

## DELTA RECREATION MASTER STRATEGY

### **Bullet List of Findings from Comparison of the Sacramento-San Joaquin Delta Boating Needs Assessment and the California Boating Facilities Needs Assessments**

Exhibit 3: 1/11/05

- The California Boating Facilities Needs Assessment (CBFNA) does not include a geographical area designated the Sacramento San Joaquin River Delta in contrast with the Sacramento San Joaquin Delta Boating Needs Assessment (SSJDBA).
- It is necessary to combine four of the ten regions defined in the CBFNA in order to make a comparison of the Delta information contained in the two studies.
- The CBFNA *annual* registered boat ownership growth rate straight line projections for the portion of the State that includes the Delta ranges from a high of 2.5 % to a low of 1.4%, while the SSJDBNA *annual* registered boat ownership growth rate straight line projections for the 13 counties Primary Market Area (PMA) is 1.6%. Therefore, the two studies are comparable if the conservative low range projection from the CBFNA is used.
- When the four regions encompassing the Delta are broken out from the California overall projections, the growth rate drops to .94% per year. This results from a decline in boat ownership in the San Francisco Bay Region between 2010 and 2020 due to the baby boom generation moving through the population. Both studies fail to factor in the decline in boating ownership.
- About 18% of all developed boating facilities in California are located in the Delta. However, only 5% of total launch ramp lanes are found in the Delta. This inconsistency needs further evaluation in the Master Plan Study.
- Boat ownership growth also is expected to occur in PWC's and boats under 16 feet, while a decline is expected in ownership of boats from 26' to 39' in length.
- Demand is expected to increase for launch ramp facilities and slips to accommodate *trailerable* boats up to 25' in length.
- The CBFNA finds that there will not be a shortage of boat slips through 2020; however, a need will exist to convert existing short boat slips to accommodate longer boats from 17' to 26' in length. This statewide trend needs to be further evaluated in the Master Plan for its potential application to the Delta because the current boat slip upgrade trend reported by Delta marina owners involves the conversion of smaller slips to accommodate boats over 26' in length.
- The Recreation Master Plan Study needs to identify the balance for wet and dry boat storage needs in the Delta.

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- Dredging is a major need reported in both studies with 25% of Delta and 45% of statewide marinas impacted by siltation.
- Neither study contained cost estimates for dredging associated with new marina slip development to meet future latent demand. These figures need to be included in the Master Plan.
- Both needs assessments found boating facility deficiencies to be comparable.
- Estimated unit costs for the replacement, upgrade, and repair of boating related facilities were also comparable. Although, the CBFNA only applied unit costs to boat slips, launch ramp lanes, vehicle and boat trailer parking, and dry boat storage. The SSJDBNA addressed a much broader range of facilities and applied more thorough methodology to cost estimating. Therefore, it is recommended the cost data in the SSJDBNA be utilized in the Master Plan Study.
- The total costs for replacement, upgrade, and repair of boating related facilities and the costs for new facilities needed to meet latent demand were found to be comparable for the Delta Region. With about 18% of the California inventory of boating related facilities, the Delta's share of total costs ranges from 16% to 18% in the magnitude of \$211 million for the period 2002 through 2020 with no adjustment for inflation.