

<b>SLC Council Candidates District 5</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>
George Chapman	The Council has the ability to limit diesel and vehicle idling but won't push to enforce it. We are continuing to try to push them to limit diesel idling. Please tell all of Council to focus on diesel idling.
Vince Hansen	Did not respond.
Amy Hawkins	<p>In the broadest of terms, the city council's authority to limit growth is still being decided by a lawsuit filed by Salt Lake City, currently before the Utah Supreme Court. The lawsuit argues that the legislation creating the Utah Inland Port Authority (UIPA), and its stipulation that 75% of the property tax dollars from the inland port site will be diverted to the UIPA, with the remaining 25% to Salt Lake City, is unconstitutional. This case will decide who has the power to decide how tax revenues raised in the inland port are spent, and who sets the rules for how the land is used.</p> <p>Until that case is decided, Salt Lake City can still rely on city ordinances to slow or limit growth of the port. Mayor Erin Mendenhall's and City Council Chair Amy Fowler's most recent letter from September 16, 2021 to the UIPA notes that the UIPA proposal to issue \$150 million in bonds for a proposed Public Infrastructure District did not identify the infrastructure projects that this debt would fund, and that these details are required for public officials to be transparent and accountable to the taxpayers who are funding the project. Mayor Mendenhall and Council Chair Fowler also noted that as with any land use decisions, the UIPA would require approval through Salt Lake City for land use decisions that would require conditional use permits. Mayor Mendenhall and Council Chair Fowler are in agreement with Stanford Purser, deputy solicitor general, on behalf of the state, governor's office and attorney general's office, who has said, "The [UIPA] is primarily a coordinator, a planner, a developer, getting stakeholders to work together; it doesn't have sort of raw legislative power to impose its will on the city... On city lands and on private property, they're all still subject to city ordinances."</p> <p>Mayor Mendenhall and Chair Fowler echo points that Deeda Seed, of the Center for Biological Diversity and member of the Stop the Polluting Port Coalition, has written for the Salt Lake Tribune: "The city will be responsible for providing an array of city services to the inland port area – such as water and sewer lines, water treatment, road maintenance and public safety services – without the revenue stream generally used to fund such services. And, should the Port Authority fail to have the revenue to repay this debt, the responsibility may fall on Salt Lake City. All of this should be alarming to Salt Lake City taxpayers."</p>
Darin Mano	Did not respond.
Sarah Reale	The City is now in a better place (than it was during the Biskupski administration) to find ways to fight. We should find ways, although it is a designated service district, to fight for not only the environmental concerns, but also ways to get the tax revenue being taken away from the city. We will need a creative legal team who can find ways to fight for the

	<p>city to have a voice on the decisions made. The city also needs to create a comprehensive, strategic plan to fight for the environmental impacts this port could cause that can battle the priorities of the Utah Legislature.</p>
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**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?**

George Chapman	<p>Put housing/require housing near large employment centers. For instance SLC wouldn't allow housing in the NWQ plan (predecessor to Inland Port). Still won't allow housing in the 50,000+ International Center! Blames Airport but we asked Airport. It can have housing! I put the Airport and other housing info on georgechapman.net downloads page. The 100,000 potential employees at Inland Port could have housing there and across I80 but SLC won't allow housing there and 8n 80% of SLC. That creates more polluting vehicle trips.</p>
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Vince Hansen	Did not respond
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Amy Hawkins	<p>To have any hope of managing the Salt Lake Valley's air quality problems, we must be committed to measuring them. We live in a valley with booming population growth and a constrained airshed. We can and should promote the choices of individuals to work from home, limit vehicle trips, incentivize the purchase and use of e-bikes and solar technologies, but we cannot diminish the role of air pollution produced by industry. Data show that inland ports are producers of particulate pollution due to increased truck traffic and emissions and the diesel needed to fuel operations. City officials will need to be aggressive requiring green policies to the extent that they can have any influence over development within the inland port. Regardless of whether the inland port project moves forward, the city should require continual measurement on air and water quality indicators and allow transparent public access to these data.</p> <p>We must also seek to dramatically curtail our water consumption. As the Great Salt Lake's lakebed gets exposed and desiccated, it could turn into a toxic source of pollution in the form of blowing dust—especially because it is a terminal lake where minerals tend to accrue and concentrate. We must allow more water to flow back to Great Salt Lake to prevent it from evaporating (and indeed, to preserve the Wasatch Front's lake effect snow which brings the area billions of dollars in ski tourism.)</p>
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Darin Mano	Did not respond.
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Sarah Reale	<p>We are facing a dire situation regarding our rapidly changing climate. We need to act now. As a city we must commit to moving to complete clean energy, and there is a path to get us there. H.B. 411, Utah Renewable Energy Act, and a partnership with Rocky Mountain Power, will help us make strides to stop climate change. SLC should commit to this goal and be the leader in changing the way we create and use energy. Moving to renewable energy isn't only possible, it is economically feasible.</p>
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**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.)**

George Chapman	The public and local community councils should write the rules for not just Airport operations (idling, dumping fuel, etc) but also truck and rail traffic. Previous attempts to force railroads to change local locomotive support vehicles to lower emissions can be forced at the Inland Port
Vince Hansen	Did not respond.
Amy Hawkins	<p>To address the health disparities that exist across Salt Lake City, we need to address underlying disparities in access to health care, access to safe spaces for exercise and recreation, disparities in air quality, and in noise pollution. We must be committed to measuring these disparities in health outcomes and publicizing those research results in a manner that is concise, clear, and understandable to policy makers. As a faculty member in the University of Utah School of Medicine, I have had the opportunity to invite researchers who focus on local disparities to speak to my classes. Heidi Hanson, PhD, former Assistant Director of Research at the Utah Population Database, current Research Scientist at Oak Ridge National Laboratories has done research that demonstrates east-west disparities in maternal health outcomes. Her research showing that air pollution is as bad for pregnant women as smoking in raising the risk of miscarriage was publicized in The Guardian (<a href="https://www.theguardian.com/environment/2019/jan/11/air-pollution-as-bad-as-smoking-in-increasing-risk-of-miscarriage">https://www.theguardian.com/environment/2019/jan/11/air-pollution-as-bad-as-smoking-in-increasing-risk-of-miscarriage</a>). I also highlight the work of Daniel Mendoza, PhD, from the Departments of City &amp; Metropolitan Planning and Atmospheric Sciences. His work focused on measuring disparities in air pollution across Salt Lake City and is regularly interviewed by The Salt Lake Tribune.</p> <p>While the work of Heidi, Daniel, and others cannot directly prevent the neglect of westside residents, measuring and highlighting these disparities provides a way for these communities to demand mitigation measures and compensation for demonstrable harm.</p>
Darin Mano	Did not respond.
Sarah Reale	Although I would represent District 5, this port affects all of us. I would support those impacted districts by fighting to require the port to be cognizant and accountable for all environmental and community impacts it makes. It could be building requirements or supporting funding to add more green space and overdue community improvements.

**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.)**

George Chapman	Did not answer question
Amy Hawkins	We should look to other cities' experience with inland ports and the wave of "permatemping" jobs that can result from temporary staffing agencies permanently supplying over half of the workforce for inland port warehouses.

	<p>Furthermore, research from the Equality of Opportunity project (<a href="http://www.equality-of-opportunity.org/documents/">http://www.equality-of-opportunity.org/documents/</a>) shows that some cities and some neighborhoods do a much better job of enabling children to succeed as adults. I would like to see more high wage, secure and union-supported jobs to be based out of the westside of Salt Lake City, but not at a cost of eventually displacing existing residents and communities. We should seek job growth that promotes intergenerational economic mobility—and living in a neighborhood that has a wealth of jobs nearby does not automatically improve the lifetime economic prospects of children who grow up there. Instead, we should seek to improve the percentage of employed residents in a neighborhood. The larger a fraction of the local adults who have jobs, the more likely it is that area kids will be economically successful as adults. (source: <a href="https://www.strongtowns.org/journal/2018/10/23/the-limits-of-job-creation">https://www.strongtowns.org/journal/2018/10/23/the-limits-of-job-creation</a>) If our end goal is to further support a sustainable westside, rather than prioritizing siting high wage jobs to the westside, we should support working and moderate income families with resources like dependable subsidized childcare that will enable parents to balance the responsibilities of being working parents and to remain employed.</p> <p>However, unrelated to the inland port, I would support the intention of healthcare providers to locate additional medical services in the westside of Salt Lake City in the form of either a community clinic or laboratory services. Replicating the model of the Redwood and Sugar House clinics, locating outpatient health care services and urgent care in the northwest area of Salt Lake City would have the dual benefit of allowing geographic access to care and placing healthcare jobs on the westside of Salt Lake.</p>
DarinMano	Did not respond.
Sarah Reale	<p>In my role at Salt Lake Community College, I work closely with our leaders in Workforce Development. I have learned the importance of technical workers and the potential for wage growth and additional training. I have also seen many industries reach to SLCC to provide training for new positions and opportunities in everything from machining, diesel technology, mechanical, to computer information systems. It is important to provide these opportunities for our workforce in the city.</p> <p>As a public employee I have gone to the Utah Legislature to fight for better wages for our employees. SLCC has approximately 5,000 employees. We are public employees. And at times we need to fight for representation within the state through the state legislature or through the system of higher ed.</p> <p>If we do not have a voice for issues like maternity leave, pay, or work environment—it would be a very sad situation. We are considered a large employer in the state, county and in the city. It is essential to give employees, regardless of their trade, a voice. They are front lines, understand their situation better than anyone else and deserve an opportunity to have a seat at the table.</p>
<p><b>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?</b></p>	

George Chapman	Plant a lot more trees and maintain them. SLC has a problem maintaining trees. Every new building at Inland Port should have a required contribution to plant a lot of trees, not just one or two but maybe a tree for every 100sq ft of building? I think SLC is better at water management than other cities in Northern Utah so I don't think that it can do much other than ask legislature to decrease dust, study how to reduce dust.
Vince Hansen	Did not respond.
Amy Hawkins	I would defer to the expertise of local wildlife biologists, like Bonnie Baxter and Jaimi Butler, the director and coordinator for the Great Salt Lake Institute at Westminster College, to help us determine what evidence-based wildlife preservation policies we could enact. As a scientist, I place a high value on the expertise of other scientists who have specialized in their respective fields. However, I believe they would tell us what I've already highlighted above: that we must work towards policy changes that will allow more water to flow back to Great Salt Lake to prevent it from evaporating, thus preserving the wetland habitat of so many migratory birds.
Darin Mano	Did not respond.
Sarah Reale	I'm on the Salt Lake County Open Spaces Board, I got my master's in political science and my thesis was on public lands, I'm an outdoor enthusiast. Personally, I care immensely about the environment and all of their natural habitats. Not only because I enjoy my time in nature, but because it is the most responsible thing to do. I also worked at Utah State University and I saw incredible projects by students in natural resources studying and protecting wildlife in similar wetlands. We need to require all future development to consider the protection of these species and the impact the construction will have on their environment. If this port can't be halted or re-examined based on our current environmental concerns, I will use my voice on the city to do all I can, within my jurisdiction, to support planning in the most environmentally responsible way.