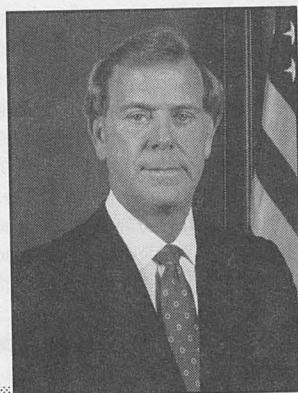


Milo D. Bryant, former Secretary of the Transportation Cabinet, served for four years as Secretary. During his tenure, he worked to improve school bus safety, initiated legislation for numerous transportation-related bills, launched an anti-litter campaign, and headed an effort to replace hundreds of deficient bridges throughout Kentucky.

A founder of Kentuckians for Better Transportation, Mr. Bryant has 30 years' experience in construction-related businesses and founded six companies. Born in Indiana, he attended Purdue University.



GENERAL SESSION
Friday, September 6, 1991

Milo D. Bryant, Secretary
Kentucky Transportation Cabinet

It's certainly a pleasure to be here. As usual, I see a lot of friends and colleagues whose responsibilities certainly have been great and the responsibilities they have are for the progress we've made over the past four years in transportation. I see county road engineers and, just like the state, if the county doesn't have a good road engineer, you cannot have a good transportation system. At the county level, you must know how to spend those valuable funds. What a wonderful job most of you do for transportation, and we appreciate it.

County judges, the last four years have been tremendous and we thank you for that and hope you have benefitted from the support we have given you. Mayors, where would this state be today without your leadership and genuine concern for the people of Kentucky? Most of you have lived up to our commitment to further the state and local partnership and that's been extremely important. Also, the engineers with the Transportation Cabinet are an outstanding group. My four years with you have been a real treat for me; I have enjoyed them very, very much. You have done a very commendable job during this Administration.

The Department has let more work the last four years than any administration ever. They initiated more new projects and more new programs than, I believe, in many, many administrations. You have been part of so many good things and, with your support and hard work this year, we'll have a \$600 million plus program which sets another new record for transportation. I thank each of you very, very much for your contribution to transportation and your loyalty. I respect your professionalism and integrity. It's been great working with you.

You cannot have a team like we have now without a great leader, and I can't remember when we have had a state highway engineer as capable and dedicated and as honest as Gilbert Newman.

We must not overlook our consultant engineering firms, many of you came through this Center, graduated from UK and your contribution to the transportation system in Kentucky has been invaluable.

In my 49 months as Secretary of Transportation, I have not experienced a group quite as talented and committed to transportation as the group here today. We have a unique relationship with the Transportation Center and the University of Kentucky—a relationship unlike any other in the nation. We have accomplished much. This semester the Transportation Cabinet awarded 56 scholarships to the engineering students at UK. That's more than any other year in the history of the Commonwealth, that's also more than any other state has done in the United States and I think it's a record of which we all can be proud. I don't have to tell you what this means to the future of transportation leadership in Kentucky.

The Advanced Transportation Institute, now in its second year, has familiarized graduate students from different disciplines about the transportation field. This year eight students are participating. I understand they have just returned from Atlanta where they have visited the Metro System Planners and toured the Delta Airline facilities. This program provides students a chance to see transportation at work and to talk to today's leaders.

The Intelligent Vehicle Highway System (IVHS) is now being tested on the I-75 corridor. Simply put, IVHS is a plan meant to use technology to lessen the burden of state agencies on the trucking industry, which will obviously help the state become more productive. The Center's involvement in Advantage I-75 has been a fundamental part of this success and I know that those involved include Calvin, Jerry Pigman, and Don Kelly from the Transportation Center. Deputy Secretary Jerry Lentz has done a tremendous amount of work on this project and has been recognized nationally in his efforts to help get this program started.

The Center is taking on a new challenge as a team member for the I-66 project that proposes a trans-America corridor that will likely be routed through southern Kentucky. I-66 will total some 2,200 miles connecting West Virginia to California. It is one of the 16 national high-priority projects of the House Public Works Transportation Committee on a new federal bill and will be one of the most significant additions to Kentucky's transportation system. It will probably be the most traveled east-west highway in America once it is built.

I think that it should be obvious to everyone in this room that we have an outstanding working relationship with this Center. Since this will be my last meeting as Secretary, I want to dispel any theories that you might have about next administration. There are two qualified candidates for governor, and I feel confident that either one of these will continue the strong commitment, not only to transportation, but to the Center as well. In conversations with Brereton Jones and Larry Hopkins over the last several weeks, we have discussed road priorities in Kentucky and in transportation and other issues and both of them seem to me to have a great interest in transportation. Both of them asked me one particular question when I spoke to them, a question that was not difficult for me to answer. They wanted to know if I had any advice for the next Secretary of Transportation. Well, my friends, I'll try not to take an hour for this, but I do have some advice because of my interest in this industry and because of the importance of transportation to Kentucky and our nation. Let me summarize the philosophy and qualifications that I think all of you should demand from the next Secretary of Transportation. It is my hope that the next Secretary of Transportation will continue to invest in research and development funding. This Administration has increased research funding by nine percent each year from 1989-1991, and increased it 20 percent this past year. We are proud of that record and we hope it continues.

I also hope that the next Secretary continues the scholarship funding as it is a high priority. This year 82 scholarships have been awarded throughout the state and the funding is at an all-time high since the program was reinstated back in 1984. At that time, it might have been \$340 million, I'm not sure. Also the next Secretary, I hope, will continue funding our other programs as well; the next \$300-million bond issue is very important to Kentucky, we can't finish the roads that we've started without it. There is no way that we can do it on a pay-as-you-go basis and I'm very hopeful that that will take place and I believe it will.

The bridge replacement program, phase one, is well underway and working well. Our staff and our engineers have done a tremendous job. Phase two that Governor Wilkinson announced several weeks ago includes 542 state and county bridges at \$88 million estimated cost. We submitted that in our six-year-plan this week, knowing the importance of bridges in Kentucky. We plan that that will be funded over the next four years and the importance of it is showing by the fact that, this year, Gilbert Newman and his staff will initiate and build 12 new bridges (one in each highway district) as pilot models so that this program can be well on its way.

The next secretary must fight to maintain the state and federal funding for our interstates, our parkways, and our primary infrastructure system. We must continue adopt-a-highway programs and our anti-litter programs; I hope that everyone understands the importance of

these programs. I know they do and as we continue on we need to improve on what we've accomplished with this program, in which 13,000 miles have been adopted by over 3,000 groups in the Commonwealth. In many, many counties, 100 percent of their roads are adopted. Kentuckians want clean highways—you know it and I know it. That must be a part of the next governor's priority of programs.

We must maintain the tremendous resurfacing program. We must continue to give rural Kentucky an opportunity to be part of economic development growth. They too can have a lot of pride in their road system. My advice would be that highway decisions must be made while you consider the entire state and not regions. We've all heard about the Golden Triangles and this and that; we haven't practiced that and certainly you've got to be committed to rural Kentucky as well as urban, and urban as well as rural Kentucky. You've got to make sure that funding geographically serves all of Kentucky and not end up with all funding for a four-year period in one area, because that is unfair to Kentucky. I think the next secretary needs to support our great associations and also the UK Engineering College.

Perhaps the most important advice I can give the next secretary would be to take the role as Kentucky's Transportation Center Advisory Board Chairman, and I hope that he does that because the close relationship that has been developed between the Center and the Cabinet must continue if we are to grow in our transportation system in Kentucky. Your assistance in research planning and development has been second to none, and I'm going to do everything I can to make sure that the next governor and the next secretary understand that without this research center and this scholarship program, they are destined to not have a good four years in Frankfort.

Kentucky has made some great strides in transportation and I want to mention just a few that the next secretary should consider. Obviously, I could add one or two quickly. My advice strongly to him is that many, many of our people who are here today (those professionals in transportation) will be loyal, and he ought to use their expertise to continue to build on what we have started so that we will have that continuity to have a good transportation system.

It would be hard for me to believe that Governor Jones or Governor Hopkins will not be transportation secretaries. Once they have seen what's been accomplished and know the importance of all the things we're talking about, I feel they certainly will be very supportive. What we've accomplished, in many ways, has been because we've had a Governor who believes in transportation, we've had a Governor who supported me as secretary to do the things that we have done. He has been outstanding, and certainly will go down in history as one of the best transportation governors maybe here in my lifetime. We have made a

difference, we have made a great difference. As our mission comes to an end, others are beginning, and the future goals are already underway. Let us hope that the new administration can further education, economic development, and transportation. As we pass the torch to a new generation, a new administration, let us hope sincerely that they have the same love and the same compassion for all Kentuckians in this industry and that burning desire that we've had every day, every week, every month of the year to move Kentucky forward. Let's hope that they have this.

I want to thank you again for inviting me today, I have enjoyed my tenure as Secretary of Transportation more than you will ever know. I will remember for the rest of my life the fellowship and the accomplishments, the hard work that each of you has put forth to make Kentucky the best that it can be. Thank you very, very much for the memories.