

<b>Candidate name (first and last):</b>	Julia Mejia
<b>Office the candidate is seeking:</b>	At-large City Councilor
<b>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]</b>	I have spent my time in office working to ensure #allmeansall. We need to look at these issues together because the most marginalized continue to be left out of the conversation when each issue is dealt with in their silo.
<b>1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)</b>	Car, Walking
<b>1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)</b>	Duplex/Triple-decker, 4-to-6-unit building, Over-six-unit apartment building, As a renter, As a landlord, Home ownership, Housing insecure, Single-family home, Public housing / Section 8, Deed-restricted affordable, Urban
<b>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]</b>	I will continue to work with my fellow Councilors and local neighborhoods to add more bus only lanes especially in neighborhoods such as Mattapan that have limited transit options.
<b>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]</b>	We also should look into creating a position in this new governing board for an average citizen who relies on the MBTA, to make sure the lived experiences of T riders are always being uplifted.
<b>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]</b>	As a City Council we need to hold regular meetings, hearings, and working sessions with the BTD and other transportation agencies to ensure that we are staying true to our intentions and that we are doing everything we can to ensure that these new better bike corridors are being properly implemented.
<b>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]</b>	Too often I have found that people are not listening to each other in these debates, instead they are talking at each other. Last year, our office led on bringing opposing sides together to address the fireworks situation we were experiencing. It was an eye opening experience and I believe we left that discussion with both sides listening to the other side more than before. We also received more concrete ideas on how the city could support communities. I believe MORE civic engagement and MORE communication is needed. That's why I visited the Civic Association in West Roxbury in May that was leading on opposing the traffic calming plan for Centre St. While we did not reach agreement on this issue, we did begin a dialogue, one that must continue if we are to move this city forward.

<p><b>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]</b></p>	<p>.If it were on an individual basis, obviously I would support 12 new affordable units over 6 new affordable units because we need the most possible total affordable units. However, I believe that the way we get the most affordable units is through 50% IDP, which is why I support it.</p>
<p><b>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]</b></p>	<p>As with BTM timelines, as a City Council we need to hold regular meetings, hearings, and working sessions with the BPDA (and other transportation agencies to ensure that we are staying true to our intentions and that we are doing everything we can to ensure that these new better bike corridors are being properly implemented.</p>
<p><b>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]</b></p>	<p>In order to prevent displacement, we need to use all the tools in our toolbox and as a city we do have powerful tools. I believe the key is creating opportunities for generational wealth and making housing more affordable. We can raise the IDP percentage, and I have called on raising it to 50%. We can also enforce PILOT payments more strongly and provide housing assistance programs to residents. Finally, we can focus on providing job and wealth building opportunities to residents, like our office did when we passed our Residential Kitchen ordinance. This ordinance will allow residents to make non-perishable food and sell the food in restaurants and Farmers Markets. We view this as a violence prevention program as well, as single parents can earn money, build a business, and create generational wealth right from their own kitchen.</p>
<p><b>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]</b></p>	<p>It's not my job to set those priorities for a community, instead, it's my job to ensure the community's voice is heard. That's why my office has led on the creation of a city-wide Planning and Development Steering Committee, to ensure we have thoughtful and equitable development throughout the city that takes everyone's perspectives and needs into account. I have spent my two years in office lifting those voices and bridging divides between communities to ensure we create a dialogue on many issues. I see my role here the same, as city councilor, I will work with the community and stakeholders, while also educating the community through dialogue on important overarching needs like open space, environmental concerns, affordable housing, and equitable planning.</p>

<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I have been on the record in reducing our reliance on police presence across the city and redirecting funds to community programs.</p>
<p><b>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 &amp; towns to opt-in to a speed or red light camera program, would you support your municipality using this tool?</b></p>	<p>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I would want to know where the cameras will be placed, ensure that we engage the community on the usage of these cameras, and do my due diligence to be sure there would not be new unintended racial biases introduced.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>5. The Go Boston 2030 plan was released in 2017. Do you support updating the plan and working to advance the plan's goals?</b></p>	<p>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I would like to meet with stakeholders and community members to see what updates are needed.</p>

<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?</b></p>	<p>Neither Support nor Oppose</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I believe we need to start any major capital project with a thorough and comprehensive community engagement plan to ensure their voices are heard, and that the projects meet their needs, whether it be affordability, economic disruption, or environmental concerns.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>9. Do you support charging an annual fee for residential parking permits?</b></p>	<p>Neither Support nor Oppose</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>We need to first examine how this potential fee impacts our lower income residents, many of whom are forced to use car travel due to failures in our public transportation many in communities of color travel time on public transportation to other parts of the city could be well over an hour plus.</p>
<p><b>10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Our campaign has called for a Free T, and why our office helped pass the ordinance to allow for late night T service for workers who otherwise may be forced to own a car in order to get to work.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>

<p>Please explain. [300 character limit]</p>	
<p><b>13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?</b></p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p><b>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)?</b></p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p><b>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?</b></p>	<p>Strongly Support</p>

**Please explain. [300 character limit]**

As a section 8 recipient, I strongly support this moving forward, knowing how it helped my mom keep a roof over our head. It's also a great way to help create mix-income neighborhoods which is very good for our city.