

Candidate name (first and last):	Carla B. Monteiro
Office the candidate is seeking:	At-large City Councilor
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]	My campaign is rooted in my lived experience overcoming the same gaps in services that, as a social worker, I see Boston's most marginalized populations continue to face daily. These are three top issues for me, aligning them requires a bold, ambitious Boston Green New Deal. As a councilor, I will immediately work with my colleagues and community activists to design and implement Boston's Green New Deal. For example, climate justice is not possible without making the T fare free and it must include retrofitting public housing buildings to be netzero as a top priority citywide.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Walking, Carpool
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, As a landlord, Home ownership, Housing insecure
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]	Protected, clearly indicated bus lanes have been proven to reduce commute time and rider satisfaction. When used as shared bike lanes, they provide the additional benefit of making cyclists feel safer and improving their commute time. As a member of the council I will advocate for implementing more protected bus lanes in high volume corridors across our city. Going a step further, I will also prioritize the infrastructure investments to electrify our bus fleet - such as charging stations. This is no small endeavor but it must be part of an overall plan that embeds climate justice at the core of addressing our transportation needs. Making our bus system free, electric, and reliable is a matter of racial justice as riders of color in Boston spend more money and more time stuck in traffic on our busses. In my area of Dorchester, it's more time and cost efficient as well as safer for me to drive my own mother and other community members where they need to go because the bus stop is too long of a walk away on a hot day or they don't know how long they'll be waiting on a cold day. Addressing these issues makes our whole system more equitable and accessible.
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]	A large part of the role of a city councilor is to be an advocate for policies and movements that are important to the people of Boston. While decisions about the MBTA's Fiscal and Management Control Board happen on Beacon Hill, I am no stranger to advocating for policy change there. I went to Beacon Hill to testify in favor of the Work and Family Mobilities Act that would ensure drivers licenses for all Massachusetts residents regardless of immigration status then brought the campaign back to my social work colleagues at our Legislative Education and Advocacy Day (LEAD). I have long championed social workers taking a greater role in advocating for policy change and it's my honor to put that into practice by running for office. My colleagues and I serve the most vulnerable and marginalized members of our communities everyday and we know that policy impacts our practice. It's time for our practice to shape public policy. I support Boston having a seat on the new governance board. I also support a seat for MBTA workers and one for MBTA riders. The rider seat should specifically be filled by a rider from an Environmental Justice community.

<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 commend the city for the accomplishments it's made in staffing and investing in meeting the Go Boston 2030 goals. From my seat on the council I will advocate for protecting and increasing these investments as we ramp up the scale of this work. The style of leadership that I will bring to the council is focused on collaboration and this is a policy area where collaboration is crucial. I've already heard it on the doors, phones, and via text - not everyone agrees about these renovations to our roads, bridges, and overall transportation infrastructure. It is a contentious topic. At the same time, not everyone is informed about this work. As a lifelong community advocate in some of Boston's lowest income and highest density BIPOC neighborhoods, I know that on day one of office I will be prepared and equipped to increase publicity and communication about these projects where they matter most. Low income, majority Black and Brown communities like the one I come from lack access to public transportation, to protected bike lanes, to walkable sidewalks, and are polluted heat zones. These residents must be informed about and bought into these plans to truly develop Boston equitably.</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>Part of holding public office at any level is understanding that there will always be opposition to the policies, solutions, and movements you believe in. What we look for in elected officials are individuals who will stand by their values and beliefs in the face of opposition while not being so rigid that they do not listen to community input or constituent feedback. Narrowing roadways, adding protected bike and bus lanes, or removing street parking are all part of the overall mode shift that will impact all Boston residents - including myself. This mode shift, particularly away from a reliance on single occupant cars, is a change that will be hard to bring about but one that we have to in order to address the climate crisis we face. When there is active opposition to these projects, I will stand by my beliefs while listening to opposing viewpoints. My goal will always be to work collaboratively with activists, organizations, and my colleagues on the council to find resolutions that do not compromise effective public policy but ensure those who hold opposing viewpoints feel invested in the ultimate solution.</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>Assuming all other factors - land area, integration to existing neighborhood, walkability, access to public transportation, open and retail space, resilience - behind these two competing developments are equal, I would prefer the 60 unit building where 20% of the units are affordable because that would create more new affordable units. That is, of course, a rather large assumption. Decisions like this one are hard to make in a hypothetical vacuum. What I am concerned about are the tens of thousands of Bostonians on a waiting list for affordable housing units right now. I have been one of those numbers on a list, it’s completely demoralizing. The bottom line is that Boston’s inclusionary development program must include a higher percentage threshold of affordable units. I have come out in favor of 50% because I believe our policy must respond to the urgency and pain being felt by our residents. As a member of the council I will advocate for the highest number I can negotiate for. I don’t believe 20% is enough but whether that number ends up at 25%, 30%, 35% or something else - it must be raised and our policy needs to be guided by the pain being felt by our constituents.</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>I support calls to abolish the BPDA and replace it with an independent public office of planning. This archaic agency has lost the trust of Boston residents and hampers equitable development. The multi-layered nature of development in Boston results in only the wealthiest, most well connected, insiders being able to navigate the bureaucracy necessary to get projects approved. This fosters a level of unpredictability in the process that sows distrust among residents and activists alike. I’ve been in front of the BPDA before, I know firsthand how unclear and unhelpful their processes are and how dismissive the agency can feel. It took a real investment of both time and money to ultimately win my adverse possession case in court and nowhere in the process did I feel as though I had clarity or support from the BPDA. As we push to abolish BPDA, we must keep our eyes set on devising a new process that takes inspiration from peer cities, includes participatory zoning law reform, and is held to public accountability.</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's housing crisis is a top issue and a personal one for me. Evicted from our family home at age 4 and on the brink of homelessness as a new teen mother, I know intimately the damaging impacts of housing instability. Our city is doing so much right now and has great ideas in the works to support greater housing stability but the problem is so massive that what we're doing is just not enough. As a social worker, one program that excites me is the Landlord Guarantee pilot or the Landlord Incentive program which seeks to provide resources to landlords to rent to Boston households moving out of homelessness. I can not stress enough how interrelated the issues of poverty, violence, mental health and substance use are to chronic homelessness. It's near impossible to focus on anything else when you lack stable housing. Also deserving of a shout out is Boston's Office of Housing Stability, this department, it's staff, and it's network of neighborhood partners need much greater funding. From their housing crisis coordinators to their education and counseling services for tenants and small landlords alike and their housing court assistance program, OHS does great work for our city.</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>My priority would be to hold hearings, office hours, or community events to hear from existing residents about what they support and oppose with regards to the specific project in question. Much like the mode shift question above, addressing the housing crisis in Boston means developing more affordable housing which means prioritizing responsible development in our city. Sometimes that means compromise that not every party will be happy with but it's important that we work collaboratively towards mutually agreeable solutions. Building more units, affordable units, and eco-friendly buildings must be a priority that is balanced with the need for access to open space and integration into the existing neighborhood. Development has been done wrong in Boston for so long that doing it right will be an enormous transition for all of us. I support transitioning away from the BPDA in favor of an independent public office of planning and centering our zoning and development work in transparency, accountability, and community engagement.</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>Yes. I applaud the coalition's "safe systems approach" to making our streets safer. Proposals like Baker's seat belt legislation do not help us reallocate responsibilities and funds away from the police. Instead, they entrench our reliance on punitive, police based measures for public safety.</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>Absolutely. We must drastically reduce BPD's overtime budget to free up money for investments in meeting our residents' basic needs. Jobs are one of those basic needs. Growing up and living to this day in Dorchester, I know how urgently my neighbors need jobs and that this is true across our city</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>To make our streets safer and to reduce interactions with law enforcement, automated enforcement is an interesting proposal. Before supporting this policy, I would want to hear and hammer out many more details. My concerns include privacy, protection from ICE, and over monitoring BIPOC communities.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>To increase public safety, I believe traffic calming measures make sense at high-crash intersections but we should balance that need with the need to get around our city and park near our homes. Before being a strong advocate I would like to hear more from residents in the surrounding areas.</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>Yes - there are new projects to consider, updates to be made in terms of climate resiliency, and much more that has changed in our city since the plan was developed. As we revisit the plan we must place a greater emphasis on equity for low-income and BIPOC communities.</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>Mode shift must occur to address the climate crisis and it will require buy-in from all residents, including myself. I support a fully fare free T to incentivize greater ridership and updating our transportation infrastructure to offer greater reliability and access.</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>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>I absolutely agree that these projects should be reassessed to ensure that they have community support and are being executed in a way that maximizes their integration into our updated plans to make Boston's streets safer and more accessible.</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>We should absolutely take stock of how our curb space is being used in our city and how it can be more effectively put to use while balancing needs for parking.</p>
<p>9. Do you support charging an annual fee for residential parking permits?</p>	<p>Somewhat Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>No, that being said, I am open to hearing and learning more about this but generally start out against any regressive revenue sources that are asking working class residents to pay more. I think we should focus on incentives rather than penalties.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>I support making the entire system fare free. I do not oppose low-income fares for other public transit but believe in fully fare-free. If our public transit system is a public good, let's make it free and incentivize the mode shift for residents to fully rely on public transit.</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>Making our streets safer and more accessible for pedestrians, cyclists, and those using mobility assistive devices must include making them timely and convenient. Traffic signal updates and maintenance of our sidewalks is essential.</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>Absolutely. Large-scale developments must be integrated into the existing neighborhood and offer connectivity to the rest of the city. Climate resilience should be a basic expectation of every development and if they offer retail space then notifying businesses of color should also be prioritized.</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>As our housing crisis grows and changes so must our goals and solutions. I also support incorporating climate resilience into all housing plans by, for example, prioritizing the retrofitting of all public housing as a top priority in our housing plans.</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>Mandatory parking minimums are actively being weaponized against the urgent need for housing in our city and should be eliminated. They also drive up the cost of housing which is quite the opposite of what we need right now.</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>Yes because it is a part of our overall efforts to encourage mode shift and reduce the cost of housing which is good for the environment and for residents.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>This is another area where I start out in support but would like to hear more from experts and residents before coming around to strongly supporting or opposing the policy. I do believe our city needs wide ranging zoning reform and to abolish the BPDA.</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>With a doubt yes. As a social worker often serving chronically homeless populations, we have long been in support of this type of program and it compliments the above mentioned Landlord Guarantee pilot program to house Boston households moving out of homelessness.</p>