

To Heber City Mayor Kelleen Potter, City Manager Matt Brower, UDOT Representatives, including Rob Clayton and Jeremy Bown, Heber City Council, Wasatch County Council and Wasatch County Manager Mike Davis, Mountainland Association of Governments Director Shawn Seager and Brianna Binnebose from Penna Powers Marketing Group.

We as Heber City and Heber Valley Citizens consider the joint statement given by Wasatch County and Heber City to “not take a position on a preferred route” for the Heber City Bypass preposterous and unhelpful. Especially considering that UDOT has already published their Preferred Route for the bypass.

The County and City governments have had four months to create a position for the UDOT Preferred Route. This statement says to the neighborhoods and families affected by this UDOT Preferred Bypass Route in Heber City and Wasatch County that our city and county leaders are unable to work together to coordinate the municipality needs while considering and representing the needs and quality of life for the 350 + families that are currently and will be affected for years to come by the UDOT Preferred Bypass Route presented on December 18, 2018.

To our elected officials and legislative bodies, it is your responsibility and obligation to make decisions and create positions on community issues. We don't assume that there is unanimous support on either side of the new UDOT Preferred Route Proposal which includes funneling all Highway 189 and Highway 40 traffic onto a new highway running through existing family homes, bordering existing family neighborhoods and being an unnecessary nuisance and safety risk to hundreds of Heber Valley Citizens at a projected cost of \$100-\$200 million dollars. Again, we don't assume there is unanimous support on either side of this project. What we haven't seen is clear, public representation or what the position of each elected official is and what would or wouldn't change that position. By issuing a statement of not taking a position on a preferred route you are shirking your responsibility as elected (and some unelected) officials and legislative bodies to make decisions that represent Heber Valley Citizens, who are your neighbors, interests.

With this statement of non-position the UDOT Preferred Route and the Environmental Impact Study on this preferred route will continue.

Mayor Potter, as Heber City Mayor you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Matt Brower, as Heber City Manager you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of

the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Kendall Crittenden, as a Wasatch County Councilman you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Mike Davis, as Wasatch County Manager you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Since the December 18, 2018 UDOT presentation about this UDOT Preferred Route and the following Open House on February 20, 2019 all Wasatch County Council and Heber City Council members have had an opportunity and an obligation to listen to, read and respond to citizen comments. Some through emails, some through informal meetings and some through official public council meetings. The position taken today of Wasatch County and Heber City not having a Preferred Route shows that there has been no action taken by the municipalities in regards to the comments and concerns from the community and working with the affected neighborhood communities.

We would like each of our local government officials to be aware that GRAMMA requests have been made to UDOT, Heber City, Wasatch County, and the Heber Valley Special Services District. In the requests we have asked for the documents to be expedited and the fees waived in order to show and ensure transparency through the bypass proposal process. The expedited and fee waiver requests have been initially granted by all entities except for the requests to Heber City. We have appealed that decision and our City Manager is currently reviewing the request.

One of these emails received through the Public GRAMMA request, by a public entity that we won't name here, but is available upon request, states the same thoughts that most people on the Southwest corner of Heber have.

August 8, 2018:

“Gentleman,

Could I ask a question? Why do you plan to run your proposed roadway over property that you do not own or have any title to? Even better is that you have planned this at taxpayers’ expense without consulting with property owners. You have not even shown the courtesy of notifying property owners of your plans. I’m sure at some point you are actually going to need cooperation from these land owners, whom of which you have not even shown the courtesy of notifying them of your desires. And once again you are asking to have a public hearing without even as much as mentioning that to the largest property owner in the project area. Interesting.”

As citizens we have been told we need to wait for the EIS study which is 2-5 years out and it will determine the best route. However, an EIS study will use the preferred route submitted to them. This is the route that was approved with only 2 elected officials present, Mayor Kelleen Potter and County Councilman Kendall Crittenden. The other unelected officials present and were part of that decision were Heber City Manager, Matt Brower, Mountainland Association of Governments Director Shawn Seager and Wasatch County Manager Mike Davis. The 2-5 year EIS study will not make recommendations on route changes. That was the job and responsibility of the elected officials and it didn’t happen. In the 2 – 5 year timeframe the EIS study will take, home values and family’s future quality of life will be in limbo.

As citizens we have been told that the bypass route has been on the map for 20 years, and we shouldn’t be surprised it’s being used, yet State Highway 189 has been on the map (and in use for longer than anyone here has been alive) and it’s being moved. A proposed roundabout which has been said to be the largest roundabout in Utah, perhaps the west, has never been on a map and within four months it is being added. A little under 20 years ago a small arterial road for 1200 South was on a map, but Heber City approved an Ivory Homes neighborhood development right through that road and moved the line south a block on a map to 1300 S into property the city doesn’t own and has no easement to. Now Heber City is going to penalize these families and their quality of life and safety due to this oversight or intentional moving of a line on a map into property it never owned.

As citizens we have been told to come up with better solutions. However, the only changes that were made to the route presented on August 7, (the changes that added a massive roundabout and skirted the sewer farm, making room for the Heber City Airport to expand) were not taken from citizen input, but by Airport and Heber Valley Special Services District Managers in a meeting on August 8, 2018.

Other solutions that have been made to UDOT and Heber City officials, such as utilizing existing roads in Heber City as one-way streets, moving the city center to Midway Lane and Southfield Road, utilizing existing Highway 189 and Southfield Road so only a less, cost effective Environmental Analysis would need to be done, making an intersection change similar to the

Logan bypass, and even just to simply follow the action items on the existing 2003 Heber City Master Transportation Plan. Yet none of these have been openly discussed as alternatives or solutions that would have an impact on the current and future traffic.

Our neighborhoods must go on record again with our joint concerns and fears.

This Preferred BYPASS Route will:

- 1- Allow property for Heber City Airport expansion.
- 2- Create unnecessary safety, noise, pollution and reduction in property values for over 350 families and homes including low-income housing residents in the affected area.
- 3- Unnecessarily destroy Open Space.
- 4- Illegally reuse previously condemned land.
- 5- Waste Utah Taxpayer UDOT Funds by tearing up and rebuilding Highway 189 ¼ mile away.
- 6- Destroy habitat for protected Sand Hill Crane.

Public Officials, you need to be reminded that we are you, and you are us, citizens of Heber Valley. Unless considerable action is taken by Wasatch County and Heber City officials to, at the least, make a request to UDOT to request changes that respond to the public input, comments and concerns, and to hold another public open house, the evidential lack of leadership and representation by Wasatch County and Heber City Officials will be on record and noted with your names on it for years to come, probably longer than it takes to complete the EIS study, assuming it gets funded.

We, the affected neighborhood community members, have viewed this meeting as a great opportunity for us and our elected (and some not elected) officials to come together and discuss other options that are available and could garner community and municipality support. We still have hope that this can happen tonight, but it will take a great response and evidence of commitment, concern and action by you, the elected leaders of Wasatch County and Heber City, to seize the opportunity to work together as a community and finalize a real and helpful joint statement.