

Regional Transportation Plan

2024



Glenn County



Initial Study and
Negative Declaration



LSC Transportation Consultants, Inc.

Glenn County Regional Transportation Plan 2024

Initial Study and Negative Declaration

Prepared for

Glenn County Local Transportation Commission
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Approved February 19, 2026

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PROJECT TITLE: Glenn County 2024 Regional Transportation Plan Initial Study and Negative Declaration

LEAD AGENCY: Glenn County Transportation Commission
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Willows, CA 95988

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PROJECT LOCATION: GLENN COUNTY

Glenn County is in Northern California (as shown in Figure 1). The county is bordered by Butte County to the East, Colusa County to the South, Lake and Mendocino Counties to the West, and Tehama County to the North. Glenn County’s landscape includes the Pacific Coast Range of the Mendocino National Forest in the western portion of the county and the Sacramento River in the eastern portion.

The County has two incorporated cities (City of Orland and City of Willows) and nine unincorporated communities. Grindstone Indian Rancheria is the one federally recognized Tribal Government within the county and is located within south Orland.

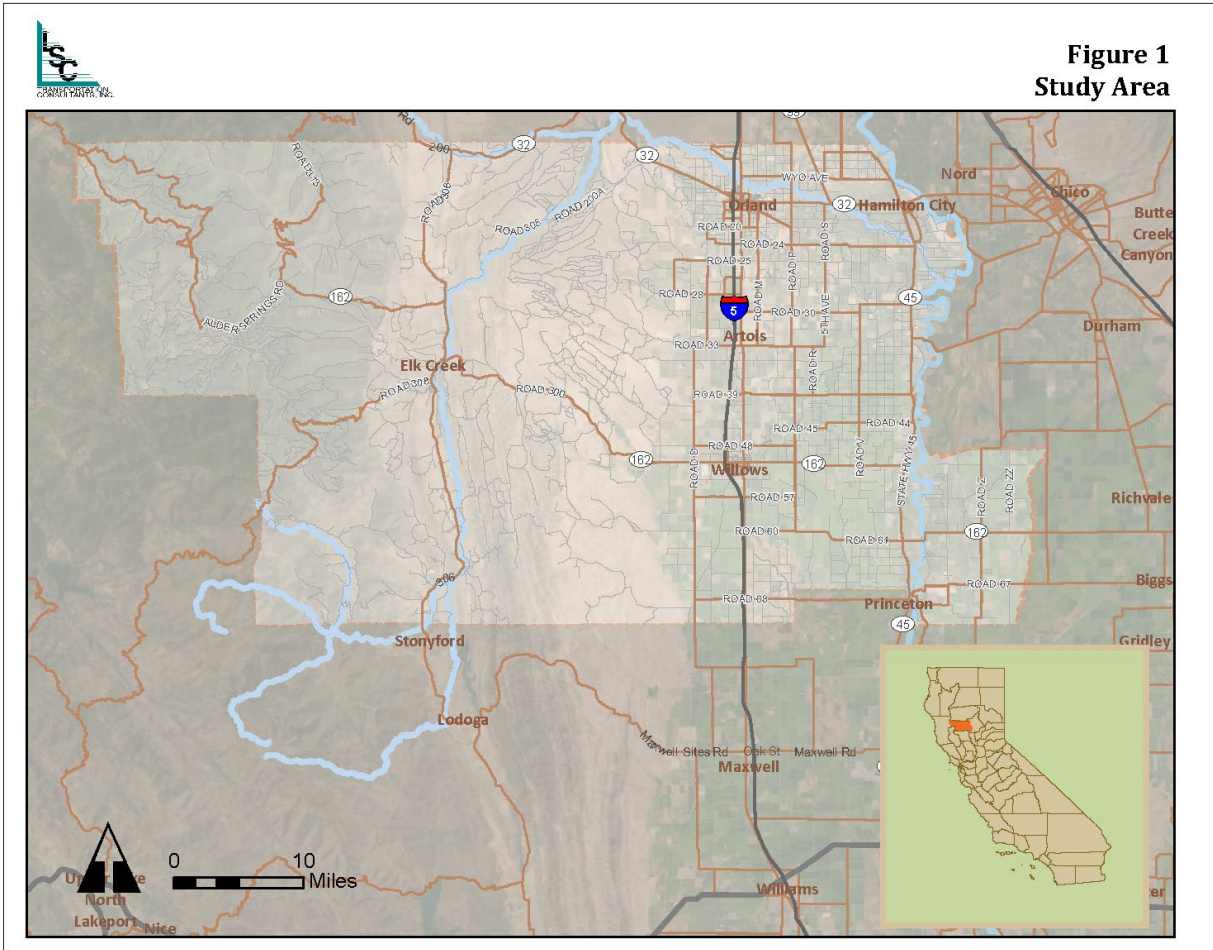
Interstate 5 (I-5) is the primary roadway for the majority of the county’s population and runs north to south, connecting the county with Tehama County and Red Bluff to the north and Colusa County and the greater Sacramento area to the south. State Route (SR-) 162 provides west-to-east access from the Mendocino National Forest communities of Copper City through to Butte City.

PROJECT DESCRIPTION

The Glenn County Transportation Commission (GCTC) has recently prepared an updated draft of the Glenn County 2024 Regional Transportation Plan (RTP) (which is defined as the “Project” for purposes of this study). GCTC staff worked with a consulting firm to guide the development of the Project. A public hearing will be held during a GCTC meeting to solicit public input. The Public Draft RTP can be viewed and downloaded from the GCTC page: https://glenncounty.granicus.com/MetaViewer.php?meta_id=263873.

In compliance with the California Environmental Quality Act (CEQA) Guidelines, the Lead Agency is required to prepare an Initial Study for the Project. The GCTC is defined as the Lead Agency under the provisions of CEQA. The primary objective in the preparation of an Initial Study is to disclose significant environmental effects and to identify measures to avoid or reduce significant environmental effects.

The Initial Study evaluates the potential environmental impacts associated with the implementation of the goals, policies, and implementation measures of the RTP and the construction, use, and maintenance of transportation facilities identified in the plan. This Initial Study has been prepared at a program level to enable broad consideration of the RTP’s program-level impacts and reduce repetitive analysis issues that may be relevant to multiple projects.



Program-level consideration of the RTP provides the County and Cities of Willows and Orland an opportunity to propose countywide and/or citywide programmatic mitigation that might not be possible with individual project-level analysis. Based upon the findings of this Initial Study, and pursuant to CEQA Guidelines Section 15070, the GCTC plans to prepare a Negative Declaration. If, through the public review process, mitigation measures are found necessary, the GCTC will prepare a Mitigated Negative Declaration that includes a mitigation monitoring program in accordance with CEQA Guidelines.

The RTP outlines improvements to enhance or expand regional transportation in Glenn County. While the RTP does not directly implement transportation projects or facilities, it identifies necessary upgrades to develop the best possible circulation and transportation system to meet the county's mobility and access needs.

As the RTPA, the GCTC is mandated by California law to update and submit the RTP to the California Transportation Commission (CTC) and Caltrans every four years. The RTP's purpose is to establish a vision for the region's transportation facilities and services, supported by goals for ten- and twenty-year planning horizons. It outlines policy direction, actions, and funding strategies aimed at maintaining and improving the regional transportation system.

The RTP analysis focuses on potential significant impacts at a regional, system-wide level. For individual projects nearing implementation, "project-specific" environmental assessments will be required before approval and execution. These reviews must comply with the California Environmental Quality Act (CEQA) and, if federally funded, the National Environmental Policy Act (NEPA). If necessary, mitigation

measures will address any adverse environmental impacts resulting from the projects. Since CEQA does not mandate speculative analysis, and project timelines and priorities may shift, evaluating environmental impacts for individual projects at this stage would be premature. The RTP aligns with the goals and policies of the Glenn County General Plan.

The RTP begins with a background overview of Glenn County, including projected population growth, economic conditions, and existing transportation services and infrastructure. This is followed by a needs assessment that evaluates current and future transportation requirements, encompassing streets and highways, goods movement, public transit, bicycle and pedestrian traffic, and aviation facilities. For each area, the RTP outlines goals, objectives, performance measures, policies, and implementation programs. The plan concludes with an action element detailing proposed projects and potential funding strategies for future initiatives.

To implement the project, the GCTC must formally adopt the updated RTP through a resolution. After adoption, the execution of projects outlined in the RTP will depend on several factors, including funding availability, shifts in priority needs, and unforeseen emergencies. Additionally, implementation will require collaboration with other agencies, such as Caltrans, whose actions are beyond GCTC's direct control.

The RTP outlines goals centered on mobility, safety, quality of life, environmental considerations, and financial efficiency. It identifies capital transportation improvement projects designed to address regional transportation needs while aligning with regional goals and adopting planning documents. The projects listed in the RTP include the following:

- Short-term, mid-term, and long-term roadway/bridge projects, including roadway maintenance and bridge rehabilitation/reconstruction on state highways, county roads, and city streets.
- Active transportation improvement projects, including construction of sidewalks, bike paths, and pedestrian ways to increase safety for non-motorized transportation users.
- Transit capital improvement projects.
- Aviation capital improvement projects.

Funding is anticipated to come from a diverse array of existing state, federal, and local sources. The RTP process involved outreach to various stakeholders, including natural resource agencies, public transportation providers, government entities, tribal organizations, representatives of disadvantaged groups, private sector participants, and the general public.

SURROUNDING LAND USES AND SETTING

In Glenn County's General Plan Update (2023), there is a strong emphasis on protecting and preserving the agricultural industry in the overall land use of the county. Agricultural land use comprises the majority of land use. Aside from agricultural land use, a variety of other land uses are identified in the General Plan, including Commercial, Industrial, and residential land uses. Glenn County's development over the next 20 years will concentrate on expanding existing communities to protect its agricultural and rural landscape while fostering safe, vibrant, and appealing neighborhoods.

According to the 2020 US Census, Glenn County has a total population of 28,917. This is a 2.8 percent increase from the 2010 Census recorded population for Glenn County and 34.5 percent greater than the

1980 census. Of the 2020 total, 6,201 people lived in the City of Willows, and 8,221 people lived in the City of Orland. According to 2022 American Community Survey data, the predominant ethnicity is White (48.9 percent), followed by Hispanic (42.7 percent) and Asian (3.4 percent).

Nearly 17 percent (or 4,835 people) of the population in Glenn County were 65 years or older in 2020, with 1.5 percent (458 people) being 85 years or older (US Decennial Census). According to the CA DOF, the Glenn County population that is age 65 and older will increase from 4,835 in 2020 to 6,043 in 2030, or by roughly 7.7 percent (CA DOF). This population is then anticipated to decrease year over year to 5,895 by 2050.

Coordinating land use changes and population growth with transportation planning is one of the most important considerations in modern planning. A new transportation facility to an outlying area can have the effect of increasing land use by providing convenient transportation. This can have negative effects on the environment and the regional transportation system. Additionally, it is important to consider transportation needs (roadways, bicycle paths, and public transit) before approving and constructing a new development.

OTHER AGENCY APPROVALS

Per Government Code Section 65080, the RTP must be adopted by GCTC at a public hearing. After adoption, copies of the document must be submitted to Caltrans and the CTC.

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Pursuant to PUC 21080.3.1 and AB 52, GCTC consulted with Native American Tribes traditionally and culturally affiliated with Glenn County. GCTC requested a consultation list of tribes located within Glenn County from the Native American Heritage Commission. At the beginning of the project, in July 2024, GCTC sent letters to each tribe requesting input on regional transportation needs as well to begin formal consultation. Tribes were also personally invited to the public hearing on the RTP and provided with a copy of the Draft RTP. To date, a response has been received by the Grindstone Rancheria of Wintun-Wailaki, requesting they receive further updates about the RTP as the process moves forward.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:


I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

6/23/25

Date

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INITIAL STUDY CHECKLIST AND ANALYSIS

CHECKLIST AND ANALYSIS

The following Environmental Checklist and discussion of potential environmental effects were completed in accordance with Sections 15060 to 15065 of the CEQA Guidelines and the revised Initial Study checklist to determine whether the Project may have a significant environmental effect. The degree of impact for each discussion topic is noted based on the following definitions:

- **Potentially Significant Impact:** An impact for which there is substantial evidence that an effect might be significant and for which no mitigation has been incorporated. Such an impact would require the preparation of an Environmental Impact Report.
- **Less Than Significant with Mitigation Incorporation:** An impact that requires mitigation to reduce the impact to a less than significant level. For such impacts, proposed mitigation measures are identified within this Initial Study.
- **Less Than Significant Impact:** An impact that is considered less than significant under the standards of CEQA.
- **No Impact:** An issue for which the Project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS				
Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: There is an abundance of scenic resources in Glenn County, including rolling hills, farmlands, and mountainous views of the Sierra Nevadas, the Sutter Buttes, and the Coastal Ranges. The RTP projects proposed will not result in significant visual changes to existing facilities. Less than significant impacts are identified at the plan level as all aesthetic resource impacts will be identified and mitigated on a project-specific basis.

II. AGRICULTURE AND FORESTRY RESOURCES				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Glenn County General Plan Land Use Element emphasizes the preservation of the agricultural character. The RTP, in general, emphasizes system preservation and safety concerns. As no new major roadways are proposed as part of this RTP update, there will be no significant impact to agricultural and forestry resources.

III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Glenn County is part of the Sacramento Valley Air Basin (SVAB), and the Glenn County Air Pollution Control District (GCAPCD) manages air pollution in Glenn County. Glenn County is designated in attainment/unclassifiable levels for federal Ozone and PM-2.5 and is designated federal PM10 unclassifiable levels. As for state standards, Glenn County is in attainment for Ozone and PM-2.5 and is in non-attainment for PM-10. Many RTP projects will rehabilitate the current road base, improve existing and future circulation, support zero-emission vehicles, and increase the use of active transportation. With this focus, improvements in the RTP may benefit regional air quality. Dust and emissions from construction equipment for RTP projects could cause PM10 emissions during roadway construction activities. Each project will undergo an air quality analysis as part of the implementation phase. The construction phase of each project will need to comply with the requirements of the Glenn County Public Works Department and the Glenn County Air Pollution Control Department.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: All roadway improvements outlined in the plan for Glenn County are confined to existing facilities and are not expected to significantly impact biological resources. Additionally, improvement projects will incorporate measures to enhance wildlife connectivity or habitat health, where applicable, in alignment with Senate Bill 790 (2021).

The RTP includes policies aimed at minimizing the environmental impacts of transportation investments. Natural resource agencies were engaged early in the planning process, and ongoing review of state and federal environmental resource planning documents and regulations is encouraged. GCTC also supports

collaborative efforts to identify and address barriers to wildlife movement caused by transportation infrastructure in accordance with Assembly Bill 2344 (2022).

With project-specific environmental reviews and adherence to existing regulations, the impact of this RTP is considered less than significant.

V. CULTURAL RESOURCES				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: RTP projects occurring within existing facilities are not anticipated to significantly impact cultural resources. However, projects that involve expanding existing rights-of-way into previously undisturbed areas or constructing new rights-of-way in such areas may have the potential for significant impacts on cultural resources. These impacts will be mitigated to a less-than-significant level through project-specific environmental reviews.

In the event that human remains are uncovered during archaeological investigations or construction, the County Coroner will be notified, and appropriate measures will be taken to comply with state laws governing the treatment and disposition of human remains.

VI. ENERGY				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The RTP will not result in wasteful or unnecessary consumption of energy during project construction or operation or conflict with a state or local plan for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The RTP identifies projects for reconstruction of and improvements to existing roadways and bridges, specific impacts on geology and soils associated with these projects will be addressed and mitigated as necessary on an individual basis at the time of project review.

VIII. GREENHOUSE GAS EMISSIONS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The RTP includes goals, policies, and strategies aimed at reducing greenhouse gas emissions in Glenn County. RTP projects such as roadway and bridge repairs are necessary to maintain a safe regional transportation system and to prevent deterioration of roadways and bridges, which may require costlier repairs in the future. The RTP supports the increase of zero-emission vehicle (ZEV) use within the County, which will reduce greenhouse gas emissions, particularly through the conversion of the public transit fleet from diesel to ZEV. The RTP also includes long-term bicycle and pedestrian improvement projects, which will create more bicycle and pedestrian-friendly communities and potentially reduce vehicle miles traveled (VMT). By expanding alternative forms of transportation, Glenn County is in line with statewide climate change goals. Combined, successful implementation of the above efforts will reduce, not increase, greenhouse gas emissions in Glenn County.

The RTP is a programmatic document and does not negate the requirement for project-specific environmental review. Therefore, there is no potential for a significant impact.

IX. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: RTP projects will not increase hazards and hazardous materials. RTP projects are transportation improvement projects, including the installation of guardrails and traffic control signs, which will increase the safety of Glenn County roadways. The RTP is a programmatic document. Specific environmental impacts of proposed projects discussed in the RTP will be addressed and mitigated on an individual basis at the time of project review.

X. HYDROLOGY AND WATER QUALITY				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: This RTP emphasizes the importance of replacing, rehabilitating, and maintaining roadways and existing bridges and, therefore, will not increase runoff or obstruct the implementation of a water quality control plan. Further environmental review will be conducted at the project level in compliance with existing regulatory requirements.

XI. LAND USE AND PLANNING				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Based on the preliminary review of the projects proposed by the RTP, there does not appear to be any potential for impacts that might physically divide a community, conflict with any applicable land use plan, policy, or regulation, or conflict with any applicable habitat conservation plan or natural community conservation plan. Additionally, the RTP is consistent with local General Plans and natural resource agency plans. Further, the RTP is a programmatic document. Specific environmental impacts of proposed projects discussed in the RTP will be addressed on an individual basis at the time of project review. Therefore, there is no potential for significant impact.

XII. MINERAL RESOURCES				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Result in the loss of availability of a known mineral that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The RTP includes improvements to transportation systems such as roadways, bridges, airports, and bicycle/pedestrian facilities. RTP project will not affect mineral resources.

XIII. NOISE				
Would the project result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The most probable source of noise impacts would come from construction activities associated with proposed projects in this RTP. The Noise portion of the Public Safety Element of the Glenn County General Plan (2023) establishes Day-night Average Sound Levels (Ldn) that new projects need to comply with. The maximum allowable ambient noise exposure is divided by land use. Noise sensitive land uses (receptors) include residential areas, hospitals, convalescent homes and extended care facilities, schools, libraries, day-care centers, and other similar land uses as determined by the County. General Plan Policy N 1-6 regarding Transportation-Related Noise is relevant in the consideration of new transportation projects.

The RTP concentrates on system preservation and safety for County roadways. Future projects are subject to project-specific environmental review and analysis. Given the existing General Plan policies, any potential impact will be less than significant.

XIV. POPULATION AND HOUSING				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The RTP is a programmatic document. Project-specific environmental review will follow with every project proposed in the RTP. The primary focus of the RTP is the safety and maintenance of existing facilities. Therefore, the RTP will not have an impact on population and housing.

XV. PUBLIC SERVICES				
Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: As RTP projects focus on the improvement of existing roadway facilities and other transportation facilities, not housing, there will be no impact on public services. Any impact would be beneficial in that improvements to existing facilities would aid in access to public services.

XVI. RECREATION	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The adoption and implementation of the RTP will not require new or expanded park and recreation facilities. The projects outlined in the RTP focus on rehabilitating and enhancing the existing transportation network in Glenn County. The impact to recreation will be less than significant.

XVII. TRANSPORTATION	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: All projects outlined in the RTP are designed to enhance the overall transportation system and address related impacts. Since no new trip generators are being developed, RTP projects are not expected to increase vehicle miles traveled in Glenn County. The RTP also includes a list of potential active transportation projects that could help reduce vehicle miles traveled. Additionally, as the RTP is a programmatic document, and each proposed project will undergo individual review, there is no potential for significant impacts.

XVIII. TRIBAL CULTURAL RESOURCES	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The RTP goals, policies, and objectives acknowledge the importance of coordination and consultation with tribal governments located within the boundary of Glenn County. Those Tribal Governments that have sacred lands within Glenn County were contacted and their input was requested in the RTP process. Copies of this Initial Study and the Draft RTP document have been sent to tribal representatives. GCTC will seek tribal input on any proposed new transportation improvement projects that have the potential to impact tribal cultural resources and identified impacts will be mitigated to be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: As the RTP projects focus primarily on the improvement of existing roadway facilities, the potential for significant impacts on utilities and service systems is low. The statewide transition to ZEVs and GCTC's support of this transition may impact utility systems within the County, and any environmental impacts of ZEV infrastructure projects will be evaluated on a project-specific level.

All road improvement projects will undergo environmental impact analysis in accordance with CEQA (or NEPA, if appropriate). No impacts are identified at the plan level, as all potentially affected water resources and/or utility interests will be identified and mitigated on a project-specific basis.

XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The RTP aims to support wildfire risk mitigation improvements through maintaining and improving roadways. All impacts to emergency evacuation during construction will be evaluated at the project level and will be mitigated to less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The preparation and adoption of the RTP represent long-term transportation planning for the Glenn County Region and do not involve specific projects that could cause individual impacts. The RTP includes policies aimed at minimizing the environmental effects of transportation investments. Any environmental impacts related to the projects identified in the RTP will be addressed individually during the project review process.

Forecasted population growth in Glenn County over the next 20 years is projected to be negative, resulting in minimal impacts on existing facilities. The RTP provides a policy framework to improve regional transportation and circulation by reducing vehicle trips, addressing safety hazards for automobiles, bicyclists, pedestrians, and mitigating air traffic conflicts. Projects identified in the RTP will undergo a thorough environmental review and analysis prior to implementation and construction to ensure that impacts are mitigated to a “less than significant” level.

The RTP prioritizes connectivity and safety within the transportation system, leading to a reduction in automobile conflicts and improved safety for both drivers and cyclists. Its implementation is expected to decrease vehicle miles traveled (VMT) and reduce greenhouse gas emissions. Therefore, this impact is considered less than significant.

PREPARERS

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Glenn County Transportation Commission