

Candidate name (first and last):	Annissa Essaibi George
Office the candidate is seeking:	Mayor of Boston
In your role as mayor, how do you plan to work with the statewide delegation to advance your policy priorities, and what are your specific state policy priorities related to transportation, housing, and climate? [1200 character limit]	<p>As Mayor, I will leverage my strong, existing partnerships at the State House to fight for state legislation to make the City of Boston's procurement process more equitable giving women and minority-owned businesses the opportunity to compete for more contracts, advocate for progressive transportation and housing funding solutions, and partner with stakeholders at the state level to enact a regional response to the climate crisis.</p> <p>I will also continue advocating for a Boston Mayor appointed seat on the MBTA Fiscal & Management Control Board to get Boston a much deserved seat at the decision making table when it comes to MBTA reforms, planning and service delivery.</p>
Transportation, housing, and climate issues are currently siloed in City Hall. How do you see these issues connecting and how will you work to align them if elected? [600 character limit]	Boston's transportation, housing, and climate issues can only be solved through a coordinated and intersectional effort. If elected, I will create a new Transportation Office of Information & Innovation to serve as a one-stop shop on current data to make informed policy decisions about the intersection of transportation, housing and climate. I will fight for greener development and work with every city department to build, remodel, and invest in energy efficient infrastructure, facilities and motor vehicles. I will also prioritize growing our neighborhoods around public transportation and jobs
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Subway, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, Single-family home, Urban
1. While the MBTA controls bus service, the City of Boston controls the streets the buses operate on. How would you accelerate bus service and bus priority infrastructure? [1200 character limit]	As Mayor, I will make transit improvements that put people first, investing in infrastructure that prioritizes vulnerable road users such as cross walks, intersections, bike lanes, and bus lanes. I will also make sure that we are centering our transportation policies around equity and justice by expanding bus lanes to improve these systems which in turn can strengthen our economy, support our communities, and unlock new opportunities for Boston residents and our city as a whole.
The MBTA's Fiscal and Management Control Board (FMCB) makes important decisions regarding MBTA service, projects, and programs. The FMCB is sunseting in July and the MBTA will be without a dedicated governance board. Will you advocate for a new governance board and a seat on it for the City of Boston, and how? [1200 character limit]	As Mayor, I'll continue advocating for a mayor appointed seat on the MBTA Fiscal & Management Control Board so our City has a say when it comes to transit reforms, planning, and service delivery. But even then - that's only one vote out of the five seats on the Board. We must leverage federal, regional, and state partnerships across the board to secure progressive transit solutions and direct funding directly to cities. The next mayor's transportation policy must be centered around equity and justice. I'm committed to increasing access to CharlieCards, exploring fare-free bus routes, advocating for additional service on the Fairmount Line, connecting essential workers, students, and seniors to existing programs for free or reduced transit fares, and mitigating the climate crisis through public transit.

<p>3. The City of Boston’s comprehensive transportation plan, Go Boston 2030, includes the implementation of 26 priority Better Bike Corridors and other bike projects. How will you ensure all short-term projects are implemented within three years, and long-term projects are implemented by or before 2030? [1200 character limit]</p>	<p>I am committed to continuing the transportation goals put in place by the prior Administration and will work to implement these goals in a timely and efficient manner through annual project progress reports and sufficient funding.</p>
<p>4. Often street projects designed to improve safety involve removing on-street parking or reducing the number of vehicle travel lanes to make space for people walking and biking. How would you advance safety projects when there is active opposition to narrowing the roadway and removing parking? [1200 character limit]</p>	<p>I believe we must balance infrastructure needs and road design with community desires and am committed to listening to all road users to make a well-informed decision. As Mayor, I will build a new Transportation Office of Information & Innovation to find practical, data-driven solutions to boost equity, predictability, and safety across all modes of transportation, including being a one-stop shop on current data to make informed policy decisions, implementing new pilot programs in our neighborhoods, and exploring ways to apply successful initiatives from cities across our country and world to Boston.</p>
<p>5. Boston’s inclusionary development policy (IDP) program requires that new developments of 10 units or more include at least 13% of the new units be affordable and income-restricted. There is conversation about increasing the IDP percentage; however, experience and research around the country has shown that setting an IDP percentage too high can actually reduce the total number of new affordable units built. Would you support a new 12 unit building where 50% of the units are affordable over a 60 unit building where 20% of the units are affordable? Why? [1200 character limit]</p>	<p>I would support a 60 unit building with 20% affordable units over a 12 unit building with 50% affordability. As Boston continues to experience a housing affordability crisis, increasing our stock of affordable housing is critical and urgent. The City’s Inclusionary Development Policy is one of the most impactful methods we have to address the housing crisis. The implementation of IDP has demonstrated that raising the percentage requirement of income restricted housing does increase the risk of developers opting to build small buildings to circumvent the IDP. Setting the IDP at 20% enables the City to generate and preserve much-needed housing throughout the growing private development. As Mayor, I will focus on increasing our housing supply to ensure it reflects the realities of Boston’s residents and expanding tools and resources to keep and make existing housing affordable. I believe we must reform our IDP to establish a 20% requirement for income restricted units and amend the City’s application of the AMI to ensure our standards better reflect the income of the many residents who need more affordable housing.</p>
<p>6. Housing a Changing City: Boston 2030 determined that Boston needed 69,000 new homes by 2030. The last public update (Q4 2019) indicated that the city is likely behind schedule. The current lengthy permitting process in Boston is a well-known barrier to meeting this challenge. How would you reduce timelines and unnecessary costs to create more homes for people in neighborhoods across the city? [1200 character limit]</p>	<p>As Boston continues to face an affordable housing crisis, removing barriers to increasing our supply of affordable housing is critical. Unfortunately, our outdated zoning code and pervasive inconsistencies in our development processes have made producing affordable housing time-consuming and expensive. I believe every step of our development and zoning processes must be consistent and predictable. As Mayor, I will focus on making the planning, development and building processes of housing more accessible and transparent. I will implement an expedited zoning approval process for projects that are centered around increased affordability and variety. I will prioritize updating and streamlining Boston’s decades old zoning processes to be more transparent, equitable and better align with our city’s housing needs as well as the needs of Boston’s residents.</p>

<p>7. What actions or policies that fall under existing municipal powers (i.e. do not require a home rule petition) do you support to help prevent displacement? [1200 character limit]</p>	<p>The COVID-19 pandemic has magnified the fragility of our housing market and increased the risk of displacement for our residents experiencing housing insecurity. As eviction moratoriums, mortgage forbearance programs, and stimulus funds end, we need to protect and to support at-risk populations and the housing stock they live in. I believe the City has an obligation to elevate our response and services to protect our residents at risk of displacement. I have demonstrated that belief through my efforts on the Council to address the growing level of family homelessness and passing an Ordinance to Create a Special Commission to End Family Homelessness in Boston. I will continue and expand upon these efforts as Mayor to ensure we are realizing every opportunity to protect vulnerable tenants during this uncertain time. I will also expand and strengthen the Office of Housing Stability and its programming and take proactive measures to ensure housing stability for all in Boston. I will invest in staffing and infrastructure on the community level geared to reach people before rent and or mortgage arrears become an insurmountable problem.</p>
<p>8. In a new housing development where space is limited, and parking adds substantially to the cost, how would you prioritize space/think about tradeoffs (between more units, parking, open space, etc.)? What would you do in the face of community opposition to developments that seek to balance these priorities? [1200 character limit]</p>	<p>Inclusive, thoughtful growth is what will build better, stronger, more resilient neighborhoods across our entire city. I believe that development should not benefit a chosen few and push people out, but that we have an opportunity to leverage new development to create better connected, mixed-use, mixed-income neighborhoods. Part of that is finding a balance of building more affordable housing, community space, green space, and job centers throughout our city, to use development to lift up all of Boston.</p>
<p>1. The Massachusetts Vision Zero Coalition supports the removal of direct policing from Vision Zero goals, citing issues of safety and equity and a lack of effectiveness in improving safety. You can read about these issues in the Boston Vision Zero Progress Report and the Coalition Statement on Gov. Baker Administration’s Road Safety Legislation. Do you support removing police enforcement from Vision Zero?</p>	<p>Somewhat Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>While I support increasing traffic calming measures, our City continues to experience dangerous traffic stops that require a police response. As Mayor, I will push for critical reforms including expanding implicit bias training to prevent racial biases in our traffic enforcement.</p>
<p>2. Police details are often required for construction projects and open streets events -- it would save money and create jobs if community members were allowed to do this work. Civilian flaggers were first authorized in 2008 to help fill these roles in Massachusetts; nevertheless, these projects and events are still primarily staffed by police on overtime, and detail requests often go unfilled entirely. Do you support reducing police involvement in streets-related projects and events?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>We must improve our police detail policies to address the ongoing problem with unfilled details. I support exploring some opportunities to allow civilians to fulfill details and traffic flagging to decrease BPD overtime hours.</p>

<p>3. One key strategy that has been proven to effectively reduce speeding, improve safety, and remove racial bias in traffic enforcement in other states and countries is automated enforcement (i.e. speed cameras and red light cameras). If the State House passes automated enforcement legislation that allows cities & towns to opt-in to a speed or red light camera program, would you support your municipality using this tool?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>While I support increasing automated enforcement, I have strong concerns about the implications of the potential privacy rights violations involving facial recognition data.</p>
<p>4. The Boston Transportation Department's Neighborhood Slow Streets program has been very popular when implemented on smaller neighborhood-level streets, but many injuries from traffic crashes happen on busier arterial roads. Do you support traffic calming for high-crash intersections and roadways of arterials to prevent crashes and save lives, even when it means taking away parking or travel lanes?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>5. The Go Boston 2030 plan was released in 2017. Do you support updating the plan and working to advance the plan's goals?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>6. Mode shift occurs when people get out of their cars and choose other ways of getting around. Do you support the City's Go Boston 2030 goal of reducing car trips by 50% by 2030?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	
<p>8. How curb space is managed can impact many different city functions, including bus service, commercial delivery, and residential parking. When used effectively, curb space can speed up bus service with dedicated lanes, create safe biking infrastructure, and/or allow businesses to quickly and safely receive deliveries. Do you support conducting a city-wide parking study to evaluate how effectively curb space is being used?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>9. Do you support charging an annual fee for residential parking permits?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes on the condition that we implement exemptions for seniors and residents living on fixed incomes and in poverty. I also strongly support charging a fee for more than one parking permit per household.</p>

<p>10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>11. Boston has many traffic signals that do not work well for pedestrians. Do you support making signal timing safer and more convenient for people crossing at all speeds, including those walking and using mobility assistive devices?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes. As Mayor, I am committed to implementing a city wide community process to modernize and improve our traffic signals.</p>
<p>12. Do you support ensuring large-scale developments (including Sullivan Square, the Allston I-90 Interchange, and Suffolk Downs) incorporate the community's desire for walkability, connectivity, open space, and resilience?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We must increase our housing supply to ensure we are building housing that matches the realities of Boston's residents. As Mayor, I will develop and expand tools to keep and make existing housing affordable. I will also re-invigorate the Housing Innovation Lab to bring innovative solutions to scale.</p>
<p>14. Lawsuits filed against two much needed, 100% affordable housing developments in Jamaica Plain have recently underscored how mandatory parking minimums can be weaponized within the legal system to significantly slow or prevent affordable housing. Do you support the proposal by Councilors Matt O'Malley and Kenzie Bok to update the zoning code to eliminate mandatory parking minimums for affordable housing?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>15. Given the affordability crisis, many are critical of the perceived large amount of new "luxury" construction and would like to see more moderately priced housing options being built. Yet, the city's zoning code mandates strict parking minimums for any new housing development, and parking is expensive (a single structured parking space adds an average of \$50,000 in per-unit costs). This substantial cost often pushes otherwise moderately priced new housing into the "luxury" price range. In order to increase the amount of moderately priced homes in the city, would you support reducing mandatory parking minimums for all new development city-wide?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	

<p>16. The City of Boston has devoted significant resources and conducted extensive community processes to develop neighborhood-based plans (i.e. PLAN: JP/Rox, PLAN: South Boston Dorchester Ave). However, the city has failed to incorporate these plans into the zoning code, perpetuating a system of parcel-by-parcel discretion and diminishing public trust in the planning process. Do you support codifying these and future plans into the city's zoning code within a reasonable time frame (six months of a plan's release)?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Our development and zoning processes must be consistent and predictable. I'll establish a planning office independent of BPDA and facilitate smarter connections between agencies so that planning, zoning, permitting, funding, and building are coordinated to promote Boston's affordable housing agenda.</p>
<p>17. The City of Boston and Boston Housing Authority have recently launched a city project-based housing voucher program. Do you support continued funding for this program, and do you support expanding it to include additional funding and/or a mobile voucher program?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>I support prioritizing project-based vouchers in preservation development projects as a means of increasing our supply of affordable housing and improving our voucher program for low income families.</p>