

BLAINE & SQUALICUM HARBORS

- Moorage Rates -

FREQUENTLY ASKED QUESTIONS

Effective April 1, 2019

MOORAGE RATES

1. What are the moorage rates for recreation vessels?

Open Slip-Recreation

	Rate / ft	w/LHT
≤26'	\$8.42	\$9.50
27-30	\$8.59	\$9.69
31-36	\$8.67	\$9.78
37-44	\$9.20	\$10.38
45-56	\$9.57	\$10.80
57-70	\$11.14	\$12.57
>70	\$12.46	\$14.06

Boathouse

	Rate / ft	w/LHT
31-36'	\$11.27	\$12.72
37-44	\$11.96	\$13.50
45-56	\$12.44	\$14.04
57-70	\$14.48	\$16.34
>70	\$16.20	\$18.28

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

2. 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 March 3 through April 30. All annual moorage renews on April 1 of each year.

3. What is the current annual moorage rate?

The annual moorage rate is discounted by a rate equal to a 5-year Treasury bond plus 1%. This rate adjusts annually on January 1. Effective January 1, 2019, the annual moorage rate is discounted 3%.

Open Slip-Recreation

	Rate / ft	w/LHT
≤26'	\$98.01	\$110.59
27-30	\$99.99	\$112.83
31-36	\$100.92	\$113.88
37-44	\$107.09	\$120.84
45-56	\$111.39	\$125.70
57-70	\$129.67	\$146.32
>70	\$145.03	\$163.66

Boathouse

	Rate / ft	w/LHT
31-36'	\$131.19	\$148.04
37-44	\$139.21	\$157.09
45-56	\$144.80	\$163.39
57-70	\$168.55	\$190.19
>70	\$188.57	\$212.78

4. What are the moorage rates for Active Commercial Fishing Vessels?

Active Commercial Fishing Vessel

Monthly Moorage Rate

	Rate/LF	w/LHT
<80'	\$6.39	\$7.21
≥80'	\$7.20	\$8.12

5. 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 current season fish tickets or landing permits in the name of the vessel owner. Previous is defined as in the last two (2) years. The Active Commercial Fisherman will have the vessel which is moored in the harbor, rigged for licensed fishery (or fisheries). To continue eligibility for this rate, documents would need to be submitted to replace ones older than two (2) years.

6. 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.

7. Do my moorage rates pay for the landscaping and maintenance on the promenade around Squalicum 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. 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.

8. 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 **Table 1** are from the survey done January 23, 2019 and shows where our rates, effective April 1, 2019, fit within the market.

Table 1

26'	\$/ft	36'	\$/ft	45'	\$/ft	56'	\$/ft	70'	\$/ft
Shilshole Bay Marina	\$12.58	Shilshole Bay Marina	\$13.97	Shilshole Bay Marina	\$15.00	Shilshole Bay Marina	\$16.75	Shilshole Bay Marina	\$17.58
Fishermen's Terminal	\$11.45	Port of Edmonds	\$12.50	Port of Anacortes	\$12.87	Port of Edmonds	\$16.28	Port of Anacortes	\$17.39
Port of Edmonds	\$10.83	Fishermen's Terminal	\$11.45	Port of Edmonds	\$12.81	Port of Anacortes	\$14.96	Port of Edmonds	\$15.94
Port of Friday Harbor	\$9.77	Port of Everett North	\$11.04	Fishermen's Terminal	\$12.45	Port of Everett North	\$12.45	Port of Everett North	\$14.15
Point Roberts	\$9.38	Point Roberts	\$10.41	Port of Everett North	\$11.53	Fishermen's Terminal	\$12.45	Fishermen's Terminal	\$13.34
Port Townsend BH	\$8.99	Port of Friday Harbor	\$10.06	Port of Everett	\$10.64	Port Townsend BH	\$10.95	Port of Bellingham	\$12.46
Port of Bellingham	\$8.42	Port of Anacortes	\$9.74	Port of Friday Harbor	\$10.45	Point Roberts	\$10.88	Port of Friday Harbor	\$11.02
Bremerton Marina	\$8.25	Port Townsend BH	\$9.58	Point Roberts	\$10.41	Port of Friday Harbor	\$10.56	Port Townsend BH	\$10.95
Semiahmoo	\$7.79	Port of Everett	\$9.11	Port Townsend BH	\$10.15	LaConner Marina	\$10.41	Point Roberts	\$10.88
Port of Anacortes	\$7.65	Port of Bellingham	\$8.67	Port of Bellingham	\$9.57	Semiahmoo	\$10.11	Bremerton Marina	\$10.30
Port Angeles John Wayne	\$7.56	Semiahmoo	\$8.28	Bremerton Marina	\$8.88	Bremerton Marina	\$9.84	Port Angeles John Wayne	\$9.70
Port of Everett	\$7.52	Bremerton Marina	\$8.25	Port Angeles John Wayne	\$8.67	Port of Bellingham	\$9.57	Port of Olympia	\$8.86
LaConner Marina	\$7.09	Port Angeles John Wayne	\$8.25	Semiahmoo	\$8.62	Port Angeles John Wayne	\$9.24	Port Angeles Boat Haven	\$7.71
Port of Olympia	\$6.96	Port of Olympia	\$7.84	LaConner Marina	\$8.57	Port of Olympia	\$8.86	Port Orchard Marina-side tie	\$6.93
Port Angeles Boat Haven	\$6.30	LaConner Marina	\$7.59	Port of Olympia	\$8.24	Port Angeles Boat Haven	\$7.69	Port of Everett	-
Port Orchard Marina	\$6.05	Port Angeles Boat Haven	\$6.99	Port Angeles Boat Haven	\$7.34	Port Orchard Marina-side tie	\$6.93	LaConner Marina	-
12th St. Marina	-	Port Orchard Marina	\$6.82	Port Orchard Marina	\$7.21	Port of Everett	-	Semiahmoo	-

MOORAGE RATE MODEL

9. How does the Port Set Moorage Rates?

In 1995, the Port Commission adopted a new moorage model with Resolution 1034 which set moorage rates based on revenues needed to operate the marinas. 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. The term 'Closed Loop System' 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.

Resolution 1034 calls for review of the moorage model every four years. The model was reviewed in 2010 and subsequently adopted by Port Commission in 2011 changing the way moorage rates are calculated. Historically, moorage rates have been based on the linear footage for all slip sizes, which didn't take into consideration that larger boats took up a larger area. The new moorage model adopted in 2011, established a tiered-rate system basing rates on the area of the slip rather than the linear footage and continued to be a closed-loop-system. The moorage rates in the new model adjust each year based on the amount of revenue needed to cover the operating and capital costs of the marinas.

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.

The model was reviewed again in 2014 and the Port Commission requested Port staff to review the moorage rate model while considering future capital project costs. The moorage rate model recovers all of the operating and capital costs of the harbors while also maintaining a cash reserve adequate for covering bonding requirements

10. The Port of Bellingham Commission approved a reduced rate for the Active Commercial Fishing Vessels. How does this fit with the 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 was adopted did not account for this reduction in moorage fees. Because this was 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 local businesses.

During the 2014 review of the moorage model, the Port Commission directed Port Staff to develop a pricing strategy to establish and maintain a competitive moorage rate for ACF vessels while balancing the revenues needed to operate the marinas. The adopted moorage model incorporated a 2% increase to the ACF rate for vessels ≤80' beginning April 1, 2015 for four years, and to keep the moorage model 'whole', funds will be transferred back to the marinas from Economic Development to offset the reduced moorage rate. The moorage rate for vessels over 80' will increase 2% for two years beginning in 2017.

MARINA ADVISORY COMMITTEE

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

The MAC is made up of representatives from 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.
