

OPENING QUESTION

Besides being in love with Boulder, tell us who you are and what the most compelling reason is for why you're running for City Council?

Hi, I'm Eric Budd and I'm running for Boulder City Council because I believe we need bold, progressive leadership to fight climate change, to honestly face our critical housing and transportation demands, and to become a more welcoming community with broader participation in local decisions.

With Boulder's high housing prices, many of my peers have made the hard choice to purchase homes and start families elsewhere. But Boulder is my community, and I plan to stay here to help lead us through these challenges.

Over the last seven years I have become more and more involved in our community:

- I'm an economist and have worked as a project and product manager for technology companies in the Boulder area
- I helped create a connected toy startup helped kids learn engineering
- analyzed B-cycle bike sharing system usage to understand how a system of bikes help people get around Boulder
- delivered an Ignite Boulder talk on creative housing options in the city
- completed the 2015 Ironman Boulder
- served on committees for Community Cycles and Better Boulder, worked with the Boulder Community Housing Association
- President of Newland Court Condo Association to successfully lead homeowners through a difficult restoration
- I currently chair the City of Boulder Landmarks Board.

ISSUE QUESTIONS

1. What do you see as the vital components to the future of Boulder's economic vitality and what specific strategies would you support as a City Councilmember to maintain a vibrant economy?

Boulder has one of the most productive and successful economies in the country for a city and region of its size. Our success often means that we spend little money to attract new businesses, which is atypical, but need to spend additional money to ensure it's economical for businesses to stay, develop, and thrive. It's important for our city to use an array of options in addition to our public housing program—allowing more infill in the city center and enhancing transportation for those who live outside the city—to keep the area affordable. We need to provide strong local and regional transportation, and to invest in our amenities like open space, parks, schools, and internet infrastructure to ensure Boulder is a place where people can live, work, and play.

2. What do you believe are the most pressing human service needs in the City of Boulder and why?

There are a number of causes for housing instability in Boulder. We have continued challenges to support people who have lost housing or are facing domestic violence. We need a social safety net that focuses on helping people get the help they need, exit homelessness, and into stable housing. We can accomplish these through supporting our housing voucher program and building basic transitional housing. We need to focus on better serving people that want help, and provide basic but critical services for health care and mental health to get people on a path to stability. Our services also need to consider additional support for organizations providing shelter from domestic violence and emergency family assistance.

3. What do you believe is the appropriate role for the City of Boulder in addressing human service needs (e.g. housing, food, health care) for low income/marginalized people in our community?

Many of our human service needs in the city are supported by our strong nonprofit and faith community. As we have seen this year, Boulder Outreach for the Homeless Overflow (BOHO), a nonprofit serving our homeless population downtown, discontinued operations even with significant support from the city. It's important that we develop sustaining, supported organizations to provide critical support in the city while recognizing that human services need a regional strategy. The City of Boulder should work with the county to provide support for these services as much of the burden has been placed on faith-based organizations which have a limited capacity to serve our great need.

4. The City has spent a considerable amount of money on buying the Boulder Community Hospital site. The site currently sits vacant and debt service accrues. Should this project be accelerated and how should it be developed?

The BCH site is in a prime location along Broadway near downtown and should be a place where Boulder can build a significant amount of housing. Due to its walkable, bikeable, and very transit-accessible location adjacent to downtown and nearby retail, as well as North Boulder Park, the site should support a denser development more easily than other parts of the city. The primary focus should be to provide significant amounts of both market-rate and permanently affordable housing, with a mix of smaller, modest units specifically to accommodate families. There may be opportunities for light commercial use as well. The project is currently in the Phase II — feasibility stage, with site-specific design starting in 2019. I would like to see the schedule accelerated, but given the large and important nature of this site, I'm not sure that's realistic for city planning to achieve at this point.

5. Do you support the Transportation Master Plan's goal of increasing the mode share of bicycles from 10% to 30% by 2035 to achieve the community's environmental and livability goals? If so, what concrete steps do you propose to achieve this and how do

you anticipate doing that while maintaining safety for cyclists and motorists alike?

Yes, we need to take stronger steps to achieve our mode share goals that also make better, more efficient use of our limited space in the city. Boulder needs to develop a map for a city-wide bike network, continuing use of underpasses, and an increased focus on separated bikeways. Boulder's multi-use paths have been a great benefit, but on-street bike facilities need to be a priority for Boulder to meet its goal of 30% bike mode share by 2035. More on-street bike facilities will reduce the burden on our multi-use path system and improve safety for pedestrians by further separating them from cyclists. We can also help pedestrians by giving more priority and protection at the city's most dangerous intersections and ensure that redevelopment in Boulder promotes walkable neighborhoods.

6. What strategies do you support regarding land use, housing and transportation policies and programs to address the impacts of our in-commuting workforce?

Adopt a city-wide Ecopass for employees to reduce single-occupancy vehicle trips inside Boulder and regionally. If we cannot get adequate support from RTD, I think we need to investigate working regionally to create an additional regional transit authority to serve Boulder county and adjacent in-commuting towns. Work with corporations to reduce their transportation footprint by offering incentives like parking cash-outs and alternative transit options for larger companies to reduce stress on our roads and local impacts from in-commuting. Pursue opportunities to house more of our workforce by adding housing units allowing density bonuses for people earning middle and lower incomes on transit corridors, give residents the option to build granny-flats for additional units, and look at parts of the city where we may allow by-right development of townhomes and duplexes.

7. Tell us your vision for open space moving forward, including specifically the challenges regarding the success of huge visitation. Would you prioritize either protection or recreation on a hypothetical new property?

The city has largely bought open space available near our growth boundary and needs to consider how to direct OSMP to better manage its resources from increased demand going forward and plan to address the demand imbalance for trail/recreational use which will continue to outpace our current land used for those purposes. We need to determine guidelines for how much recreation we should permit and how to manage regional demand for the city's open space system. We should build on the success of Boulder's open space program by making our trails sustainable and by making new purchases strategically to preserve vulnerable land, improve connections between existing open space and through the region. Our new purchases should lean toward prioritizing recreational uses and we should consider trails on new land to disperse impacts of recreation on our current system which faces increased pressure from population growth in the Front Range.

8. Do you support Boulder's drive to municipalize its electric utility? If so, what are the limits on taxpayer dollars and time you are prepared to spend to achieve that goal and, if not, how do you propose to achieve Boulder's renewable energy goals?

NOTE: The statement below is outdated. My updated position can be found here:

<https://www.electericbudd.org/muni-statement>

I support continuing and completing the effort for municipalization. I believe given Colorado's regulatory structure, pursuing a municipal energy utility is currently Boulder's best option to democratize, decentralize, and decarbonize our energy system to reach 100% renewable energy by 2030. I realize the legal battles will be long and the earliest projected cut-over could be 2022. If the utility occupation tax fails to pass in 2017, I am committed to not diverting funding from the general fund. I'm greatly interested in the response from the PUC to better determine how long we'll be in litigation and whether that's worth the cost for the city. If the tax fails, we need to be pragmatic and pursue additional ways to decarbonize our electric system by promoting our solar strategy, using renewable programs offered from Xcel, and pushing for aggressive changes at the state legislature.

9. What transportation solutions would you suggest to ease congestion, especially resulting from 49,000 in-commuters, specifically those that drive alone? Would you favor solutions to improve roads and parking; bus or other transportation; cycling and walking, or some combination thereof? How would you fund transportation improvements? Do you favor higher parking costs and other disincentives to driving?

The strongest steps Boulder can take are to adopt a city-wide ecopass including residents and employees, to develop a map for a city-wide bike network with a plan to reduce gaps in our system, and to use more parking districts. For new investment in the city, we need to prioritize funding other transportation options, including buses, bike infrastructure, and ride-sharing. Higher parking costs for employees should be bundled with a parking cash-out model so that changing transportation modes can bring a financial benefit. The city should consider a transportation maintenance fee to fund transportation projects as the city as a whole benefits from these investments. To plan for the longer term, we need to change our land-use patterns to reduce parking minimums while investing in alternative transportation options and planning for a future that includes more ride-sharing and autonomous vehicles.

10. Despite Boulder's reputation as a "green" community, our per-capita carbon footprint is pretty high. How can we shape our built environment and transportation systems for lower impact?

Land-use must be a part of the equation to help reduce Boulder's per-capita carbon footprint. Improving our lower-carbon transportation options like biking and transit will require that a greater number of people can use a system effectively for their needs. Currently, much of Boulder is poorly served by transit because of the first or last mile distance, as well as low

frequencies of service. We need to give people more incentives to use transit which would help us run more frequent buses. We can also focus on building smaller housing with shared walls that are more relatively affordable and have intrinsically lower energy consumption and lower embodied energy, particularly due to Boulder's new aggressive energy efficiency standards. On the personal vehicle side, we also need to move forward with the city's new standards for electric vehicle charging to reduce carbon emissions from people who drive.

11. Do you support Boulder's inclusionary housing ordinance requirements to produce permanently affordable housing? Should the requirements include permanently affordable middle income housing? And, what do you think is the appropriate mix of permanently affordable rental versus ownership units?

I support the inclusionary housing ordinance, particularly for those at the lowest end of the income scale. Many of our lowest-paying jobs in the city will simply not pay enough for these employees to find adequate housing and we need to ensure a diversity of incomes and people in Boulder. As the income scale increases into middle-income categories, we need to look at market solutions to help address our housing needs to avoid subsidizing a significant percentage of our housing and save subsidies for people that need it most. We need to focus on adding housing options that provide compact, livable places to serve middle class people and families. Rental-to-ownership ratio could mirror the rest of the city — 50% / 50%. However, we need to address problems with our current system for ownership, including better handling of the case where a person's income increases greatly after purchasing a deed-restricted home.

12. Accessory dwelling units – otherwise known as “granny flats” – have been considered as one option for expanding affordable housing options in established neighborhoods. Please explain your position on whether or not ADUs are an appropriate affordable housing tool for our community?

Accessory dwelling units have the opportunity to be a win / win / win for our community. ADUs can be a win for homeowners to generate additional income on their land, a win for renters providing additional options to rent a small unit or an entire home, and a win for the city tax base by providing incremental additional property taxes without much additional investment in services required. Boulder's existing ADU ordinance needs to be updated to allow more homeowners to build an ADU while minimizing impacts on existing neighborhoods. Effective options we may employ are: increasing the number of ADUs we'd allow, remove off-street parking requirements, and allow more flexibility on ADU size. We need to move forward on allowing ADUs given the broad support in the city and the real benefits they would provide.

13. What's your vision for Boulders growth and development over the next 20 years?

We need to accept that Boulder will grow and change, but we need to be diligent to change in ways that remain true to our values and culture. When people talk about the character of neighborhoods, we need to remember that character is more than the built environment — it

also includes the lives and culture of the people who live there. Our current direction is a place where few can afford to live and we need to change that. We've surrounded the city with an incredible open space system which has provided huge benefits — and now it's up to us to address the tough realities. I see Boulder maintaining the environment and great amenities while consistently moving forward to make better use of our land and transportation systems to ensure Boulder remains an open and accessible place to live and visit.

14. What are your specific strategies for promoting civil public discourse around growth and development? Please indicate what level of commitment you would have in regards to collaboration, consensus building and joint problem solving to address this issue?

We need to focus on working on our biggest challenges and the areas that we can find the most agreement. Because change in areas related to low-density residential neighborhoods, open space, and the growth of our economy are so significant, we need to have a broad process to get input from people in the city, particularly those who are under-represented in our city government and public processes—people who rent, people who are younger, and people of color. We need to bring people from all parts of the city together in our public process to understand and gain empathy in order to reach consensus, and look for opportunity to move forward on options for which we can build coalitions. I'm very committed to bringing people together and ensuring that I will represent all people and viewpoints in the city.

CLOSING QUESTION

Your legacy - As a Boulder City Council member what kind of legacy will you look to leave?

Climate change is the central issue of our planet and we're not going to see climate progress from the federal level. We need to continue to take strong action to achieve 100% renewable energy, reduce our emissions from our transportation as well as commercial and residential development and we need to move quickly.

Housing is a central issue for my generation — I want to be remembered as someone who pushed hard to make sure that young people, families, and the middle class can afford to live and stay in Boulder. On city council, I'll push forward on housing policy that keeps Boulder accessible, gives transportation options to all people, and protects the quality of life that Boulder residents love.

I've lived in Boulder long enough to become part of the culture and people, but still bring the benefit of an outside perspective. I've developed a great appreciation for the decisions that have been made to make Boulder a great place. I'm young enough to understand the challenges that are coming up, fighting climate change, working on our serious issues on affordable housing. Now I'd like to bring that perspective to serve Boulder at the next level as a member of Boulder City Council.