.

Submit complaint: Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation, from RIDSP during the administration of federally funded programs, as prohibited by Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint form (*see Appendix F*). Complaints may be submitted in writing to the Title VI Coordinator using the [Title VI/Civil Rights Complaint Form](#) or [Title VI/Civil Rights Complaint Form for other Languages](#). The complaint must be filed within 180 calendar days after the date the person believes the discrimination occurred.

Submit written complaints to:
Benny Bergantino, Title VI Manager
Division of Statewide Planning
235 Promenade Street, 2nd Floor, Suite 230
Providence, RI 02908
Benny.Bergantino@DOA.RI.GOV

Complaints must be in writing and signed by the complainant and/or the complainant's representative. Complaints should set forth as complete as possible, the facts and circumstances surrounding the claimed discrimination and include the following information:

- Name, address, and telephone number of the complainant.
- A written statement of the complaint, including the following details:
 - (a) Basis of complaint (i.e., race, color, national origin or sex, disability, and age).
 - (b) The nature of the incident that led the complainant to feel discrimination was a factor.
 - (c) A detailed explanation of the alleged discriminatory act(s).
 - (d) The date or dates on which the alleged discriminatory event or events occurred and any witnesses.
 - (e) If applicable, name(s) of alleged discriminating official(s).
- Other agencies (state, local or Federal) where the complaint is also being filed (optional).
- Complainant's signature and date.

Review and Response: Upon receipt of the complaint, the Associate Director of RIDSP shall review and forward the complaint to the Rhode Island Department of Transportation Title VI Office.

These procedures do not deny the right of the complainant to file formal complaints with other State or Federal agencies or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

Submission of Complaint to the U.S. Department of Transportation: In accordance with Federal Transit Administration (FTA) Circular 4702.1B, Chapter IX, a complaint must be submitted within 180 calendar days after the date of the alleged discrimination. Chapter IX of the FTA Circular 4702.1B, which outlines the complaint process to the Department of Transportation, may be obtained online at www.fta.dot.gov. Paper copies of the circular may be obtained by calling FTA's Administrative Services Help Desk, at 202-366-4865.

RIDSP's non-discrimination policies and procedures, including instructions on how to file a discrimination complaint, may be found at our website <http://www.planning.ri.gov/public-participation/title-vi-civil-rights.php>

As of September 30, 2022, there are no known Title VI complaints, investigations, lawsuits, or other reports of discrimination actions by RIDSP since submission of our last report.

XII. LIMITED ENGLISH PROFICIENCY PLAN (LEP)

RIDSP, as a sub-recipient of federal financial assistance, must comply with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency and 70 Fed. Reg. 74087 - Dec. 14, 2005, Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, which require that reasonable steps are taken to provide access to programs and services to persons with Limited English Proficiency (LEP).

As part of its compliance with Title VI, RIDSP must ensure that Limited English Proficient (LEP) individuals have meaningful access to Division programs and activities. As such, the Division has developed procedures—in accordance with USDOT guidance—to effect compliance regarding LEP.

LEP individuals are those individuals for whom English is not their primary language and have a limited ability to speak, read, write, and understand English. Failure to provide meaningful access to such individuals may result in national origin discrimination, which is prohibited by Title VI. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by RIDOT to people's lives; and
4. The resources available to RIDSP and costs.

In FFY 2022, RIDSP revised the [LEP Plan](#). To carry out this effort, an updated four-factor analysis was performed, utilizing USDOT methodology and guidance, along with updates to the LEP populations and maps.

The LEP reflects the latest lead times for procuring both interpreters and translation service. There is currently a minimum of 5 days requested for interpreters, and a 2 day turn around for written translations for a 1-page document. The LEP Plan details the latest LEP related procurement procedures as utilized in the latest Master Price Agreement.

RIDSP's website is equipped with Google Translate to translate text into various other languages. Below is a list of Public Participation and Civil Rights webpages and the detailed information provided on each.

- [Public Participation](#)– Provides various ways RIDSP conducts its public outreach and participation program particularly related to the following: Long Range Transportation Plan (LRTP), State Transportation Improvement Program (STIP), Unified Planning Work Program, and 2019 Public Participation Plan (PPP).
- [Title VI of the Civil Rights Act & Environmental Justice](#) – Discusses how RIDSP works to meet Title VI requirements. In addition, it provides the Division's: Title VI Plan/Report; Nondiscriminatory Assurances; Notice to Beneficiaries and complaint procedures.
- [Federal Protections](#) – Discusses key pieces of legislation and executive orders heavily influence how RIDSP conducts public engagement including public meetings, and the distribution of materials and communications.
- [Language Access & Translation Services](#) – Provides information on improving access to services for persons with limited English proficiency and the translation services available through RIDSP.
- [Documents Accessible for the Visually Impaired](#)– Provides key documents in a plain text format for the visually impaired.

XIII. MPO RECERTIFICATION REVIEW

Every four years, an MPO must be certified by FHWA and FTA. To be certified means an MPO has met the federal transportation planning process requirements: this allows

an MPO the ability to continue receiving federal transportation dollars. Through a series of virtual meetings on February 8, 9, and 10, 2022, the FHWA and FTA assessed Rhode Island's transportation planning process. Representing the Rhode Island transportation planning process were staff from RIDSP (Rhode Island's MPO staff), RIDOT and the Rhode Island Public Transit Authority (RIPTA). In addition, opportunities for public comment were provided via a virtual State Planning Council meeting on February 10, 2022, and a Transportation Advisory Committee meeting on February 17, 2022. The MPO was recertified on April 21, 2022. The review report is located at <https://planning.ri.gov/sites/g/files/xkgbur826/files/2022-05/4-21-2022-mpo-recert.pdf>. The Public Participation and Title VI recommendations are detailed below with RIDSP's responses.

Public Participation Recommendation - RIDSP should ensure that the effectiveness of the PPP is evaluated on a regular basis and that the evaluation process is transparently coordinated with stakeholders

RIDSP Response –As a result of the recertification recommendation RIDSP has programmed a Public Participation Limited Update into the FY 2023 UPWP that will address the shifting framework of public participation meetings and provide innovations for public comment intake. This update provides RIDSP an opportunity to revisit the effectiveness of the PPP and better ensure that the PPP is evaluated on a more regular basis.

Public Participation Recommendation - While the planning partners have taken a multi-faceted approach to public engagement in their respective areas of responsibility, opportunities to enhance early outreach and education, processes for incorporation of comments received, and additional public and stakeholder outreach and engagement opportunities should be evaluated. The MPO should work to engage neighborhood organizations in the planning process as well.

RIDSP Response – Within the PPP Limited Update, RIDSP is working to provide more opportunities for early engagement by offering more frequent meetings at different times and locations including virtual sessions. This will provide RIDSP a chance to better implement public comments. RIDSP is exploring opportunities to better engage neighborhood organizations.

Title VI/LEP Recommendation - It is recommended that the MPO explore opportunities to provide summary documents of the MPO's key documents in all Safe Harbor languages. The MPO must not solely rely on Google Translate plug-in on its website, as this tool is not an effective translation method.

RIDSP Response – RIDSP is in the process of posting translated PDF's for the complaint form on the MPO website. The State is currently revamping websites for various departments including RIDSP which provides translation via Google translate but in a more accessible way than years prior. In future RFP's for key

documents RIDSP will look to include translations to Safe Harbor languages as part of contracts moving forward.

Title VI/ADA Recommendation - The MPO will need to coordinate with RIDOT to develop a municipal ADA assessment, for which a summary of the results should be sent to FHWA/FTA annually.

RIDSP Response – In FY 2023 RIDSP will coordinate with RIDOT on the implementation of a municipal ADA assessment survey.

Title VI/ADA Recommendation - The MPO should continue to assess how it communicates with people with disabilities. Alternative methods of communication such as TTY (Teletypewriter), TDD (Telecommunication Device for the Deaf), and relay services that will allow individuals with hearing-impairment to communicate through the telephone to receive information from the MPO. In addition to plain text documents RIDSP makes available to the visually impaired, large print, braille and electronic information must be made available upon request for persons with visual disabilities, to meet compliance with Section 508.

RIDSP Response – RIDSP will continue to offer services to those with disabilities on a case-by-case basis.

XIV. PUBLIC PARTICIPATION HEARINGS, MEETINGS AND WORKSHOPS

1. During FFY 2022 there were no State Planning Council public hearings that were held before the Transportation Advisory Committee. However, at the February 17, 2022 meeting, the Transportation Advisory Committee was requested to act on proposed Minor Amendment #2 to the FFY 2022-2031 State Transportation Improvement Program. During the public comment portion of the meeting 5 people commented on Minor Amendment #2

- * During the Public Comment Period from February 3, 2022, to February 14, 2022, SmartComment software registered 83 commenters with 84 individual comments.

At the same Transportation Advisory Committee meeting public comment was provided on the USDOT [Rhode Island Metropolitan Planning Organization 2022](#) Federal Certification Review. There were a total of ten verbal comments

- * During the Public Comment Period from January 20, 2022 through February 25, 2022, SmartComment software registered 5 commenters with 6 individual comments.

During FFY 2022, 10 virtual meetings were held. *A listing of these meetings with attendee counts are provided below*

In Person and Online Events		
Date	Public Virtual Event	Attendees
10/1/2021	Planners' Roundtable Discussion: Market to Metacom - A TOD/Climate Resiliency Project in Warren. Held in person at the East Providence Public Library	5
4/1/2022	Land Use Commission Listening Session. Held online.	40
5/20/2022	Fair Housing in RI: A Facilitated Discussion. Held online with RIAPA.	25
6/17/2022	Fair Housing in RI, Part II: A Facilitated Discussion. Held online with RIAPA.	10
	<i>Total</i>	<i>80</i>

RIPTA: Human Services Coordinated Transportation Plan Listening and Strategy Sessions	
Listening Sessions	Attendees
4/25/2022	19
4/27/2022	7
4/28/2022	12
5/4/2022	10
Strategy Sessions	
7/19/2022	12
7/27/2022	23
<i>Total</i>	<i>80</i>

In addition, not listed above, the Newport Transportation Master Plan, for which RIDSP provided Technical Assistance, held several workshop and pop-up events identified in *Appendix G – Newport Transportation Master Plan: Phase 1 and Phase 2 Summary / Public and Stakeholder Input*. Phase 1 had a total of 10 workshops and popup events, 4 of which happened during FFY 2022. Phase 2 had a total of 10 open houses and popup events, in addition there were 3 presentations made to stakeholder groups.

* Survey respondent details from the Newport Transportation Master Plan are further detailed in *Appendix G*.

2. A summary of outreach efforts for the hearings, meetings and workshops in FFY 2022 are listed below:

- Notices were posted on RIDSP and Secretary of State websites in English and Spanish. In addition, informational flyers were made available at event locations in English.
- On August 1, 2020, RIDSP contracted with a web-based public comments management software company, SmartComment. The SmartComment software

provides the public with easy comment entry, interactive mapping, , and a comment dashboard to provide efficient management of comments and easily display comment analytics for ‘comment tracking’. SmartComment gives staff the ability to take an automated approach to something that was done manually before to increase productivity and efficiency. SmartComment was founded to vastly improve the public comment process for environmentally impactful projects, rule changes, permit applications, and for agencies and organizations that need comprehensive comment support.

- Direct email notification was sent to the over 1,300 planning and transportation contacts in RIDSP’s database. This database includes: all RI senators and representatives; state agencies, transportation providers, city/town council members; municipal CEOs, town and public works directors, planners, and transportation stakeholders; environmental justice agencies; universities; and members of the public who have signed up for public notifications.
- The RIDSP monthly e-newsletter was utilized to provide notice for events and sent to more than 230 interested parties
- Event locations selected were accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation to participate, or any individual requiring the services of a spoken language interpreter, was instructed by the hearing notice as to how to request accommodation posted on the RIDSP website and physical postings.
 - * Translation service for the limited English proficient public was made available, as needed, for public hearing, meeting and workshop notices, informational event flyers, and attendee feedback surveys.

XV. PUBLIC PARTICIPATION PLAN (PPP) PERFORMANCE REVIEW AND ANALYSIS

RIDSP’s PPP was updated by the MPO in FFY 2019. It represents an ongoing strategy of public outreach for the SPC’s plans and programs. To maintain a successful participation program, the RIDSP and the SPC periodically evaluate what works and what does not work in the public participation process and evaluation of attendee feedback survey questionnaires (rev. 2019-2020) are conducted or as part of an annual review. *(A copy of the Attendee Feedback survey questionnaire can be found in Appendix H).*

An evaluation of attendee feedback survey questionnaires for FFY 2022 was performed and the results presented herein. Eight (8) surveys were collected at one (1) open house and one pop-up event both held in Newport. All attendees were asked to complete a survey feedback form. Note, that over the past federal fiscal year there were a lack of public participation opportunities due to several factors such as staff shortages and several projects in their infancy not warranting public input at this time. The resulting

attendee survey feedback attendance records that were available to the Title VI Coordinator showed a significant decrease in surveys completed (8) compared to 2021 (19).

The results were compiled and presented using three (3) performance measures to gauge the effectiveness of the MPO's public involvement activity. The three performance measures evaluated include:

1. Information Dissemination

- Were the participants at the events satisfied with the availability of information?
- Was the information provided in a timely manner?
- Was "noticed" to actively participate effective?

RIDSP Evaluation Results:

100% of the attendees that responded to the survey were satisfied with the information provided and that it was delivered in a timely fashion. The two prime sources that served as forms of notification of the events were other and email. Almost 38% of the attendees that responded to the survey identified other as the prime source of notification.

2. Consultation

- Was there meaningful information and dialogue exchanged?
- Did the participants believe the event was at a time and location that was convenient?
- Did the outreach achieve desired outcomes such as was the event beneficial and did it provide information that was helpful to the participant?
- Is the public participation more demographically balanced, such as more participation of the underserved and minority populations?
- Is there a measurable trend of increased attendance/participation?

RIDSP Evaluation Results:

Of the respondents, 100% of attendees surveyed felt that the events were held at a convenient time, while 100% felt that the events were held in a convenient location.

Of the respondents, 100% of attendees surveyed felt that the events were beneficial and provided information that was helpful.

In terms of being demographically balanced, the results are not statistically significant due to the lack of respondents; however, the details from the surveys we did receive are outlined below.

Additional Attendee Feedback Survey data of interest:

- 100% of attendees that responded to the survey were white, non-Hispanic.
- 83% of attendees that responded to the survey had family incomes greater than \$75,000.
- 100% of attendees that responded to the survey identified that their primary language spoken at home was English.
- None of the attendees that responded to the survey identified themselves as “disabled”.
- The male to female attendee ratio that responded to the survey was 29% to 71%, respectively.

3. Stakeholder Participation

- Were the participants satisfied with the opportunity to offer input?
- Did they believe their opinions were heard and mattered?

RIDSP Evaluation Results:

The attendees that responded to the survey showed that 100% attendees were satisfied with the opportunity to offer input, while 88% felt that their opinions were heard and mattered.

Although the attendees that responded to the Attendee Survey were limited, *Appendix G. Newport Transportation Master Plan – Phase 1 and Phase 2 Summary / Public and Stakeholder Input* provides a wider range of input and demographic sampling for various outreach methods.

XVI. SUMMARY

This document was prepared to fulfill requirements of Title VI of the Civil Rights Act of 1964. Title VI Program requirements and directives is required reporting for sub-recipients of U.S. Federal aid and the U.S. Department of Transportation. This report is updated annually and documents efforts taken by the Rhode Island MPO to comply with FHWA’s Title VI/Nondiscrimination Program requirements. If there are any questions about the content of this report, please contact, the Title VI Coordinator, Benny Bergantino via telephone (401) 222-1755, mail or email - benny.bergantino@doa.ri.gov.

APPENDIX A
TITLE VI - NONDISCRIMINATION POLICY STATEMENT
/ NOTICE TO BENEFICIARIES

Title VI - Rhode Island Division of Statewide Planning's Notice to Beneficiaries

The Division of Statewide Planning (Statewide Planning) operates its programs, services, and activities in compliance with federal nondiscrimination laws including [Title VI of the Civil Rights Act of 1964](#), the [Civil Rights Restoration Act of 1987](#), and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the [Federal Highway Administration](#), the [Federal Transit Administration](#), or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within Statewide Planning's Title VI Program consistent with federal interpretation and administration. Additionally, Statewide Planning provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with [US Department of Transportation](#) policy and guidance on federal [Executive Order 13166](#).

To request additional information about Statewide Planning's Civil Rights obligations please contact Benny Bergantino, Title VI Coordinator at Benny.Bergantino@doa.ri.gov or (401) 222-1755. Persons wishing to file complaints under Title VI should do so within 180 days of the alleged occurrence. Complaints may be submitted in writing to the Title VI Coordinator using the [Title VI/Civil Rights Complaint Form](#) or [Title VI/Civil Rights Complaint form for other Languages](#), or by contacting Mr. Bergantino at the above telephone or email address. Reasonable accommodations will be provided to anyone needing assistance due to physical, sensory impairments or a disability to request information or file a complaint. This assistance is available by contacting Lisa Middleton at 222-2180 (voice) or #711 (R.I. Relay).

APPENDIX B
TITLE VI - NONDISCRIMINATION ASSURANCES

The United States Department of Transportation

(USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The Division of Statewide Planning (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Federal Highway Administration, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination In Federally-Assisted Programs of the Department Of Transportation-Effectuation of Title VI of the Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded. From participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non--discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Metropolitan *Planning Program*:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a

"facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all *Metropolitan Planning Program* and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Division of Statewide Planning, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

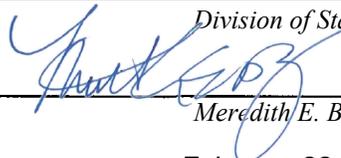
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance

under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, *the Division of Statewide Planning* also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the *Federal Highway Administration* access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the *Federal Highway Administration*. You must keep records, reports, and submit the material for review upon request to *Federal Highway Administration*, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Division of Statewide Planning gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Metropolitan Planning Program. This ASSURANCE is binding on *the State of Rhode Island*, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the *Metropolitan Planning Program*. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

by _____


Division of Statewide Planning
Meredith E. Brady, Associate Director

DATED February 22, 2022

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to
-ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

APPENDIX C
MPO SELF-CERTIFICATION

Appendix E

MPO SELF-CERTIFICATION

In accordance with Title 23 CFR 450.336, the Rhode Island State Planning Council sitting as the Metropolitan Planning Organization for the State of Rhode Island hereby certifies to FHWA and FTA that the transportation planning process is addressing the major issues in the metropolitan planning area and are being conducted in accordance with all applicable requirements set forth in;

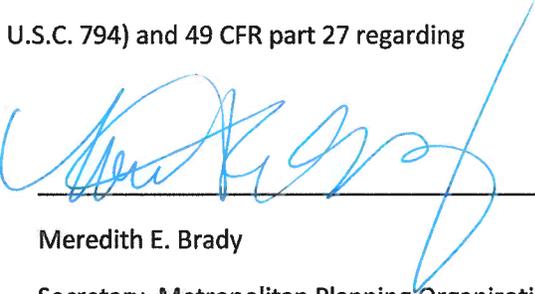
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



James E. Thorsen
Chair, Metropolitan Planning Organization

6-9-22

Date:



Meredith E. Brady
Secretary, Metropolitan Planning Organization

6-9-22

Date:

APPENDIX D
SUB-RECIPIENT COOPERATIVE AGREEMENTS AND CONTRACTS

RI DIVISION OF STATEWIDE PLANNING ACTIVE GRANTS AND OTHER CONTRACTS FFY 2022

GRANT PROGRAM VENDOR AND CONSULTANT CONTRACTS

Award	Purchase Order	Vendor/Agency	Source	Status	Grant Information	Start Date	End Date	Budget Amount	Balance	Comment/Status	Title VI Signed	DBE Subcontractor			
												DBE Name	DBE Goal	Amount	DBE Goal Status
Vendor	PO#3393404	URI (RIGIS)	FHWA/FTA/URI	ACTIVE	RIGIS (Prime: University of RI)	8/25/2014	8/5/2023	\$547,200.00	\$76,000.00	Budget Amount Federal Funds Only; Amended Every Fiscal Year <u>80/20 Split</u>	Yes	NA	No	NA	NA
Statewide	PO#3768343	Statewide/Consultant	FHWA/FTA	ACTIVE	E-STIP Statewide Planning Suite 2022 (Prime: ESRI)	4/1/2022	3/31/2025	\$1,000,000.00	\$802,044.50	<u>80/20 Split</u>	Yes	NA	No	NA	NA
Statewide	PO#3668358	Statewide/Consultant	FHWA/FTA	ACTIVE	Land Use 2050 Orthophotography (Prime: Dept. of Interior/USGS)	2/21/2020	3/1/2023	\$200,968.36	\$657.95	Amended 6/15/2021; 11/16/21; 12/20/21 <u>80/20 Split</u>	NA	NA	No	NA	NA
Statewide	PO#3712995	Statewide/Consultant	FHWA/FTA/NPT	ACTIVE	Newport Transportation Master Plan (Prime: Toole Design)	3/4/2021	3/3/2023	\$394,968.00	\$58,047.68	<u>46/54 Split</u>	Yes	Valerie J. Southern/Green International Affiliates	10%	\$39,497	Met/Met
Statewide	PO#3687165	Statewide/Consultant	FHWA	ACTIVE	Public Comment Software (Prime: SmartComment)	7/30/2020	7/31/2023	\$24,000.00	\$0.00	<u>80/20 Split</u>	Yes	NA	No	NA	NA
Statewide	PO#3719308	Statewide/Consultant	FHWA/FTA	ACTIVE	RISM (Prime: AECOM)	4/15/2021	4/14/2023	\$376,316.79	\$319,816.95	<u>80/20 Split</u>	Yes	TraffInfo	No	NA	NA
Statewide	PO#3743037	Statewide/Consultant	FHWA/FTA	ACTIVE	E-STIP Manager Implementation Software - Maintenance (Prime: PMG)	9/1/2021	6/30/2023	\$315,125.00	\$90,025.00	Amended 4/7/2022; <u>80/20 Split</u>	Yes	NA	No	NA	NA
Statewide	PO#3756495	Statewide/Consultant	FHWA/FTA	ACTIVE	RI Freight Plan Update Appendix Studies (Prime: WSP USA Inc)	1/24/2022	3/31/2023	\$327,310.58	\$181,571.52	Amended 9/2/2022; <u>80/20 Split</u>	Yes	Valerie J. Southern	10%	\$36,076	Met
Statewide	PO#3761308	RIPTA/Consultant	FTA/RIPTA	ACTIVE	Rider Survey (Prime: ETC Institute)	2/1/2022	6/30/2023	\$200,000.00	\$64,670.96	Budget Amount Federal Funds Only; <u>80/20 Split</u>	Yes	NA	No	NA	NA
Statewide	PO#3770499	RIPTA/Consultant	FTA/RIPTA	ACTIVE	Human Services Transportation Coordinated Plan (Prime: Nelson - Nygaard)	4/4/2022	12/31/2022	\$80,000.00	\$57,396.27	Budget Amount Federal Funds Only; <u>80/20 Split</u>	Yes	NA	No	NA	NA
							Totals	\$3,465,888.73	\$1,650,230.83						
Statewide	PO#3487103	Statewide/Consultant	FHWA/FTA	CLOSED	E-STIP Statewide Planning Suite 2020 (Prime: ESRI)	2/1/2020	10/31/2022	\$1,524,284.00	\$812,046.35	<u>80/20 Split</u>	Yes	NA	No	NA	NA
							Totals	\$1,524,284.00	\$812,046.35						

APPENDIX E

STATEMENT ON VIRTUAL PUBLIC OUTREACH IN RESPONSE TO COVID-19



Metropolitan Planning Organization Statement on Virtual Public Outreach in Response to COVID-19

In accordance with the federal metropolitan planning regulations 23 CFR 450.316(a)(1), the State Planning Council (RISPC), acting as the Metropolitan Planning Organization (MPO) for the State of Rhode Island, is required to develop and employ a detailed Public Participation Plan and must periodically review the effectiveness of the procedures and strategies contained in the Plan to ensure a full and open participation process.

Rhode Island's current Public Participation Plan was adopted by the RISPC on June 13, 2019 and is guided by specific goals and outreach strategies sought to maximize public engagement at workshops, public meetings, hearings, and related community outreach events. These strategies apply to the Division of Statewide Planning (RIDSP) in application of duties charged to the MPO. State regulations also mandate the means by which public engagement occurs. Rhode Island's Open Meetings Act and the Rhode Island Public Records Act outline certain standards and procedures for noticing the public, disseminating information and documents, and conducting open meetings.

The public health emergency caused by the COVID-19 pandemic necessitated the immediate use of virtual and online public meetings. The Governor's Executive Order 20-02 declaring a state of emergency was issued on March 9, 2020. On March 16, 2020, emergency orders affecting the Open Public Meetings Act and the Public Records Act went into effect and enabled remote public meetings to take place. The order also provided relief to managing public records requests. Conducting open meetings were relieved from the restriction regarding the use of telephonic or electronic communication. As a result, all public meetings of the Technical Committee, Transportation Advisory Committee, and State Planning Council, were moved online and conducted over Zoom, the online meeting platform.

Over the past year, the RIDSP website at www.planning.ri.gov was used to post electronic copies of meeting notices, agendas, and public documents in accordance with the Public Records Act. Remote meetings were the primary forum for holding meetings until the expiration of the Governor's Executive Order on June 24, 2021. While public bodies have reverted back to in-person meetings for the time being, it may be necessary, such as in emergency situations when in-person meetings and events are not possible or practicable, virtual techniques, such as remote or hybrid meetings, will take precedence.

The continued evolution of online platforms for virtual public outreach may also provide new opportunities for the MPO to expand the reach and accessibility of its public outreach efforts. As state law allows, there will be flexibility in selecting online, in-person, or combination thereof based on the context of the setting and/or audience in order to increase the efficiency and effectiveness of the overall public outreach program. RISPC will also make every effort to ensure that people and groups are not disadvantaged by their level of access to online outreach platforms.

APPENDIX F
COMPLAINT FORM

TITLE VI/CIVIL RIGHTS COMPLAINT FORM



Contact Information

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone Numbers:

(Home): _____ (Cell): _____ (Work): _____

Email: _____

Discrimination Complaint

Name of Staff Person(s) that You Believe Discriminated Against You:

Date of Alleged Incident: _____

You were discriminated because of:

TITLE VI

Color

National Origin

Race

OTHER STATUTES

Age

Disability

Sex

APPENDIX G

NEWPORT TRANSPORTATION MASTER PLAN

PHASE 1 AND PHASE 2 SUMMARY / PUBLIC AND STAKEHOLDER INPUT

During Phases 1 and 2, the team conducted a parallel set of activities, with a two-part survey that included a mapping activity, both online and in person. The online surveys were advertised through stakeholder networks, email sign-ups from the *Keep Newport Moving* website, and the City’s social media channels. The in-person outreach consisted of multiple public workshops, open houses, pop-up events, and presentations.

There were ten Phase 1 public workshops and pop-up events:

- July 24, 2021 – Newport Folk Festival at Fort Adams
- August 5, 2021 – Innovate Newport
- August 18, 2021 – Aquidneck Growers Market on Memorial Boulevard
- August 26, 2021 – Newport City Hall
- August 28, 2021 – Aquidneck Growers Market on Dexter Street
- September 11, 2021 – Rogers High School Paint Your Parking Spot event
- October 1, 2021 – Tijuana Burrito Grille
- October 1, 2021 – Leo’s Market & Restaurant
- October 2, 2021 – Audrain Concours (Bellevue Car Display)
- October 2, 2021 – Festa Italiana (Festival in the Park)

There were ten Phase 2 open houses and pop-up events:

- April 17, 2022 – Little League Opening Day
 - May 14, 2022 – CCRI Health Fair
 - May 17, 2022 – Pell Elementary
 - May 18, 2022 – Public Library
 - May 21, 2022 – Elliot’s Ride
 - May 25, 2022 – Aquidneck Growers Market on Memorial Boulevard
 - May 31, 2022 – Conexion Latina’s Vaccine Clinic
 - June 2, 2022 – Thompson Middle School
 - June 15, 2022 – Donovan Manor
 - June 15, 2022 – Edward King House
- Additionally, during Phase 2, there were three presentations to different stakeholder groups:
- May 17, 2022 – Interdepartmental Traffic Committee
 - June 6, 2022 – Planning Board
 - June 9, 2022 – Waterfront Commission

PHASE 1 BY THE NUMBERS

Survey respondents

Over **200** people

Transportation priorities survey

184 responses

May survey and location-specific comments

531 responses

PHASE 2 BY THE NUMBERS

Comments from pop-up events

Over **140** comments

Parking policies survey

177 responses

Webmap survey

318 responses

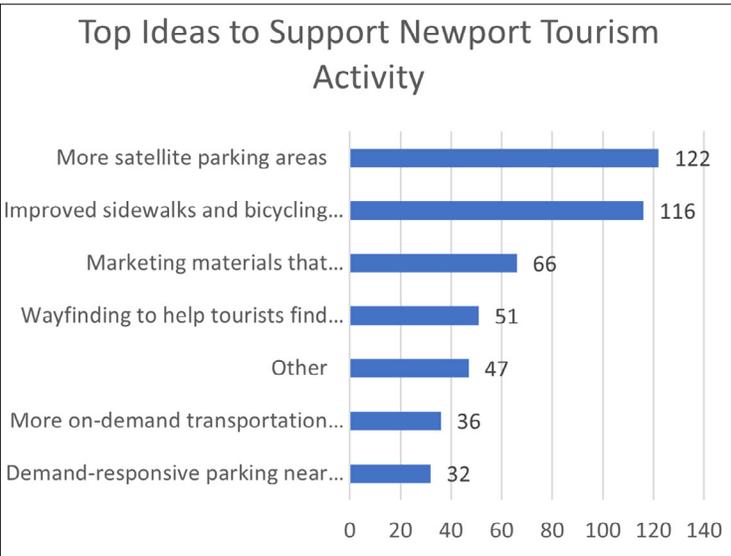
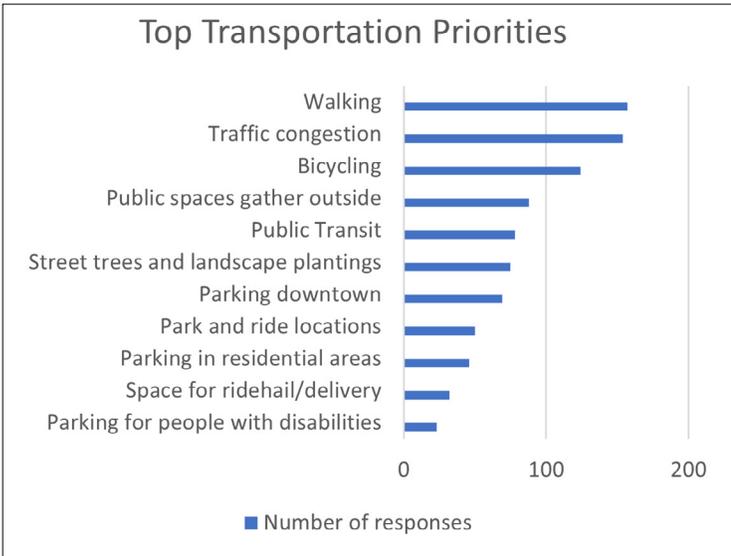


Phase I feedback was gathered through hand-written and online surveys as well as e-mails. Survey respondents were asked to select up to five of their top transportation priorities from a list of 12 items that were developed based on early engagement completed by the City in 2019. Walking (85.3%), Traffic congestion (83.7%), and Bicycling (67.4%) were selected by the vast majority of respondents.

Additionally, survey respondents were asked to select their top three priorities from seven ideas to better support Newport’s tourist activity that add additional pressure to the transportation system.

Two priorities selected by nearly three-quarters of participants are satellite parking areas (73.9%) and improved sidewalks and bicycling infrastructure (70.1%).

Figure 1: Top Transportation Priorities
Figure 2: Top Ideas to Support Newport Tourism



SECTION 2: PUBLIC AND STAKEHOLDER INPUT



The Keep Newport Moving project team recognized that effective engagement and feedback was critical to understanding the transportation needs of the people working and living in the City. The Public Involvement Plan implemented by the Keep Newport Moving team was designed to be a multi-pronged approach in order to engage the diverse residential population and visitors. In addition, the approach to public engagement was developed with due consideration of the safety and health of staff and attendees during the COVID-19 pandemic, with most events held outside.

Outreach measures completed to support these existing conditions evaluations included: pop-up tabling activities at several public events, interviews with major stakeholders, and paper and online surveys with an interactive map. Outreach materials were available in Spanish and English. Outreach periods for the project are organized around two phases:

Outreach Goals

Phase 1 – July – October 2021

- Confirm multimodal goals and performance measures
- Identify transportation needs and additional insights on existing conditions
- Solicit feedback on Newport today

Phase 2 – January – March 2022

- Solicit feedback on project recommendations and project prioritization
- Solicit feedback on draft transportation master plan



Pop up event at City Hall



Pop up event at Aquidneck Growers Market

Phase 1 – completed between July and October of 2021 – accomplished its goals through a set of parallel activities including stakeholder interviews, online maps and surveys, and a series of 10 in-person and pop-up events from July to October 2021:

- July 24, 2021 – Pop up Newport Folk Festival at Fort Adams
- August 5, 2021 – Pop up at Innovate Newport
- August 18, 2021 – Pop up at Aquidneck Growers Market on Memorial Boulevard
- August 26, 2021 – Public workshop at City hall
- August 28, 2021 – Pop up at Aquidneck Growers Market on Dexter Street
- September 11, 2021 – Public workshop at Rogers High School Paint Your Parking Spot event
- October 1, 2021 – Pop up at Tijuana Burrito Grille
- October 1, 2021 – Pop up at Leo's Market
- October 2, 2021 – Pop up at Audrain Concours (Bellevue Car Display)
- October 2, 2021 – Pop up at Festa Italiana (Festival in the Park)

Feedback was gathered through hand-written and online surveys as well as e-mails. During phase 1, over 700 interactions and participation by over 200 people were documented (Figure 3). In addition to asking people to share specific comments about the plan goals and their experiences walking, biking, driving, taking transit, and boating in Newport, optional demographic information was collected through paper and online surveys. Figure 3 Number of responses

Activity	In-Person	Online	Emails	Letters	Total
Survey	16 surveys	168 surveys	N/A	N/A	184 surveys
Map*	139 comments	365 comments	25 comments	2 comments	531 comments
Stories	0 stories	11 stories	N/A	N/A	11 stories
Emails	N/A	N/A	15 emails	N/A	15 emails
Letters	N/A	N/A	N/A	2 letters	2 letters

Figure 3 Number of responses

* While most of the comments in the map were spatial comments, some were general comments. The counts include spatial comments derived from the survey, emails, and letters.

Out of 184 survey respondents, 89.1 percent indicated that they agree that the proposed goals match the needs of the community. The goals presented in the online survey were:

Keep Newport Moving has the goal to provide multimodal transportation options that:

- are safe, reliable, and enjoyable
- serve the needs of people of all ages, abilities, and backgrounds
- respond to Newport’s unique seasonal transportation needs
- support economic opportunities and job access
- promote and enhance Newport’s environmental resources while preparing for future impacts

However, 43 respondents (23.4 percent) provided suggestions on things that should be changed or added to the goals. The most-commonly suggested high-level goals include:

- Explicitly stating equity goals of inclusiveness, access, affordability, and accessibility, and making a commitment to equitably serve all geographic areas of the City
- Highlighting Newport’s human scale and making Newport less car-centric
- Reducing traffic and congestion, especially seasonal traffic

Survey respondents were also asked to select up to five of their top transportation priorities from a list of 12 items that were developed based on early engagement completed by the City in 2019.



Pop-up at Leo's Market

Walking (85.3 percent), Traffic congestion (83.7 percent), and Bicycling (67.4 percent) were selected by the vast majority of respondents.

Additionally, survey respondents were asked to select their top three priorities from seven ideas to better support Newport’s tourist activity that add additional pressure to the transportation system. Two priorities selected by nearly three-quarters of participants are satellite parking areas (73.9 percent) and improved sidewalks and bicycling infrastructure (70.1 percent).

WHO RESPONDED?

Optional demographic data provided by respondents helped the project team evaluate how well project engagement reached demographic groups in Newport. In some categories, such as age and gender, a responses generally match the composition of Newport’s resident. In other categories, such as race, participation was not as representative of Newport’s population. Specifically, very few survey responses by Latino/a/x were collected even though this group makes up around 10 percent of Newport’s overall population.

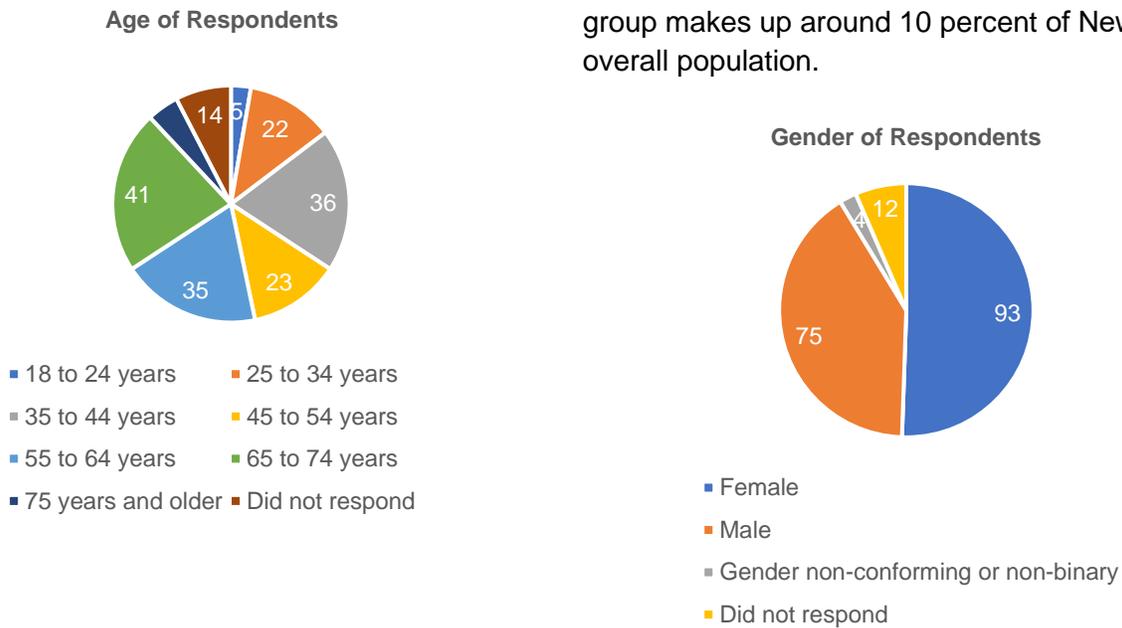


Figure 4: Age and Gender of Survey Respondents

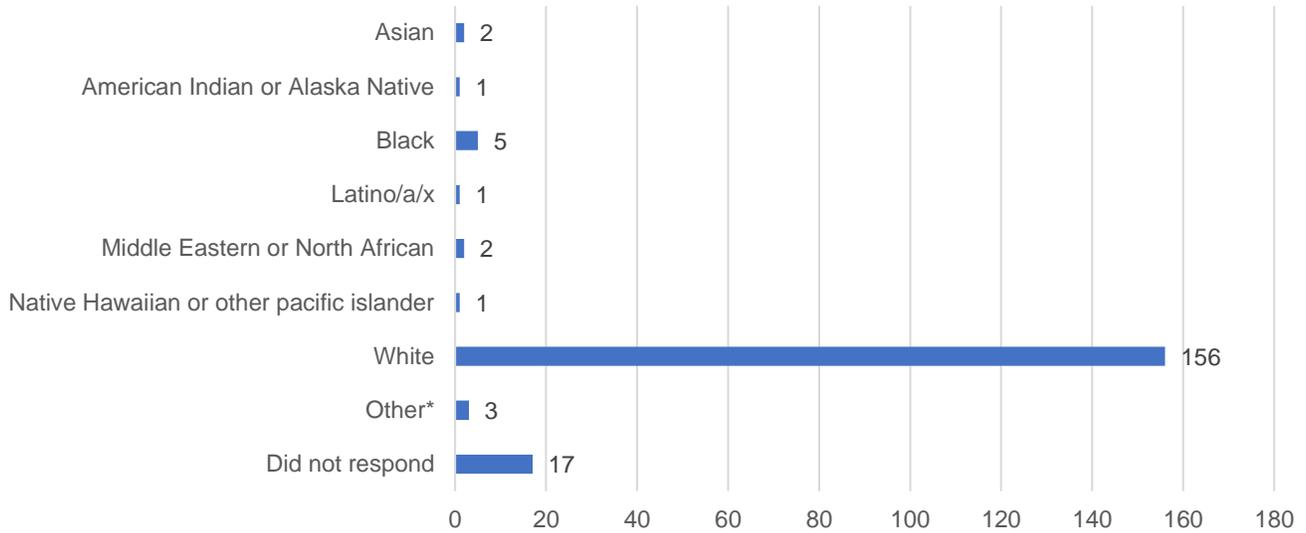


Figure 5: Race and Ethnicity of Respondents

*Responses for “Other” included Jewish and Puerto Rican

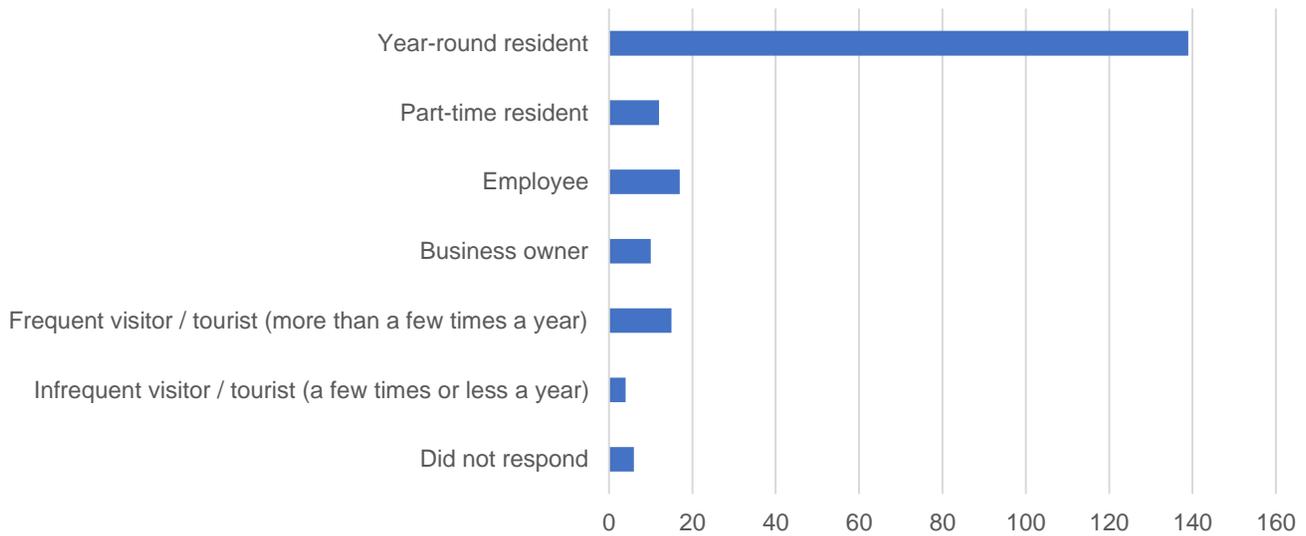


Figure 6: Relationship with the City of Newport

Note: Zero (0) respondents selected “Student.”

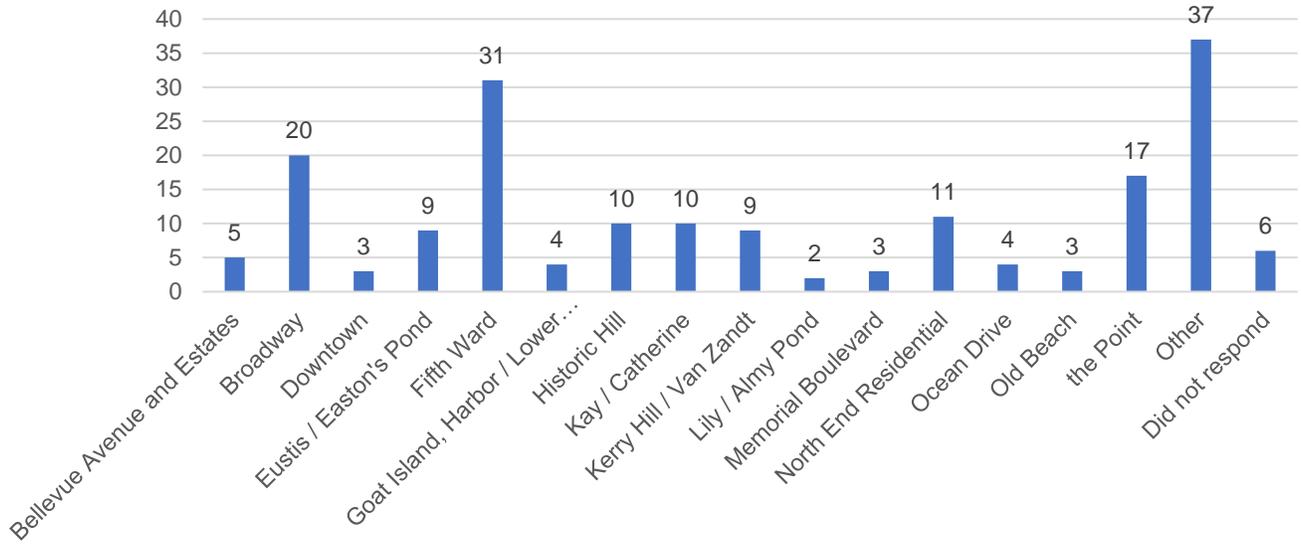
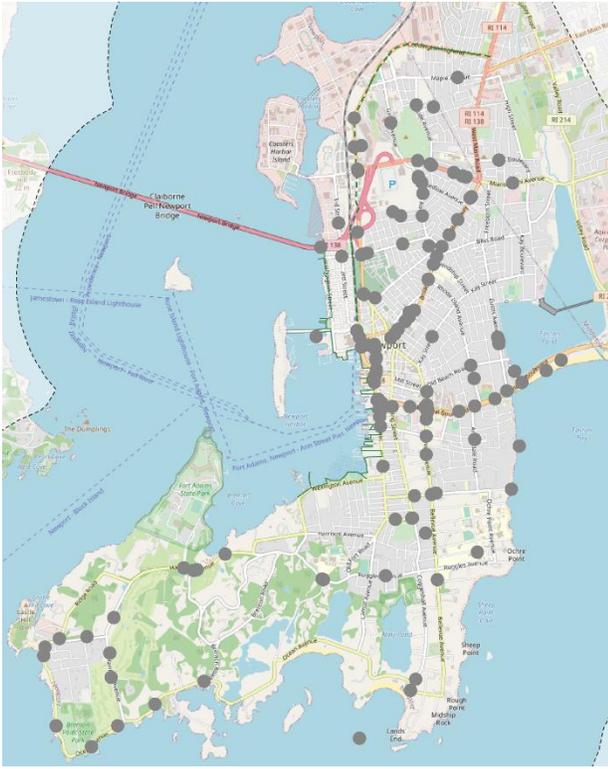
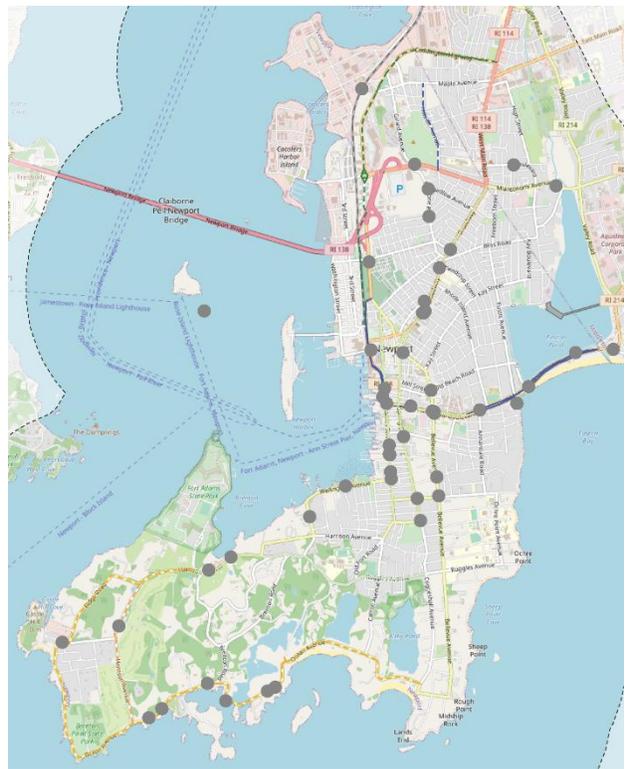


Figure 7: Neighborhood of Residence for Respondents

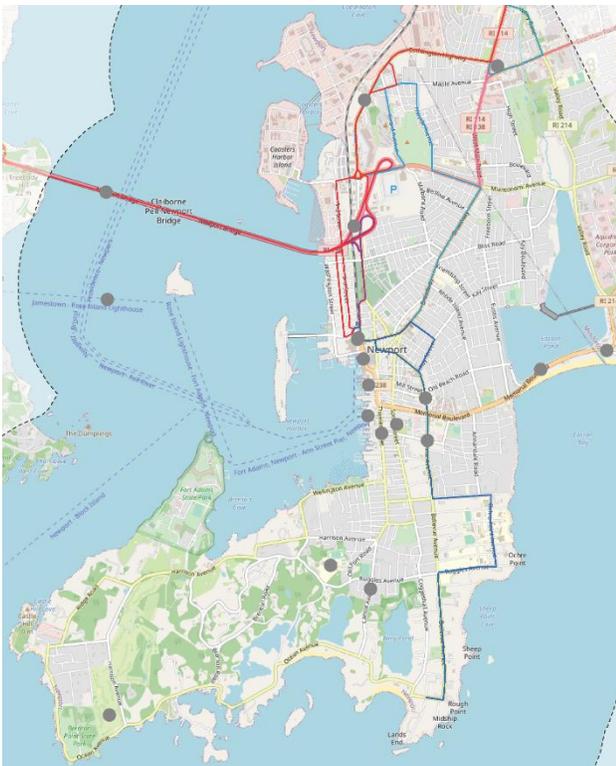
Note: Zero (0) respondents selected “Long Wharf,” “North End Commercial,” or “Rose Island.”



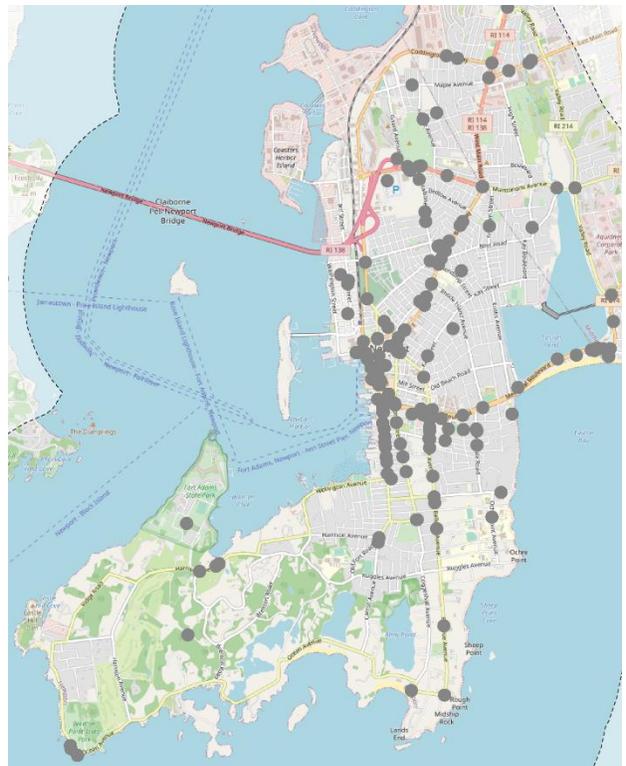
Comments about Walking (209 comments, 39 percent)



Comments about Biking (101 comments, 19 percent)



Comments about Transit (30 comments, 6 percent)



Comments about Driving (176 comments, 33 percent)

Figure 8 Distribution of online map responses by mode

Mapping comments

The following summarizes areas and streets that received multiple comments on the online map. The comments are combined and paraphrased in the description and full comments are in the appendix. Comments below are not edited for accuracy (i.e. if a comment relayed a narrow street, it was not measured) and should be read as a user's perception of the street/area. Many intersections along these streets were specifically commented on as well.

Areas / Neighborhood comments:

- Transit is cited as circuitous in Downtown and does not adequately connect to Fort Adams, parking areas, or to Broadway. People would like to see better connections to regional transit, such as Amtrak or MBTA service to Boston.
- Many commentors would like to see better transit and other mobility connections to schools including bike connections to Thompson Middle School, transit to Rogers High School, especially for students from Middletown and Tiverton.
- The North End needs to be better connected with pedestrian and bike infrastructure.

Comments on specific streets and intersections.

- **Admiral Kalbfus Rd** has too much speeding, vehicular traffic, and congestion. There is a lack of dedicated space to bike with poor surface conditions.
- **America's Cup Avenue** can take 35-40 min to travel across town. There are also a lot of rideshare drop-offs and vehicles/ freight often block the bike lane.
- **Annandale Rd** is a narrow two-way road with parking that is challenging to travel through for motorists who don't know to pull to one side when passing.
- **Bellevue Ave** has a lot of maintenance issues. Sidewalks are in poor condition and unsafe crossings. It is also a Priority Bike Route in need of attention. IN addition, pedestrians are often in the roadway near Salve Regina University.
- **Broadway** has unsafe pedestrian crossings with multiple threat crash risk. Diagonal parking along west side makes it dangerous for bicyclists and sharrows are located in the door zone.
- **Coggeshall Ave** is a popular route to the beach and has too much vehicular traffic and speeding with no dedicated space to walk or bike.
- **Dixon Street** and other streets between Thames and Spring are very narrow, with parking in sidewalks, and traffic speeds that are too high to safely share the street with pedestrians.
- **Eustis Ave** needs sidewalks
- **Farewell St** has too many vehicles driving at high speeds for a residential street. People travel the wrong way up the one-way road near Liberty Park
- **Harrison Ave** has no dedicated space to walk or bike and pedestrians and bicyclists end up on roadway. The street is a hilly topography that makes sightlines short with excess speeding – and in residential neighborhoods.
- **Kay Street** is too narrow for both parked and traveling vehicles and pedestrians and cyclists travel in the roadway.

- **Malbone Rd** is a narrow, dangerous road with too much vehicular traffic with high speeds and is used as a cut-through for people to get to Broadway. The speeding concerns also affect biking to Pell Elementary. It lacks dedicated space for people to walk and bike.
- **Memorial Blvd** has too much vehicular traffic with difficult crossings and not enough crosswalks and street lights. It also feels unsafe for people driving because people drive too fast and run stop signs and lights. Bicycling feels unsafe next to parallel parking and going from westbound on the downhill side. There is a lack of public transit options for reaching Easton's Beach.
- **Narragansett Ave** has too much vehicular traffic with no dedicated space to walk or poor surface conditions
- **Ocean Ave** has no dedicated space to walk on the water side and too much vehicular traffic with poor surface conditions and speeding otherwise. There's also a lack of dedicated space for bikes and pedestrians and bicyclists often end up in the roadway.
- **Ocean Loop** (includes Wellington, Halidon, Brenton, Harrison, Ridge, Castle Hill, Ocean, Bellevue, Ruggles, Wickham) is one of the most popular destinations for bicyclists living on/visiting Aquidneck Island. It should be better marked.
- **Rhode Island Ave** provides no dedicated space to walk
- **Spring St** has too much vehicular traffic with narrow sidewalks and no dedicated space to bike
- **Summer St**, with parking on both sides, causes cars to have to pull over when passing.
- **Thames St** has poor surface conditions and uneven, deteriorating sidewalks. There is also no dedicated space to bike or protection from parked or turning vehicles. Biking northbound causes bicyclists to dismount when busy and they are too close to cars at times. The sidewalk is too narrow and pedestrians to walk on the road. Pedestrians also cross **Lower Thames** whenever they want and move between the diagonally parked cars on **Upper Thames** without looking.
- **Van Zandt Ave** has no sidewalk on south side and the sidewalk on north side doesn't connect to crosswalks. Too much vehicular traffic and difficult to cross from north to south side.
- **Wellington Ave** – Popular biking route feels dangerous with angled parking by King Park and a significant number of cars in the summer.

STAKEHOLDER INTERVIEWS

Key stakeholders representing a cross section of elected and appointed government officials, businesses, and leaders within Newport's industry, education, health, human services, and transportation sectors, were invited to express their opinions and perspectives early in this process. Between May 10, 2021 to July 9, 2021, 20 Stakeholder interviews and one City staff meeting were held. The process for identifying candidates was collaborative. A representative from the Newport Department of Planning and Economic Development, the Rhode Island Department of Administration - Statewide Planning Division, and the Consultant team selected candidates in six categories: City Governance, Special Transportation Needs, Transportation Advocacy, Business and Tourism, and Trucking and Freight. The selected stakeholders that were interviewed are listed in Table 1.

City of Newport Transportation Master Plan 2022

Table 1: Selected Stakeholders for Interviews

City Governance	
1	Mayor, City Council Chair – Jeanne Marie Napolitano
2	City Council Vice Chair – Lynn Underwood Ceglie
3	At Large City Councilor – Jamie Bova
4	At Large City Councilor – Elizabeth Fuerte
5	1 st Ward City Councilor – Angela McCalla
6	2 nd Ward City Councilor – Charles M Holder
7	3 rd Ward City Councilor – Kathryn E. Leonard
8	City Planning, Economic Development, Parking, and Public Services: <ul style="list-style-type: none"> ▪ Director, Planning and Economic Development – Trish Reynolds ▪ Planner, Planning and Economic Development – Peter Friedrichs ▪ Intern, Planning and Economic Development – Becky Trefethen ▪ Director, Public Services – Bill Riccio, PE ▪ Superintendent, Public Services, Parks, Grounds & Forestry – Scott Wheeler ▪ Public Services – Steven Bollett ▪ Public Services – Corey Dexter ▪ Parking Manager, Police – Pat Segerson ▪ Traffic Sergeant, Police – Michael Naylor
Special Transportation Interests	
9	Aquidneck Island Planning Commission – Allison McNally, Program Manager
10	Newport Housing Authority – Pauline Perkins-Moye, Program Manager
11	Naval Station Newport – Cornelia Mueller, Community Planning Liaison Officer
12	Newport Hospital – Crista Durand, President
13	Newport School District – Colleen Burns Jermain, Superintendent
14	Martin Luther King Community Center – Heather Hole Strout, Executive Director
Transportation Advocacy	
15	Newport Bicycle and Pedestrian Advisory Commission and Bike Newport – Bari Freeman, Member / Executive Director
16	Newport for All Ages – Mary Alice Smith, Coordinator
Business and Tourism	
17	Discover Newport – Evan Smith, Executive Director
18	Greater Newport Chamber of Commerce – Erin Donovan-Boyle, Executive Director
19	Newport Festivals Foundation – Kira Favro, Chief Operating Officer
20	Preservation Society of Newport – Trudy Coxe, Chief Executive Officer
Trucking and Freight	
21	Rhode Island Trucking Association: <ul style="list-style-type: none"> ▪ President and Chief Executive Officer – Chris Maxwell ▪ Centrex Distributors – John Clogher and David D’Onofrio ▪ United Parcel Service, RI Division – Steve Clarke ▪ United Parcel Service – Zachary Reay

The interview walked participants through two types of questions. First, participants were asked about Newport's critical issues and needs and how they should be addressed. Next, they were asked to offer their thoughts on the role of State and local government and their organizations in addressing the transportation issues. All interviewees except one stated they were aware of the Keep Newport Moving initiative.

Critical Mobility Issues and Needs

Stakeholders were asked about their thoughts on the critical transportation issues and needs in Newport. High on everyone's list and confirmed through feedback in the public comments, most stakeholders believe the important issues in Newport are congestion and traffic operations; deterioration of the pedestrian and bicycle infrastructure; outdated public transit services and the absence of transportation options. Most Stakeholders believe the City should address these issues by building peripheral parking facilities served by shuttles; strengthening traffic management and enforcement efforts; repairing and modernizing City infrastructure and services; and adopting a Complete Streets Ordinance and Program.

When asked specifically about safety, major concerns were well aligned with those shared through the public comment map with a few key differences. Stakeholders feel the following issues are the main source of safety concern in Newport: poor sidewalk maintenance; an incompatible mix of modes on narrow streets; disregard and/or lack of knowledge on rules-of-the-road; distracted walking and driving; and traffic infiltration through neighborhoods. Public comment responses did not specifically call out distracted walking and driving as heavily. Through interviews, stakeholders shared that they think the City should immediately invest in transportation infrastructure, services, and technologies and develop strong partnerships to accomplish this objective.

When asked about the quality of Newport's public services, most stakeholders believe that RIPTA trolley and bus services provide inadequate service. However, they didn't have many accolades for other public services on the list. Some expressed appreciation for water shuttles, the RIPTA beach route, and off-season walking and biking.

Critical Development Issues and Needs

During the interviews, stakeholders were prompted to discuss the transportation network's connection to development and land use. Most stakeholders are concerned that there is a rapidly diminishing supply of workforce housing and affordable housing resulting in resident and worker displacement. They believe mixed use development will address many of their concerns. Given that the City does not have readily available vacant land, they believe mixed use should or will occur within the Pell Bridge Ramp Realignment project area.

Role of State and Local Government

Outside of the City of Newport, many agencies are involved in supporting mobility and alleviating transportation issues. Most Stakeholders believe the State's role is to work with City Leadership to improve operations and safety and increase funding for transportation investments. Most believe the role of the island towns is to implement best practices where practicable. Most stakeholders believe that partnership is essential to the Plan's success.

Responses from City Staff

City staff were interviewed and their responses considered separately of other stakeholders. Similar to the rest of the stakeholders, most of the interviewed City staff believe parking and traffic congestion have reached a critical level. Regarding safety specifically, most of the interviewed City staff believe disregard for the rules of the road and recent traffic fatalities are critical safety issues.

Most interviewed City staff believe smarter parking strategies and a higher level of public realm maintenance are necessary to respond to these issues. They believe it is their role to manage parking, traffic, and apply for funding. When asked about their role in addressing these issues, City staff's response varied greatly based on their role:

- Help with development of Transportation Master Plan
- Assist with implementation of Open Space Master Plan; improve public connectivity and amenities
- Consider Traffic Impact Fee program with City Development Committee and City Planning Board
- Replace current piecemeal system of recording traffic complaints with an official list
- Work with the City Engineer to move trees out of the sidewalk

KEY FINDINGS

The following themes summarize stakeholder and public comment citywide (non-location-specific) suggestions provided by people for the TMP:

- Support walking through improving existing sidewalks, installing new sidewalks, and restricting the size of delivery vehicles entering Newport.
- Support and encourage bicycling through programs like bikeshare and bike racks.
- Install safer bicycle infrastructure (bike lanes, bike paths, separation, bike boxes) on major thoroughfares or throughout all of Newport.
- Improve signal design including additional pedestrian signal heads, improved signal timing, and bike signal heads.
- Provide transit amenities (shelter, bench, etc) at bus stops and extend the transit service hours.
- Reduce congestion by providing satellite parking with incentives for use.
- Improve parking availability by designing more dedicated loading zones, increasing turnover. Look at creating well-signed and easy to access parking areas that would reduce circling.
- Provide more transportation options for children going to school.
- Control speeding with design, more enforcement, and reducing speed limits to 25 mph on all City streets.
- Reduce the use of cut-through streets in residential neighborhoods and on smaller streets not intended as throughways.
- Enhance and complement Newport's historic character and streets.
- Ensure the Pell Bridge project does not contribute to worsened congestion.
- Implement educational or information campaign to encourage multimodal transportation and educate about driving and bicycling safety issues.
- Tie development and transportation together with policy.

APPENDIX H
ATTENDEE FEEDBACK FORM

RI Division of Statewide Planning Attendee Feedback Survey



Event Date:

Time:

Event Description:

Event Location:

Providing information will assist the Division of Statewide Planning in improving our programs and services for all members of the public. The information you provide will be used to better understand who we serve. Responses are strictly voluntary and will remain anonymous. Thank you for participating at today's meeting.

Please Mark Your Responses

Was this meeting held at a good time for you? If No, why?	YES	NO
Was this meeting held at a convenient location? If No, why?	YES	NO
How did you find out about this meeting?	<input type="checkbox"/> Email <input type="checkbox"/> Website <input type="checkbox"/> TV/Radio <input type="checkbox"/> Poster <input type="checkbox"/> Sec. State <input type="checkbox"/> Other	
Were you provided adequate notice of this event?	YES	NO
Did you get a chance to participate during this meeting?	YES	NO
Do you feel that your ideas were considered?	YES	NO
Was today's event beneficial and information helpful?	YES	NO
If you requested special accommodation, were your needs met?	YES	NO Not Applicable
Were ADA accessible features satisfactory? If No, why?	YES	NO Not Applicable

Race: White Black/African American American Indian/Alaska Native Asian Native Hawaiian/ Pacific Islander Some Other Race/Two or More

Ethnicity: Hispanic / Latino: Yes No

Age: 18 and under 19-24 25-34 35-44 45-54 55-64 65 and over

Family Income: Less than \$14,999 \$15,000-24,999 \$25,000-34,999
 \$35,000-49,999 \$50,000-74,999 Over \$75,000

Sex: Male Female

Is English your native language? Yes No, Please tell us your native language: _____

How well do you speak English? Very Well Less Than Very Well Not Well

Disabled: * Yes No

*Note: Individuals with disabilities are persons with a physical or mental impairment which substantially limits one or more major life activities including caring for one's self, walking, seeing, hearing, speaking, breathing, working, performing manual tasks, and learning. (Codified as 29 U.S.C. 794.)

Your response to the questions above is optional and confidential. It will help us to better meet your needs.