

Candidate name (first and last):	Andrea Campbell
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]	We need a coordinated and targeted strategy at the state, local, and federal level to combat the effects of climate change that we are seeing today - partnering with advocacy groups, elected officials, and residents that are impacted the most by these issues. As Mayor, I will act with urgency and will work with state leaders to make local buses free and electrify our bus fleet as we know transportation is the biggest polluter in the Commonwealth. I will also champion a partnership with state leaders to create bold climate initiatives, including passing the Green Future Act to ensure more funding is available for the City to reach our climate action goals. Our City is in the midst of a housing crisis and I will use my platform as Mayor to convene local, state and federal leaders to reimagine housing in the Greater Boston area, creating more affordable housing opportunities and making it easier to build affordable, community-led projects.
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]	Our communities of color are systematically denied access to reliable transportation, affordable housing, and are disproportionately affected by climate change. We need to create a City Hall that works for everyone and addresses the inequities that plague our systems, especially when it comes to transportation, housing, and climate justice. As Mayor, I will foster a cabinet that is grounded in collaboration and equity, assigning a dedicated staff member who reports directly to the mayor to oversee coordination among departments and implement anti-racist and equity trainings to serve all.
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.)	Over-six-unit apartment building, As a renter, Home ownership, Single-family home, Public housing / Section 8, 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 work with state and local leaders to eliminate bus fares and create a more equitable transportation system in the city. I will expand dedicated bus lanes and signal prioritization to make commutes shorter and more reliable, while investing in staff capacity and capital projects to quickly implement bus-only lanes, improve & expand bus shelters, and repair and maintain sidewalks so they are safer for all users. I will also electrify our bus and trolley fleet to convert all bus routes to battery powered buses and electric/battery-powered trolleybuses that will benefit riders with greater bus reliability, improve air quality and reduce emissions in communities who face higher levels of asthma due to poor air quality. Capitalizing on the rapid improvements in battery operated buses, I will ensure that Bostonians benefit from the electric bus pilot projects the MBTA pursues while pushing for more rapid acceleration of clean transportation options across the public transportation spectrum, including the City and the Boston Public Schools fleet.

<p>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]</p>	<p>As Mayor, I will advocate for a new governance board much like the FMCB and fight for the City of Boston to have a substantial voice on the board centered on delivering equitable transportation investments in Boston to expand service and improve its capital equipment and infrastructure. As the center of the New England economy, Boston needs its own representation in directing the state's transportation systems.</p>
<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>Creating safer streets for cyclists and pedestrians is a matter of life and death in our city, with every moment we waste not reaching our transportation goals leading to an increase of traffic fatalities. As Mayor, I will swiftly invest in staff to oversee and implement key transportation projects, like building a citywide network of protected bike lanes, and implementing vision zero and Neighborhood Slow Streets projects on time. I will leverage the infusion of federal funds to ensure we meet our short and long term infrastructure goals.</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>Boston's neighborhoods are home to a diverse array of business districts, and I envision them serving as destinations — not throughways. As Mayor, I will invest in projects that serve to connect our neighborhoods, prioritize communal gathering, build social connectivity and cohesion, and increase economic activity. We can build consensus by working with communities, not against them, and not by pitting neighborhoods against each other for the resources to make their roads safer. Safe streets that include people who walk and bike over parking and vehicle travel lanes are also good for business and an issue the community members can agree on. We have seen that when we prioritize small businesses, outdoor dining, and community spaces over parking spaces we are able to create a more vibrant, connected, and safe community. For any street redesign, I will ensure residents are at the table and lead with a racial equity and justice lens, understanding that especially in communities of color, adding safety measures, bike lanes, or other transit improvement infrastructure causes fear of gentrification or displacement.</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>We must do more to expand affordable housing and ensure that all development creates pathways to opportunities for our residents. My housing plan calls for increasing IDP to 20% in neighborhoods seeing lots of development, economic growth, and that have close proximity to jobs and transportation - like Back Bay, South End, and the Seaport. The City's priority must be to increase the proportion of affordable units required per development and we should grade it by neighborhood. As Mayor, I will encourage developers to build on-site inclusionary development as much as possible to bridge the racial and class divisions and simultaneously strengthen the IDP transfer program for off-site development. I will also create greater predictability and consistency by removing affordable housing from the article 80 review process while ensuring adequate community process.</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>Housing is a fundamental human right and every Bostonian deserves a safe place to call home. We need to address the inequities in housing and our development processes, so that all Bostonians can benefit from the City's growth. The first piece of legislation I filed as a Councilor was the Community Preservation Act, a critical legislative tool for municipalities to generate millions of dollars annually for the creation of affordable housing. As Mayor, I will lead with an equity-driven approach to solving the housing crisis that will engage all stakeholders and put the power back in the community during city planning. I will do this by redefining affordability and pushing to change the definition of AMI, ensuring income-restricted units truly support the financial needs of low-income residents, and exploring how we can expand the definition and criteria of low income housing. I will also work to make permitting faster - removing affordable housing and small developments from the BPDA review process and putting them before the ZBA, while also investing in modernized technology to increase efficiency in the review process.</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>Boston residents are being displaced at an alarming rate due to a lack of community planning process and rising costs. As Mayor, I will strengthen programs to provide immediate rental relief while simultaneously establishing long-term programs to mitigate gentrification and displacement. I will do this by investing in the Office of Housing Stability to better help renters and families facing displacement, eviction or homelessness. As Mayor, I will also prioritize access to affordable housing through workforce housing voucher programs and removing affordable housing from Article 80 to build more units faster. City Hall should play a critical role in helping first-time homebuyers to participate in wealth-building opportunities, which can be done by investing in offices serving residents of public housing, expanding the capacity of the Boston Home Center, and proven programs that increase resident buying power for renters. I will also partner with local financial institutions to increase opportunities for aspiring homeowners to afford property in Boston to offer diversified and trusted mortgage products, down payment assistance, and other supports.</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>We need to be thoughtful in how we approach development in our city and ensure the needs of the community, especially our communities of color, are at the forefront of city planning. As Mayor, I will ensure that our planning process balances the priority of creating new housing developments in a timely manner while also addressing community needs. Under my leadership, I will prioritize what the community wants and not make a final decision until we hear from the community on how they want their neighborhoods to be developed. I will also use zoning overlays to encourage transit-oriented development and mitigate costly parking requirements, and establish an inclusionary development transfer program to enable the building of more affordable housing units near transit.</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>Strongly Support</p>
<p>Please explain. [300 character limit]</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>Strongly Support</p>
<p>Please explain. [300 character limit]</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>Strongly Support</p>
<p>Please explain. [300 character limit]</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>	

7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	
9. Do you support charging an annual fee for residential parking permits?	Strongly Support
Please explain. [300 character limit]	
10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	
13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	

<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>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>	