

BLAINE & SQUALICUM HARBORS

- Moorage Rates -

FREQUENTLY ASKED QUESTIONS

Effective April 1, 2013

MOORAGE RATES

1. What are the moorage rates effective April 1, 2013?

≤26 feet	\$6.92
27-30 feet	\$6.99
31-36 feet	\$7.06
37-44 feet	\$7.34
45-56 feet	\$7.64
>56 feet	\$8.56

Rates are charged based on slip length or boat length, whichever is greater.

Rates are per linear foot per month and do not include the 12.84% Leasehold Excise Tax.

Rates do not go down.

Active Commercial Fishing (ACF)

≤80'	\$5.90
>80'	\$6.92

Active Commercial Fishing Vessels (ACF) billed on boat length.

Rates are per linear foot per month and do not include Leasehold Excise Tax.

Rates do not go down.

2. How does a boat qualify for the Active Commercial Fishing (ACF) rate?

To qualify for the ACF rate, the customer will need to provide proof of commercial fishing activity. Acceptable proof includes previous or current season fishing license, previous or

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current season fish tickets, or landing permits in the name of the vessel owner. Previous is defined as in the last three years. The Active Commercial Fisherman will have the vessel which is moored in the harbor, rigged for licensed fishery (or fisheries). To continue the rate, documents would need to be submitted to replace ones older than 3 years.

3. What is Leasehold Excise Tax (LHT)?

Under RCW 82.29A, the State of Washington establishes an excise tax for the act or privilege of occupying or using publicly owned real or personal property which is exempted from property tax. The LHT is “in lieu” of the property tax and is intended to provide equity in taxation of all property. The LHT collected is passed onto the Washington State Department of Revenue.

4. What are the rates for Boathouses?

In 2010 and 2011, there was substantial discussion about boathouse rates and the best way to apply a rate that takes into account the square footage area a boathouse occupies while also encapsulating the value associated with owning a boathouse. Past practice has been to charge a premium based on charging the moorage rate on length plus ½ the width of the boathouses. With the adoption of the new model, the boathouses are charged the open slip moorage rate applicable for their length plus a 30% premium. The rates will not be less than the prior period.

5. Can I pay moorage annually?

Yes, we offer an annual moorage rate. If you choose to pay your moorage annually, the enrollment period to do so is April 1-30 of each year. All annual moorage renews on April 1 of each year.

6. What is the current annual discount?

The annual moorage rate is discounted by the rate equal to a 5-year Treasury bond plus 1%. This rate adjusts annually on January 1. Effective January 1, 2013, the discount rate for annual moorage rate is 2%.

7. Do my moorage rates pay for the landscaping and maintenance on the promenade around Squaticum Harbor?

No, they do not. The promenade is managed under the Port’s Open Space Program, which provides design, implementation and maintenance of the Port’s Public Access/Park System.

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Funded by tax revenues for the benefit of the community, this program provides for the development of opportunities for public recreational and interpretive interactions with the Port's unique properties and facilities. This is also how the Port funds its public parks and trails.

8. Are the costs associated with the proposed future downtown marina included in Blaine and Squalicum Harbors' moorage rate?

No, they are not. The costs associated with the proposed new Downtown Bellingham marina are included in another division called BWAS (Bellingham Waterfront Acquisition Site) of the Port. This division tracks the costs which are used for establishing rates in the proposed future marina.

9. How do the Port of Bellingham rates compare to other marinas?

A survey was done to gauge the rates of other marinas. The moorage rates shown in the table are from the survey done in February 2013 and shows where our rates, effective April 1, fit within the market.

26'		36'		44'		56'		60'	
Shilshole Bay Marina	\$9.26	Shilshole Bay Marina	\$10.18	Shilshole Bay Marina	\$11.05	Port of Edmonds	\$13.02	Port of Anacortes	\$15.00
Point Roberts	\$8.94	Port of Edmonds	\$9.99	Port of Edmonds	\$10.32	Port of Anacortes	\$12.90	Port of Edmonds	\$13.17
Fishermen's Terminal	\$8.55	Point Roberts	\$9.91	Port of Everett	\$10.06	Shilshole Bay Marina	\$12.31	Shilshole Bay Marina	\$12.31
Port of Edmonds	\$8.31	12th St. Marina	\$9.40	Point Roberts	\$9.91	12th St. Marina	\$10.81	12th St. Marina	\$11.28
Port of Friday Harbor	\$8.17	Fishermen's Terminal	\$8.68	12th St. Marina	\$9.88	Point Roberts	\$10.36	Point Roberts	\$10.36
Bremerton Marina	\$8.01	Port of Anacortes	\$8.40	Fishermen's Terminal	\$9.45	Port of Everett	\$10.06	Port of Everett	\$10.06
Port of Bellingham	\$6.92	Port of Friday Harbor	\$8.35	Port of Anacortes	\$9.30	Bremerton Marina	\$9.55	Bremerton Marina	\$9.86
Port of Anacortes	\$6.60	Bremerton Marina	\$8.01	Bremerton Marina	\$8.62	Fishermen's Terminal	\$9.49	Fishermen's Terminal	\$9.49
Port Townsend BH	\$6.42	Port of Everett	\$7.61	Port of Friday Harbor	\$8.52	Semiahmoo	\$9.10	Semiahmoo	\$9.10
Semiahmoo	\$6.12	Port of Bellingham	\$7.06	LaConner Marina	\$7.72	LaConner Marina	\$8.87	LaConner Marina	\$8.87
Port of Olympia	\$6.03	Port Townsend BH	\$7.03	Port Townsend BH	\$7.35	Port of Friday Harbor	\$8.65	Port of Friday Harbor	\$8.77
Port of Everett	\$5.97	Port of Olympia	\$6.91	Port of Bellingham	\$7.34	Port Townsend BH	\$7.91	Port of Bellingham	\$8.56
Port Orchard Marina	\$5.87	LaConner Marina	\$6.69	Port of Olympia	\$7.27	Port of Olympia	\$7.84	Port Townsend BH	\$7.91
LaConner Marina	\$5.87	Port Orchard Marina	\$6.62	Port Orchard Marina	\$7.19	Port of Bellingham	\$7.64	Port of Olympia	\$7.84
12th St. Marina	-	Semiahmoo	\$6.50	Semiahmoo	\$7.09	Port Orchard Marina	-	Port Orchard Marina	-

MOORAGE RATE MODEL

10. Why did the Port change the moorage model?

In 1995, the Port Commission adopted a resolution that required a review of the moorage model every four years to ensure its effectiveness and its adherence to the Port's financial guidelines. The review was scheduled for 2010. On April 6, 2010 the Port Commission provided direction to the Marina Advisory Committee (MAC) on the scope and timing for the 2010 review.

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The scope for this review was:

- 1) Analysis to ensure that the marinas were a closed-loop system and did not need a subsidy from the tax payers of Whatcom County, and
- 2) Research into basing moorage rates on some form of area charge, being mindful of the impact to Commercial Fisherman, and
- 3) Completion of this review by year-end.

The MAC formed a sub-committee to work with port staff to review the model and bring forward to the Port Commission any recommendation for changes to the model. After several months of work, the Marina Advisory Committee (MAC) unanimously passed a motion on February 15, 2011 in support of the new moorage model.

11. What does a 'closed-loop system' mean?

'Closed Loop System' is a term the Port has used to calculate moorage rates since the moorage model was adopted in 1995 with Commission Resolution 1034. It means that the fees and moorage rates collected by the marina are sufficient to cover all of the day-to-day expenses of running the marina. Therefore, no tax dollars are used. Prior to 1995, the marinas' operating and capital expenses were subsidized from tax revenues because the moorage rates were not generating enough revenue to cover those expenses. When the new moorage model was adopted in 1995, the Port Commission set a policy to move the marinas toward becoming self-supporting; meaning, the marinas would set moorage rates equal to what it costs to operate the marinas.

Resolution 1034 calls for review of the moorage model every four years. The next scheduled review was in 2010 and was recently completed in 2011. One of the guidelines included in the scope of the review, was to ensure that the marinas generate enough revenue to pay for all of their operating and capital costs. The model adopted by the commission on February 15, 2011, met that criteria by remaining a self-supporting, closed-loop system. The moorage rates in the new model adjust each year based on the amount of revenue that the moorage fees need to generate to cover the operating and capital costs of the marinas.

12. The Port of Bellingham Commission approved a two-year program which reduces moorage rates for the Active Commercial Fishermen. How does this program fit with the new moorage model and meet the definition of a ‘Closed-Loop System?’

After the model was adopted in February 2011, the Port Commission took action to authorize the development and implementation of a program to promote the local fishing industry and the marine trades’ community. This two-year program, which began April 1, 2011, reduces the moorage rate for Active Commercial Fishing Vessels that are less than 80’. The moorage model as it is adopted does not account for this reduction in moorage fees. Because this is a special economic development effort, targeted at the fishing and marine trades industry, the Commission approved special funding for the program – outside of the moorage model – through the Port’s Economic Development Fund.

The Commission spent a considerable amount of time researching and analyzing the benefits of what a reduced moorage program would be for the citizens of Whatcom County. After hearing public comment from the different sectors impacted by the local fishing fleet, the Commission wanted to implement a program that would lure fishermen mooring in other facilities to the Port of Bellingham, which would in turn lead to an increase in taxes being paid into Whatcom County as well as job creation and retention for the local businesses. Setting a term for the program will allow Port staff to evaluate whether this program has an overall economic benefit to the community.

Update: At their February 5, 2013 meeting, the Port Commission extended the program until December 31, 2013.

13. What is the benefit to the customer?

The new model bases rates on actual expenditures for bonded capital projects which the previous model did not. We were also able to develop a method to reduce our financing /capital costs by approximately 5 million dollars over the next five years. This means a significant reduction in expenses, and overall moorage rates for the marina user.

14. Why switch to area-based moorage rates?

The larger slips/vessels take up more area so they pay more per linear foot than the smaller vessels.

MARINA ADVISORY COMMITTEE

15. Who is the Marina Advisory Committee (MAC)?

The MAC is made up of volunteers representing the commercial fishing industry, recreational boating, marine support services (including port tenants), boating clubs, and other associated interests. The MAC is a Port of Bellingham, Commission-appointed committee directed to advise the port on planning, operations, policies, and other marina-related matters.