**Wednesday, March 6th, 2019**

TFIC continued its regular briefings with lawmakers building up to a new capital bill on Wednesday, March 6, with a productive discussion with top officials at the Illinois Department of Transportation.

The discussion focused on TAMP, the Transportation Asset Management Program Illinois and the other states are required to develop about how they will manage their road and bridge systems to continue to receive federal funds.

·         More Illinois roads and bridges need repaired because the entire system is aging. The pressures have grown so great, IDOT can no longer reasonably assume the state can keep its inventory in 90-93 percent acceptable shape. So the attention has turned to a new focus on preventing further deterioration.

·         Illinois currently has about $1 billion a year to use for construction projects over the next 10 years. The TAMP estimate is Illinois will fall $13 billion short of the amounts needed to keep pace over the next years, if no new state funds are devoted to infrastructure.

·         TAMP’s emphasis is proactive: identifying current roads starting to get into disrepair and spending money early to address them before they worsen, and to greatly extend their lifespan. Over time, a major emphasis on TAMP preventive maintenance will both ease pressures on the system and make investments in larger expansions and additions to our roads and bridges more likely.

·         TAMP will emphasize 80 percent rehabilitation and 20 percent repair and reconstruction, although the actual percentage of TAMP dollars spent on the latter category may be much smaller

Legislators in attendance again asked important questions: ensuring critical spans like the I-80 bridge over the Des Plaines River in Will County receive top priority; balancing road and transit needs when all of Illinois’ infrastructure needs help now, to being more creative in developing private sector products and tools to lower the costs of construction and need for ongoing maintenance. TFIC leaders promised to work with IDOT and legislators to address those issues as progress continues toward the state’s first capital construction program in a decade.