

<b>Candidate name (first and last):</b>	Evandro Carvalho
<b>Office the candidate is seeking:</b>	District 4 City Councilor
	<p>Yes, we need both more affordable housing and that it be built in ways that have net zero emissions and programs be done to retrofit existing housing to conserve energy.</p> <p>Transportation is key for people to get to work, but we need to increase the use of buses (including dedicated bus lanes on major neighborhood streets), bike lanes, and the MBTA subways. We need to get buses with the least emissions damage.</p>
<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>	Doing our share for climate means defining it as being something that all city policies should have to indicate how they are contributing to meeting the city's climate goals.
<b>1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)</b>	Car, Bike (bike-share or personal bicycle), Walking
<b>1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)</b>	Duplex/Triple-decker, Over-six-unit apartment building, As a renter, As a landlord, Home ownership, Single-family home
<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>	<p>By installing dedicated bus lanes on major neighborhood streets wide enough to do this. By constructing turn arounds for buses on roads to enable this and meeting schedules better.</p> <p>By using city seats on the MBTA Advisory Board to influence MBTA policies.</p>
<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>	I would work with other City Councilors and the Mayor to meet with the Secretary of Transportation, the General Manager of the MBTA on this governance issue and Boston representation. I will ask our Boston legislative delegation to be active in this effort with us.
<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>	By working with other City Councilors to hold the Mayor and Transportation Department accountable through hearings and if necessary holding up approval of the annual city budget.
<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>	Through organizing neighborhood meetings of residents and small businesses to talk through these plans along with the City's Transportation Department to find consensus but give priority to climate and transit friendly policies.

<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>I think we need to study increasing the affordability percentages at least in some areas since Somerville and Cambridge are now at 20%. I think both choices are great choices. Though in the 12 unit building, we get a higher percentage of affordable units, the 60 unit building we get more affordable units built. My support would also depend on the voice and input of the abbutters, the neighborhood, and the general character of the community. I would also push more and more for homeownership, as that is one of key ways for us to eliminate the wealth gap.</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>I would work to create a task force of people from appropriate city departments, non-profit developers, for profit developers, contractors, unions, civic association, other city councilors to examine current practices and what can be done to reform them so there's a better process and time scale for these decisions.</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>Increasing percent of affordability under the IDP policy.  Increase funding for outreach to tenants on their rights.  Fund Greater Boston Legal Services so more tenants can be represented in court to prevent evictions.</p> <p>Fund tenants groups like City Life, Chinese Progressive Association to enable more tenants to get organized so they can negotiate on rent increases.  Increase funding for the city's rent subsidy program utilizing the major American Rescue Plan Act funding the city is getting.</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>I would try to bring together residents, civic associations, non-profit and for profit developers, city department representatives in a task force to examine these important issues and make recommendations for changes in policies and ordinances.</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>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I have read the most recent Boston Vision Progress Report and I agree, the City needs to update it's Vision Zero Action Plan, as it hasn't been updated since 2018. Our traffic patterns are changing. I'll work with our transportation department to ensure we update this plan sooner rather than later.</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>This is a great way for us to increase employment in District 4 in particular.</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 be interested in making sure that we put these technologies in the most needed places and make the necessary collection of data as well as adjustments to make sure it is not placed primarily in communities of color.</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>Discussions I have with the neighbors who use these roads such as Blue Hill Avenue, American Legion Hwy, and Washington Street, suggest that we need to do a better and more transparent community process to make sure our residents understand they "why" and have an input in the "how"</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>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>As a state representative in Boston, I participated in this process and this one included a lot of community engagement. Not only should we update it, but we should also go back to the community and discuss the status of what we've been able to do so far and get input on how to move forward.</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>This again becomes a matter of saving lives, specially in District 4 where there is a disproportionate amount of car crashes. He also helps us with environmental justice by reducing gas, noise, and etc</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>These roads are not in district 4 but MassDot just had a hearing on the redesign of Rutherford Ave last week. I appreciate the community process.</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>In talking to the residents of District 4, I've learned that our residents really care about transportation issues such as use of roads, speeding, slow street programs, parking spaces, bike lanes, and curb spaces. Transportation is a key priority for me now.</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>I can see this for some neighborhoods in the city like back bay or beacon hill. In District 4, many residents struggle to pay bills especially with so many of our essential employees losing their job during the pandemic. At this point I am concerned about adding further financial burden on them.</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>Yes, these options can make it more possible for people to live decently if they can save on transportation. It also may lead to getting more jobs as transportation costs would be less of a barrier to taking some jobs.</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>Yes. This should help with traffic accidents involving pedestrians.</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><b>Please explain. [300 character limit]</b></p>	<p>All developments need to include walkability and open space. And also create an Access and Opportunity Committee to make sure the goals of the resident jobs policy on percentages to be hired from people of color, women, Boston residents are met.</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><b>Please explain. [300 character limit]</b></p>	<p>Yes, we have a huge crisis of high rents and home prices that leaves tenants with terrible choices of stay and pay a huge percentage of their income, never be able to own a home, and/or leave Boston.</p> <p>So we must take multiple steps leading to more affordable options for buying and renting.</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><b>Please explain. [300 character limit]</b></p>	<p>Yes, let's pass and implement that legislation.</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><b>Please explain. [300 character limit]</b></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><b>Please explain. [300 character limit]</b></p>	<p>Yes, I would engage fellow councilors in meetings with the Mayor and Department heads on getting this done on a set time scale.</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>
<p><b>Please explain. [300 character limit]</b></p>	<p>Yes, we need to expand this for both project based and mobile vouchers. Earlier I've outlined some new sources of revenue for housing and the city recently got over \$500 million in federal American Rescue Plan Act funding, some of which could go to this.</p>