



CC YES!

FOR COLORADO

JOIN FELLOW COLORADANS WHO SUPPORT INCREASED INVESTMENTS FOR COLORADO

Almost 30 years after narrowly enacting the most restrictive government spending limits in the country, Prop CC asks Colorado voters to remove the arbitrary revenue limits which have severely restricted our ability to invest in our students, our roads, bridges and transit, and to address the needs of our fast-growing state.

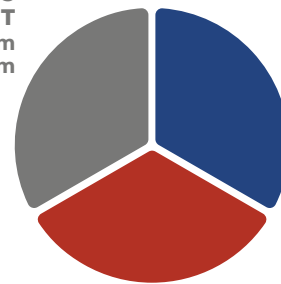
This fall, we have an opportunity to begin to repair the damage the state’s antiquated budget formula has done not just to our transportation system, but to our K-12 and higher education systems as well. **And we can do it without raising taxes.**

Prop CC does what TABOR requires: asks voters to keep revenue beyond TABOR’s arbitrary limits. Voters will still be asked to approve future tax increases. Prop CC also includes unprecedented transparency and accountability, requiring annual, independent audits to show the public how the money was spent.

IF PASSED, ADDITIONAL MONEY — \$310M IN FY20 AND \$342M IN FY21 — WOULD BE DIVIDED EQUALLY AMONG:

ROADS, BRIDGES AND TRANSIT
 FY2020: \$103m
 FY2021: \$114m

K-12 PUBLIC SCHOOLS
 FY2020: \$103m
 FY2021: \$114m



HIGHER EDUCATION
 FY2020: \$103m
 FY2021: \$114m

VOTE YES ON PROPOSITION CC BY NOV. 5

Prop CC continues the momentum to invest in Colorado that has been building at the local level for years. The overwhelming majority of local governments and school districts have asked and received permission from voters to invest the revenue it already collects above current limits. That includes:

96% OF SCHOOL DISTRICTS
174 of 178 districts

84% OF COUNTIES
51 of 64 counties

80% OF MUNICIPALITIES
230 of 274 cities and towns

Source: Bell Policy Center



GOOD FOR K-12 EDUCATION



GOOD FOR ROADS, BRIDGES & TRANSIT



GOOD FOR HIGHER EDUCATION



GOOD FOR OUR ECONOMY



GOOD FOR COLORADO. **GOOD FOR EDUCATION.**

- Though Colorado regularly ranks among the top economies in the country (we are currently ranked No. 1 by US News & World Report), our investment in our K-12 public schools consistently ranks near the bottom.
- Colorado has the largest pay gap of any state in the U.S. between what teachers make and the average salary in the state — 40% less than the average salary in the state.
- As of this year, 111 of the 178 school districts in Colorado operate on four-day weeks, which is the most of any state in the nation and is up from just 39 in 2000.
- In 2000, the state funded two-thirds of a student's cost of higher education, while the student was responsible for one-third. By 2016, that ratio had flipped and the state now funds only one-third.
- Colorado spent roughly \$2,510 less per student in 2016 than the national average, ranking below some of the poorest states in the nation, including: Kentucky, Louisiana, New Mexico, West Virginia, and Wyoming.



GOOD FOR COLORADO. **GOOD FOR ROADS, BRIDGES & TRANSIT.**

- Nearly 25% of public roads across Colorado are rated as being in "poor" condition and almost 500 bridges have been deemed "structurally deficient."
- In metro Denver, 40 percent of roads are deemed to be in "poor" condition.
- Driving on roads in need of repair in Colorado costs each driver \$580 per year.
- The average motorist will lose \$2,306 per year to car repairs and time lost in congestion.



GOOD FOR COLORADO. **GOOD FOR OUR ECONOMY.**

- Allowing the state to invest the revenue it already collects will stimulate more sustainable growth in our economy and help provide the critical services that enable all Coloradans to get ahead.
- Thousands of Colorado's business, public sector, and academic leaders agree that an arbitrary cap preventing the state from keeping the revenue it already collects is not sound fiscal policy.
- The revenue cap stifles business development across the state and hinders the economic mobility of all Coloradans — especially rural communities that haven't experienced the same economic success as the Front Range.

PROP CC FAQ

ISN'T THIS JUST A TAX INCREASE?

No. See for yourself in the measure's straightforward ballot language: *"Without raising taxes and to better fund public schools, higher education, and roads, bridges, and transit, within a balanced budget, may the state keep and spend all the revenue it annually collects after June 30, 2019, but is not currently allowed to keep and spend under Colorado law, with an annual independent audit to show how the retained revenues are spent?"*

IS THIS A BLANK CHECK TO FUND GOVERNMENT GROWTH?

No. The money must be spent on three specified areas, which will create construction jobs, improve our infrastructure, and help students and teachers in the classroom. This isn't funding government growth; it's funding public services that help our state economy and the people who live here.

IS THIS JUST AN EFFORT TO UNDO THE TAXPAYER'S BILL OF RIGHTS (TABOR)?

No. Prop CC does what TABOR requires: asks voters to keep revenue beyond TABOR's arbitrary limits. Voters will still be asked to approve future tax increases. We are not undoing TABOR.

HOW WOULD MONEY BE SPENT UNDER PROP CC?

Prop CC would divide the money voters allow the state to keep equally between transportation, higher education and K-12 schools. In its first year, Prop CC would direct an estimated \$103 million to state, county and local transportation projects, \$103 million to higher education and \$103 million to our public schools for "non-recurring" expenses like buying books or computers or creating incentives to retain and attract quality teachers.

AND HOW DO WE KNOW IT WON'T BE WASTED?

Prop CC includes unprecedented transparency and accountability, requiring annual, independent audits to show the public how the money was spent.

WILL NEW MONEY RAISED FOR TRANSPORTATION HAVE ANY IMPACT AT THE LOCAL LEVEL?

Absolutely. Prop CC mandates that 40% of the new money go to cities and counties while 60% would go to the state highway fund.

IS PROP CC THE CURE FOR COLORADO'S BUDGET WOES?

No. But it is a great step forward — and a step that we'd be taking without raising taxes.