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STATE OF RHODE ISLAND

IN GENERAL ASSEMBLY

JANUARY SESSION, A.D. 2026

AN ACT

RELATING TO STATE AFFAIRS AND GOVERNMENT -- RHODE ISLAND
DEPARTMENT OF TRANSPORTATION EFFICIENCY AND PERFORMANCE AUDIT ACT

Introduced By: Representatives Stewart, Cotter, Cruz, Speakman, Boylan, Kislak, Kazarian, Alzate, Messier, and Potter
Date Introduced: Feb 24, 2026

Date Introduced: February 04, 2026

Referred To: House State Government & Elections

It is enacted by the General Assembly as follows:

1 SECTION 1. Title 42 of the General Laws entitled "STATE AFFAIRS AND
2 GOVERNMENT" is hereby amended by adding thereto the following chapter:

CHAPTER 13.2

42-13.2-1. Definitions.

As used in this chapter:

8 (1) “Department” means the Rhode Island department of transportation.

12 (4) "Peer state" means a state transportation agency selected for benchmarking based on
13 geography, climate, system size, and procurement framework.

42-13 2-2 Requirement to commission efficiency and performance audit

17 (a) The DOA shall commission an independent efficiency and performance audit of the
18 department.

(b) The audit shall be performed by an entity with demonstrated expertise in transportation systems, infrastructure finance, and public-sector performance benchmarking.

(c) The audit shall be completed and delivered to the governor and the general assembly on or before January 1, 2027.

42-13.2-3. Scope of audit.

(a) The audit shall include, but not be limited to, the following areas:

(1) Project delivery efficiency, including schedule adherence, cost escalation trends, change orders, procurement cycle time, and delivery outcomes;

(2) Asset management, including pavement, bridges, culverts, intelligent transportation systems assets, backlog replacement needs, and lifecycle cost analysis;

13 (4) Maintenance efficiency, including cost per lane-mile, snow and ice operations
14 productivity, maintenance productivity, and equipment utilization;

15 (5) Financial management, including forecasting accuracy, cash-flow controls, use and
16 tracking of federal funds, and alignment with the state transportation improvement program (STIP)
17 and transportation improvement program (TIP); and

18 (6) Governance and oversight, including internal controls, performance reporting,
19 transparency practices, and compliance with responsible charge requirements.

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23 (a) The audit shall identify not fewer than five (5), nor more than ten (10) peer states
24 matched on geography, climate, system size, and procurement rules to evaluate and compare
25 against the department's performance.

28 (1) *General*

29 (c) Cost per long mile (maintenance and capital separately)

(ii) Bridges and non-geosynthetic foot (new construction and rehabilitation).

(iii) Administrative overhead ratios

(iv) Consultant utilization rate; and

(v) Percentage of projects with cost overruns exceeding ten percent (10%)

34 (2) Performance metrics:

1 (i) Pavement condition metrics, including international roughness index or pavement
2 condition rating;
3 (ii) Bridge condition metrics, including percentage structurally deficient or in poor
4 condition;
5 (iii) Project delivery cycle time for design, procurement, and construction;
6 (iv) Snow and ice response metrics, including materials used per lane-mile and response
7 times; and
8 (v) Safety outcomes, including fatalities per vehicle mile traveled.

9 **42-13.2-5. Procurement and contracting practices.**

10 The audit conducted pursuant to § 42-13.2-2 shall evaluate procurement and contracting
11 practices including, but not limited to:
12 (1) Consultant procurement processes, including qualifications-based selection and cost
13 negotiation;
14 (2) Oversight of consultant hours and costs;
15 (3) Compliance with federal responsible charge requirements;
16 (4) Use of alternative delivery methods, including design-build, construction
17 manager/general contractor, and public-private partnerships; and
18 (5) Change order governance, approval thresholds, root-cause analysis, and systemic
19 trends.

20 **42-13.2-6. Workforce capacity and outsourcing strategy.**

21 The audit conducted pursuant to § 42-13.2-2, shall assess workforce capacity and
22 outsourcing strategy, including:
23 (1) Ratio of in-house engineering full-time equivalents to consultant engineering resources;
24 (2) Vacancy rates and operational impacts;
25 (3) Compliance with federal responsible charge staffing expectations; and
26 (4) Training programs, succession planning, and technical certification.

27 **42-13.2-7. Maintenance and operations efficiency.**

28 The audit conducted pursuant to § 42-13.2-2 shall assess maintenance and operations
29 efficiency, including:
30 (1) Cost per lane-mile by district;
31 (2) Salt and chemical usage normalized by lane-mile and weather severity;
32 (3) Vehicle and equipment availability and downtime;
33 (4) Maintenance backlog tracking; and
34 (5) Overtime utilization and patterns.

1 **42-13.2-8. Reporting and public availability.**

2 (a) Upon completion, the audit shall be submitted to:

3 (1) The governor;

4 (2) The president of the senate;

5 (3) The speaker of the house of representatives; and

6 (4) The chairs of the house and senate finance committees.

7 (b) The final audit report shall be made publicly available on the DOA's website.

8 **42-13.2-9. Cooperation and access to records.**

9 The department shall cooperate fully with the audit and provide access to all records, data,

10 contracts, and personnel reasonably necessary to complete the audit.

11 SECTION 2. This act shall take effect upon passage.

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EXPLANATION
BY THE LEGISLATIVE COUNCIL
OF
A N A C T
RELATING TO STATE AFFAIRS AND GOVERNMENT -- RHODE ISLAND
DEPARTMENT OF TRANSPORTATION EFFICIENCY AND PERFORMANCE AUDIT ACT

- 1 This act would require that an independent efficiency and performance audit of the
- 2 department of transportation be commissioned by the department of administration.
- 3 This act would take effect upon passage.

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