

<b>SLC Council Candidates District 2</b>	<b>1. The Utah Inland Port, created by the Utah Legislature, could potentially render the Salt Lake Valley unlivable. What authority does the city council have to limit the growth of the port or reduce the damage it causes?</b>
Dennis Farris	<p>When the legislation over the Inland Port was introduced in 2018, it deliberately stripped away a significant amount of Salt Lake City's control to impose environmental protections. Ideally, the lawsuit pending before the Utah Supreme Court will restore our City's taxing and land use authorities over a majority of the port.</p> <p>I will spend my energy and resources representing the interests of my constituents. The negative environmental impacts suffered by the westside of Salt Lake City is undeniable. We have higher levels of noise and air pollution due to proximity to the interstate freeways and existing rail lines. These have also been linked to higher rates of asthma and other breathing ailments in our children, causing more days missed at school. These issues continue to compound and lessen our quality of life on a daily basis.</p> <p>Our focus must be on ensuring the Inland Port is as environmentally and economically sustainable as possible. Salt Lake City must stay engaged, continuing our lobbying efforts in the legislature, and working with citizens so we can hold the Utah Inland Port Authority accountable to their commitment to transparency and economic and environmental sustainability</p>
Billy Palmer	While a single city council member has little power compared to the State, a unified front including all city council members and the Mayor, aligned by a set of values and principles, can influence how the people of Salt Lake City are represented. For example: Demanding an environmental impact study could have some weight if it represents the desires of the people and not just one council member.
Alejandro Puy	<p>1- As the government closer to the people, The City should set up a fund to educate and activate voters (specially on the westside), to contact legislators/senators to make sure our voices are heard. There should be political fall out from bad policy, unfortunately right now we are leaving it to informed citizens to get involved.</p> <p>2- Data Data Data! We need all the information to make smart decisions (and to use on point 1 -educate and activate voters). We need to make sure that the date is available and publicly accessible (for example, Luz Escamilla's bill to track and study the health effects of the Inland Port has not yet produced its study, why is is delayed? who is delaying it? Can we get a deadline in place).</p> <p>3- I understand that some judge the Inland Port by its economic benefit to the city (job, development, tax revenue etc), but we need to make sure the state owns its consequences. It is people like, of color, and kids that look like me, that will suffer the worst of its health consequences. If this must happen, we need to minimize its impact and make up for all its damage. I am not just accepting this port as a fact, but I understand that we also don't have all the tools to stop it (unless the Utah Supreme Court give us the land authority back, together with its tax authority). If it must happen, we need to make the best out of the project and get those legislators that do not represent the area to see the health impacts. As a councilmember of the westside I would work to</p>

	<p>collect and illustrate specific examples. Those real life examples are usually a powerful tool to put a face to statistics and numbers. We need to do a better job at communicating and lobbying our legislature.</p>
Nigel Swaby	<p>Despite statements to the contrary, Salt Lake City retains zoning control on this property. I recognized this early on and presented a number of zoning proposals when I was the Chair of the River District Chamber. Many of these suggestions were included in the City's final zoning code. When I mentioned these proposals to the developer, they agreed. Much of it had to do with landscaping, reducing the amount of concrete or asphalt to keep current drainage and runoff and utilizing solar panels on the buildings. The Inland Port should power itself as much as possible.</p> <p>The City still retains zoning control which it can exercise when appropriate or needed.</p>
Daniel Tuutau	<p>What authority DOES the city have and what authority SHOULD the city have are two different questions. Currently, there seems to be a lack of authority since the creation of the Port was done on the state level. Obviously, I think the city of Salt Lake should have the biggest influence on this project since it will most directly impact us with it being located here in our city. However, the current situation looks more like an older sibling pushing around a younger brother or sister. I think the city needs to continue pushing back in asking that questions and concerns be addressed before taking the next steps.</p>
<p><b>2. On bad days, Salt Lake Valley has some of the worst air quality on the planet. Huge increases in truck and car traffic in the northwest quadrant will only make it worse. What is the city's role in addressing this?</b></p>	
Dennis Farris	<p>Salt Lake City recently has dramatically improved mass transit options in District 2, with more expansions planned. I will continue to advocate for major systemic changes to our current rail lines to be able to improve the east/west connectivity of our city. This will help us to be more predictable in our bus scheduling and improve the safety of our residents by keeping more travel options clear to our city's hospitals, all of which are currently east of State Street.</p> <p>The City should increase public/private partnerships to limit the worsening of our air quality. For example, a group from Utah State University is currently developing plans to be able to make our roads act as wireless charging stations. This should be installed throughout the Inland Port to allow for much of the increased truck traffic in the area to be handled by electric vehicles that produce far less pollution. I will work to champion these efforts at every turn.</p>
Billy Palmer	<p>The City's role in addressing this is to follow through with the lawsuit against the Inland Port Authority. Depending on the outcome, we can act in the best interest of people living in the Wasatch Valley by educating and collective action. There is no such thing as a green inland port; we need to be honest about what the impacts will be and how we may be able to mitigate them.</p>
Alejandro Puy	<p>The health and well-being of its citizens is competency of the city. As a person of color, latino that had to work several jobs to make ends meet I relate to my district and it is upon those leaders to understand the larger picture and consequences of our decisions today. We need also, leaders that can help voters understand this issue, and take the time</p>

	<p>to listen. Air quality (not so much a silent killer) is killing us, and making us sicker every time we breath. We need not only be smart about traffic, public transportation, transit oriented development, but with all private development so we are looking ahead to the pollution and contaminants this buildings will produce.</p> <p>As a person that have lived in a very polluted city (Santiago - Chile), I understand that sometimes our leaders need to take unpopular decisions that will help the health and wellbeing of its citizens.</p> <p>I am open to look into:</p> <ol style="list-style-type: none"> <li>1) Limitations on hours where heavy diesel trucks can't operate in our city.</li> <li>2) Push the state to track data to the minute and if the inland-port is functioning, to stop heavy traffic towards the port when air quality is dangerous.</li> <li>3) If the inland port must happen, they should incentivize the usage of public transportation to all employees, by creating park-and-ride hubs across the county.</li> <li>4) If the inland port must happen, make the state use some of the tax revenue to invest in a larger network of public transit through the city/county.</li> </ol> <p>I am also open to other ideas, open to learn more about this.</p>
Nigel Swaby	<p>I think it's important to incentivize traffic in the NWQ to be as clean as possible. When I visited the Port of Los Angeles a few years ago, I observed the many trucks at that site were using CNG instead of diesel. As technology improves, we should expect to see CNG and even electric vehicles at the port. SLC should work closely with the Inland Port Board and Executive Director to make sure these cleaner vehicles are used.</p>
Daniel Tuutau	<p>I think the city needs to find a balance between incentivizing and regulating this type of growth in the healthiest manner possible. The honest truth is that growth is happening one way or the other, and trying to simply stop the port without addressing that growth will just be a band-aid solution that will need to be addressed again soon. I don't believe the city, or anyone, should create rules or regulations that cannot be properly enforced, so I am not a fan of creating excess regulations unless we are also willing to invest in their enforcement. I think the city needs to consider the incentivizing of cleaner practices as a more practical solution than penalizing the polluting practices, unless we have community buy-in to create some type of appropriate enforcement of those penalties. Growth is happening either way, and finding cleaner ways to accommodate that growth is our only hope in protecting our air.</p>
<p><b>3. What will you do to protect the health of Salt Lake City's westside citizens who must live with the port's massive warehouses, noisy and dirty rail yards, traffic volume, congestion, noise, and badly polluted air? (There had been historic neglect, even abuse of the Westside of Salt Lake City. Air quality, healthcare, schools are the poorest in the valley. Westside residents are growing more and more aware of this discrimination and neglect.)</b></p>	

<p>Dennis Farris</p>	<p>The residents of the westside of Salt Lake City care deeply about our environment, but we have been historically disenfranchised when addressing issues like environmental justice. Our community has many dedicated and wonderful educators and students in our schools, but our students suffer from environmental impacts not of their own making. Salt Lake City has made many new commitments to investing in the westside, but it's important we also acknowledge how we arrived at this place.</p> <p>Ensuring continued investments in public lands and greenspace, and fighting for environmentally sustainable policies like increased east/west connectivity, are primary reasons I am running for City Council. My commitment to working on issues addressing safety and geographic equity concerns around our trains and rail yards is why I have been endorsed by Smart TD, the labor organization that represents the workers on those trains that want to help me keep our community safe. I'm excited to continue to fight for a safer westside for our working families.</p>
<p>Billy Palmer</p>	<p>Westside residents have dealt with worsening air quality, insufficient transportation, and inequitable infrastructure for decades. I have lived on the Westside all my life and this is an impact that I feel. I will work with my fellow council members, the Mayor's office, and the appropriate county and state leaders to build coalitions to address the expansive issue of our air quality and speak up for Westside residents who disproportionately bear the burdens of our collective inaction.</p>
<p>Alejandro Puy</p>	<p>Because I live in this district, I empathise with my neighbors because I am one of them. I know what is to see a very long, and noisy train pass by our neighborhood full of (uncovered) coal. I know what it is to smell the refinery, the water treatment facility, the gases from other industrial warehouses.</p> <p>It is also true that many of my neighbors struggle to make ends meet. Many have to work two or three jobs to put food on the table, and pay rent/mortgage. It is easy sometimes to forget the issues of air quality/inland port when you have those issues in front of you.</p> <p>It is upon the leaders to be the voice of them and help those in power to see them, to hear them and to empathise.</p> <p>I want the westside to thrive, unfortunately even our own city forgets that we exist. We need to have a city that looks west in every decision we make. Because our kids, our future and our present is happening in the west. We need to make the right decisions for them, stand up for them, and fight for them.</p>
<p>Nigel Swaby</p>	<p>As someone who grew up on the Westside, I'm well aware of the inequities residents have faced for decades. I believe there's not a way to stop the Inland Port from being built. Indeed the key structures have already been built or are under construction now. It's critical for me to help protect the neighboring communities whether they be in west Salt Lake, West Valley, Magna or Tooele.</p> <p>A good first step was the legislation Senator Escamilla got passed several sessions ago establishing monitoring of the air quality so we could see a baseline of current pollution versus any increase from the new development.</p>

	<p>Having seen how the LA port functions, I believe much of the constant truck traffic will use clean vehicles and be limited to the Port area. I also believe creating a rail hub at the Port will reduce the current train traffic we see disrupting commutes and commerce in Fairpark and Poplar Grove.</p> <p>Ordinances can be negotiated to restrict time of use should baseline pollution and noise increase.</p>
Daniel Tuutau	<p>I live on the Westside myself, so I am very aware of this issue. The feeling of neglect is very real. My biggest hope is to find ways to increase the participation of Westside citizens in the discussion of what happens to our neighborhoods. Frustration and apathy are the current states of most of those in my district, who have either tried to see improvements and have been neglected or who just don't even care because, what's the point? I would like to see more open discussions about these changes, in new venues besides community council and city council meetings. Focusing on ways to hear the voices of marginalized and minoritized parts of our community are key to actually hearing what our community has to say. I think clean air is important, but having affordable food on the table and stocked shelves in our stores are also important. I don't have all the answers, but I will do all I can to help find that balance.</p>
<p><b>4. As a community leader and city council member, how will you bring high wages, secure and union-supported jobs to the westside of SLC? (The Utah Inland Port touts good paying jobs but so far has built only warehouses. Warehouse employees are poorly paid, easily dismissed, and inevitably replaced by automation. These are not the high tech, high paid careers that promoters of growth hope for.)</b></p>	
Dennis Farris	<p>Working class families are the heart of our westside community. Our residents work hard, sometimes holding two or three jobs just to support their families. I celebrate and appreciate their contributions to our entire City and beyond, but also recognize that we must always strive to do better to support all those who choose to work and live in our community. As a firm believer in a true living wage, supporting bringing high wages and secure union-supported jobs to the westside of Salt Lake City is a key priority of mine as the District 2 city councilmember. This is why the Central Utah Federation of Labor, the Utah AFL-CIO, and their local affiliates here in Salt Lake City have endorsed my campaign, as well as the International Association of Fire Fighters Local 81.</p> <p>My brother is a union electrician. My grandfather retired with a postal carrier union pension. My roots run deep in this realm and I know that our unions can help serve to protect the physical and economic development here in Salt Lake City and I will make sure our working families have a voice in any discussions.</p>
Billy Palmer	<p>I am for livable wages and the only candidate with a solid record of advocacy and organizing around livable wages and empowering the working class. I am active with the People's Energy Movement and helped launch the Poor People's Campaign in Utah. I support the promise of the Inland Port but do not trust the process. Our overall economic development plan has to cultivate the types of businesses that bring those jobs we want for the Westside. Some of that will be attracting particular industries, but a better way may be to grow local, sustainable businesses here on the Westside, which will require some investment and collaboration to spur Westside entrepreneurship.</p>

Alejandro Puy	<p>Incentivizing the right companies. Companies that employ locally, that pay good wages, and treat their employees well. As a business owner myself, that strongly believes that the largest asset I have goes as far as my employees, I understand the kind of companies we need to have more of. We also need to remember that some companies are already in D2 and have been somewhat punished by our city. Several of those companies are companies that are already paying good wages, and treating their employees well.</p> <p>We can do better to create business districts in the westside that utilize the ingenuity and resourcefulness of westsiders (minority owned businesses). A large area of D2 is already industrial, we can attract with the right kind of manufacturing and union paying jobs. We don't need fulfillment warehouses, we need actually the good jobs. If the inland port must happen we can be picky about what kind of jobs we attract. If the inland port must happen, I envision if to be, manufacturing of green energy, and smart technologies.</p>
Nigel Swaby	<p>State-side manufacturing tends to be more high-tech in nature and therefore creates higher paying wages. Stadler Rail is just one example of a company that established operations in the Port area that provides higher paying jobs. Councilmember Rogers even negotiated an apprenticeship component to provide better paying jobs for our youth. While I admit there will be lower paid warehouse jobs, skilled labor for forklift drivers, truck drivers and crane operators will also be required. Accounting jobs and management jobs will also hire.</p> <p>I believe this, in combination with prison management jobs will create housing demands for higher priced properties in Rose Park, Fairpark, West Valley, Magna and Tooele County as proximity to work will create a better quality of life. This belief is one of the reasons I moved back to Fairpark in 2015. A lot of this theory I envisioned years ago has come to fruition.</p>
Daniel Tuutau	<p>I think incentivizing the types of business that will bring the types of jobs we are looking for is the best way to bring them into our community. Those incentives can come in the form of tax breaks, short-term grants, or simply building the type of locations where those businesses will want to be located. I think it's also important to stay open to other options, which I strive to always do. I think that changing one's position when a new and better option is presented is the key to any successful operation, so I am open to other ideas to bring desirable secure employment to my district, and I will work to support the best ideas that come across my desk.</p>
<p>5. How will you protect the abundant wildlife and up to 10 million migratory birds that depend on the wetlands of the Northwest Quadrant of Salt Lake City for survival?</p>	
Dennis Farris	<p>Preserving the abundant wildlife of our community is critical, and as your city councilmember I am committed to doing everything in my power to maintain and expand the integrity of our existing bird refuges and wetlands areas. I am proud to have played a role in the creation of the new Three Creeks Confluence park, and the Fred and Ila Rose Fife Wetlands, where our children can experience our wildlife and plants in a fully immersive setting. I will see to it that we continue these environmental investments on the westside, utilizing all the tools I can muster.</p> <p>As a founding member and former Chair of the SLC Parks, Natural Lands, Urban Forest, and Trails Advisory Board, I have many years of experience in these issues. As a new</p>

	<p>member of the City Council, I succeeded in my push to elevate Parks to full Department level status to recognize the prominence they deserve in maintaining our city's natural lands and greenspaces. I will continue this work throughout my tenure.</p>
Billy Palmer	<p>As a city council member, I will work with environmental agencies and advocates to develop plans for protecting these natural habitats. I can assure you that I will always be driven by the science surrounding such issues and will value the ecological health of our city along with our economic development needs.</p>
Alejandro Puy	<p>When we talk about wetlands we also need to talk about water, and of course the inland port, the prison and airport. Our city can create a protected area where no development can happen, and should be part of all conversations. We know that by destroying our wetlands we may change our way of life (by significantly increasing dust, and pollutants to be airborne). If the inland port must happen, I would push to create a protection zone for migratory birds, and allocating funds to protect the Salt Lake and allocating funds to study the biodiversity impact and funds to mitigate. The truth of the matter is that the development of the inland port would be damaging no matter how much we invest to mitigate its consequences.</p>
Nigel Swaby	<p>While I feel comfortable answering many of the economic and development questions in this survey, I have inadequate experience when it comes to ecology. I would be a proponent of wildlife studies, the State should pay for, to establish metrics and outcomes to determine impacts the Port has on wildlife.</p>
Daniel Tuutau	<p>Now this is a complicated question, because I feel that protecting areas for wildlife is important, but we also need places that will accommodate our growing population and the needs of that growing population. It's not as clear cut as either side would argue. I don't have a masterplan to propose of how to accomplish that balance, but I'm also not an ecologist. I do believe it is important to consult those specialists who have the wherewithal to make those recommendations, and then do our best to incorporate those into any planning and developing that will occur in Salt Lake City. I think the responsibility of our elected officials will be to differentiate between needs and wants, on either side of an issue. So generally speaking I do think it important to protect wetlands for these migratory birds. I also think the scope of what needs to be protected should be considered in the context of the needs of our growing capital city.</p>