

2018 YEAR IN REVIEW



**COMMON
SENSE**
Policy Roundtable



A partnership of public and private organizations announced in July 2013 the formation of a collaboration to provide Colorado lawmakers, policymakers, and business leaders with greater insight into the economic impact of public policy decisions that face the state.

2018 RESEARCH

THE ECONOMIC AND FISCAL IMPACTS OF PROPOSITION 112

RELEASED JULY 2018

In response to a proposed ballot measure that would restrict new oil and gas development on 85% of surface land in Colorado, The REMI Partnership led a Colorado School of Mines peer-reviewed study on the potential economic impacts to the state's economy should it pass.

KEY FINDINGS:

- The study found that by **2030** the proposed increased setback requirement would eliminate between **44%** and **57%** of all oil and gas production.
- By **2030** the state would lose up to **148,000** jobs across all sectors and **\$9B** in state and local tax revenue over the next twelve years if the measure were passed.

THE WALL STREET JOURNAL

**Colorado Measure Would
Make Most of State
Off Limits to Drillers**

Aug. 29, 2018, by Rebecca Elliott

AMENDMENT 73: THE ECONOMIC IMPACTS OF A \$1.6B TAX INCREASE TO SPEND ON EDUCATION

RELEASED SEPTEMBER 2018

Amendment 73 proposed changing multiple elements within the Colorado tax code, including moving the state's income tax from a flat tax to a graduated tax, while promising no improvements to school performance. The findings of the study were used to illustrate the impacts of greatly increasing taxes on small businesses, families, large corporations and home owners that would result while statistical modeling showed no correlation between increased per-pupil spending and improved graduation rates.



<https://remipartnership.org/amendment-73/>

ONE STEP FURTHER ON PERA REFORM

RELEASED MARCH 2018

Amid the most hotly debated issue of the 2018 Colorado Legislative Session, REMI Partnership released a detailed study on the financial outlook for PERA (The Public Employees Retirement Association).

KEY FINDINGS:

- In 2017, the combined annual contribution from school districts, state and local governments and universities grew to \$1.6B, doubling the cost from just a decade earlier.
- Despite the increase in costs, the unfunded liability continued to grow, totaling over \$32B.

The report detailed changes that could save nearly \$4B over the next 10 years, while allowing for more conservative assumptions on the target rate of return and paying off the unfunded liability within the desired 30-year window.

<https://remipartnership.org/one-step-pera-reform/>

THE DENVER POST
**PERA Reform Must Provide
Budget Relief to Schools,
Local Governments & Taxpayers**

March 23, 2018, by John Ikard and Mike Kopp



WHAT IF COLORADO SCHOOLS WERE #1?

RELEASED MAY 2018

To bring the discussion of education to the forefront of the 2018 gubernatorial race, the Partnership joined 15 other organizations to host a candidate forum and release the findings of the study.



<https://remipartnership.org/what-if-co-schools-were-1/>

ECONOMIC IMPACT OF RESTRICTING HOUSING GROWTH TO NO MORE THAN 1% IN COLORADO

RELEASED JUNE 2018

KEY FINDINGS:

- A 1% growth cap would reduce the number of new units built against current baseline projections by around **158,000 to 240,000** units.
- The reduction in new housing investment alone would reduce employment by between **35,000 to 55,000** jobs annually and put even greater pressure on housing prices as demand would continue to outpace supply.

<https://remipartnership.org/economic-impact-report/>

INVESTING IN COLORADO'S TRANSPORTATION INFRASTRUCTURE

RELEASED SEPTEMBER 2018

KEY FINDINGS:

- Given the current cost to the Colorado economy of over **\$7.1B** annually, urgent action is needed to improve our transportation network.
- In 2017 only **5.8%** of all spending by CDOT was on expanding the state's road network. **84%** was on maintenance and operations.
- The increase in sales tax in Proposition 110 would have increased revenue by over **\$470 million** annually for the next 20 years to be used on transportation projects across the state. Proposition 109 would have required an additional **\$260 million** to be allocated to transportation projects from the general fund, that otherwise would have required some other purpose.

<https://remipartnership.org/transportation-study/>