

TransLink Wants More Tax Dollars - But: How Much Is To Much - Enough Is Enough

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@CityOfNorthVan @NVanDistrict @TransLink Avg Annual Total Income 7%. Property Tax 11%, Gas Tax 4% (\$525M to 1,463.5M)

TransLink's Annual Income Statements Comparative (Year-Over-Year) Analysis 2000 - 2013 Inclusive

Account	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Revenue	\$ 366.2	\$ 444.1	\$ 523.2	\$ 604.4	\$ 694.1	\$ 791.2	\$ 897.4	\$ 1,014.1	\$ 1,141.4	\$ 1,279.4	\$ 1,428.1	\$ 1,587.1	\$ 1,756.1	\$ 1,935.1
Fares	\$ 184.1	\$ 221.1	\$ 261.1	\$ 303.1	\$ 347.1	\$ 393.1	\$ 441.1	\$ 491.1	\$ 543.1	\$ 597.1	\$ 653.1	\$ 711.1	\$ 770.1	\$ 830.1
Advertising	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1
Property Tax	\$ 100.1	\$ 110.1	\$ 120.1	\$ 130.1	\$ 140.1	\$ 150.1	\$ 160.1	\$ 170.1	\$ 180.1	\$ 190.1	\$ 200.1	\$ 210.1	\$ 220.1	\$ 230.1
Gas Tax	\$ 50.1	\$ 55.1	\$ 60.1	\$ 65.1	\$ 70.1	\$ 75.1	\$ 80.1	\$ 85.1	\$ 90.1	\$ 95.1	\$ 100.1	\$ 105.1	\$ 110.1	\$ 115.1
AirCare	\$ 10.1	\$ 11.1	\$ 12.1	\$ 13.1	\$ 14.1	\$ 15.1	\$ 16.1	\$ 17.1	\$ 18.1	\$ 19.1	\$ 20.1	\$ 21.1	\$ 22.1	\$ 23.1
Other	\$ 10.1	\$ 11.1	\$ 12.1	\$ 13.1	\$ 14.1	\$ 15.1	\$ 16.1	\$ 17.1	\$ 18.1	\$ 19.1	\$ 20.1	\$ 21.1	\$ 22.1	\$ 23.1
Expenses	\$ 280.1	\$ 320.1	\$ 360.1	\$ 400.1	\$ 440.1	\$ 480.1	\$ 520.1	\$ 560.1	\$ 600.1	\$ 640.1	\$ 680.1	\$ 720.1	\$ 760.1	\$ 800.1
Salaries	\$ 100.1	\$ 110.1	\$ 120.1	\$ 130.1	\$ 140.1	\$ 150.1	\$ 160.1	\$ 170.1	\$ 180.1	\$ 190.1	\$ 200.1	\$ 210.1	\$ 220.1	\$ 230.1
Materials	\$ 50.1	\$ 55.1	\$ 60.1	\$ 65.1	\$ 70.1	\$ 75.1	\$ 80.1	\$ 85.1	\$ 90.1	\$ 95.1	\$ 100.1	\$ 105.1	\$ 110.1	\$ 115.1
Utilities	\$ 20.1	\$ 22.1	\$ 24.1	\$ 26.1	\$ 28.1	\$ 30.1	\$ 32.1	\$ 34.1	\$ 36.1	\$ 38.1	\$ 40.1	\$ 42.1	\$ 44.1	\$ 46.1
Depreciation	\$ 30.1	\$ 32.1	\$ 34.1	\$ 36.1	\$ 38.1	\$ 40.1	\$ 42.1	\$ 44.1	\$ 46.1	\$ 48.1	\$ 50.1	\$ 52.1	\$ 54.1	\$ 56.1
Other	\$ 80.1	\$ 87.1	\$ 94.1	\$ 101.1	\$ 108.1	\$ 115.1	\$ 122.1	\$ 129.1	\$ 136.1	\$ 143.1	\$ 150.1	\$ 157.1	\$ 164.1	\$ 171.1
Net Income	\$ 86.1	\$ 124.1	\$ 163.1	\$ 204.1	\$ 254.1	\$ 311.1	\$ 377.1	\$ 453.1	\$ 541.1	\$ 639.1	\$ 748.1	\$ 867.1	\$ 996.1	\$ 1,135.1

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In the year 2000, TransLink took in a total annual income of \$524.5M. This was comprised of \$208.2M from fares, \$128.3M from property taxes, \$162.2M from motor fuel taxes and \$25.8M from AirCare. By 2013, TransLink's annual income had ballooned to \$1,463.5M, that's Billion with a capital 'B'. This is comprised of \$495.6M from fares and advertising, \$298.4M from property taxes, \$349.1M from motor fuel taxes, and \$19.6M from AirCare. In addition, taxpayers gave TransLink a further \$300.8M in numerous other taxation transfers. The problem is quite clearly not a lack of tax revenue, the problem appears to be an excessive exuberance for expenditure.

TransLink needs to keep in mind that while it has received a 279% increase in revenue from 2000 to 2013, the total cumulative impact of inflation over the same period was only 37%, and most taxpayers have fallen well short of income growth equal even to inflation.

TransLink, and for that matter the provincial government's belief, that there is more money to be had from Lower Mainland residents fails to consider that housing prices are through the roof, driven principally by a development frenzy which is the brain child of Metro and Victoria together. The common person is living hand to mouth and holding on by their fingernails. Now is not the time to declare war on their wallets. Now is the time to get 'Lean-and-Mean'. Stop the excessive waste, get efficient. By that I do not mean cut routes or reduce service. I mean hack the bureaucrats, don't spend \$125M on a compass card and gate system that still doesn't work. Cut the fancy per-diem's and refocus the delivery systems. Granting TransLink access to yet another form of tax, when they already have access to 6 separate tax and Levy streams is simply wrong. TransLink needs to pickup its socks and stop wasting money on super-bad decisions, like moving the North Shore's Bus Depot to Burnaby and South West Vancouver. Shape up, and get your hands off our wallets!

Simply put, the monster that is TransLink needs to be better managed 'First', and certainly before any more taxes dollars are sent their way.

CPI Inflation Calculator

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