

El Dorado County Board of Supervisors

Meeting Date: July 23, 2019

Open Forum Commentary

By Terry Kayes, District 3

A Brief Reprise and Preview on Caltrans and Its Operational Ethics

Last week, on July 16th, in Open Forum, I found myself frustrated (by two stuck-together pages) in my reading of what I considered to be an important prepared statement on matters that since late 2015 have been of major concern to me — one of them being the conduct of Caltrans towards the residents and the government of El Dorado County. To briefly reprise, in my final paragraph I said,

Based on my in depth studies to date the overall outcome of the Camino Safety Project, as recently outlined by Caltrans, will not be safe. While it may be true that the project will address some important aspects of highway safety, it fails entirely to address others, and will likely, in my opinion, make a number of serious human health and safety hazards worse. In my view, a project that addresses certain dangers while at the same time making others worse is an overt ethical failure.

I also stated that it was not my intention to leave this seemingly drastic assertion unexplained, and that I would attempt to do so in future one-on-one meetings with all of you, if possible. Please take what follows as the start of my explanation, and my specific concerns — with the understanding I have no hidden agendas or anything to gain, other than to address what I see as wrongs.

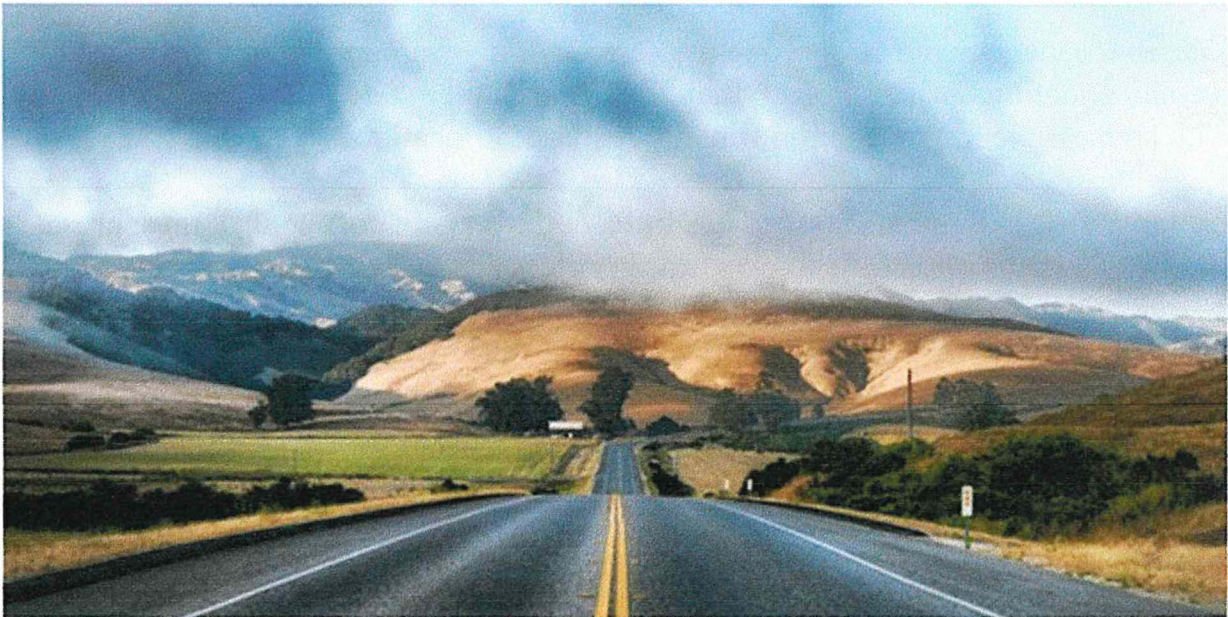
<https://www.citywatchla.com/index.php/important-reads-for-rss/10770-caltrans-is-worst-managed-most-inefficient-it-s-time-to-shift-road-funding-to-counties>

## CITYWATCH (Los Angeles)

# ‘Caltrans is Worst Managed, Most Inefficient’ ... It’s Time to Shift Road Funding to Counties

JOHN MOORLACH

24 MARCH 2016



GUEST COMMENTARY – Last week, yet another high-profile scandal involving mismanagement rocked the California Department of Transportation (Caltrans) and this week I introduced Senate Bill 1141, which would launch a pilot program shifting road funds and maintenance duties from Caltrans to county governments.

Caltrans is one of the worst managed, most inefficient government agencies in the nation. Just look at the metrics. Californians pay among the highest gas taxes and the highest per-mile road maintenance, yet we also have the nation’s fifth worst



# Is Caltrans Keeping People and Animals from Getting Killed and Motor Vehicles Destroyed?

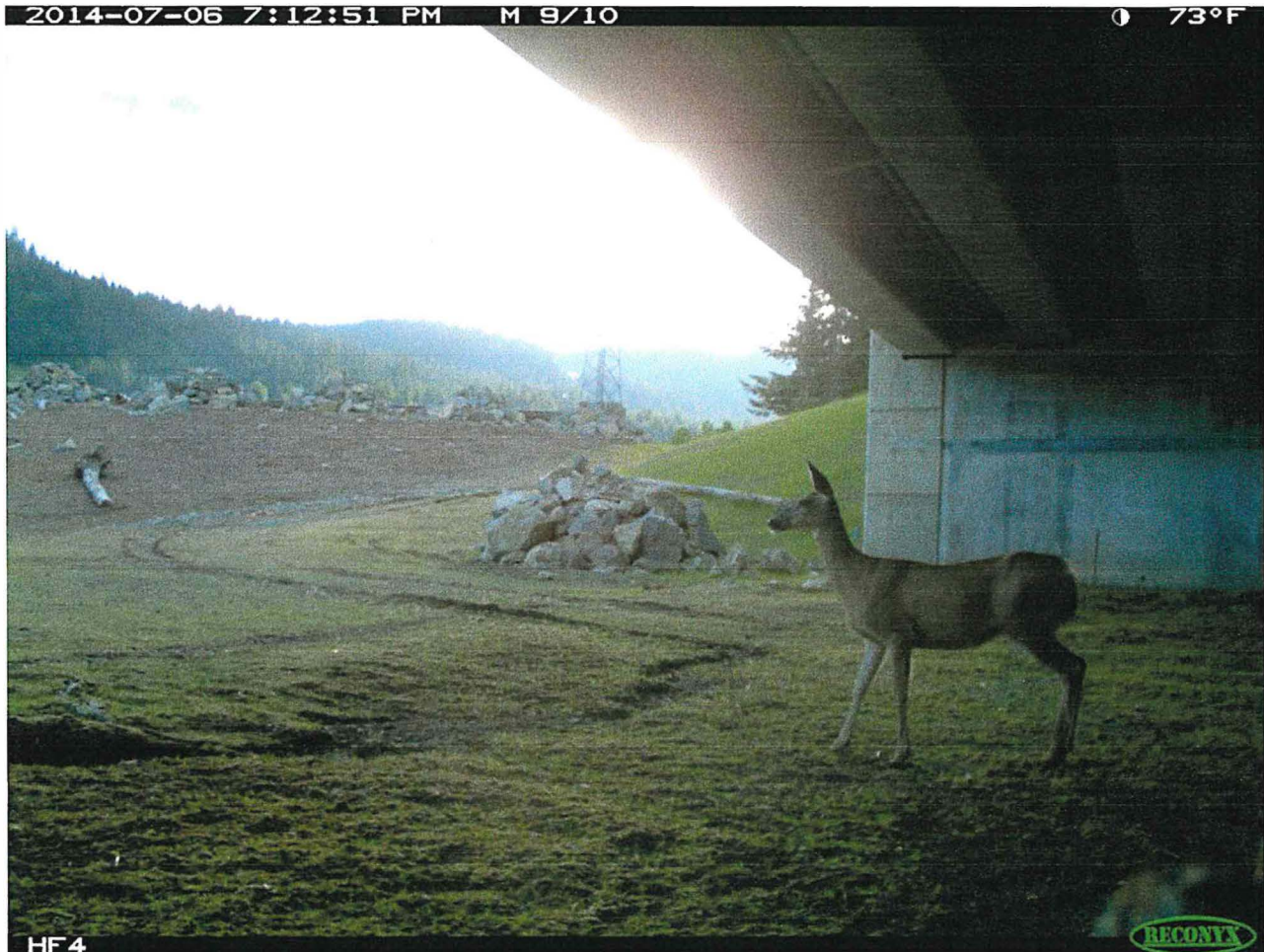


Is Northern California's Caltran District 3 one of the few remaining roadway building agencies on Earth that does not know what the above structure is? Or is it possible that its top administrators and project planners don't know or don't care what structures work best to get deer and other animals across highways in a way that is safe both for people and animals, by preventing dangerous and costly collisions between animals and motor vehicles? There are such highway and roadway wildlife overcrossings in Southern California, Canada, and elsewhere in the nation and world, but not in Eldorado County or on U.S. Highway 50 to the Sierras and Lake Tahoe. Why not, and where do El Dorado County taxpayer's highway dollars go? – **Dark, narrow wildlife tunnels do not work for deer nearly as well as do wildlife overcrossings.**

See <https://www.ranker.com/list/adorable-animal-bridges/jonathan-sherman?page=2>.



**The proposed 12-foot wide Caltrans Wildlife Undercrossing on U.S. Highway 50 (2.1 miles) east of Placerville will be too dark and narrow to meet established research-based standards for deer to easily and effectively use it to pass under the highway.**



Deer using Snoqualmie Pass wildlife undercrossing in Washington. (Washington State Department of Transportation/Reuters). Wildlife undercrossings should be as 'wide-open' as possible (at least 20 to 30 feet) to provide for safe and effective passage of deer. Wildlife overcrossings are generally far more effective for deer. Deer typically avoid going through dark, too-narrow undercrossings, especially if they pass under noisy, heavily-traveled highways in populated areas.

**We need a properly sited and designed deer overcrossing on U.S. Highway 50, not a tragic Caltrans blunder that will result in more deer and people being killed and injured!**