



EXECUTIVE DIRECTOR'S REPORT

August 5, 2020

BOARD OF DIRECTORS MEETING

2150 RIVER PLAZA DRIVE
SUITE 460
SACRAMENTO, CA 95833
PHONE: 916.649.3331
FAX: 916.649.3322

April 8, 2020

Cheryle Hodge, New Growth Manager
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95814

RE: City Council approval of loan necessary for the Conservancy to
acquire mitigation land in accordance with the Natomas Basin
Habitat Conservation Plan

Dear Cheryle:

Thanks many times over for all the work you put into getting Council approval
on the \$2 million lending facility Tuesday evening. Getting a package and
presentation the Council would approve took a lot of work by a lot of people.
But we are aware your effort was substantial, and for that, we are grateful.

Rest assured we'll keep you informed on progress we make on using the
credit line to secure additional mitigation for use by the City. We believe
you'll be pleased with the results.

Please accept our special thanks for all you did to make this possible.

Sincerely,

The Natomas Basin Conservancy, a California
Non-profit Public Benefit Corporation



By: John Shirey
Chair, Board of Directors



By: John Roberts
Executive Director



OFFICERS AND
BOARD OF DIRECTORS

JOHN F. SHIREY
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STEVEN COHN
Board Member

EXECUTIVE OFFICER

John R. Roberts
Executive Director



IN REPLY REFER TO:

United States Department of the Interior

BUREAU OF RECLAMATION
Northern California Area Office
16349 Shasta Dam Boulevard
Shasta Lake, CA 96019-8400



June 9, 2020

RECEIVED
JUN 15 2020

NC-443
2.2.4.22

John Roberts
Natomas Basin Conservancy
2150 River Plaza, Suite 460
Sacramento, California 95833-4135

Subject: Notification of Non-Critical Year - Contract No. 14-06-200-1364A-R-1 (Settlement Contract) - Central Valley Project (CVP), California

Dear Mr. Roberts:

The Bureau of Reclamation has consulted with the California Department of Water Resources and other recognized forecasting agencies and has determined that the forecasted inflow to Shasta Lake is currently greater than 3.2 million acre-feet, changing the previous determination of a "Shasta Critical" to a "Shasta Non-Critical" water year as defined in Article 1(e) of the Settlement Contract.

If you have questions, please contact Mr. Jacob Berens, Water Conservation Specialist, at 530-892-6203 or e-mail jberens@usbr.gov or Ms. Natalie Wolder, Repayment Specialist, at 530-892-6275 or e-mail nwolder@usbr.gov.

Sincerely,

Donald Bader
Area Manager

Subject: Well Production July 1 to the 22

Date: Friday, July 24, 2020 at 4:01:05 PM Pacific Daylight Time

From: Brett Gray

To: John Roberts

Well/Owner	Flow	Pumped	Loss	Transferable
	CFS	AF	AF	AF
Bennett	1,700	136.8	17.8	119.0
Lusich	2,000	112.0	14.6	97.4
Frazer	1,100	94.8	12.3	82.5
Betts	500	47.2	6.1	41.1
Silva	750	59.5	7.7	51.8
Atkinson	1,200	97.7	12.7	85.0
Natomas	1,000	93.9	12.2	81.7

Here is the data as of July 22nd.

Brett Gray
 General Manager
 Natomas Mutual Water Company
 (916) 826-7672

Subject: Level info

Date: Friday, July 24, 2020 at 4:06:38 PM Pacific Daylight Time

From: Brett Gray

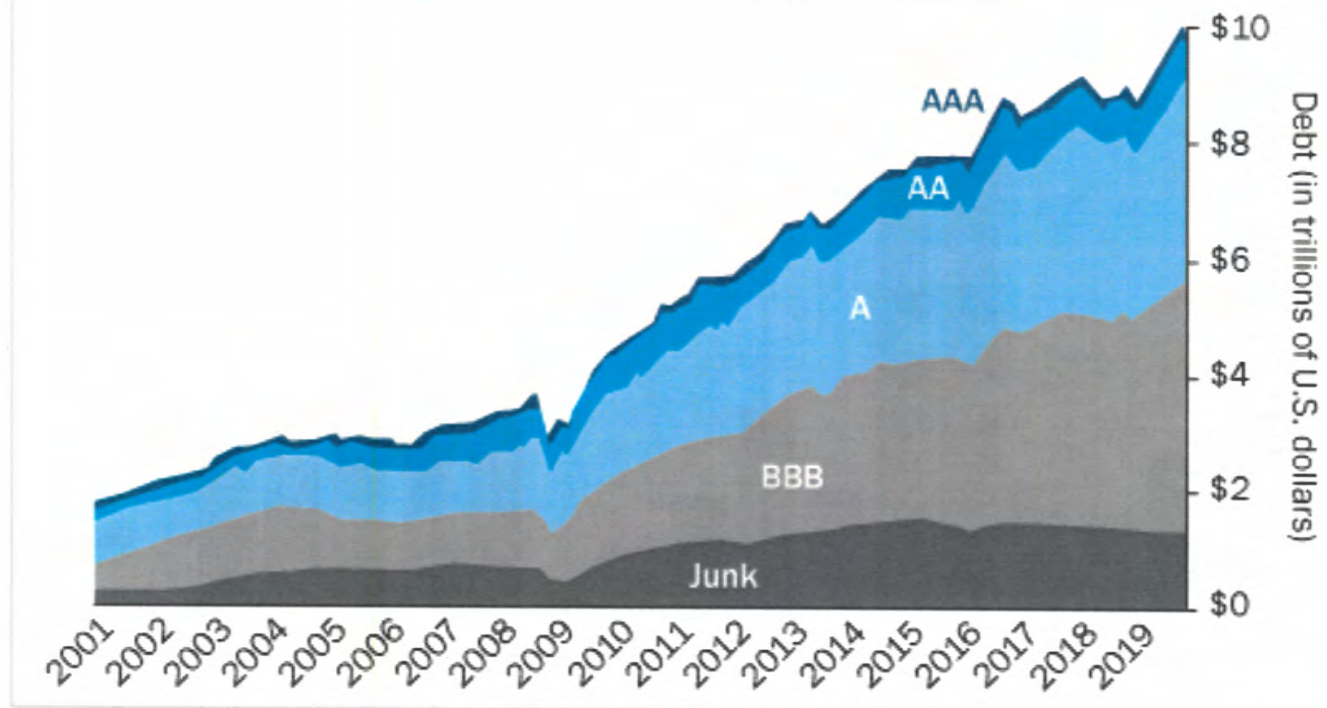
To: John Roberts

Here is some level data along with associated monitoring wells. Just an fyi.

Production Well & Associated Monitoring Wells	Historic Low Groundwater Level		2020 Data	
	Date	(ft below ground surface)	Current	Previous
TNBC Atkinson	7/24/2015	98.6	90	95
TNBC-MW	6/4/2015	31.3	21.5	20.4
TNBC Bennett North	5/21/2015	78.3	46	46.2
Lauppe MW	8/6/2015	9.8	5.2	5.2
TNBC-MW	6/4/2015	31.3	21.5	20.4
TNBC Betts	8/6/2015	158.2	138	141.1
L-3	8/13/2015	120.2	54	53.9
TNBC Natomas	9/24/2015	139.1	38	0
SAFCA-Fish 1	7/1/2015	120.5	24.9	29.2
SAFCA-Fish 2	3/22/2016	101.8	14	15.2
TNBC Frazer	9/24/2015	141	108	107.7
Morrison MW 2	7/29/2014	34.7	22.6	15.3
TNBC Lucich North	3/12/2020	87.1	39.8	32
Morrison MW 2	7/29/2014	34.7	22.6	15.3
TNBC Pond R Well	7/1/2020	42	4.8	7.5
Willey	7/24/2015	132	5	6.5
TNBC Silva Dairy	8/6/2015	129.7	46.2	49.5
L-2	7/24/2015	129.8	26.8	31

Brett Gray
General Manager
Natomas Mutual Water Company
(916) 826-7672

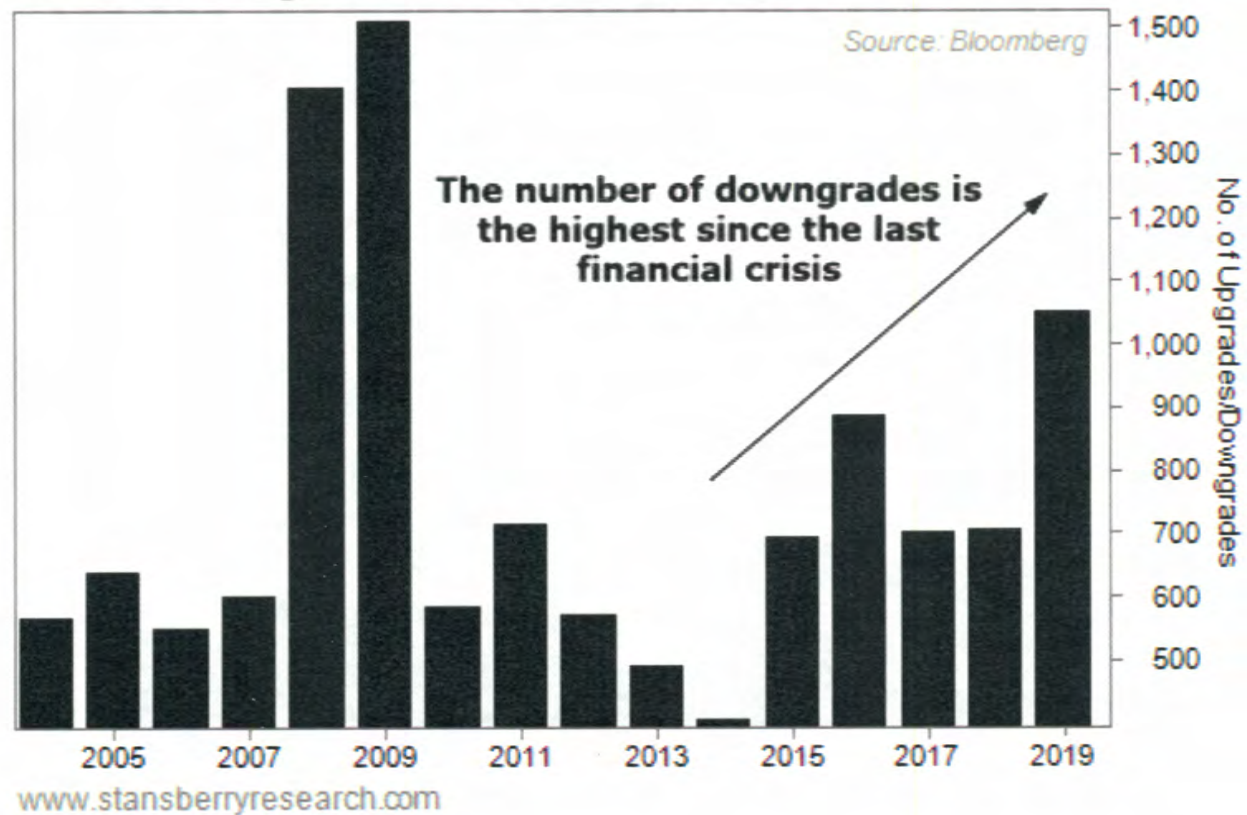
GROWTH OF CORPORATE DEBT BY CREDIT RATING



www.stansberryresearch.com

Source: Adapted from CRR, AM, Datastream

Credit Downgrades in North America







DANIEL KIM d.kim@sacbee.com

A caravan of Amazon delivery vehicles drive on Garden Highway in Natomas on Monday morning. The vehicles are coming from the company's nearby Sacramento fulfillment center, a huge million-square-foot structure.

Convoy of Amazon trucks jams streets in Sacramento

BY TONY BIZJAK
tbizjak@sacbee.com

Each morning, a caravan of gray vans rumbles down pockmarked Power Line Road near Sacramento International Airport, turns left onto the Garden Highway, then zigzags on other rural roads to Interstate 80.

It's the Amazon Armada from the delivery company's nearby fulfillment center, a huge million-square-foot structure.

Gibson Howell of the Garden Highway Community Association says he's counted as many 32 Amazon trucks in a row.

"It's quite the event," he said.

If you're in your driveway, you wait. In response to the vans and other cut-through traffic, residents of the winding levee road put up signs saying, "Garden Highway is not I-5."

The traffic issue on the Garden Highway appears to be just a harbinger of a bigger problem: Residential and commercial

growth in Natomas and in counties northwest of Sacramento are threatening to turn the Natomas intersection of Interstates 5 and 80 into the region's next traffic choke point.

Local transportation planners are aware. They've been lining up freeway, bridge and light rail expansion projects. But there is no set date for getting those projects funded or built. And there is no certainty that what's planned will be sufficient to handle the expected growth.

Natomas, a seasonally floodable agricultural area, has seen growth in fits and starts for decades. The airport was built in 1967, along with some housing, but the big boom occurred in the early 2000s after federal and local officials spent billions of dollars to strengthen the bathtub-like basin's surrounding levees.

That came crashing to a halt in the recent Great

Recession and after new flood fears forced a de facto housing moratorium pending more levee work.

A TRAFFIC JAM IN NATOMAS

Now, not only is Natomas growing again, but so are areas farther afield that send drivers through Natomas daily.

• In Yolo County, the city of Woodland is a fast-growing bedroom community, sending more commuters on I-5 past the airport to downtown Sacramento. Some of them already have been rerouted by their GPS systems to South River Road through West Sacramento when I-5 is congested.

• Sutter and Yuba counties to the north continue to grow, sending commuters down Highways 99 and 70 to I-5. And Placer County hopes to build the Placer Parkway expressway to funnel future south Placer residents to 99 and 70, allowing them that route south into Sacramento.

• Meanwhile, closer to

downtown, a major subdivision of 3,000 homes called Northlake is underway immediately north of I-5 and west of 99-70.

And a larger community of 10,000 potential homes called Upper Westside is under consideration west of I-5 along the Sacramento River.

• Decades in the planning, Metro Air Park, a commercial and industrial park, is underway just east of Sacramento International Airport.

The air park, expected to fill in over the next 20-plus years, will offer a local job center to reduce commute distances for Natomas residents, but also will be a launch point for commercial trucks in the e-commerce era. Amazon is the first tenant, opening its huge fulfillment center in late 2017.

A similar-sized warehouse distribution center is under construction nearby and is expected to open this fall. Amazon

SEE TRUCKS, 6A

TRUCKS

and future Metro Air Park tenants, meanwhile, are paying to build an \$18 million interchange on I-5, about a mile east of the airport I-5 interchange.

That interchange is expected to be finished in December, allowing Amazon trucks and others direct access to I-5.

Even without that interchange in place, Garden Highway residents complain that Amazon's vans should not be driving through their neighborhood. They say the vans could take Bayon Way, a freeway frontage road, to the I-5 airport interchange one mile away instead of the convoluted 5.5-mile route along the Garden Highway.

In an email to The Bee, an Amazon spokesperson said the vans have been parked overnight at the fulfillment center, then head in the morning to a West Sacramento distribution center to pick up packages for delivery. That center currently does not have adequate overnight parking for the vans, but Amazon says it will have new parking in place near the distribution center by this summer.

WAREHOUSES AND TRUCKS AT METRO AIR PARK

Despite truck traffic fears, county leaders say

economic boom in the e-commerce age.

"We have a regional asset there, an economic engine," air park representative Tom Ramos said. He pointed out that Stockton, Tracy, Fairfield and Reno already have e-commerce centers. "It's a plus for the Sacramento region to participate."

Sacramento County Supervisor Phil Serna, who represents the Natomas area, is a strong supporter of Metro Air Park. But he is wary of some other development. The proposed Upper West Side residential community doesn't have his vote yet, and won't unless it is designed to reduce commute distances rather than add to congestion, he said. "It has to be far superior to anything we've seen so far as far as greenhouse gas emissions go."

That could include a shuttle bus program similar to one the Northlake community developer will finance. Northlake has contracted with a commuter shuttle bus service called North Natomas Jibe to provide downtown shuttles.

Caltrans and local officials acknowledge they have work to do to deal with growth and added commute traffic from neighboring counties. State highway officials said they hope to add

or multi-use lanes in each direction on I-5 through Natomas, but that is unlikely to happen until spring 2025. That could include using the lane as a toll lane where drivers can choose to pay a fee per mile to use that lane to get through the corridor more quickly.

Caltrans also is exploring ways to widen the I-5 bridge over the American River between downtown and Natomas.

The city of Sacramento and Sacramento Regional Transit are talking about building a local light rail and traffic bridge over the American River between Truxel Road in south Natomas and the River District adjacent to downtown. Their goal would be to extend light rail over that bridge, through South and North Natomas and eventually to the airport, with station stops in the new Northlake community development and in Metro Air Park.

That bridge could also handle commuter cars from Natomas, taking some pressure off nearby I-5. Some Natomas residents complain the local commute already is overburdened, and that includes slowdowns at times to and from the airport.

The next handful of years will tell whether the region's leaders have learned the lessons from past traffic jams in other areas to avoid a similar logjam in Natomas.

Tony Buzjak: 916-321-1059.