



Association for the Improvement  
of American Infrastructure

## P3 Snapshot: **Rhode Island**

### SUMMARY OF P3 LEGISLATIVE STATUS:

*Not specifically enabled for p3s through statutory authority.*

1. **Does this state have broadly enabling P3 legislation?**  
*Rhode Island is not currently authorized, by statute, to perform P3s applied to transportation infrastructure projects (horizontal, heavy civil). There are opportunities for and have been developments exercised under procurement code: 37-2-39.*
2. **Does the state allow for **Unsolicited Proposals**?**  
*Current general procurement guidelines for the State of Rhode Island allow for the receipt and review of unsolicited proposals which could potentially address the public infrastructure needs for the state.*
3. **What is the state's P3 **Review Process**?**  
*Rhode Island Department of Transportation (RIDOT) is required to use a competitive bidding process for all construction contracts, and the lowest bid that falls within the project specifications and budget is typically selected.*
4. **Does the state have a **Centralized Agency** dedicated to P3?**  
*Rhode Island Dept. of Transportation, for transportation related issues and capital improvement plans. Other agency involvement has been the subject of interim studies (commissioned by the legislature). These could include: RI Public Transit Authority, the RI Turnpike and Bridge Authority, and the RI Airport Corporation.*
5. **Is this a **Home Rule state**, with limitations or opportunities for P3?**  
*Rhode Island employs Dillon's Rule to all municipalities; which allows the state legislature to control local government structure, methods of financing its activities, its procedures and the authority to undertake certain functions.*
6. **Does this state have programmatic requirements for P3 participation (ie MWDBE or labor)?**  
*DBE (MWDBE) regulations have been approved and established by the Director of Administration pursuant to R.I. Gen. Laws §§ 37-14.1-6, 37-14.1-7, and 37-2.2-3.1. RIDoT is exempt from those, but has published their own specific guidelines.*
7. **Are P3 projects in this state eligible for other financing programs?**  
*RIDoT draws heavily upon (100% of the capital improvements budget) the USDOT's Federal Highway Administration (FHWA). While they do not currently have P3-enabling procurement authority, they are eligible for funding from Federal sources.*
8. **What Projects or Asset Classes are eligible for P3 in this state?**  
*The state appears to have expressed interest in initially approaching P3s as a component of the public infrastructure challenges they are facing. Promising project possibilities appear to focus on the state's infrastructure system (I-95 connecting Massachusetts and Connecticut, through Providence). Maritime ports present another possibility for Rhode Island's economy.*
9. **Are there Projects where the P3 procurement method has been applied?**  
*Municipal facilities and academic buildings have been the sector where any "partnerships" have been executed which have any combination of phases that include: design, construction, finance, operations or maintenance.*
10. **What is the legislative foundation for P3s in this state?**  
*" § 37-2-39 Responsibility for selection of methods of construction contracting management. The chief purchasing officer shall issue regulations providing for as many alternative methods of management of construction contracting as he or she may determine to be feasible . . . "*