



Willows City Council Regular Meeting

June 11, 2024
Willows City Hall
6:00 PM

City Council
Gary Hansen, Mayor
Evan Hutson, Vice Mayor
Rick Thomas, Council Member
David Vodden, Council Member
Forrest Sprague, Council Member

City Manager
Marti Brown

City Clerk
Amos Hoover

201 North Lassen Street
Willows, CA 95988
(530) 934-7041

Agenda

Watch the Council meeting online via Zoom (Passcode 95988):

<https://us06web.zoom.us/j/81407137861?pwd=vFKzHE99n4mbiVEPUujwEH17af9sFK.1>

Remote viewing of the City Council meeting for members of the public is provided for convenience only. In the event that the remote viewing connection malfunctions for any reason, the City Council reserves the right to conduct the meeting without remote viewing.

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **CHANGES TO THE AGENDA**
5. **PUBLIC COMMENT & CONSENT CALENDAR FORUM**

All matters on the Consent Calendar are considered routine and are approved by one motion and vote, unless Councilmembers or the City Manager first requests that a matter be removed for separate discussion and action. Individuals wishing to address the City Council concerning Consent Calendar items or regarding matters that are not already on the agenda are invited to make oral comments of up to three minutes at this time. Please address your comments to the Mayor and Councilmembers, and not to staff and/or the audience. By State law, the Council is not permitted to undertake any action or discussion on any item not appearing on the posted agenda. If you have any documentation that you would like distributed to the City Council, please mail it to the City Clerk at 201 North Lassen Street, Willows, CA 95988 or email it to: ahoover@cityofwillows.org.

a. **Register Approval**

Recommended Action: Approve general checking, payroll, and direct deposit check registers.

Contact: Amos Hoover, City Clerk, ahoover@cityofwillows.org

b. **Minutes Approval**

Recommended Action: Approve the May 28, 2024, meeting minutes.

Contact: Amos Hoover, City Clerk, ahoover@cityofwillows.org

c. **Solid Waste Management Parcel Fee**

Recommended Action: Adopt a resolution extending service charges imposed on improved real property within the incorporated area of the City of Willows for the use of and/or ability to use the Glenn County Solid Waste System during fiscal year 2024-25.

Contact: Joe Bettencourt, Community Development & Services Director,
jbettencourt@cityofwillows.org

d. **2024 November General Election**

Recommended Action: Adopt a resolution requesting the Glenn County Board of Supervisors to render specified services to the City of Willows to conduct the City's Municipal Elections to be held on November 5, 2024, the date of the Nation-wide General Election, pursuant to Section 10002 of the California Elections Code.

Contact: Amos Hoover, City Clerk, ahoover@cityofwillows.org

e. **Library Board of Trustees Appointment**

Recommended Action: By motion, appoint Kristel Bettencourt to the Willows Library Board of Trustees in accordance with the recommendation of Vice Mayor Hutson, to fill the remainder of the term ending on June 30, 2026.

Contact: Amos Hoover, City Clerk, ahoover@cityofwillows.org

6. PUBLIC HEARING

All matters in this section of the agenda are formal public hearings and will be acted on individually. Once the Mayor opens the public hearing, members of the public may request to speak. When you are called on by the Mayor, please state your name clearly for the audio recording. If you have any documentation that you would like to be distributed to the Council, please give it to the City Clerk for distribution.

a. **Unmet Transit Needs Discovery Process**

Recommended Action: Facilitate a public hearing with the Glenn County Transit Authority for their annual unmet transit needs discovery process.

Contact: Ashlee Veneman, Administrative Services Analyst, ashleev@countyofglenn.net

7. DISCUSSION & ACTION CALENDAR

All matters in this section of the agenda are discussed and will be acted on individually. Individuals wishing to address the City Council concerning any of these items are invited to make oral comments of up to three minutes at this time. Please address your comments to the Mayor and Councilmembers, and not to staff and/or the audience. When the Mayor calls for public comment, please raise your hand to be acknowledged. While not required, the City requests that you please state your name clearly for the audio recording. By State law, the Council is not permitted to undertake any action or discussion on any item not appearing on the posted agenda. If you have any documentation that you would like distributed to the City Council, please mail it to the City Clerk at 201 North Lassen Street, Willows, CA 95988 or email it to: ahoover@cityofwillows.org.

a. **Final Results of Council Goal and Priority Setting Workshop**

Recommended Action: Consider, amend as necessary, and adopt the City Council's final vision, priorities, and goals resulting from the May 1 and 15 Goal and Priority Setting Workshops.

Contact: Marti Brown, City Manager, mbrown@cityofwillows.org

b. **I-5 Feasibility Study – Final Project**

Recommended Action: To receive presentation and accept completion of the I-5 Feasibility Study.

Contact: Joe Bettencourt, Community Development & Services Director,
jbettencourt@cityofwillows.org

c. **Glenn Groundwater Authority Funding**

Recommended Action: Approve a resolution authorizing the City Manager to execute an agreement with Glenn Groundwater Authority (GGA) for a not-to-exceed amount of \$7159 per year over the next three fiscal years.

Requested and presented by: Mayor Hansen

Contact: Marti Brown, City Manager, mbrown@cityofwillows.org

8. COMMENTS & REPORTS

- a. Council Correspondence
- b. City Council Comments & Reports
- c. City Manager's Report

9. ADJOURNMENT

10. CLOSED SESSION

Pursuant to Government Code Sections §54954.3, the public will have an opportunity to directly address the legislative body on the item below prior to the Council convening into closed session. Public Comments are generally restricted to three minutes.

- a. **Public Employee Discipline/Dismissal Release (§ 54957)**

This agenda was posted on June 6, 2024.

Amos Hoover

Amos Hoover, City Clerk

A complete agenda packet, including staff reports and back-up information, is available for public inspection during normal work hours at City Hall at 201 North Lassen Street in Willows or on the City's website at www.cityofwillows.org.

In compliance with the Americans with Disabilities Act, the City of Willows will make available to members of the public any special assistance necessary to participate in this meeting. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132). The public should contact the City Clerk's office at 934-7041 to make such a request. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

The City of Willows is an Equal Opportunity Provider.



PUBLIC COMMENT & CONSENT CALENDAR FORUM



PERIOD

5/23/2024 TO 5/23/2024

Check Register 54465 TO 54506

APPROVAL DATE 6/11/2024

APPROVED _____



City of Willows

Check Register

Packet: APPKT00215 - AP CHECK RUN 5-23-24

By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: Gen Chk-General Checking						
1004	3CORE	05/23/2024	Regular	0.00	250.00	54465
1008	A.T.& T.	05/23/2024	Regular	0.00	1,106.37	54466
1019	ACME RIGGING & SUPPLY COM	05/23/2024	Regular	0.00	523.30	54467
1029	AFLAC- FLEX ONE	05/23/2024	Regular	0.00	792.48	54468
1194	CALIFORNIA STATE DISBURSE	05/23/2024	Regular	0.00	162.92	54469
1172	CALIFORNIA WATER SERVICE	05/23/2024	Regular	0.00	3,997.16	54470
	Void	05/23/2024	Regular	0.00	0.00	54471
1211	CASCADE FIRE EQUIPMENT	05/23/2024	Regular	0.00	985.08	54472
1270	CONSERVATION AMBASSADORS	05/23/2024	Regular	0.00	550.00	54473
1275	CORBIN WILLITS SYSTEMS	05/23/2024	Regular	0.00	480.52	54474
1277	CORNING LUMBER WILLOWS	05/23/2024	Regular	0.00	337.58	54475
1338	DEPT. OF FORESTRY & FIRE	05/23/2024	Regular	0.00	22,911.79	54476
1650	FIRE RISK MANAGEMENT SERVICES	05/23/2024	Regular	0.00	20,223.04	54477
1551	HUMANA DENTAL/VISION	05/23/2024	Regular	0.00	1,148.06	54478
2365	ITF	05/23/2024	Regular	0.00	1.39	54479
1606	JEREMY'S PEST STOMPERS	05/23/2024	Regular	0.00	55.00	54480
2422	LALO'S TREE SERVICE	05/23/2024	Regular	0.00	10,800.00	54481
1680	LANNIE'S SEPTIC TANK SERV	05/23/2024	Regular	0.00	144.79	54482
1760	MATSON & ISOM TECHNOLOGY	05/23/2024	Regular	0.00	4,345.00	54483
1770	MENDES SUPPLY COMPANY	05/23/2024	Regular	0.00	179.57	54484
2312	NAPA AUTO PARTS	05/23/2024	Regular	0.00	19.24	54485
2373	ODP Business Solutions	05/23/2024	Regular	0.00	297.03	54486
2390	QUENCH USA, INC	05/23/2024	Regular	0.00	63.28	54487
1978	REGIONAL GOVERNMENT SERVI	05/23/2024	Regular	0.00	2,362.50	54488
2041	SACRAMENTO VALLEY MIRROR	05/23/2024	Regular	0.00	303.60	54489
2060	SCHOLASTIC INC.	05/23/2024	Regular	0.00	3,179.27	54490
2099	STALLARD WORKPLACE INVEST	05/23/2024	Regular	0.00	145.57	54491
2179	THUNDERHILL PARK	05/23/2024	Regular	0.00	400.00	54492
2207	TYLER TECHNOLOGIES, INC	05/23/2024	Regular	0.00	290.00	54493
2223	UNITED PUBLIC EMPLOYEES A	05/23/2024	Regular	0.00	139.86	54494
2395	US BANK CORPORATE PAYMENT SY	05/23/2024	Regular	0.00	3,224.50	54495
2260	WAL-MART COMMUNITY	05/23/2024	Regular	0.00	297.61	54496
2295	WILLOWS ACE HARDWARE	05/23/2024	Regular	0.00	147.47	54497
2309	WILLOWS EMPLOYEES ASSOC.	05/23/2024	Regular	0.00	14.00	54498
2282	WILLOWS HARDWARE, INC.	05/23/2024	Regular	0.00	498.26	54499
2290	WILLOWS UNIFIED SCHOOL DI	05/23/2024	Regular	0.00	11,750.00	54500

Bank Code Gen Chk Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	102	35	0.00	92,126.24
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	102	36	0.00	92,126.24



By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: Gen Chk-General Checking						
1029	AFLAC- FLEX ONE	05/23/2024	Regular	0.00	792.48	54501
1194	CALIFORNIA STATE DISBURSE	05/23/2024	Regular	0.00	162.92	54502
1650	FIRE RISK MANAGEMENT SERVICES	05/23/2024	Regular	0.00	22,829.33	54503
1551	HUMANA DENTAL/VISION	05/23/2024	Regular	0.00	1,319.55	54504
2223	UNITED PUBLIC EMPLOYEES A	05/23/2024	Regular	0.00	442.89	54505
2309	WILLOWS EMPLOYEES ASSOC.	05/23/2024	Regular	0.00	21.00	54506

Bank Code Gen Chk Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	33	6	0.00	25,568.17
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	33	6	0.00	25,568.17



Willows City Council Regular Meeting Action Minutes

May 28, 2024
Willows City Hall
6:00 PM

Agenda Item #5b.

City Council

Gary Hansen, Mayor
Evan Hutson, Vice Mayor
Rick Thomas, Council Member
David Vodden, Council Member
Forrest Sprague, Council Member

City Manager

Marti Brown

City Clerk

Amos Hoover

201 North Lassen Street
Willows, CA 95988
(530) 934-7041

1. CALL TO ORDER – 6:00 PM

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Councilmembers Present: Mayor Hansen, Vice Mayor Hutson, and Councilmembers Thomas, Sprague, and Vodden

Councilmembers Absent: None

4. CHANGES TO THE AGENDA

Moved Item #6a until the arrival of the City Attorney later in the meeting.

5. PUBLIC COMMENT & CONSENT CALENDAR FORUM

a. Register Approval

Action: Approved general checking, payroll, and direct deposit check registers.

b. Minutes Approval

Action: Approved the May 14, 2024, meeting minutes.

c. Delegated Maintenance Agreement with California Department of Transportation

Action: Authorized the City Manager to execute a Delegated Maintenance Agreement with the State of California Department of Transportation.

Public Comment

Shannon McGovern

Moved/Seconded: Councilmember Vodden and Vice Mayor Hutson

Yes: Councilmembers Thomas, Sprague, Vodden, Vice Mayor Hutson, and Mayor Hansen

No: None

6. DISCUSSION AND ACTION CALENDAR

a. Councilmember Complaint

Action: No action taken.

b. **Award of Contract for the FY23-24 Annual Sidewalk Maintenance Project**

Action: Rejected all bids, and directed staff to readvertise the project and ensure that local vendors receive notice of the project.

Moved/Seconded: Councilmembers Vodden and Sprague

Yes: Councilmembers Vodden and Sprague, and Vice Mayor Hutson

No: Councilmember Thomas and Mayor Hansen

c. **Retail/Dispensary Cannabis Businesses – Modify Distance Requirements**

Action: Passed a resolution to modify the cannabis retail business distance requirements to 1,000ft from schools (preschool – 12th grade) only. Directed the Planning Commission to review zoning for retail cannabis businesses and provide recommendations for changes.

First Motion: To reject the proposed change and to retain the current standards as written.

Moved/Seconded: Councilmember Sprague and Mayor Hansen

Yes: Councilmember Sprague and Mayor Hansen

No: Councilmembers Vodden and Thomas, and Vice Mayor Hutson

Second Motion: To pass the resolution, with an amendment that the distance requirement remain at 1,000 feet, and direct the Planning Commission to reconsider and recommend to the Council zoning for the permitted use of retail cannabis businesses.

Moved/Seconded: Councilmember Vodden and Vice Mayor Hutson

Yes: Councilmembers Vodden and Thomas, and Vice Mayor Hutson

No: Councilmember Sprague and Mayor Hansen

Public Comment: Kathy Gilmore, Jenee' Corum, Jason Grant, Joe Flesher, Keith Corum, Doug Ross, Judy Corum, Hibana Aquino, Sherry Brott, Shirley Benningfield

d. **I-5 Feasibility Study – Final Project**

Action: Continued to the June 11, 2024, City Council meeting.

7. **COMMENTS & REPORTS**

- a. Council Correspondence
- b. City Council Comments & Reports
- c. City Manager's Report

8. **CLOSED SESSION**

Conference with Labor Negotiators (\$54957.6)

Agency Designated Representatives:

Marti Brown, City Manager and Carolyn Walker, City Attorney

Employee Organizations: WEA, UPEC, and Management

Report Out: Direction given to staff.

9. **ADJOURNMENT - 10:30PM**

Amos Hoover, City Clerk



Date: June 11, 2024

To: Honorable Mayor and Councilmembers

From: Joe Bettencourt, Community Development & Services Director
Marti Brown, City Manager

Subject: Solid Waste Management Parcel Fee

Recommendation:

Adopt a resolution (Attachment 1) extending service charges imposed on improved real property within the incorporated area of the City of Willows for the use of and/or ability to use the Glenn County Solid Waste System during Fiscal Year 2024-25.

Rationale for Recommendation:

State law requires adopting an annual fee structure for the next fiscal year.

Background:

Residential, commercial, and industrial parcels in the City of Willows are charged a fee for disposal of solid waste at the Glenn County Disposal site. The County of Glenn collects a fee from all properties within the City of Willows, for the operation and maintenance of the solid waste facility per an agreement with the City dated March 17, 1998 (Attachment 2).

Sections 5470-5473 of the California Health and Safety Code provide for the Board of Supervisors of any County to establish a schedule of fees to be imposed for the operation and maintenance of county waste disposal sites. Section 5471 also provides that prior to imposing this fee, the Board of Supervisors shall obtain the consent of the legislative bodies of the cities.

Discussion & Action:

For FY 2024-25, the parcel fee is proposed to remain \$42.74 per unit reflecting no fee increase from the previous year.

Fiscal Impact:

There is no fiscal impact.

Attachments:

- Attachment 1: Resolution XX-2024
- Attachment 2: Agreement



**CITY OF WILLOWS
RESOLUTION NO. XX-2024**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLOWS CONSENTING TO THE
EXTENSION OF SERVICE CHARGES IMPOSED ON IMPROVED REAL PROPERTY WITHIN THE
INCORPORATED AREA OF THE CITY OF WILLOWS FOR FISCAL YEAR 2024/2025 FOR THE USE
AND/OR ABILITY TO USE THE GLENN COUNTY SOLID WASTE SYSTEM**

WHEREAS, California Health and Safety Code Section 5471 authorizes the setting and collection of charges for services and facilities furnished by the County in connection with water, sewer, and/or sanitation; and

WHEREAS, California Health and Safety Code Section 5471 dictates that revenues derived from the collection of charges for services shall be used only for the acquisition, construction, reconstruction, maintenance, operation of those water, sewer, and/or sanitation systems; and

WHEREAS, California Health and Safety Code Section 5473 provides for said fees to be collected on the tax roll; and

WHEREAS, the Glenn County Board of Supervisors has determined that it is in the best interest of the residents, businesses, and property owners in the County to have the ability to use the Glenn County Solid Waste System; and

WHEREAS, the Willows City Council, as a member of the Glenn County Waste Management Agency, supports the operation of the Glenn County Solid Waste System; and

WHEREAS, the City of Willows does not have a City solid waste disposal site;

NOW THEREFORE, BE IT RESOLVED that the Willows City Council does hereby consent to the extension of an annual fee of \$42.74 to be imposed upon each dwelling unit and commercial/industrial establishment located on the real improved property within the incorporated areas of the City for the purpose of using or having the ability to use the Glenn County Solid Waste Disposal System.

PASSED AND ADOPTED by the Willows City Council this 11th day of June, 2024 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Gary Hansen, Mayor

ATTESTED:

Amos Hoover, City Clerk

COUNTY OF GLENN, a political
subdivision of the State of California,

First Party,

CITY OF WILLOWS, a municipal
corporation,

Second Party,

-and-

CITY OF ORLAND, a municipal
corporation,

Third Party.

JOINT EXERCISE OF
POWERS AGREEMENT
(Solid Waste Disposal and AB 939)

AN AGREEMENT made and entered into this 17th day of March, 1998 by and between COUNTY OF GLENN, a political subdivision of the State of California, hereinafter referred to as "COUNTY", as First Party; CITY OF WILLOWS, a municipal corporation, hereinafter referred to as "WILLOWS", as Second Party, and CITY OF ORLAND, a municipal corporation, hereinafter referred to as "ORLAND", as Third Party.

RECITALS:

AS A BASIS AND PREMISE for this Agreement, it is understood and acknowledged by the parties as follows:

1. *Solid Waste Disposal Cooperation.* WHEREAS, in order to reduce the hazards of air pollution and water pollution in the County of Glenn and in order to comply with air pollution and water quality standards of various federal and state regulatory bureaus and agencies, the County of Glenn and the cities of Willows and Orland wish to cooperate in the establishment, maintenance, and operation of a solid waste disposal site and plan for the use and benefit of all residents and property owners of the County and the two cities; and

2. *Solid Waste Disposal Site.* WHEREAS, the County leases and operates, under appropriate ordinances, laws, rules, and regulations, a solid waste disposal site near County Road 33 (approximately 4 miles due west of Artois) for the disposal of solid wastes;

generated within the unincorporated areas of the County and within the incorporated limits of Willows and Orland; with said solid waste disposal site being named the "Glenn County Landfill Site"; being permitted and identified by the California Integrated Waste Management Board (CIWMB) by the Solid Waste Information System (SWIS) Number 11-AA-0001; and

3. *Solid Waste Fee for Disposal and AB 939.* WHEREAS, in order to :

(A) reimburse the County for the cost of acquisition, operation, and maintenance of the disposal site; and

(B) ensure sufficient funds for implementing the responsibilities of the County and cities pursuant to the California Integrated Waste Management Act (AB 939);

a fee shall be levied annually by the County, with the consent of each of the two cities, on properties located within the unincorporated areas of the County and within the incorporated limits of Willows and Orland; and

4. *Authorization to Form a Regional Agency.* WHEREAS, state legislation [California Public Resources Code (PRC), Section 40970 through 40975] allows cities and counties to form a REGIONAL AGENCY to implement PRC Division 30, Part 2 (Integrated Waste Management Plans), in order to reduce the cost of reporting and tracking disposal and diversion programs by individual cities and counties and to increase the diversion of solid waste from disposal facilities; and

5. *Purposes of the Regional Agency.* WHEREAS, the County, Willows, and Orland wish to establish a REGIONAL AGENCY for purposes of combining disposal and diversion quantities for determining compliance with AB 939 to allow for the efficient operation of diversion programs on a region-wide basis; to assume the responsibilities of the County and the cities for implementation of the multi-jurisdictional Source Reduction and Recycling Element (SRRE), Household Hazardous Waste Element (HHWE), and the Nondisposal Facility Element (NDFE) adopted by the County and the cities and any additional related elements or plans that may be required by state law including the Countywide Siting Element (SE) and the Summary Plan (SP); to revise, as necessary, any existing elements; to prepare any new subsequent elements; to serve as the single agency responsible for the *local approval and public review process* of these elements; to prepare the

annual reports for the reporting of progress toward AB 939 diversion goals; and to serve as the agency responsible for compiling the disposal information from haulers and facility operators for compliance with PRC Sections 41780 and 41821.5; and

6. *Responsibility for Any Civil Penalties.* WHEREAS, the County and the cities wish to assign responsibility for any civil penalties incurred pursuant to AB 939 to the REGIONAL AGENCY.

7. *Authorization of the Regional Agency to Act on behalf of the Member Jurisdictions with Respect to AB 939.* WHEREAS, the County and the cities wish to authorize the REGIONAL AGENCY to assume the responsibility for preparing, revising, reviewing, and locally approving AB 939 planning elements.

NOW, THEREFORE, IN CONSIDERATION of the mutual promises of the parties, it is AGREED as follows:

1. *Precedence of Agreement.* Except as otherwise provided herein, this agreement shall take precedence over and supersede any other such agreement between the parties dealing with solid waste management.

2. *Establishment of solid waste disposal fee.* On or before April 1st of each year, the County Department of Public Works (Department) will make a determination of the amount of funds required to fund the solid waste disposal program for the following fiscal year.

(A) The Department will make an estimate of revenues available from gate receipts and other sources (e.g. state grants, sale of salvage materials, etc.) to offset the funds required. The additional funds needed will be obtained through the imposition of solid Waste disposal fees; and

(B) The Department will obtain from the County Assessor's Office a listing of the number and type of parcels eligible for imposition of solid waste fees; and

(C) The Department will apportion the total tonnage received at the Glenn County Landfill Site between residential and non-residential sources and establish solid waste fees for residential and non-residential categories; and

(D) The Department will forward to the REGIONAL AGENCY the recommended solid Waste disposal fees. Prior to May 1st of each year, the REGIONAL AGENCY will review and adopt the solid waste fee schedule and recommend its adoption by the County Board of Supervisors with the consent of each City's City Council pursuant to the authority granted in California Government Code (GC) Sections 25830 and 25831; and

(E) Prior to June 1st of each year, each City Council shall, by resolution, consent to the levying of the solid waste fees by the County within the incorporated limits of each City; and

(F) On or before July 1st of each year, the County Board of Supervisors, by resolution or ordinance, adopt and levy the solid waste fees within the incorporated and unincorporated areas of the County. A list of the parcel designations with the solid Waste disposal fees to be imposed upon each parcel shall accompany the ordinance or resolution. The fees will be levied and collected by the County Tax Collector as provided in GC Section 25830; and

(G) The County will follow the provisions of GC Section 25830 pertaining to the collection of delinquent fees.

3. *Enterprise Fund.* All moneys, fees, and fees collected under this Agreement shall be deposited in the Enterprise Fund (Fund) established by County under Resolution Number 72-55. The Enterprise Fund shall be used by the County only for the:

(A) planning, acquisition, operation, and maintenance of the Glenn County Landfill Site; and

(B) financing and implementing solid waste management plans and programs pursuant to AB 939, including any waste collection, processing, reclamation and disposal services. The County shall disburse monies from the Fund for AB 939 in conformance with the recommendations of the REGIONAL AGENCY. The County shall provide an annual report to the REGIONAL AGENCY on the disbursements from and use of the Fund.

4. *Conformance with Applicable Rules and Regulations.* The operation and maintenance of the Glenn County Landfill Site, in conformity with all federal and state rules and regulations applicable thereto, shall be the function and responsibility of the County. 16

5. *Schedule of Fees.* The County shall establish a schedule of fees for the disposal of garbage, refuse, and waste at the disposal site which shall be uniform for all persons who are residents of or property owners within either the County, Willows or Orland. The County shall, upon payment of the appropriate disposal fees, permit any and all residents of and property owners within the County, Willows, or Orland residents, property owners, and all commercial collectors operating under a franchise, license, contract, or permit within the County, Orland, or Willows to dispose of waste at the disposal site providing all applicable regulations are adhered to.

6. *Formation and Description of Regional Agency.* This agreement is also made and entered into for the purpose of forming a REGIONAL AGENCY pursuant to California PRC Sections 40970 through 40975. The REGIONAL AGENCY shall:

(A) Combine disposal and diversion quantities for determining compliance with AB 939;

(B) Allow for the efficient operation of diversion programs on a region-wide basis. The REGIONAL AGENCY shall recommend to the County the money to be disbursed from the Fund for AB 939 programs pursuant to implementation of the SRRE, HHWE, NDFE, SE, and SP;

(C) Assume the responsibilities of the County and the cities for the implementation of the multi-jurisdictional SRRE, HHWE, NDFE, and any other elements or plans required by AB 939;

(D) Revise existing elements, as necessary; prepare any new subsequent elements; and be responsible for the required *local approval and public review process* for these elements;

(E) Prepare the annual reports for reporting progress toward AB 939 diversion goals; and

(F) Assign responsibility for any civil penalties incurred pursuant to AB 939 to the REGIONAL AGENCY; and

(G) Compile and monitor disposal information from haulers and facility operators for compliance with PRC Sections 41780 and 41821.5.

7. *Name and Address of Regional Agency.* The name and address of the REGIONAL AGENCY are:

Glenn County Waste Management Regional Agency (GCWMRA)
c/o Glenn County Public Works Department
777 North Colusa Street
Willows, California 95988-2298

8. *Members of Regional Agency.* The members of the GCWMRA are: County of Glenn, City of Orland, and the City of Willows.

(A) The members shall establish the GCWMRA Governing Board (Board) comprised of:

- (i) Three members designated by the County Board of Supervisors; and
- (ii) Three (3) members appointed by the Glenn County City Selection Committee.

(B) The Board shall meet initially and develop by-laws, voting procedures, and governance policies, which shall be reviewed and approved by the County Board of Supervisors and each City Council.

(C) The parties hereby agree that this agreement is made and entered into for the mutual benefit of all member jurisdictions and, as such, each party agrees to grant to all other parties to this agreement, and to the residents, property owners, and businesses thereof, reasonable access to any existing or future waste management facilities located within the collective boundaries of the member jurisdictions.

(D) No party to this agreement may exact any tax, fee, surcharge, or other payment from any one or more parties, or the residents, property owners, and businesses thereof, to this agreement, that is not required of all parties or the residents, property owners, and businesses, thereof, unless otherwise mutually agreed to.

(E) The member jurisdictions do not anticipate that the GCWMRA will receive or disburse any monies at the present time. Prior to the receipt or disbursement of any monies by the GCWMRA, this agreement will be modified to :

- (i) provide strict accountability of all monies and a report of all receipts and disbursements, pursuant to GC Section 6505; and

- (ii) designate a chief financial officer from one of the member jurisdictions to be the depository and have custody of all GCWMRA monies and to perform the duties set forth in GC Section 6505.5.

(F) The member jurisdictions do not anticipate the acquisition of any property by the GCWMRA. If necessary, for the acquisition of property, this agreement will be modified to:

- (i) provide for the acquisition, disposition, division, or distribution of such property, pursuant to GC Section 6511; and
- (ii) designate a custodian of such property and to require the custodian to post an official bond determined and fixed by the GCWMRA pursuant to GC Section 6505.1.

9. *Payment of Civil Penalties.* The parties hereby agree that the responsibility for any civil penalties incurred pursuant to AB 939 shall be assigned to the GCWMRA. The parties hereby authorize the GCWMRA to allocate responsibility to the member jurisdictions based upon the population of each jurisdiction for the year in which the civil penalties are incurred. Each member jurisdiction shall be apportioned a share of any applicable civil or criminal penalty, fine, forfeiture, or expenditure in direct proportion to its population. Population determinations shall be based upon the "Official State Population Estimates for California Cities and Counties" published annually by the California Department of Finance, Demographic Research Unit.

10. *Contingency Plan if Regional Agency Is Abolished.* In the event that the GCWMRA agreement is terminated, individual member jurisdictions will assume responsibility for any civil penalties incurred by their jurisdiction. Each member jurisdiction will assume the responsibility for implementing integrated waste management programs as identified in the multi-jurisdictional SRRE, HHWE, NDFE, SE, and SP and preparing and submitting to the CIWMB the required AB 939 annual reports for the jurisdiction.

11. *Duties and Responsibilities of Member Jurisdictions.*

(A) The member jurisdictions will be responsible for participating in the GCWMRA ; assisting the GCWMRA with any subsequent revisions to the SRRE, HHWE, NDFE, and any other related AB 939 planning elements; and reviewing the development of solid Waste disposal fees to fund the solid waste planning and disposal programs; and

(B) In the event any member withdraws from GCWMRA, that member shall become an independent jurisdiction and shall assume full responsibility for the mandates and restrictions imposed by AB 939, including but not limited to, meeting all of the requirements of PRC Division 30, Part 2, Chapter 6, Article 1. This responsibility also includes independently meeting all diversion, disposal, and reporting requirements of Article 1. The members which remain in the GCWMRA will continue to operate as the GCWMRA under the terms and conditions stated herein.

12. *Description of Source Reduction, Recycling, and Composting Programs Implemented by the Regional Agency.* The GCWMRA will be responsible for implementation of the programs selected in the SRRE, HHWE, NDFE, and any other related AB 939 planning elements (including the SE and SP). The multi-jurisdictional SRRE, HHWE, and NDFE (approved by the CIWMB) are incorporated by reference into this agreement. These elements, as a whole, comprise the Glenn County Regional Agency Integrated Waste Management Plan.

13. *Approval by CIWMB.* This agreement shall be subject to review and require the approval by the CIWMB as meeting the requirements of a REGIONAL AGENCY pursuant to PRC 40973 (c).

14. *Amendments.* This agreement may be amended or modified at any time, in a manner consistent with and furtherance of the purposes of this agreement, with the written consent of each member jurisdiction.

15. *Term of Agreement.* This agreement shall remain in full force and effect and shall continue annually for each fiscal year thereafter unless terminated on June 30th of any succeeding year by written notice given on or before April 1st of such year by any one contracting party with the consent of one other contracting party.

DATED: March 17, 1998

COUNTY OF GLENN

By:

Lick Mudd
Chair, Board of Supervisors, County of Glenn

CITY OF WILLOWS

By:

[Signature]
Mayor, City of Willows

CITY OF ORLAND

By:

[Signature]
Mayor, City of Orland

Approved as to form by:

N.Y. Steen
County Counsel, County of Glenn

[Signature]
City Attorney, City of Willows

[Signature]
City Attorney, City of Orland



Date: June 11, 2024

To: Honorable Mayor and Councilmembers

From: Amos Hoover, City Clerk
Marti Brown, City Manager

Subject: November 2024 General Election

Recommendation:

Adopt a resolution requesting the Board of Supervisors of the County of Glenn to render specified services to the City of Willows to conduct the City's Municipal Elections to be held on November 5, 2024, the date of the Statewide General Election, pursuant to Section 10002 of the California Elections Code.

Rationale for Recommendation:

In order to call municipal elections and consolidate them with the County's 2024 General Statewide Election, State law requires that the Willows City Council approve a resolution requesting that the County carry out elections on behalf of the City.

Background:

The General Municipal Election for the City of Willows is to be held in consolidation with the General Statewide Election on November 5, 2024, in order to fill three Councilmember positions for a four-year term of office and one Councilmember position for a two-year term of office. In November 2024, the Terms of Office for Mayor Gary Hansen, and Councilmembers David Vodden and Forrest Sprague will expire.

The seat currently held by Vice-Mayor Evan Hutson was filled by appointment following the resignation of Casey Hofhenke. Because the seat was filled in the first half of the term, the election to fill said seat occurs at the next regularly scheduled General Election, which is November 5, 2024, pursuant to California Code section 36512.

Discussion & Analysis:

In order to execute the City of Willows Municipal Election, the following steps are required:

Call & Consolidation

The City Clerk must request the Board of Supervisors to issue instructions to the Glenn County Elections Department regarding election consolidation with the statewide General Election and to authorize certain procedures for the conduct of said election. Previously, the City has passed Ordinance No. 581-83 that consolidates the City Election with the Statewide General Election in November of each even-numbered calendar year.

Notice of Election

The Notice of Election must be published no earlier than the 127th day (July 1, 2024) and not later than the 113th day (July 15, 2024) before the municipal election. The Notice of Election must contain the date of the election, the offices for which candidates may file, and specify whether each open office is for full or short terms.

Candidate Statement

A candidate may file a Candidates Statement of Qualifications to be printed in the sample ballot, not to exceed 200 or 400 Words. The cost of candidate statements is estimated to be \$500. The City may determine the maximum length of candidate statements and determine whether the cost of candidate statements be paid by the City or assumed by each candidate individually. The draft resolution (Attachment 1) provides for a 200-word limit for candidate statements, and requires that candidates remit a deposit of \$500 at the time of filing their candidacy for office with the City Clerk for inclusion of their candidate statement in the voter pamphlet for the November 5, 2024 election.

Resolution of Tie Vote

The attached resolution specifies that in the event a tie vote is determined and certified by the County Clerk-Recorder, the successful candidate shall be chosen by lot.

Fiscal Impact:

There is no fiscal impact to the City by adopting this resolution.

Attachment:

- Attachment 1: XX-2024 Resolution



**City of Willows
Resolution xx-2024**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILLOWS, CALIFORNIA, (1) CALLING FOR AND GIVING NOTICE OF A GENERAL MUNICIPAL ELECTION TO BE CONSOLIDATED WITH THE STATEWIDE GENERAL ELECTION TO BE HELD ON TUESDAY NOVEMBER 5, 2024, FOR THE ELECTION OF FOUR CITY COUNCIL MEMBERS; (2) REQUESTING THE COUNTY OF GLENN APPROVE SAID CONSOLIDATION; (3) REQUESTING THE COUNTY RENDER SPECIFIED ELECTION ADMINISTRATION SERVICES FOR SUCH ELECTION; AND (4) SETTING FORTH REGULATIONS FOR CANDIDATE STATEMENTS.

WHEREAS, the City Council of the City of Willows has currently three members with terms of office expiring in 2024 - (three full four-year terms), and one member appointed to a seat following a vacancy in the first half of their term (one two-year term); and

WHEREAS, Section 36512(b) of the Code of the State of California states that if a vacancy occurs in the first half of a term of office and at least 130 days prior to the next general municipal election, the person appointed to fill the vacancy shall hold office until the next general municipal election that is scheduled 130 or more days after the date the council is notified of the vacancy, and thereafter until the person who is elected at that election to fill the vacancy has been qualified; and

WHEREAS, Section 10403(a) of the Elections Code of the State of California provides that the governing body of the City may, by resolution, request the Board of Supervisors of the County approve the consolidation of said election with the Statewide General Election to be held on the same date; and

WHEREAS, Section 10002 of the Elections Code of the State of California provides that the governing body of the City may, by resolution, request the Board of Supervisors of the County to permit the County Clerk-Recorder to render special services to the City relating to the conduct of elections; and

WHEREAS, it is the desire of the City Council of the City of Willows that the Glenn County Clerk-Recorder be permitted to render specified services to the City of Willows relating to its municipal elections in 2024;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Willows hereby finds and determines the following:

1. A local election shall be held on November 5, 2024, to fill three City Council seats with terms expiring in 2024, such seats each having 4-year terms, and one seat with a term expiring in 2026, such a seat having a 2-year term.
2. The City Council hereby consents to and requests that the City's local election be consolidated with the statewide election, that this consolidation be approved by the Glenn County Board of Supervisors and that the election be held and conducted in the manner prescribed in Government Code Section 10418.
3. The City of Willows hereby requests the Glenn County Board of Supervisors permit and direct that the Glenn County Clerk-Recorder to render the City of Willows services relating to the conduct of said election, implementing all such legally required or customarily employed measures and practices as may be necessary to conduct the election in a timely and legally compliant manner. The services provided may include but are not limited to publication of notices, calling the election, provision of precinct maps, provision of voter lists, obtaining and staffing polling places, hiring and training of precinct workers,

provision and delivery of precinct supplies, printing and supplying ballots for the election, counting of ballots and canvassing and certification of election returns, as needed.

4. The City Clerk of the City of Willows is hereby authorized and directed to forthwith forward a certified copy of this resolution to the Glenn County Board of Supervisors and upon notification of the granting of such permission, supply the County Clerk-Recorder with any and all other information that may be necessary or required in connection with the conduct of such election.
5. For and in consideration of the election services to be rendered by the Glenn County Clerk-Recorder, the City of Willows agrees to pay Glenn County the City's proportionate share of the reasonable costs and expenses incurred by the County in conducting said election upon presentation of a bill to the City.
6. That the City Clerk is hereby directed and authorized to cooperate with and provide the County Clerk-Recorder with any information required for the conduct of the election within the timelines established by the County.
7. In the event a tie vote is determined and certified by the County Clerk-Recorder, a successful candidate will be chosen by lot.
8. That the City Clerk is hereby directed to receive candidate nomination documents during normal office hours between July 15, 2024, and August 9, 2024. Candidates may file statements of education and qualifications, limited to 200 words, candidates wishing to submit a candidate statement shall remit a deposit to the City Clerk, in the amount of \$500.00, at the time of declaring their candidacy.
9. That the City Manager and City Clerk are further authorized and directed to take such further actions and execute such documents as are necessary to cause the election to be conducted on behalf of the City of Willows.

PASSED AND ADOPTED by the Willows City Council at a meeting on June 11, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

ATTESTED:

Gary Hansen, Mayor

Amos Hoover, City Clerk



Date: June 11, 2024

To: Honorable Mayor and Councilmembers

From: Amos Hoover, City Clerk
Marti Brown, City Manager

Subject: Library Board of Trustees Appointment

Recommendation:

By motion, appoint Kristel Bettencourt to the Willows Library Board of Trustees in accordance with the recommendation of Vice Mayor Hutson, to fill the remainder of the term ending on June 30, 2026.

Rationale for Recommendation:

Willows Municipal Code Section 2.70 requires the City Council to appoint five members to the City's Library Board of Trustees.

Background:

Library Board of Trustee Members are appointed for overlapping three-year terms and serve at the pleasure of the City Council. There is currently one vacancy on the Board that needs to be filled.

On April 10, 2024, Board Member Robert Griffith resigned. As a result, at the April 23, 2024, City Council meeting, the solicitation process to appoint a new Board Member commenced. By the application submission deadline, only one application was submitted for consideration. On June 4, 2024, Vice Mayor Hutson interviewed the applicant and is now recommending Kristel Bettencourt for appointment.

Discussion & Analysis:

Based on her prior dedicated involvement with the Library and Vice Mayor Hutson's recommendation, Kristel Bettencourt is qualified and recommended to serve as a Member of the Library Board of Trustees.

Fiscal Impact:

There is no fiscal impact.



PUBLIC HEARING

GLENN COUNTY TRANSPORTATION COMMISSION

*Gary Hansen, City of Willows, Chairman
Bruce Roundy, City of Orland, Vice Chair
Jim Yoder, County of Glenn*

Tom Arnold, County of Glenn

Evan Hutson, City of Willows

Rick Beale, Public Member, County of Glenn

Monica Rossman, County of Glenn (Alternate)

Mathew Romano, City of Orland (Alternate)

**225 N. Tehama Street
Willows, California 95988**

*Mardy Thomas
Executive Director*

(530) 934-6540

FAX (530) 934-6103

transit@countyofglenn.net

WILLOWS CITY COUNCIL BOARD REPORT

June 11, 2024

Submitted on behalf of the Glenn County Transportation Commission

EXECUTIVE SUMMARY

Prior to allocating Transportation Development Act (TDA) funds, the Glenn County Transportation Commission, acting as the transportation planning agency, is required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. This is one of four public hearings being held; the other three are to be held before the City Council of Willows, the Glenn County Board of Supervisors and the Glenn County Transportation Commission.

RECOMMENDATION(S):

Conduct a public hearing to gather input on Unmet Transit Needs in Glenn County. Refer the collected comments to the Social Services Transportation Advisory Council (SSTAC), which will then convene to review the feedback and develop a recommendation to the Glenn County Transportation Commission.

HISTORY AND BACKGROUND:

In 1971, the California Legislature enacted the Transportation Development Act (TDA) to ensure "the efficient and orderly movement of people and goods in the urban areas of the state." The TDA provides two funding sources: the Local Transportation fund (LTF), a ¼-cent general sales tax collected statewide and the State Transit Assistance fund (STA) which is now derived from an excise tax on gasoline and diesel fuel.

TDA recognizes that rural counties have different transportation needs. Counties with a population under 500,000 as of the 1970 Census may use LTF funding for transit and local streets and roads provided that certain conditions are met first.

The TDA, *Statutes and Administrative Code of Regulations*, requires specific actions on the part of local transportation planning agencies. One of these requirements (Section 99401.5) is that the Local Transportation Commission (LTC) explicitly define the phrases "Unmet Transit Needs" and "Needs that are Reasonable to Meet" in terms of local conditions, and that these definitions be documented by

A Regional Transportation Planning Agency Serving the County of Glenn and the Cities of Willows and Orland

resolution or within the agency's minutes. Definitions have been developed to both comply with legislative mandates and be responsive to actual community need within the TDA funding guidelines. Under TDA direction (Section 99401.5 (c)), the LTC has the authority to identify the unmet transit needs of their jurisdiction and those needs that are considered reasonable to meet. Staff has determined, through contact with Caltrans representatives, that clear and comprehensive definitions are helpful in ensuring clarity in this annual process. With the above in mind, the following discussion is offered:

An Unmet Transit Need can be found to exist when there is any identifiable group within the population that has no dependable and/or affordable access to community employment, medical, commercial, public, or social services. Transit needs are not static--they can fluctuate with such variables as unemployment, population demographics, land use and circulation patterns, and variations in the local economy. Because of this, transportation needs are annually re-evaluated and revised as necessary.

It was through this process that the need for a public transportation system was identified and implemented, which is Glenn Ride. Glenn Ride has been in operation for 25 years with ridership growing 203% since its beginning in 1998.

FISCAL/PERSONNEL IMPACT(S):

None.

ANALYSIS/DISCUSSION

An unmet transportation need (as opposed to a desire) has, for purposes of our definition, two components:

1) A trip destination that provides a necessity of life, and 2) a physical or financial obstacle between the individual and the necessary destination, which the individual is unable to overcome.

Necessary trip purposes may be defined as follows:

- a) to obtain or maintain employment;
- b) to obtain non-emergency medical and/or dental care;
- c) shopping for necessities of life;
- d) to obtain social services such as health care, government funded nutrition programs, sheltered workshops teaching employable skills, County welfare programs, and education programs for physically and/or mentally handicapped individuals; and
- e) to obtain education
- f) for the maintenance of life, health, physical and mental well-being

The population groups with the greatest inferred needs are the very young, the handicapped, the economically disadvantaged, and the elderly. There may be considerable overlap among these groups; for instance, many of the elderly may be both economically disadvantaged and handicapped. However,

it is not to be implied that all, or even most of these people are transportation-disadvantaged. The aspects described simply identify sub-groups of the population that may tend to contain a disproportionately large number of people with transportation difficulties (in contrast to the general population).

An identified transportation need can be reasonably met by determining whether or not a transportation service can meet established need and meet the criteria found in the Transportation Development Act. This requires a cost-benefit analysis and feasibility study of alternative transit systems compared with existing service, level of performance, and cost. In any event, the cost of any transit system cannot exceed the apportionment for the jurisdiction providing or supporting the service.

Attached are the Glenn County adopted definitions of “Unmet Transit Needs” and “Needs that are Reasonable to Meet”. The Glenn County Transportation Commission and Regional Transit Committee/Glenn Transit Service aim to meet as many if not all transportation needs for County residents, and currently offers several services to address these needs, such as follows.

Glenn Ride is a public transit system that provides transportation services to the general public—there are no barriers to entry or restrictions, except payment of fare. Glenn Ride has been in operation since August 1998 and experienced consistent ridership growth until the COVID-19 pandemic. Though Glenn Ride has continued to meet its required fare box return, as mandated by the Transportation Development Act, limited services and safety measure mandates during the pandemic significantly decreased ridership numbers, though numbers have been steadily increasing.

Glenn Transit also operates a specialized paratransit program known as Dial-A-Ride. The program operates within 1-1/2-mile radius of the respective city halls of Orland and Willows, and to the Cannella/Huggins Drive area, Leisure Mobile Home Park, east of Orland, and the Willows Mobile Home Park, west of Willows. Individuals qualifying are those 60 years of age and older, permanently disabled, low-income social service assisted or low-income non-social service assisted (income guidelines are provided on the transit card application required for service). Transportation is door-to-door to each requested destination.

Glenn Transit also provides non-emergency medical transportation to qualifying Glenn County residents through its Volunteer Medical Transportation program. Volunteer drivers from the community provide transportation to individuals for medical appointments. Qualifying individuals are those 60 years of age and older, permanently disabled, low-income social service assisted or low-income non-social service assisted.

The GCTC has requested this time and advertised this meeting as an opportunity for residents in the community to provide input on transit needs within the Glenn County region.

I. UNMET TRANSIT NEEDS 2024-2025

For the purposes of allocating Transportation Development Act funds, an "Unmet Transit Need" is hereby recognized by the Glenn County Transportation Commission (GCTC) if any one or combination of the following criteria is found to exist:

1. Transportation needs identified by the GCTC which are desirable, but have not yet been implemented or addressed.
2. Transportation needs identified by the GCTC which have significant support, but have not yet been implemented or addressed.
3. Transportation needs identified through the public hearing process, whether delivered in writing or public testimony.
4. Those transit needs which, through transit needs studies or other methods approved by the Commission, are included by the Commission in the Regional Transportation Plan for Glenn County and have been designated a high need to be implemented or funded.

The above criteria for determining "Unmet Transit Needs" is further supplemented by the following guidelines:

1. A population group must have been defined and located which, by reason of age, physical or mental impairment, economic disadvantage, or a combination of these, has no reliable or accessible transportation for necessary trips. The size and location of the group must be such that the feasibility of providing service shall meet the criteria as defined as reasonable to meet. ("service" is defined as whatever accommodation or need is being requested by the public or partitioner).
2. Transit needs are to be determined in light of the following definition of "Necessary trips":
 - A. A trip destination that provides a necessity of life, and presence of a physical or financial obstacle between the individual and the necessary designation, which the individual is unable to overcome. Necessary trip purposes may be defined as follows:
 - a) to obtain or maintain employment;
 - b) to obtain non-emergency medical and/or dental care;
 - c) shopping for necessities of life;
 - d) to obtain social services such as health care, government funded nutrition programs, sheltered workshops teaching employable skills, County welfare programs, and education programs for physically and/or mentally handicapped individuals;
 - e) to obtain education; and

f) for the maintenance of life, health, physical and mental well-being.

3. Unmet transit needs specifically exclude:

- A. Trips for social events, recreational, or religious purposes are not considered as necessary. It shall be the policy of the GCTC, however, to serve these desires if they can be served concurrently within the limits of other defined "transit needs".
- B. Individuals requiring the assistance of a medical attendant (in addition to the vehicle driver) are not considered as needing a transportation service and shall be deemed to be more properly served by a medical emergency vehicle.
- C. Trips of less than one mile in length made by individuals who are not elderly or disabled are not considered as "transit needs". An able-bodied person can walk this distance in a reasonable amount of time without undue physical strain. Provisions for the elderly and disabled are made through the existing dial-a-ride/paratransit system.
- D. Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes.
- E. Improvements funded or scheduled for implementation in the following fiscal year.
- F. Future transportation needs.
- G. Trips that would duplicate transportation services to the general public.

II. REASONABLE TO MEET 2024/2025

An "Unmet Transit Need" identified under the above criteria and guidelines, as it pertains to the allocation of Transportation Development Act funds, may be found "Reasonable to Meet" only if the following conditions and standards of performance prevail:

Cost Effectiveness: 1) The new, expanded or revised transit service would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act Funds. 2) The new expanded or revised transit service would allow the responsible operator or service claimant to meet minimum state subsidy fare box and revenue ratios.

Community Acceptance: A significant level of support exists for the public subsidy of transit service designed to address the unmet transit need in Glenn County including, but not limited to, support from public groups and community meetings reflecting a public commitment to public transit.

Equity: The new, expanded or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of these groups.

Operational Feasibility: The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Financial Feasibility: 1) Supporting data indicates a sufficient ridership potential exists for the new, expanded or revised transit service. 2) Potential providers are available to implement the service.

ADA Conformity: The new, expanded, or revised transit service, conforming to the requirements of the American with Disabilities Act, will not impose an undue financial burden on the transit operator or claimant if complementary paratransit services are subsequently required.

System Impact: The new, expanded, or revised transit service will not result in a negative impact on the overall system's measures of efficiency and effectiveness, such as average passenger load per hour, average cost per passenger per hour, passengers per mile, cost per mile, and cost per hour.

Impact Limits: 1) Transit services designed or intended to address an unmet transit need shall, in all cases, provide coordination efforts with transit services currently provided, either publicly or privately, and transit services shall not duplicate services currently or hereafter provided either publicly or privately. 2) No transit need shall be determined reasonable to meet until it has been reviewed and evaluated to the satisfaction of and obtained subsequent approval from the Glenn County Transportation Commission.

Unmet Transit Needs Public Comment

GCTC receives public comments on unmet transit needs and refers the comments to the SSTAC. The primary purpose of the SSTAC is to review the Unmet Transit Needs comments.



SSTAC Review of Public Comments Received

SSTAC compares public comments to the definitions of "unmet transit need" and needs "reasonable to meet". Due to limited resources, the SSTAC prioritizes needs to serve county residents if they meet the adopted criteria.



SSTAC Recommendation

The SSTAC provides input and makes a recommendation to the GCTC.



GCTC Adoption of Findings

GCTC considers the recommendation of the SSTAC prior to adopting an annual Unmet Transit Needs finding. GCTC adopts one of three findings: 1) There are no unmet transit needs; 2) There are no unmet transit needs that are reasonable to meet; 3) There are unmet transit needs, including needs that are reasonable to meet.



Feasibility Study

If finding #3 is adopted, then a feasibility study is conducted to determine how the need could be reasonably met.



DISCUSSION & ACTION CALENDAR



Date: June 11, 2024

To: Honorable Mayor and Councilmembers

From: Marti Brown, City Manager

Subject: Final Results of Council Goal and Priority Setting Workshop

Recommendation:

Consider, amend as necessary, and adopt the City Council’s final vision, priorities, and goals resulting from the May 1 and 15, 2024 Goal and Priority Setting Workshops (Attachment 1).

Rationale for Recommendation:

The City Council participated in two Vision, Priority and Goal-Setting Workshops in May 2024 with the expressed objective of developing a collective and Council approved vision and priorities for the City and Council over the next one to five years. The attached report is the result of those workshops.

Background:

The City of Willows embarked on a vision and goal-setting process to define its future direction and priorities. This process, conducted over two workshops, aimed to articulate a clear vision for the city, identify roadblocks to achieving this vision, and establish focused priorities and goals to guide the city's strategic planning over the next three to five years. The workshops provided a platform for the city council to collaborate, share their perspectives, and collectively shape the future of Willows.

The purpose of this process is to set the direction for Willows to be a thriving, safe community where families want to live, work, and recreate. The overall desire of the city council is to foster a proactive business environment that supports industrial expansion, leverages recreational attractions, and maintains the city’s agricultural heritage. Achieving this vision requires addressing critical challenges, setting actionable goals, and prioritizing strategic initiatives that align with the council's vision.

Vision Workshop (May 1, 2024):

- **Articulate a Clear Vision:** To develop and agree upon a cohesive vision for the City of Willows that outlines the desired future state of the community over the next five years.
- **Identify Key Roadblocks and Priorities:** To discuss and identify the major obstacles hindering the achievement of this vision and to establish focused priorities that will guide the strategic planning process.

Goal-Setting Workshop (May 15, 2024):

- **Refine and Prioritize Goals:** To review the vision and priorities identified in Workshop 1 and set specific, actionable goals that the city should focus on over the next one to five years.
- **Develop Strategic Actions:** To outline and prioritize strategic actions and initiatives that address the identified roadblocks, ensuring that the council's vision is translated into measurable objectives.

The workshops were designed and facilitated by Giovanni Tricerri of Ría Collaboratories, a consulting firm dedicated to guiding communities through collaborative processes to achieve a unified vision and set common goals. Ría Collaboratories believes that by integrating diverse perspectives and fostering collaborative working relationships, communities can achieve more effective and impactful results. This approach embodies the core values of American democracy, emphasizing the importance of every voice in community governance and decision-making.

Vision

In the first workshop, the council articulated the following vision for Willows:

Willows is a thriving and safe community where families want to live, work, and recreate. It will foster a proactive business environment that expands other industries, supports its agricultural heritage, and leverages its recreational attractions.

This vision serves as the foundation for the city's strategic planning and goal-setting efforts. It reflects the council's commitment to creating a vibrant, economically sustainable, and engaging community.

Roadblocks to Achieving the Vision

During the visioning workshop, the council identified several major roadblocks that could hinder the realization of Willows' envisioned future:

1. **Financial Limitations and Resources:** A recurring theme among the Councilmembers was the challenge of limited financial resources and personnel, which restrict the city's ability to deliver critical core services, recruit industry and effectively implement development plans.
2. **Community Engagement and Trust:** There is a need to improve community interaction and public trust, which are critical for fostering a supportive environment for the proposed changes.
3. **Infrastructure Needs:** Concerns about the adequacy of current infrastructure, such as streets, sidewalks, and sewage systems, which need significant upgrades to support planned growth.
4. **Vision and Leadership Clarity:** The lack of a clear and unified vision among the community and leadership was noted as a critical barrier. Effective leadership and a cohesive plan are essential for guiding Willows towards its desired future.

The council agreed on several strategic actions and priorities that need to be addressed to move towards the envisioned future:

1. **Economic Development:** Strategies involve leveraging tourism, enhancing business outreach, and creating a more business-friendly environment through updates to the Municipal Code and Master Fee Schedule.

2. **Public Safety:** Initiatives include hiring a police department consultant to prepare for the re-establishment of the Willows Police Department, and investing in the fire department to ensure it is well-equipped and staffed.
3. **Quality of Life:** Proposals were made to build a new recreation center, hire a full-time recreation director, and enhance community events and activities to enrich residents' quality of life.
4. **Infrastructure Improvement:** Addressing immediate infrastructure needs through street and sidewalk repairs and improving wastewater management.
5. **Community Engagement:** Enhancing communication with residents through more effective public relations, online access to city spending and quarterly reports, and regular town hall meetings to ensure community voices are heard and integrated into the planning process.

In the second workshop, the council outlined specific priorities that the city should focus on over the next three to five years to address these roadblocks and achieve the articulated vision. Each council member contributed their ideas for goal setting, and a weighted voting system was used to prioritize these goals.

Prioritization Process

The City of Willows Council employed a weighted voting process to prioritize their goals and initiatives. Each council member assigned 10 points to their first priority, 5 points to their second priority, and 2 points to their third priority. This method allowed each council member to express their preferences and ensured that the collective priorities reflected a balanced and collaborative approach. While the final prioritization may not represent the individual preferences of every councilor, it signifies the collaborative preference of the city council, providing a unified direction for the city's strategic planning efforts.

Discussion & Analysis:

The City of Willows Council Visioning and Goal Setting Workshops have laid a strong foundation for the city's strategic direction over the next one to five years. By articulating a clear vision, identifying key roadblocks, and setting focused priorities, the council has collaboratively established a roadmap for achieving a thriving, safe, and economically vibrant community.

This report serves as a policy document that reflects the collective work and collaborative preferences of the city council. It provides city staff with clear direction on how to prioritize their efforts to support the outlined goals and initiatives. The identified priorities in financial stability, economic development, public safety, community engagement, infrastructure improvement, and quality of life are critical to overcoming current challenges and achieving the city's vision.

Next Steps

The overwhelming desire of the city council is to have a plan with clear, actionable steps that will not simply sit on the internet collecting proverbial dust. Clearly articulated next steps help create a framework for collective accountability, ensuring that the community sees real progress and tangible results from this strategic planning effort.

1. **Policy Adoption:** The city council should formally adopt this report as a guiding policy document to ensure alignment and commitment to the articulated priorities and goals.
2. **Development of a Workplan:** City staff will take this report and develop an incremental workplan that includes specific initiatives and projects to support each priority. This workplan should detail actionable steps, timelines, and resource allocation to ensure effective implementation.
3. **Regular Progress Reviews:** The city council and staff should establish a schedule for regular progress reviews to monitor the implementation of the workplan, address any challenges, and make necessary adjustments.
4. **Community Involvement:** Continued community engagement will be essential to maintain transparency, gather feedback, and ensure that the initiatives remain aligned with the needs and aspirations of Willows residents.

By following these next steps, the City of Willows can move forward with a clear and strategic approach, ensuring that the collective vision of the council is realized, and that the community continues to grow and prosper. This collaborative effort will guide the city towards a brighter future, benefiting all who live, work, and recreate in Willows.

Finally, as the Vision and Priority Report (Attachment 1) is intended to operate as a standalone document (e.g., posted on the City website), the Council may wish to include a brief description of how priorities were selected, as well as the list of *Next Steps* that are outlined above.

Fiscal Impact:

There is no fiscal impact by adopting the attached plan.

Attachment:

- Attachment 1: Vision and Priorities for the City of Willows

VISION AND PRIORITIES FOR THE CITY OF WILLOWS

JUNE 2024

CITY COUNCIL

Gary Hansen, Mayor
Evan Hutson, Vice Mayor
Rick Thomas
David Vodden
Forrest Sprague

CITY MANAGER

Marti Brown

Facilitated By:
Jovanni Tricerri



Vision for a Thriving Willows

Willows is a thriving and safe community where families want to live, work, and recreate. It will foster a proactive business environment that expands other industries, supports its agricultural heritage, and leverages its recreational attractions.

Council Priorities

Priority #1: Financial Stability

Upon reviewing their priorities, the council emphasized that achieving financial stability is a crucial foundation for addressing all other priorities. The council recognized that new revenue is urgently needed to support essential services, infrastructure investments, and future development. Past council deliberation found that assessing a 1.5% sales tax increase is necessary to create a stable financial base. This focus on financial stability will ensure the city has the resources required to pursue its vision of a thriving community.

Goal 1: Educate the community on the city's fiscal health and the impacts of Measure I

Measure I could have a significant impact on creating a stable financial foundation for the city, ensuring consistent revenue streams to support essential services and future development.

Possible Initiatives:

- Execute the City Council approved Education Action Plan to educate residents on the City's budget and fiscal circumstances, as well as address any factual questions and/or concerns about the sales tax measure.
- Host town hall meetings to engage with the community and address concerns about the City's budget and the tax measure.
- Launch a Speakers' Bureau to talk to civic groups and churches about the City's fiscal circumstances.

Goal 2: Develop a grant strategy to pursue funds

Securing grants can provide the necessary funds to enhance and expand current services without placing additional financial burdens on residents.

Possible Initiatives:

- Hire or appoint a dedicated grant writer to identify and apply for relevant grants.
- Create a grant calendar to track application deadlines and submission statuses.

- Establish partnerships with regional and state agencies to increase the likelihood of receiving grants.

Goal 3: Add to the city's general fund reserve

As the city strengthens its financial foundation, re-building up the general fund reserve creates a financial safety net that can be used for unforeseen expenses and ensures long-term fiscal health.

Possible Initiatives:

- Allocate a portion of annual budget surpluses to the general fund reserve.
- Implement cost-saving measures across departments to free up additional funds.
- Explore revenue-generating opportunities, such as public-private partnerships.

Goal 4: Add an Economic Development Element to the General Plan

Incorporating an economic development element into the general plan ensures that the city has a long-term, sustainable revenue strategy that supports growth and development.

Possible Initiatives:

- Conduct an economic impact study to identify potential growth areas and revenue streams.
- Develop policies that encourage business investment and expansion within the city.
- Create incentives for businesses to set up operations in Willows, such as tax breaks or streamlined permitting processes.

Goal 5: Optimize in-house staffing to improve financial efficiency

Ensuring optimal in-house staffing levels contributes to financial stability by reducing reliance on external contractors, lowering costs, and enhancing service quality through a consistent and dedicated workforce.

Possible Initiatives:

- Conduct a thorough assessment of current staffing levels and identify areas where in-house expertise can replace outsourced services.
- Develop a strategic recruitment plan focused on attracting and retaining skilled local talent to fill key positions.
- Implement training programs to enhance the capabilities of existing staff, thereby reducing the need for external consultants and contractors.

Goal 6: Develop an asset replacement plan for large equipment

An asset replacement plan ensures that essential equipment, particularly within the fire department, is regularly updated and maintained, contributing to public safety and operational efficiency.

Possible Initiatives:

- Conduct an inventory of all major city assets and equipment.
- Create a schedule for regular maintenance and replacement of critical assets.
- Budget for asset replacement over multiple fiscal years to spread out costs.

Priority #2: Economic Development

Economic development aims to create a thriving business environment that attracts new businesses, supports existing ones, and leverages tourism. By enhancing economic opportunities, Willows can increase revenue, create jobs, and improve the overall quality of life for residents. Fostering a vibrant and diverse economy will help Willows overcome economic stagnation and competition from other communities.

Goal 1: Develop a single point of contact for business outreach and development

Establishing a dedicated staff member for business outreach ensures a focused and strategic approach to attracting and supporting businesses, thereby driving economic growth.

Possible Initiatives:

- Hire an economic development officer responsible for strategy, outreach, and business development.
- Create a business support center to assist with permits, regulations, and resources.
- Expand and enhance a marketing campaign to promote Willows as a prime location for business investment.

Goal 2: Leverage existing tourism opportunities

Enhancing tourism can significantly boost local revenue and create jobs, capitalizing on Willows' recreational attractions and agricultural heritage.

Possible Initiatives:

- Improve freeway signage to attract travelers to local attractions.
- Develop heritage tourism assets, such as a farm antique outdoor museum, to draw visitors.
- Partner with local businesses to create tourism packages that highlight recreational opportunities.

Goal 3: Complete a code update to promote business opportunities

Updating city codes ensures a business-friendly environment that facilitates growth and makes it easier for businesses to operate successfully in Willows.

Possible Initiatives:

- Conduct a review of existing codes and regulations.
- Streamline permitting processes to reduce bureaucratic hurdles for businesses.
- Provide training for city staff to enhance their ability to support business development.

Goal 4: Improve city appearance to attract businesses and visitors

Enhancing the visual appeal of Willows can attract more businesses and tourists, contributing to economic vitality and community pride.

Possible Initiatives:

- Develop a city improvement plan focusing on signage, façade enhancements, and beautification projects.
- Launch initiatives to address and rehabilitate dilapidated buildings.

- Encourage private investment in property improvements through grants or incentives.

Goal 5: Identify and prioritize areas for annexation to support economic development

Expanding the city's boundaries strategically can create new opportunities for business development, housing, and infrastructure, supporting long-term economic growth.

Possible Initiatives:

- Conduct a study to identify key areas for annexation that would add the most value to the city.
- Engage with property owners and stakeholders in potential annexation areas to gain support.
- Develop a comprehensive annexation plan that includes infrastructure development and service provision.

Priority #3: Public Safety

Public safety is a fundamental priority that ensures the well-being of residents through effective law enforcement and emergency services. By investing in the police and fire departments, Willows can provide a secure environment that fosters community trust and stability. Strengthening public safety infrastructure and emergency response capabilities is important for maintaining a safe and resilient community.

Goal 1: Conduct a detailed financial analysis to restore the Willows Police Department

A thorough financial analysis is essential to determine the feasibility and sustainability of reinstating the local police department, which is crucial for maintaining public safety and community trust.

Possible Initiatives:

- Hire a consultant to perform a comprehensive financial analysis and feasibility study.
- Assess the costs of staffing, equipment, and ongoing operations for the police department.
- Explore funding options, including grants and partnerships, to support the re-establishment of the police department.

Goal 2: Right-size and enhance the Willows Fire Department to include 24-hour Advanced Life Saving (ALS) services

Ensuring that the fire department is adequately staffed and equipped to provide 24-hour ALS services and handle emergencies effectively enhances public safety and community well-being.

Possible Initiatives:

- Evaluate current staffing levels and determine the optimal number of personnel required.
- Recruit additional firefighters to meet the city's growing needs.
- Budget for additional equipment and resources needed to support a 24-hour ALS service.
- Invest in modern firefighting equipment and vehicles to enhance operational efficiency.

Goal 3: Enhance visible crosswalks and signage for road safety

Improving road safety through better signage and visible crosswalks enhances the overall safety for pedestrians and drivers.

Possible Initiatives:

- Conduct an assessment of current road safety infrastructure to identify high-risk areas.
- Implement upgrades to crosswalks, including better lighting and high-visibility paint.
- Install additional signage in critical locations to improve driver awareness and pedestrian safety.

Priority #4: Community Engagement

Community engagement seeks to actively involve residents in the city's decision-making processes and promote a positive image of Willows. By fostering a sense of community and improving communication, the city can build public trust and encourage citizen participation. This priority aims to counteract negativity by highlighting positive efforts and achievements, ensuring that the community feels connected and invested in Willows' thriving future.

Goal 1: Launch an aggressive image campaign to promote the positives of Willows

A strong, positive image campaign can enhance community pride, attract new residents and businesses, and improve overall perceptions of Willows.

Possible Initiatives:

- Develop a comprehensive marketing strategy highlighting the strengths and successes of Willows.
- Use various media channels, including social media, local newspapers, billboards and community events, to spread positive messages.

Goal 2: Conduct town hall meetings and engage citizens in city governance

Increasing community participation in city governance ensures that residents' voices are heard and fosters a sense of ownership and accountability in local decision-making.

Possible Initiatives:

- Organize regular town hall meetings to discuss key issues and gather feedback from residents.
- Encourage citizens to attend city council meetings and provide input on important topics.

Goal 3: Partner with the business community to create foot traffic and civic engagement

Collaborating with local businesses and organizations can drive economic activity and foster a stronger sense of community.

Possible Initiatives:

- Work with the Chamber of Commerce and community clubs, such as Rotary Club, to develop joint initiatives and events.

- Create special events and promotions that encourage residents to shop locally and participate in community activities.
- Establish a business support center to assist local businesses and promote economic growth.

Goal 4: Promote community events and enhance quality of life

Community events build pride and strengthen the social fabric of Willows, making it a more attractive place to live and visit.

Possible Initiatives:

- Develop a calendar of community events, such as parades, concerts in the park, and festivals, to engage residents and visitors.
- Use online platforms and social media to promote upcoming events and encourage participation.
- Collaborate with local organizations to sponsor and organize events that celebrate the community's heritage and culture.

Priority #5: Infrastructure Improvement

Infrastructure improvement focuses on upgrading and maintaining essential city services such as streets, sidewalks, lighting, and sewage systems. By enhancing infrastructure, Willows can support current needs and future growth, ensuring a safe and functional environment for residents and businesses. Investing in long-term planning and maintenance of infrastructure is key to supporting the city's development and quality of life.

Goal 1: Implement the community improvement plan for streets, sidewalks, and lighting

Upgrading infrastructure such as streets, sidewalks, and lighting is essential for safety, accessibility, and the overall quality of life in Willows.

Possible Initiatives:

- Conduct a comprehensive assessment of current infrastructure conditions to identify priority areas.
- Secure funding through grants and budget allocations for infrastructure projects.
- Develop a phased plan to systematically upgrade streets, sidewalks, and lighting across the city.

Goal 2: Enhance the public works team to ensure effective service delivery

A fully staffed and well-equipped public works team is important for maintaining the city's infrastructure and ensuring timely and efficient service delivery.

Possible Initiatives:

- Recruit additional public works staff to meet the city's growing needs.
- Invest in training programs to enhance the skills and capabilities of the public works team.
- Acquire modern equipment and tools to improve operational efficiency.

Goal 3: Develop Willows as a transportation hub

Positioning Willows as a transportation hub and “dry port” may boost economic development, improve accessibility, and attract businesses and residents.

Possible Initiatives:

- Enhance railway infrastructure to support commercial transportation.
- Improve commercial truck accessibility to facilitate the movement of goods.
- Collaborate with regional transportation agencies to integrate Willows into broader transportation networks.

Goal 4: Implement the sewage repair plan

A reliable and efficient sewage system is fundamental for public health and sustainable growth.

Possible Initiatives:

- Secure funding through grants and budget allocations to support an overhaul of the city’s sewage system.

Priority #6: Quality of Life

Quality of life initiatives aim to enrich the community by providing diverse recreational activities, well-maintained parks, and community events. By focusing on these areas, Willows can create a vibrant and attractive environment for residents of all ages. Enhancing recreational opportunities and community amenities will contribute to a higher standard of living and overall community satisfaction.

Goal 1: Hire a full-time Recreation Director

A dedicated Recreation Director can enhance the range and quality of recreational programs, contributing to the community's overall well-being and attractiveness.

Possible Initiatives:

- Develop a job description and recruitment plan for hiring a full-time Recreation Director.
- Expand existing youth and adult recreational programs and introduce new activities based on community interests.

Goal 2: Open the city pool to create a community hub

Reopening the city pool provides a focal point for community activities, promoting health, wellness, and social interaction.

Possible Initiatives:

- Allocate funds for the maintenance and operation of the city pool.
- Organize swim lessons, water aerobics, and other aquatic programs to maximize pool usage.
- Host community events and activities at the pool to foster community engagement.

Goal 3: Enhance the maintenance of city parks

Well-maintained parks provide essential green spaces for recreation, relaxation, and community events, enhancing the quality of life for residents.

Possible Initiatives:

- Develop a maintenance schedule for regular upkeep of park facilities and equipment.
- Invest in new park amenities such as playgrounds, picnic areas, and sports facilities.
- Engage community volunteers and organizations in park beautification projects.

Goal 4: Expand youth and adult activities

Offering a variety of activities for all age groups promotes physical and mental health, fosters social connections, and enriches community life.

Possible Initiatives:

- Partner with local organizations to offer a diverse range of classes, workshops, and events.
- Create a community events calendar to keep residents informed about upcoming activities and opportunities.



Date: June 11, 2024

To: Honorable Mayor and Councilmembers

From: Joe Bettencourt, Community Development & Services Director
Marti Brown, City Manager

Subject: I-5 Feasibility Study – Final Project

Recommendation:

To receive presentation and accept completion of the I-5 Feasibility Study.

Rationale for Recommendation:

The City of Willows has several opportunity sites along the I-5 corridor between the City's southern boundary near the Road 57 exit and its northern boundary near the Union Pacific Railroad. The study objective was to pinpoint specific sites and geographic areas for future economic development.

Background:

3Core approached the City of Willows to partner with them, as well as the Cities of Orland, Corning, and the County of Glenn, in a comprehensive USDA grant funded feasibility study and technical analysis of the potential industrial and commercial sites on the I-5 corridor. At the September 13, 2022, City Council meeting, a Resolution was executed to participate in the grant and contribute \$15,000 of matching funds toward the project.

Discussion & Analysis:

The goals of the study were to identify candidate sites, determine highest and best uses, identify infrastructure gaps, explore opportunities to diversify the local economy, outline steps needed to implement an attraction and branding strategy, and develop a report that can be used for future infrastructure grant applications.

Fiscal Impact:

The development of the feasibility study used \$60,000 in grant funding with \$15,000 in local match.

Attachment:

- Attachment 1: I-5 Feasibility Study

INTERSTATE 5 FEASIBILITY STUDY AND TECHNICAL ANALYSIS FOR GLENN AND TEHAMA COUNTIES December 2023

Prepared for:



Prepared by:



Acknowledgments

The DSG Advisors consulting team would like to recognize and thank the stakeholders who provided invaluable information, input, and feedback to this Interstate 5 Feasibility Study and Technical Analysis Report for Corning, Orland, Willows and Glenn and Tehama Counties.

Mike Donnelly – Coldwell Banker Commercial
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Dave Demo – Vice Mayor, City of Corning
Diana Robertson – Planning Commissioner, City of Corning
Robert Snow – Mayor, City of Corning
Kristina Miller – Former City Manager, City of Corning
Frank Ross – Century 21 Select
Jen Spaletta – Century 21 Select
Alejandra Gaeta – Century 21 Select
William Carriere – Carriere Family Farms, Glenn County Planning Commissioner
Scott De Moss – Administrative Officer, Glenn County

Patrick Piatt – Former Community Development, City of Willows
Mardy Thomas – Planning & Community Development, Glenn County
Marti Brown – City Manager, City of Willows
Jeff Williams – City Council, City of Willows
David Vodden – Vice Mayor, City of Willows
Patty Hess – Executive Director, 3CORE
Jerry Uhland – Co-founder & CEO CalPlant
Pete Carr – City Manager, City of Orland
Scott Friend – Contract Planner, City of Orland
Audrey Taylor – Chabin Concepts
Vicki Doll – Chabin Concepts
Jody Samons – EB3 Development
Don Rust – Public Works Director/Airport Manager, Glenn County
Eric Kreutzberg – Manager Sales and Marketing, California Northern Railroad

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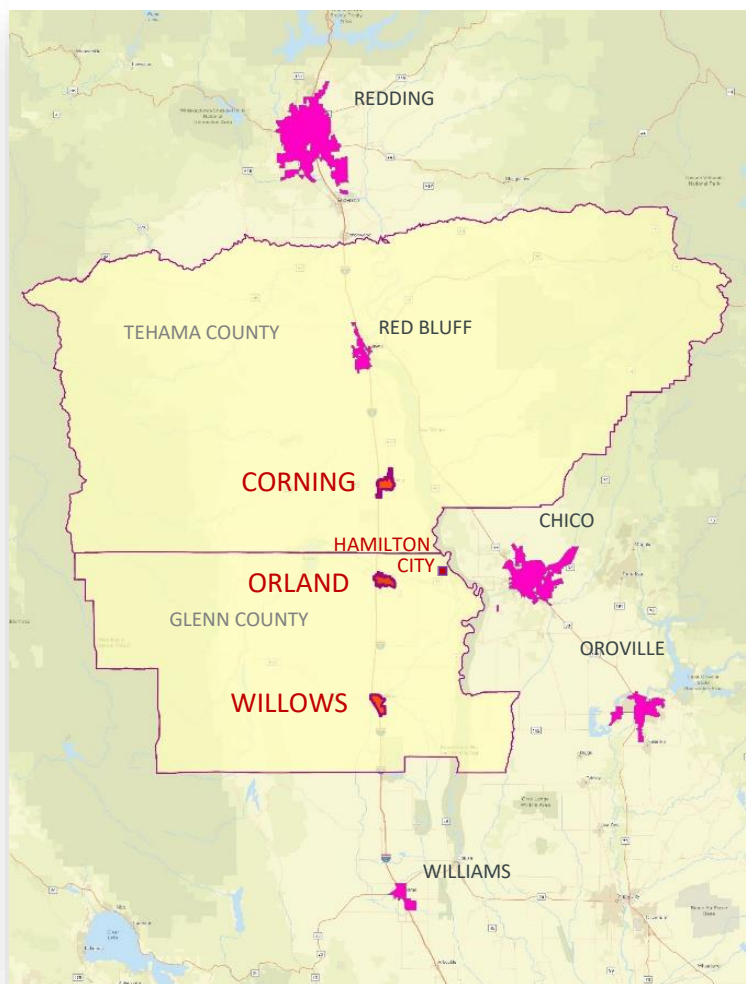
1. STUDY AREA

The study area incorporates the communities of the City of Corning in Tehama County and the Cities of Orland and Willows in Glenn County, primarily those jurisdictions with boundaries along the Interstate 5 (I-5) Corridor. This Corridor is 30 miles of Interstate 5 that stretches from the City of Corning northern limits continuing south to the Willows southerly city limits. During the site tour and research, Hamilton City and Highway 32 in the unincorporated area of Glenn County were included. The findings and sites reviewed include properties in the cities of Corning, Orland, Willows, unincorporated Hamilton City and unincorporated Glenn County.

Figure 1, the regional context, highlights Redding, Red Bluff, Chico, Oroville and Williams. These communities directly impact the employment and consumer goods markets for areas within the defined I-5 Corridor Study Area.

Data analysis and interviews with stakeholders confirmed that residents and employees within the study area are traveling within the region for shopping and employment. Also, growth and development patterns in these outlying communities directly impact the local economies in Corning, Orland and Willows and will continue to do so.

Figure 1 - Regional Context of Study Area



Areas of Focus for Assessment



CITY OF CORNING

Sites focused on the I-5 interchanges at Corning Road and South Avenue. The greatest development opportunities are on the west side of I-5. For most of these sites, utility infrastructure will need to be extended west under I-5 from existing services to the east.



CITY OF ORLAND

Candidate sites are adjacent to I-5 interchanges at Newville Road and South Street-Bungalow Road. Potential development opportunities can be found on both sides of the highway. Orland Haigh Field Airport has development potential on the east side of the airport along Airport Drive and P Street where there are warehouses and outbuildings.



CITY OF WILLOWS

The primary development sites in central Willows are along North Humboldt Avenue, which runs parallel to I-5 just to the east. Development opportunities exist on North Humboldt Avenue, and both north and south of Hwy 162/Wood St., the primary arterial off the I-5 interchange.

The Willows-Glenn County Airport, recently registered as a National Historic District, is a regional asset adjacent to the City.

South Willows has numerous greenfield properties, including the North Valley Commercial Center. This area has been upgraded with \$3.7 million in grant funding for roadways, sewer, storm, electrical, and water infrastructure.



HAIGH FIELD AIRPORT

Located three miles east of Orland in Glenn County, Haigh Field is a public general aviation airport. As a part of the airport grounds, there is the Orland Airport Industrial Park. The infrastructure for the park includes paved streets, storm drainage, streetlights and fire hydrants. There is access to water, sewer and power. Sites #35 and #36 are located within the industrial park, north and south of the existing Amazon last-mile facility. Figure 6 identifies each site.



HAMILTON CITY

Hamilton City is a census-designated place in Glenn County. The primary development sites in Hamilton City are around the California Northern rail spur that passes north-south through town, terminating south of the existing Nutrien Ag Solutions facility.

There are six 70,000 square foot (SF) parcels located around Site #44, and four are currently vacant. The other two sites—#45 and #46—are undeveloped with industrial zoning. Figure 6 identifies each site.

2. STUDY PURPOSE

The study objective is to pinpoint specific sites and geographic areas for future economic development focus with the following goals:

- Identify **candidate sites** for new and expanding commercial and industrial operations within the communities of Corning, Orland, Willows, and Hamilton City.
 - Identify the **highest and best uses** for sites that are likely to generate near-term significant and measurable economic return.
 - Identify **infrastructure gaps** needed to make investment work.
 - Explore **opportunities** to diversify the local economy.
 - Outline the steps needed to implement an **attraction and branding strategy** to showcase the communities for outside investment.
 - Develop a report that can be utilized for **future infrastructure grant applications**.
- This study had two main purposes:**

1) identify the highest and best uses for sites across the two counties that could generate the "most significant and measurable economic return" and

2) provide a roadmap of steps and actions to bring those sites to market and activate as employment and economic generating lands.

This is not the first study to be done on various sites along the I-5 Corridor—the cities previously identified these areas as potential opportunity sites long ago and have also done research, analysis and some infrastructure estimates through the years to understand what it will take to get these sites shovel-ready. The challenge with these opportunity sites is:

- costly infrastructure improvements to extend service to the sites, and/or
- properties are privately held and the market demand is not quite there.

However, a tipping point might arrive sooner, as desirable sites in Chico, Redding and Sacramento build out. The end goal for these sites and properties in the study area is to be prepared with data and information that show the next steps needed to be shovel-ready and attractive for investment.

3. APPROACH

The Cities of Corning, located in Tehama County and Orland and Willows, located in Glenn County, are communities traditionally driven by a natural resource-based economy.

With their presence along the Interstate 5 Corridor and easy east-west access over to Highway 99, these communities have started to transform along the Corridors into highway commercial uses interspersed with limited manufacturing, single-family residential neighborhoods, and car-centric retail.

To truly understand the current landscape of each community while addressing infrastructure gaps and future avenues for diversification and prosperity, 3CORE, the cities and counties, selected the DSG Advisors Consultant Team to conduct a feasibility study and technical analysis with specific focus on the three Interstate 5 cities—Corning, Orland and Willows. This report and findings offer recommendations for how to address these economic challenges, while also outlining strategies and timelines to achieve specific benchmarks.

The consulting team approached this assignment with a long-established knowledge that the key to economic development success in developing and attracting key business is understanding the business drivers of emerging, growing, and legacy industries, understanding the location needs of key industries and translating these drivers into community and real estate readiness. Communities that respond to industry needs are more likely to capture opportunities originating locally and from the outside. The approach for the investigation of these sites was through the lens of a corporate establishment seeking an I-5 location for transportation purposes (DSG core services are national and international corporate site selection for mid-size and Fortune 500 companies).

Corporate real estate executives and site location consultants for all industry sectors are trained to make quick assessments of community attributes in what is called the ***Process of Elimination*** (Figure 2).

Site selection studies start by looking at dozens of communities across multiple states; research is often completed over a short timeframe. Site selectors evaluate the long list of locations and identify a short list of candidates for further evaluation. Locations not selected for study are ***eliminated***.

The goal for any community wanting new investment and employment projects is to stay in the evaluation process and not get eliminated.

The elimination process is based on data provided by economic development representatives, government agencies, and other stakeholders.

When local officials are unable to respond to requests for complete and accurate information delivered in a timely manner, the community is typically eliminated without further study, even if the jurisdiction may be ideally aligned with the project.

It is imperative that communities be in command of data resources and have their sites as prepared as possible for a site search. There is considerable information needed for an initial search and even more in-depth information needed for second, third and fourth evaluations, each adding another layer to the complex decision process and financial evaluation of the company.

Being prepared, even if the sites are not shovel-ready (which is the best and most competitive) ensures a community can respond to opportunities as they present themselves with the best foot forward.

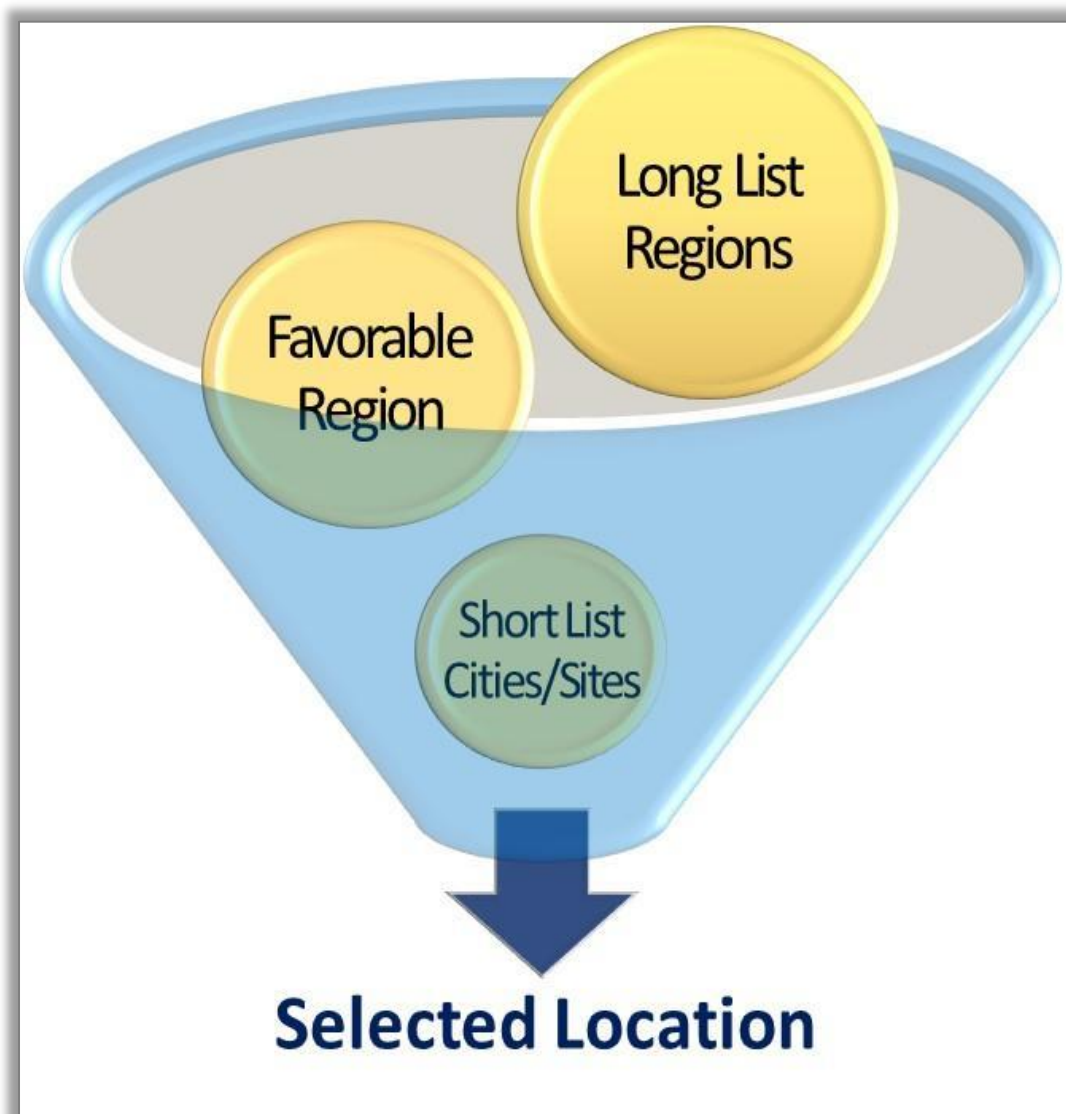


Figure 2 - Location selection is a process of elimination. *You must do everything right to stay in the game.*

4. LOCATION EVALUATION

4.1. STRENGTHS

Location

Figure 3 illustrates that the study area serves as a midpoint for passenger vehicle and freight traffic between the Port of Long Beach/Los Angeles and Portland, Oregon. Interstate trucks transporting goods along I-5 must break up their travel times, with a maximum of a 14-hour drive time allowed after 10 hours off.

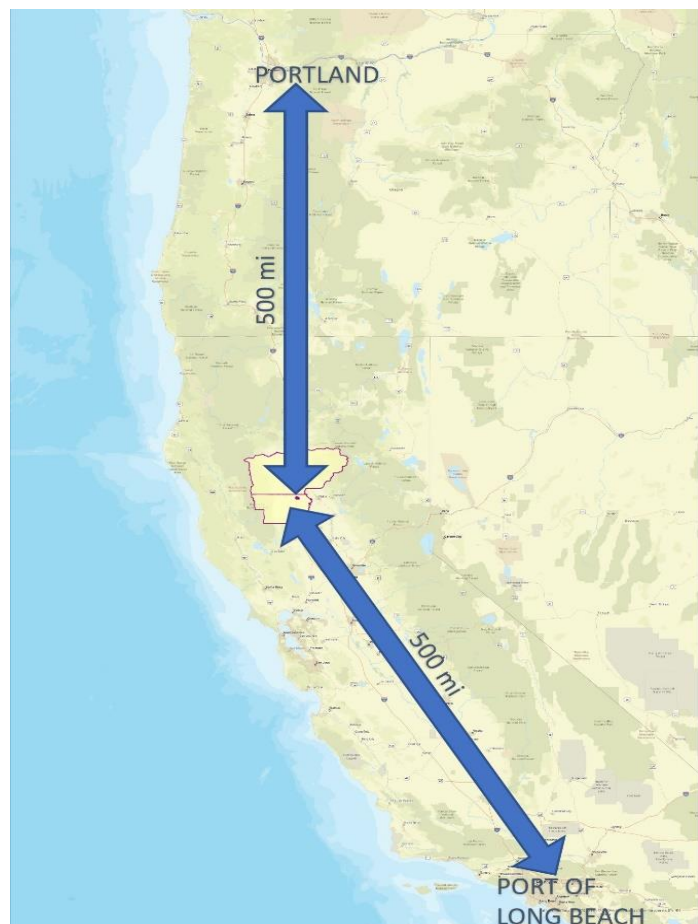
With the presence of higher elevation passes and adverse winter driving conditions north (Mt. Shasta) the areas around Corning, Orland and Willows are a natural waypoint for truck drivers.

As truck commerce increases, amenities such as truck fueling, overnight storage, hotels, restaurants, and personal service retail will be in greater demand near I-5 interchanges.

Transportation logistics in this part of the north state is unlikely to see a spurt of large regional distribution centers due to lack of nearby large population concentrations. In support of growing regional markets, however, Glenn and Tehama are positioned for "last-mile" distribution (e.g. Amazon's Orland facility) and distribution of locally produced products (e.g. cheese, beer).

General manufacturing should find the lower operating costs and availability of semi-skilled labor an attractive location for manufacturers in other parts of the state and from U.S. companies looking to establish a presence in California.

Figure 3 - Corridor location within the west coast market.



Market Depletion of Regional Industrial Land

In looking at a greater regional context, Chico, Sacramento, and Redding are larger cities providing a greater offering of consumer goods and employment lands within commercial centers and industrial and business parks. Chico is 20 miles east of Orland, Redding is 50 miles north of Corning, while Sacramento is 100 miles south of Willows. Based on conversations with brokers and research into the centers, there is limited availability within these larger cities and costs to lease buildings continue to increase. Light Industrial/Commercial regional demand for buildings/sites continues to be strong while the availability of appropriately zoned property in Chico has become tighter.

Even the not yet constructed portion of the Metro Air Park adjacent to the Sacramento Airport has been earmarked for corporate distribution centers which could create demand or interest in a lower and more efficient location. A summary of those industrial/business parks is provided below.



Located at the south end of Chico, **Hegan Lane Business Park** is almost at capacity, with limited smaller sites available.

Strengths for I-5 Corridor relative to Chico

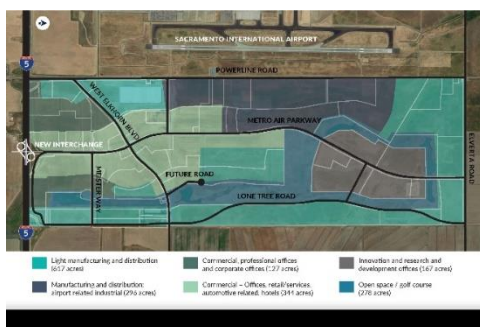
- Available sites
- Close proximity to major transportation corridor
- Potential larger sites
- Lower cost of doing business
- Greater interstate visibility



Located north and east of Redding Regional Airport, **Stillwater Business Park** has seen increased development activity in the last 2-3 years, with limited sites available.

Strengths for I-5 Corridor relative to Redding

- Available sites
- Close proximity to major transportation corridor
- Potential larger sites
- Lower cost of doing business



Next to Sacramento Airport, **Metro Air Park** has more than 4 million square feet of industrial space either completed or under construction. Much of the acreage is for distribution facilities.

Strengths for I-5 Corridor relative to Redding

- Available sites
- Lower cost of doing business
- Sites to accommodate different uses (light industrial, manufacturing, cold storage, etc.)

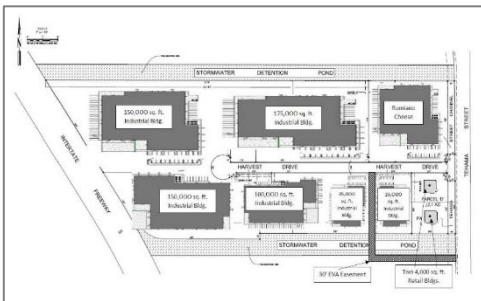
Near Term Sites and Buildings for Marketing



Marketed by Gallelli Real Estate, **Corning Crossroads** is a highly visible site ideal for highway commercial development within the City of Corning city limits. And in May 2023, the Corning City Council approved a water and sewer extension development reimbursement agreement to Gallelli. Pending the extension of the water and sewer under I-5, Corning Crossroads will be ready for near term development. Gallelli is actively promoting Corning Crossroads on their [website](#).



The area just **south of the new Glenn County Center for Butte College** is a flat, visible site with access off Cortina Drive to the east. Potential uses could look to partner with the College or provide highway commercial or general retail. The site is currently listed for sale by Coldwell Banker Commercial as eight separate parcels ranging in size from 0.5 to 3 acres.



Marketed by JLL and Basin Street Properties, the **Willows North Valley Commercial Center** located south of central Willows, is a master planned area with forty-four acres of developable industrial land directly adjacent to I-5, with rail access just east of the site. Rumiano Cheese is the only existing tenant in a state-of-the-art approximately 30,000 SF processing facility. North Valley is considered the most "shovel-ready" of any of the study area sites highlighted in this report. The City is actively promoting North Valley on their [website](#) as well as the Basin Street Properties site.



The eight **North Humboldt Ave.** parcels to the north and south of Hwy 162/Wood Ave. comprise nearly 30 acres and offer excellent visibility for highway commercial uses along the I-5 corridor. Hwy 162 is the most heavily traveled I-5 interchange in Willows. Utilities are located within N Humboldt Ave. along the property frontage. Nearby businesses include a Holiday Inn Express to the south and Tractor Supply Co. to the north.



With the announced liquidation of the **CalPlant facility** in May 2023 for their rice straw-based MDF fiberboard facility in Willows, this facility and supporting infrastructure is an asset that could be a large employment base for a heavy or light industrial user. This facility closure should be tracked by the City of Willows and Glenn County to determine a future user that could be a tremendous asset for the community and region. It should be noted that the preferred use is to maintain the rice straw MDF facility and investors are currently looking to retain all equipment and assets. The CalPlant property consists of five buildings totaling 254,566 square feet on 274.92 acres.



Orland Airport Industrial Park is an excellent business setting. The park offers industrial zoned land in an assortment of sizes, good highway access, nearby population centers that can provide a sizeable labor pool. However, there are roadblocks to near-term development, primarily extension of infrastructure. The vacant 20,000 square foot building on Airport Drive south of the Amazon facility offers an opening for attracting new or expanding business.

Rail Access

The existing California Northern railroad mainline along Highway 99 and the adjoining rail spur that runs east to Hamilton City and the Nutrien site are valuable assets that should be widely promoted to site selectors and local companies looking to expand distribution efforts. Existing sites with immediate access to the rail line include Nutrien and the areas south of Nutrien in Hamilton City, Wilbur Ellis Agrichemicals and the City of Willows site just east of the Willows wastewater facility, and the Great Western Growers facility further south on Highway 99 in Willows. Eric Kreutzberg with the California Northern Railroad Company should be contacted to inquire as to any opportunities for rail access and development along the rail line(s).

1

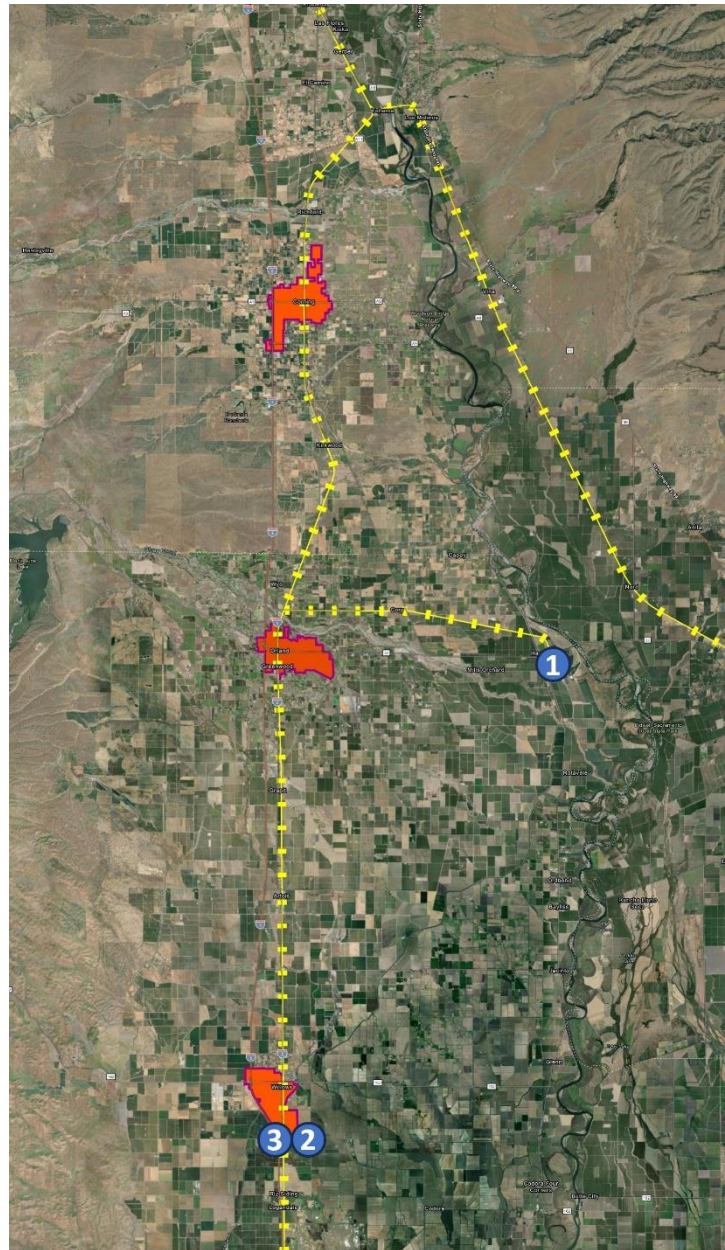
South of Nutrien in Hamilton City

2

City of Willows-owned property east of wastewater facility

3

Great Western Growers ACC



Other Assets, Amenities, and Selling Points

There are numerous other assets, amenities, programs and organizations that add to the I-5 Corridor story which can be highlighted and be strong points of differentiation.

Paskenta Band of Nomlaki Indians—the Paskenta Band is a powerful economic engine in the region. Aside from drawing visitors to the area and employing many people, the Paskenta Band has invested in health care and other community assets.

Thunderhill Raceway Park—the Park offers a unique visitor experience that has market recognition across a multi-state region. Thunderhill reported 92,000 annual visitors, 72,000 of which are visiting from outside Glenn County. Better promotion and expanded programing may increase visitor flow and subsequent economic impact.

The **agricultural and processing sectors**—incredible businesses with great stories of longevity and innovation. Businesses like Carriere Family Farms, Sierra Nevada Cheese Company and Farmers Brewing Company are great assets for the region that should be supported as they look to grow and innovate within their respective sectors.

Active and engaged public agencies—the cities of Corning, Orland, and Willows and Tehama and Glenn Counties are always engaged and looking to grow and attract business. These jurisdictions are all considered "business friendly", with approachable staff. As a regional economic development organization, 3CORE has worked with these agencies to attract grant funding for studies ranging from opportunity sites to infrastructure financing. And with the Glenn Center facility in Orland, Butte College has made a significant investment and created a strong presence in Orland to work with students and businesses in the region.



Figure 4 - Thunderhill Raceway Park

4.2. WEAKNESSES

Market-Ready Properties

There is a shortage of market-ready commercial and industrial sites which is impeding economic growth. The low inventory of development ready sites is delaying investment opportunities along the I-5 Corridor study area.

In Section 5.0 - Site Analysis, 47 properties were identified and screened for potential as commercial / industrial sites. The properties were ranked by Tier for each community with a total of 13 screened as Tier 1 (priority sites).¹

Tier 1 sites are those that are ready or nearly ready for immediate development. Without shovel-ready real estate, development will not happen at the desired pace. Of the 13 Tier 1 sites identified in Section 5.0, the three sites closest to being development ready are the Corning Crossroads area (Site #2), and the North Valley Commercial Center (Site #41) and North Humboldt Ave. (#47) in Willows.

Section 2 – I-5 Corridor Site Screening Matrix				
Jurisdiction	Tier 1	Tier 2	Tier 3	TOTAL
Corning	3	16	3	22
Orland	6	3	0	9
Willows	2	2	1	5
Hamilton City	0	2	1	3
Glenn County	2	3	3	8
TOTAL	13	26	8	47

Corning Crossroads is entitled to serve highway commercial uses, with a commercial subdivision already approved. **North Valley Commercial Center** is entitled for industrial and commercial uses and Rumiano Cheese is currently the lone tenant. Utility infrastructure will need to be extended farther into North Valley from the Hwy 99W frontage to allow future development. **North Humboldt** offers full utility access at roadway, zoning is in place, and it is located immediately off the I-5 Corridor at Hwy 162/Wood St., the heaviest traveled I-5 exit in Willows.

The extension of infrastructure to serve sites is generally the greatest impediment to development projects. On May 23, 2023, the Corning City Council took a giant step forward by approving \$1.59 million in funding to cover a reimbursement agreement for a water and sewer crossing under I-5 to the Corning Crossroads site. The developer, Galleli Real Estate, will fund the cost of the boring under I-5 and the City will reimburse for all cost (or a great portion) after the work is completed. The costs associated with water and sewer extension under I-5 at South Avenue in Corning are likely similar for other sites along the I-5 corridor in Orland, Willows and Glenn County. These sites and jurisdictions should look to similar funding mechanisms to facilitate future development projects.

Resource Capacity

Current economic development organizational capacity is not sufficient to reliably drive new investment for the Corridor. There are many organizations, including jurisdictions and agencies, but no one entity is

¹ Reference Section 5.0, I-5 Corridor Site Screening Matrix - Tier Readiness Ranking

dedicated to focus on the Corridor or other sites to move them forward in a consistent manner to gain traction.

The ability to showcase community assets and property readiness are needed to attract outside investment. Like many small communities throughout the country there is limited capacity along the I-5 Corridor, both financial and staffing, to effectively focus on creating and marketing site profiles/ portfolios.

With the number of properties all at different stages, planning, coordination, and continued efforts to find investment for infrastructure would require dedicated staff (at least part-time) that focus on just I-5 as a regional asset with a marketing program including collateral materials, website, social media, and prospecting.

Brand and Marketing

The outside world knows little or nothing about this section of the I-5 Corridor as compared to places like Redding or Sacramento.

The "Find Your Refuge" marketing piece produced for Willows is a good example of the kind of information needed to gain attention for the area. The fact that the piece only covers a section of the Corridor combined with the clever tagline could quickly get the audience confused and focused more on the National Wildlife Refuge.

Even as sites are being readied for the market, it is not too soon to position the I-5 Corridor in front of key influencers and potential markets. Branding, marketing and positioning efforts can be expensive – but made easier and less expensive with digital and electronic tools.

Building a brand that creates synergy for the I-5 Corridor is best accomplished through collaboration among stakeholders. An overarching brand can often create stronger positioning for individual communities participating in the broad branding and positioning.



4.3. OPPORTUNITIES

Collaborate as a Corridor Region

The I-5 Corridor is a unique place with opportunities for creating projects that will benefit the entire region. Without a focused and combined effort, opportunities will be lost as there is no champion to keep it moving forward.

Innovate 78 is a great example of cities where their only previous connection was Interstate 78 highway. This group has formed a "cohesive region—not just a collection of distinct municipalities competing against one another—Innovate78 is a testament to the shared values of elected officials and municipal leadership" creating a culture of collaboration to support startups, foster business expansions and nurture investment within the region.

Launched in 2014, Innovate78 (www.innovate78.com/) supports the business ecosystem of North County San Diego by elevating the region's reputation and helping businesses innovate and evolve. The collaborative partnership between the cities along San Diego's 78 Corridor – Carlsbad, Escondido, Oceanside, San Marcos, and Vista – helps businesses prosper in place for the betterment of all who work and reside here. This multi-city economic development initiative furthers local innovation with a shared vision to boost long-term economic recovery, resiliency, and prosperity.

Brand Marketing

In today's marketplace a community or regional value proposition must be articulated in a manner that quickly cuts through the "noise." The challenge is 1) creating awareness that the I-5 Corridor exists with opportunity sites, 2) telling a story that builds presence, and 3) beginning to present the unique benefits of the region as a whole, supported with facts or proof points.

An example of collaborative cross-marketing is the cities along the I-15 Corridor in southern California (www.edcswca.com). The cities have little in common and focus mainly on marketing and branding.

Existing Sites and Buildings

Although the I-5 Corridor does not have a huge profile of sites or buildings to market it does have some key sites and buildings to start a campaign. There is enough to start with – to get the word out and begin to build an awareness and engage influencers to looking for more – Willows North Valley Commercial Center, CalPlant Facility, Corning Crossroad (coming online with infrastructure) and some smaller sites on Highway 32.

Business Investment Targets

As part of the site search evaluation, community assets were also identified to align with potential investment targets. In addition to real estate, the evaluation examined utility and transportation infrastructure, quality of place attributes, organizational structures and economic development capacity,

housing markets, retail assets, parks and recreation, growth trends, and other factors that provide insights into community and economic development efforts in each of the jurisdictions.

Based on I-5 Corridor community assets and corporate location investment trends at local, regional, national, and global levels, the DSG Team identified investment targets that offer the best chance of attracting investment projects to the area over the next five years.

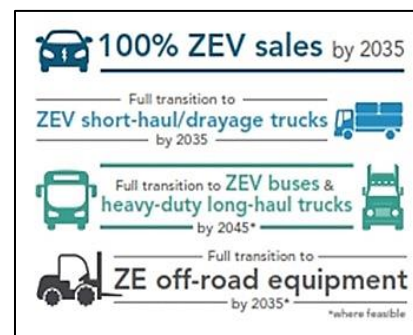
The recommended investment targets are presented in detail for each Tier One site in Section 6, Investment Targets Aligned to Sites. Below is an overview of investment targets that are most feasible for the I-5 Corridor.

INVESTMENT TARGETS FOR I-5 CORRIDOR			
Investment Target	Facility Size (Square Feet)	Employment Range	Industry Sectors
Agriculture, Manufacturing & Services	20,000-100,000	25-200	<ul style="list-style-type: none"> General manufacturing and support services related to agriculture Value-added manufacturing to support ag industry Machinery overhaul and repair Metal fabrication, welding
Cold Storage	20,000-100,000	10-40	<ul style="list-style-type: none"> Food processing Beer manufacturing
Light Industrial and Commercial	5,000-50,000	10-50	<ul style="list-style-type: none"> Highway commercial uses- drive thru restaurant, hotel, gas station Machine shops Equipment repair shops Light manufacturing Metal fabrication, welding
General Manufacturing	5,000-100,000	5-200	<ul style="list-style-type: none"> General manufacturing Food processing Machinery overhaul and repair
Logistics	50,000-800,000	10-50	<ul style="list-style-type: none"> Warehousing for national retailers Last mile delivery facilities

Emerging Market Sectors

Electric Vehicles and Truck Stops

Rapid movement toward electric vehicles in California is being advanced on many fronts, most significant by state mandates that require newly purchased passenger vehicles and short-haul trucks be electric by 2035, and heavy-duty long-haul trucks be electric by 2045.²



² California Air Resources Board. *California's Transportation is Going Electric*

As soon as 2030, 5.4 million light-duty electric vehicles and 193,000 medium- and heavy-duty electric vehicles are expected to be on the roads in California.

Uncertainty is the order of the day. The myriad of policies, technological advancements, and rates of adoption required to make this a reality are far from having been established.

"The truck stop and travel center industry stands on the brink of change that is radically disrupting our industry," according to Lisa Mullings, CEO of the National Association of Truck Stop Operators (NATSO)³

Mullings added that the key to getting policies that favor truck stops is to get the right information in front of lawmakers and not just showing up when the industry needs something in the short term. "Lawmakers and their staff need us [NATSO] so they can understand how their policies and decisions affect their constituents," Mullings said during her keynote remarks at NATSO Connect 2023, held March 7-10, 2023, in Dallas.

David Fialkov, NATSO's executive vice president of government affairs added, "All of the policy developments, along with the market dynamics, make it very clear that we are on the cusp of a pretty massive transition on the way we do business, primarily in the fuels that we sell." Fialkov noted that never has an established policy of the United States government transitioned the country from one form of transportation energy to a completely different one, and in such a short period of time.

For those who make a living serving highway travel, places like Glenn and Tehama counties, change is coming and now is the time to prepare. On the agenda are fuel sales, restaurants, convenience marts, lodging, and related travel services. A plus for the truck stop and travel center industry is that it will take longer to transition away from diesel than gasoline, and the industry makes more money from diesel.

But change is coming, being driven by the adoption of electric vehicles. The path to EVs has two major disruptors: cost advantages of electric versus fossil fuels, and autonomous vehicles. Truck EV battery range is expected to support a substantial share of trips at an economical rate. Trucks with 375-mile battery distance, which would require six charges based on the average weekly mileage of a commercial truck trip, has a 13% per mile lower total cost of ownership, with a net savings of \$200,000 over the lifetime of the electric truck.⁴

In an electrified trucking future, truck stops and travel centers will not be obsolete, but their fueling stations will need to shift over to charging. Gas stations will need to do the same.

Truck automation will bring further changes. Driverless trucks are expected on the road in significant numbers in the 2030s requiring fewer drivers. This will hit truck stops which rely not only on fuel sales but on providing food, showers and more to truckers.

Power Generation

As California rapidly boosts sales of electric cars and trucks over the next decade, the answer to a critical question remains uncertain: Will there be enough electricity to power them? State officials claim that

³ Convenience Store News, March 2023. *NATSO Aims to Future-Proof the Truck Stop & Travel Center Industry*

⁴ Catalyst, March 2022. *The Future of the Truck Stop: What will become of fuel stations in an electric, automated world?*

electric vehicles expected on California's roads in 2035 will not strain the grid. This assumes an increase in power generation, much of it produced by new solar and wind.

To make this happen, the process for siting and approving solar and wind projects must be accelerated. Those involved in initiating and approving projects (e.g. California Energy Commission, California Independent System Operator, California Public Utilities Commission, utility companies) are relying on multiple assumptions that are highly uncertain. "We're going to have to expand the grid at a radically much faster rate," said David Victor, a professor and co-director of the Deep Decarbonization Initiative at UC San Diego. "This is plausible if the right policies are in place, but it's not guaranteed."⁵

The future of truck stops will be changing and for truck stops to remain viable they will need to be modernized to the new industry standard that will be coming, which means for these types of trucks to be feasible they will require significant power source and generations, i.e., adjacent to areas that can provide energy such as solar farms.

There is land along the I-5—not the identified sites suited to highway development—but adjacent which could be well suited for solar farms to start positioning the I-5 as a key location for these newer truck hubs. Because of poor soil conditions and ongoing state drought, some of these lands, likely zoned ag, are not as productive as previously and could be repurpose for energy development. Working towards development of localized renewable energy projects could create an opportunity to attract investment in next generation truck stops and travel centers in the area.

4.4. THREATS

Rural Setting

The communities along the I-5 Corridor are rural and small with mid-size regional centers within 30-40 miles and larger metropolitan areas a significant distance. The rate of new investment is typically slower in smaller rural locations compared to larger cities. Infrastructure funding is often a challenge to secure, or for owners or developers to invest in, because the costs cause projects to not "pencil" financially.

Infrastructure to Support Growth

Infrastructure investment will continue to be a challenge. It is also a threat for not moving these often privately controlled properties forward to productive or higher and better use. Infrastructure includes extension of utilities to and through sites, but also the need to upgrade or increase capacity for specific areas. Both the City of Corning and Orland are actively pursuing grant funding to widen the I-5 overpass bridges to handle greater truck and vehicle traffic. Grant funding will be required to finance the infrastructure entirely or to close the financing gap.

⁵ Cal Matters, January 2023. *Race to zero: Can California's power grid handle a 15-fold increase in electric cars? (Part 2, Race to Zero: California's bumpy road to electrify cars and trucks.)*

Housing

The shortage of affordable housing could also continue to limit the area and could slow other development. Housing is another market factor and not necessarily something that can be controlled by the jurisdiction—but hopefully more investment in housing is something local communities can encourage.

The aftermath of the Camp Fire in Butte County increased the demand for housing in many of the region's communities. I-5 communities saw little growth in real numbers, not because the demand wasn't there but because housing products were not there. Communities like Orland and Corning have entitled subdivision projects that have been stalled due to construction issues and recent slow consumer demand.

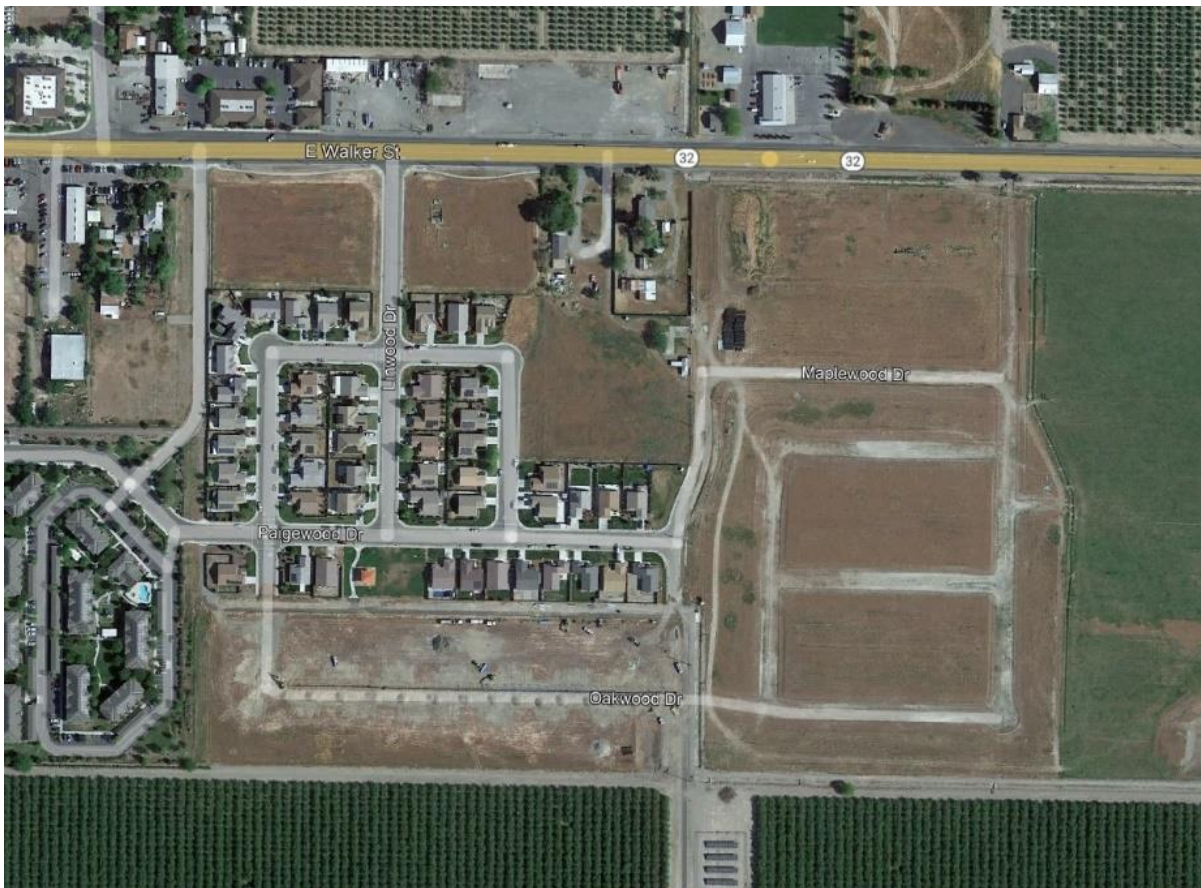


Figure 5 - Partially developed Orland subdivision, Ambrosia by DR Horton

5. SITE ANALYSIS

5.1. POSSIBLE DEVELOPMENT SITES RANKED

A variety of factors must be considered that impact the timing and development potential of a real estate property. Factors influencing site development potential can include site grading, environmental constraints, drainage and floodplains, easements or dedications that may limit redevelopment, zoning and general plan designations, and willingness of ownership to sell. Specific analysis for a development project will have additional requirements pertinent to the business operations which this analysis does not determine.

Site adjacent issues are those concerning roadway access, infrastructure (water, sewer, electric, broadband), and surrounding development patterns.

For the Interstate 5 Corridor, a summary of tier screening criteria is provided below, with color coding to correspond to the three tiers.

Site screening was conducted for forty-seven (47) different parcels identified through field investigation and confirmed through discussions with local stakeholders. These sites were primarily along the I-5 Corridor within the cities of Corning, Orland, and Willows. Unincorporated Hamilton City was added for screening given the existing rail spur and industrial zoning along the rail line. Other sites are in unincorporated areas of Glenn County.

SITE DEVELOPMENT EVALUATION CRITERIA		
Tier 1	Tier 2	Tier 3
Potential to redevelop within 12-24 months	Potential to redevelop within 24-48 months	Redevelopment is 5+ years out
<ul style="list-style-type: none"> ▪ Road access supports development. ▪ Water, sewer, electric utilities are at or near the site. ▪ Development is consistent with adjacent development patterns. ▪ Zoning and General Plan land use designations are aligned and support development. ▪ Property asking price is aligned with market. 	<ul style="list-style-type: none"> ▪ Site leapfrogs existing development promoting urban sprawl. ▪ Site is outside city limits. ▪ Utility infrastructure requires lengthy extension. ▪ Proposed use will require a zoning change not aligned with the General Plan. ▪ Property asking price is more than current market. 	<ul style="list-style-type: none"> ▪ Road access requires significant upgrading prior to development. ▪ Utility infrastructure requires lengthy extension. ▪ Zoning/general plan designations do not support targeted investment and build out. ▪ Property asking price is well over current market.

The matrix below summarizes sites with APN number, site acreage, zoning, utility infrastructure, tier ranking, and reasons for tier rankings.

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
CITY OF CORNING PARCELS							
1	069-260-051	3.77	Highway Service (C-3-CBDZ)	No	2	Need to extend water and sewer approximately 500 feet under I-5 to reach site. Barham Avenue to west would need to be widened. Existing pavement width is approximately 20 feet.	5 parcels under same ownership. Great I-5 frontage and visibility. Appears to be an historic olive grove.
2	069-210-043	1.72	Hwy Service (C-3-CBDZ)	No	1	Need to extend water and sewer approximately 450 feet under I-5 to reach site. Barham Avenue to west would need to be widened. Existing pavement width is approximately 20-feet. Entitled commercial subdivision ready for redevelopment.	All part of Corning Crossroads approved plan. Great visibility.
	069-210-049	1.25	Hwy Service (C-3-CBDZ)	No			
	069-220-001	4.62	Hwy Service (C-3-CBDZ)	No			
	069-220-008	1.48	Hwy Service (C-3-CBDZ)	No			
3	069-210-078	0.62	Hwy Service (C-3-CBDZ)	No	2	Need to extend water and sewer approximately 450 feet under I-5 to reach site. Barham Avenue to west would need to be widened. Existing pavement width is approximately 20 feet. Would likely be redeveloped after Corning Crossroads.	Parcels under same ownership.
	069-210-079	2.88	Hwy Service (C-3-CBDZ)	No			
4	069-210-046	1.57	Highway Service (C-3-CBDZ)	Yes	2	Need to extend water and sewer approximately 250 feet from Hwy 99W to reach site. Dedicated right of way to site at south, but need to extend road approximately 250 feet to site from Hwy 99W.	Tucked behind the 7 Inn motel and Best Western Plus. Prime I-5 visibility.
5	069-210-089	4.94	Highway Service (C-3-CBDZ)	Yes	2	Larger flat site, sewer and water within Hwy 99W frontage. Driveway access either on Hwy 99W or Corona Avenue to south.	Site with various out-buildings in disrepair.
6	071-180-006	15.01	Specific Plan Mixed-use (SPMU-CBDZ)	Yes	2	Water and sewer within Hwy 99W. Zoning supports mixed-use, but this may be hindering redevelopment. Not currently listed for sale.	Large vacant parcel with residential development to south and east.

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
7	071-080-021	4.23	Highway Service (C-3-CBDZ)	Yes	2	Sites #7 and #8 under same ownership. Water and sewer within Edith Avenue. Existing residences along Edith Ave frontage.	Large parcel with opportunity to build out as highway commercial.
8	071-080-022	4.88	Single Family (R-1)	Yes	2		Potential single-family subdivision.
9	087-040-066	6.80	Highway Service (C-3-CBDZ)	Yes	2	Sites #9 and #10 under same ownership. Water and sewer within Hwy 99W. Burch Creek impacts northeast half of Site #9. Existing residence on Site #9 and newer structure on Site #10.	Great I-5 frontage and visibility. Flat terrain.
10	087-040-067	3.00	Highway Service (C-3-CBDZ)	Yes	2		
11	087-040-073	9.69	Highway Service (C-3-CBDZ)	Yes	2	Sites #11 and #12 under same ownership. Also owns Laurel Ag & Water property just south of these sites. Water and sewer within Hwy 99W, with 6-inch lateral to frontage.	Both parcels under same ownership. Great I-5 frontage & visibility. Flat terrain.
12	087-040-074	4.47	Highway Service (C-3-CBDZ)	Yes	2		
13	087-050-002	4.87	Highway Service (C-3-CBDZ)	Yes	2	Water and sewer within Hwy 99W. Vacant fields appear to be grazing.	Great I-5 frontage and visibility. Flat terrain
14	087-050-003	2.44	Highway Service (C-3-CBDZ)	Yes	2	Water and sewer within Hwy 99W. Vacant fields appear to be used for grazing. Parcel is rectangular with 150-feet of frontage on Hwy 99W.	Great I-5 frontage and visibility. Flat terrain
15	087-040-061	8.59	Highway Service (C-3-CBDZ)	No	1	Development would require extension of water and sewer over/under I-5 from the east approximately 1,500 feet. Site has been cleared for redevelopment.	Great location at NW corner of I-5/South Avenue interchange. Just west of Barnham Avenue. Parcel east across Barnham appears to be wetland but site is clear.
16	087-090-077	8.75	Highway Service (C-3-CBDZ)	No	1	Development would require extension of water and sewer over/under I-5 from the east approximately 1,000 feet. Development of this site could trigger redevelopment of sites to south to support highway commercial uses.	Flat site with good I-5 visibility

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
17	087-090-013	13.54	Light Industrial (M-1-S-P)	No	2	Approximately 5 to 6 acres remain for development. Owned by TA Travel Center operators. Site is outside city limits, but within sphere of influence. Would need to extend water and sewer approximately 600 feet from city limits.	Vacant parcel owned by truck stop group just north of site. Small pond in SE corner of site.
18	087-090-014	4.07	Light Industrial (M-1-S-P)	No	2	Current use is Harrah's Shelters, Steel Fencing and Solar Carports. Would need to extend water and sewer approximately 800 feet from city limits.	Existing metal barn fabricator along with Olive Hut produce stand.
19	087-100-067	5.9	Light Industrial (M-1-S-P)	No	2	Light industrial site just south of city limits. Prime frontage along Hwy 99W on east side. Would need to extend water and sewer 50 feet south to site.	Existing salvage yard with food truck along Hwy 99.
20	087-100-068	3.18	Light Industrial (M-1-S-P)	No	3	Light industrial site just south of city limits. Prime frontage along Hwy 99W on east side. Would need to extend water and sewer 400-feet south to site.	Camper and trailer storage area.
21	087-100-031	4.54	Light Industrial (M-1-S-P)	No	3	Light industrial site just south of city limits. Prime frontage along Hwy 99W on east side. Would need to extend water and sewer 700-feet south to site.	Emergency camper storage.
22	087-100-030	4.92	Light Industrial (M-1-S-P)	No	3	Vacant light industrial site just south of city limits. Prime frontage along Hwy 99W on east side. Need to extend water and sewer 1,100 feet south to site.	Vacant lot, camper storage.
CITY OF ORLAND PARCELS							

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
23	0451400290	10.72	Community Commercial (C-2)	Yes	1	Prime frontage on I-5. Water located on northern frontage, sewer to west. Highway access 1,000 feet to south. Large lot prime for redevelopment, although current list price is too high.	Former RV Park. Currently listed for sale (\$5.6 million).
24	0451400419	0.84	Community Commercial (C-2)	Yes	1	Prime frontage on I-5. Water and sewer located to south within Hoff Way. Highway access 500 feet to south.	Located just north of Orland Portuguese Plaza.
25	0451400449	1.06	Community Commercial (C-2)	Yes	1	Potential to combine Sites #24-26 with #23 to create a large master planned highway commercial center.	Located just north of Orland Portuguese Plaza.
26	0451400469	1.64	Community Commercial (C-2)	Yes	1		Currently listed for sale \$1.05 million.
27	0451700030	8.53	Highway Service Commercial (C-H)	Yes	2	Large parcel just west of the Pilot Travel Center. Water and sewer within Commerce Lane frontage. Highway access 500 feet to northeast via CR200/Newville Road.	Site just west of Pilot Truck Stop; street view from March 2023 shows development activity.
28	0451700130	7.25	Light Industrial (M-L)	Yes	2	Existing business, Hardwood Creations, located in southwest corner of parcel. Opportunity to develop remainder with light industrial uses. Water and sewer within Commerce Lane and CR 14 frontages. Highway access 600 feet to northeast.	Northern two-thirds of parcel is undeveloped. Just south of Pilot Truck Stop.
29	0451700160	4.48	Light Industrial (M-L)	Yes	2	Existing residence at end of CR 14 cul-de-sac. Opportunity to develop as light industrial with access likely from CR 13 to the north. Water and sewer within CR 13 frontages. Highway access 600 feet to northeast.	Prime frontage along I-5. Just south of Pilot Truck Stop.

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
33	0403500030	10.76	Planned Development (P-D)	Yes	1	Large parcel just south of Butte College with I-5 frontage. Would require extension of water and sewer south from College. 1,000 feet from access to I-5 both north and southbound.	Site south of Butte College.
34	0403100140	6.44	Planned Development (P-D)	Yes	1	Adjacent to Site #33. Access to I-5 via Cortina Drive. 8-inch water and sewer line extended to Cortina Drive southern terminus.	Currently listed for sale, including parcel to north.
GLENN COUNTY PARCELS							
30	0452400020	10.49	Highway and Visitor Commercial (HVC)	No	2	Large parcel outside city limits with great I-5 visibility. Would need to extend water and sewer across I-5 approximately 550 feet from east. Immediate access to north and south off-ramps to I-5.	Large flat parcel currently used for grazing.
31	0452400120	12.01	Rural Residential Estate (RE-1)	No	2	Large parcel outside city limits. Would need to extend water and sewer across I-5 approximately 1,000 feet from east. Immediate access to north and south off-ramps to I-5.	Large flat parcel currently used for grazing.
32	0452700090	7.84	Service Commercial (S-C)	No	3	Existing olive grove outside city limits. Would require water and sewer extension approximately 600 feet under I-5 from Butte College area. Prime frontage on I-5.	Existing olive grove with frontage along CR HH.
35	0471800110	3.93	Industrial Park (MP)	No	2	Longer-term redevelopment opportunity north of Haigh Field Airport. Would require water extension from Amazon facility.	Pasture in Glenn County just north of Amazon facility.
	0471800090	18.12					
	0470900560	11.32					
36	0472700170	9.13	Industrial Park (MP)	Yes No	1	Lots along Airpark Drive, directly adjacent to airport. Existing 10-inch waterline and 8-inch sewer line in Airpark Drive.	Vacant parcel just east of airport, south of Amazon facility.
	0472700150	3.01					
	0472700160	3.0					
	0472700109	3.86					

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
39	0172200190	13.78	Highway and Visitor Commercial (HVC)	No	3	Agricultural parcel located west of Willows Airport. Would require utility extension 1,200 feet from city boundary to east. Potential to create industrial center with inclusion of CalPlant site?	Vacant commercial parcel with good frontage along SH 162.
40	0172200200	23.43	Industrial Park (MP)	No	3	Agricultural parcel located west of Willows Airport. Would require utility extension 1,500 feet from city boundary to east. Potential to create industrial center with inclusion of CalPlant site?	Industrial parcel just west of Willows Airport.
43	0172200280	276.00	Industrial (M) & Community Commercial (CC)	Yes	1	With liquidation of CalPlant, this facility may be repurposed or parceled out for an industrial/ag tech park.	Former CalPlant site.
CITY OF WILLOWS PARCELS							
37	0172100479	29	General Commercial / Light Industrial (CG/ML/PD)	Yes	3	Existing orchard with great I-5 visibility located north of Wal Mart. Would require water and sewer extension 400 feet from south. Potential to aggregate with Site #38 for larger light industrial park.	Almond orchard with great I-5 visibility.
38	0172100549	7.91	General Commercial / Light Industrial (CG/ML/PD)	Yes	2	Existing orchard with great I-5 visibility located north of Wal Mart. Would require water and sewer extension 300 feet from south. Potential to aggregate with Site #37 for larger light industrial park.	Vacant parcel behind Walmart. Access via Airport Road west of Walmart.
41	0171700110	149.21	General Commercial / Light Industrial (CG/ML/PD)	No	1	Now called North Valley Commercial Center. City and broker are actively marketing this site. Existing water and sewer in Hwy 99W. Would require extension into site. 42+ acres available.	Basin Street Industrial is a 60-acre industrial park portion of master planned area. Site layout shows existing Rumiano Cheese in NE corner of park.

Figure 6 - Inventory of Study Sites

Map Ref #	APN	ACRES	ZONING	WATER SEWER	TIER	TIER RATING REASONS	NOTES
42	0171700290	115.57	Heavy Industrial (MH)	No	2	Large city-owned parcel with rail access 650 feet to the west. I-5 access 1,800 feet to west. Potential to build out heavy/light industrial area.	Site just east of Wilbur-Ellis facility and City of Willows wastewater treatment facility.
47	0173300100 0173300110 0173300120 0010100270 0010100290 0010320300 0010320290 0010320280	29.57	Highway Commercial, General Commercial, High Density Residential (CH, CG, R-3)	Yes	1	(3) contiguous parcels north of Hwy 162/Wood St. and (5) parcels south of Hwy 162/Wood St. All adjacent to existing commercial uses. Utilities located within N Humboldt Ave along property frontage. Excellent visibility from both I-5 and N. Humboldt Ave.	Unknown ownership. Holiday Inn Express located to south, Tractor Supply Co to north.
HAMILTON CITY PARCELS							
44	0321120010	8.60	Industrial (M)	Yes	2	Multiple lots and buildings potentially available for development. Rail spur through site terminating just south of Nutrien Ag Solutions south of this site.	Opportunity for rail user.
45	0322600060	16.00	Industrial (M)	No	2	Additional developable area that is part of the Nutrien Ag parcel. Rail access to east.	Nutrien Ag parcel.
46	0322600070	73.00	Industrial (M)	No	3	Existing agricultural operations, but site is zoned for industrial. Located on east side of rail line. Unknown how far water and sewer would need to be extended.	Currently agricultural, but zoned industrial.

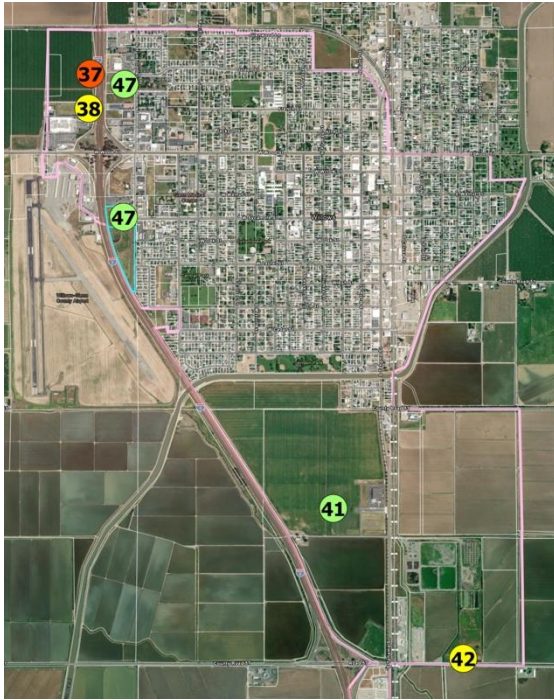
5.2. DEVELOPMENT SITES BY JURISDICTION AND TIER

City of Corning Sites



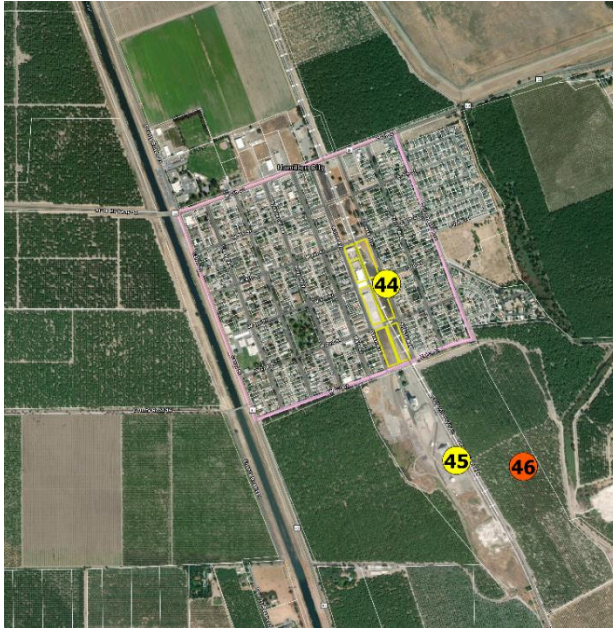
Map #	ACRES	ZONING	TIER
1	3.77	Highway Service (C-3-CBDZ)	2
2	1.72	Highway Service (C-3-CBDZ)	1
	1.25	Highway Service (C-3-CBDZ)	
	4.62	Highway Service (C-3-CBDZ)	
	1.48	Highway Service (C-3-CBDZ)	
3	0.62	Highway Service (C-3-CBDZ)	2
	2.88	Highway Service (C-3-CBDZ)	
4	1.57	Highway Service (C-3-CBDZ)	2
5	4.94	Highway Service (C-3-CBDZ)	2
6	15.01	Specific Plan Mixed-Use (SPMU-CBDZ)	2
7	4.23	Highway Service (C-3-CBDZ)	2
8	4.88	Single-Family (R-1)	2
9	3	Highway Service (C-3-CBDZ)	2
10	6.8	Highway Service (C-3-CBDZ)	2
11	4.47	Highway Service (C-3-CBDZ)	2
12	9.69	Highway Service (C-3-CBDZ)	2
13	4.87	Highway Service (C-3-CBDZ)	2
14	2.44	Highway Service (C-3-CBDZ)	2
15	8.59	Highway Service (C-3-CBDZ)	1
16	8.75	Highway Service (C-3-CBDZ)	1
17	14	Light Industrial (M-1-S-P)	2
18	4.07	Light Industrial (M-1-S-P)	2
19	5.9	Light Industrial (M-1-S-P)	2
20	3.18	Light Industrial (M-1-S-P)	3
21	4.54	Light Industrial (M-1-S-P)	3
22	4.92	Light Industrial (M-1-S-P)	3
Inventory by Tier	TIER 1		
	TIER 2		
TIER 3			
3			
16			
3			

City of Willows Sites



Map #	ACRES	ZONING		TIER
37	28.80	General Commercial /Light Industrial (CG/ML/PD)		3
38	7.91	General Commercial /Light Industrial (CG/ML/PD)		2
41	149.21	General Commercial /Light Industrial (CG/ML/PD)		1
42	115.57	Heavy Industrial (MH)		2
47	29.57	Highway Commercial/ General Commercial / High Density Residential		1
Inventory by Tier		TIER 1	TIER 2	TIER 3
		2	2	1

Hamilton City Sites



Map #	ACRES	ZONING		TIER
44	8.60	Industrial (M)		2
45	16.0	Industrial (M)		2
46	73.0	Industrial (M)		3
Inventory by Tier		TIER 1	TIER 2	TIER 3
		0	2	1

Glenn County Sites



Map #	ACRES	ZONING		TIER
30	10.49	Highway & Visitor Commercial (HVC)		2
31	12.01	Rural Residential Estate (RE1)		2
32	7.84	Service Commercial (SC)		3
35	33.37	Industrial Park (MP)		2
36	19.00	Industrial Park (MP)		1
39	13.78	Highway & Visitor Commercial (HVC)		3
40	23.43	Industrial Park (MP)		3
43	276.0	Industrial (M) & Community Commercial (CC)		1
Inventory by Tier		TIER 1	TIER 2	TIER 3
		2	3	3

City of Orland Sites



Map #	ACRES	ZONING		TIER
23	10.72	Community Commercial (C-2)		1
24	0.84			
25	1.06			
26	1.64			
27	8.53	Highway Service Commercial		2
28	7.25	Light Industrial (M-L)		2
29	4.48	Light Industrial (M-L)		2
33	10.76	Planned Development (P-D)		1
34	6.44	Planned Development (P-D)		1
Inventory by Tier		TIER 1	TIER 2	TIER 3
		6	3	0



5.3. TIER 1: SHORT LIST CANDIDATE SITES

Site #2 — Corning Crossroads

Site #15 — NW Corner I-5 South Avenue, Corning

Site #16 — SW Corner I-5 and South Avenue, Corning

Sites #23-#26 — County Road HH and County Road 12, Orland

Sites #33 and #34 — Cortina Drive behind Butte College, Orland

Site #36 — Haigh Airport, Glenn County

Site #43 — Former CalPlant Facility, Glenn County

Site #41 — North Valley Commercial Center, Willows

Site #47 — North Humboldt Avenue, Willows



SITE #2: Corning Crossroads

SITE #2: CORNING CROSSROADS	
TRANSPORTATION	Frontage on both Corning Road and Barham Avenue. I-5 southbound off-ramp funnels directly to site. Northbound I-5 access less than 1,000 feet to east.
UTILITIES	
Water	Existing water line on east side of I-5 at I-5 northbound off-ramp. Requires boring under I-5 to extend service to west.
Sewer	Existing sewer line on east side of I-5 at I-5 northbound off-ramp. Requires boring under I-5 to extend service to west.
Natural Gas	Service provided by PG&E
Electric	10.69 MW PGE service is extended to the Bartels site. Substations and circuit capacity are already overloaded and operating at 114% of capacity.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> ▪ Already permitted and delineated 7-lot commercial subdivision, <u>Corning Crossroads</u> ▪ Great visibility along I-5 ▪ Immediate connectivity to I-5 Corridor, both north and southbound ▪ Dual frontage for access at both north and west ▪ Within City limits
WEAKNESSES	<p>Water & Sewer– need to extend service under I-5. The City is considering ARPA money to extend service now to initiate development on west side of I-5. Estimate is \$7 million for extension.</p> <p>Electric– Corning Substation and circuit capacity are already overloaded and operating at 114% of capacity.</p>
RECOMMENDED USES	Highway Commercial (Fueling Station, Retail, Drive Thru Pads, Hotel)



Figure 7 - Site #2 looking south down Barham Avenue and I-5



SITE #2: SITE DATA FOR CORNING CROSSROADS	
Address	Corning Road and Barham Avenue
City	Corning
Assessor Parcel Number (APN)	069-210-043; 069-210-049; 069-220-001; 069-220-008;
Jurisdiction (City/County)	City of Corning
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	9.1
Acreage within flood plain/floodway	None
Zoning	C-3-CBDZ (Corning Business Development Zone, Highway Service)
General Plan Designation	Commercial (Hwy 99W Specific Plan)
Nearest Limited Access Highway/Distance	Less than 1,000 feet to I-5
Rail Access Available to Site	None
Electric Power Provider	PG&E
Substation serving site	CORNING 1101 (¾ mile to northeast)
Circuit kW capacity (total/peak load)	10.69/12.18
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	City of Corning
Line serving site- location and size	6"
System capacity/average daily use (MGD)	3.6 MGD
Wastewater Provider	City of Corning contracts with Inframark
Line serving site- location and size	6"
Lift stations/force mains- location	Lift station/ 2502 N Street
System capacity/average daily use (MGD)	1.75 MGD
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info

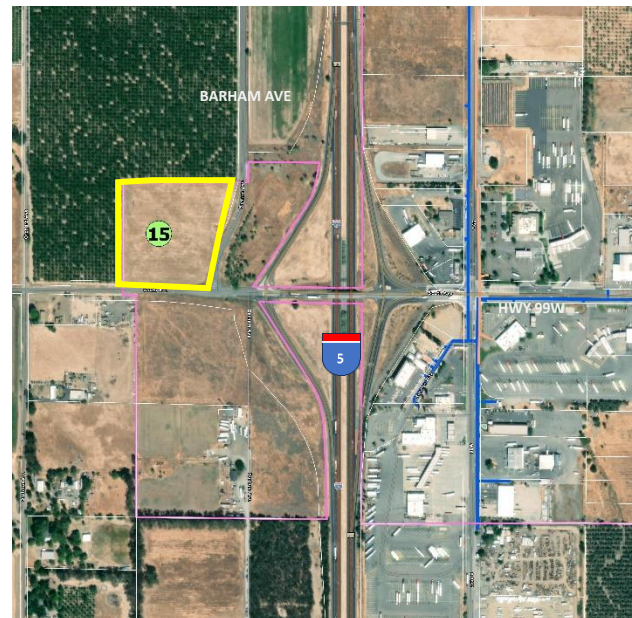


SITE #15: NW Corner I-5 South Avenue, Corning

SITE #15: NW CORNER I-5 & SOUTH AVENUE IN CORNING	
TRANSPORTATION	Frontage on both South Avenue and Barham Avenue. I-5 southbound off-ramp 300-feet to east. Northbound I-5 access less than 1,000 feet to east.
UTILITIES	
Water	Existing 8" water line in Hwy 99, 1,500-feet to east. Requires extension over overpass or boring under I-5 to extend service to west.
Sewer	Existing 8" sewer line in Hwy 99, 1,500-feet to east. Requires extension over overpass or boring under I-5 to extend service to west.
Natural Gas	Service provided by PG&E
Electric	12.83 MW PGE service is at South and Orchard. Substations and circuit capacity are sufficient to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> Great visibility along I-5 Immediate connectivity to I-5 Corridor, both north and southbound Dual frontage for access along Barham Avenue & South Avenue Within City limits
WEAKNESSES	Water & Sewer need to extend service west, either over or under I-5. Recommended that City extend 8-inch service now to initiate development on west side of I-5.
RECOMMENDED USES	Highway Commercial (Fueling Station, Retail, Drive Thru Pads, Hotel, Truck Freight Supporting). There is a TA Travel Center, Petro Travel Center and Love's Travel Stop on east side of interchange. There is only one lodging option at the interchange, Econo Lodge Inn. Potential for national drive-thru food chain or hotel?



Figure 8 - Site #15 looking east along South Avenue toward Downtown Corning, I-5 in background



SITE #15: SITE DATA FOR NW CORNER I-5 & SOUTH AVENUE IN CORNING	
Address	South Avenue and Barham Avenue
City	Corning
Assessor Parcel Number (APN)	087-040-061
Jurisdiction (City/County)	City of Corning
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	8.6
Acreage within flood plain/floodway	None known
Zoning	C-3-CBDZ (Corning Business Development Zone, Highway Service)
General Plan Designation	Commercial (Hwy 99W Specific Plan)
Nearest Limited Access Highway/Distance	Less than 300 feet to I-5
Rail Access Available to Site	None
Electric Power Provider	PG&E
Substation serving site	CORNING (2 miles to northeast)
Circuit kW capacity (total/peak load)	10.69/12.18
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	City of Corning
Line serving site- location and size	8" line in Hwy 99 to east
System capacity/average daily use (MGD)	3.6 MGD
Wastewater Provider	City of Corning contracts with Inframark
Line serving site- location and size	8" line in Hwy 99 to east
Lift stations/force mains- location	Lift station/ 2502 N Street
System capacity/average daily use (MGD)	1.75 MGD
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITE #16: SW Corner I-5 & South Avenue, Corning

SITE #16: SW CORNER I-5 & SOUTH AVENUE IN CORNING	
TRANSPORTATION	Frontage on South Avenue. I-5 southbound off-ramp just above site to north. Northbound I-5 access less than 700 feet to east.
UTILITIES	
Water	Existing 8" water line in Hwy 99, 1,500-feet to east. Requires extension over overpass or boring under I-5 to extend service to west.
Sewer	Existing 8" sewer line in Hwy 99, 1,500-feet to east. Requires extension over overpass or boring under I-5 to extend service to west.
Natural Gas	Service provided by PG&E
Electric	10.69 MW PGE service is at the site, operating at 114% capacity. Substations and circuit capacity must be upgraded to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> ▪ Great visibility along I-5 ▪ Immediate connectivity to I-5 Corridor, both north and southbound ▪ Site is flat ▪ Within City limits
WEAKNESSES	<ul style="list-style-type: none"> ▪ Water & Sewer-- need to extend service west, either over or under I-5. Recommended that City extend service now to initiate development on west side of I-5. Can charge latecomer's fee to recoup capital expense. ▪ Electric-- Corning Substation and circuit capacity are already overloaded and operating at 114% of capacity.
RECOMMENDED USES	Highway Commercial (Fueling Station, Retail, Drive Thru Pads, Hotel, Truck Freight Supporting). There is a TA Travel Center, Petro Travel Center and Love's Travel Stop on east side of interchange. There is only one lodging option at the interchange, Econo Lodge Inn. Potential for national drive-thru food chain or hotel.

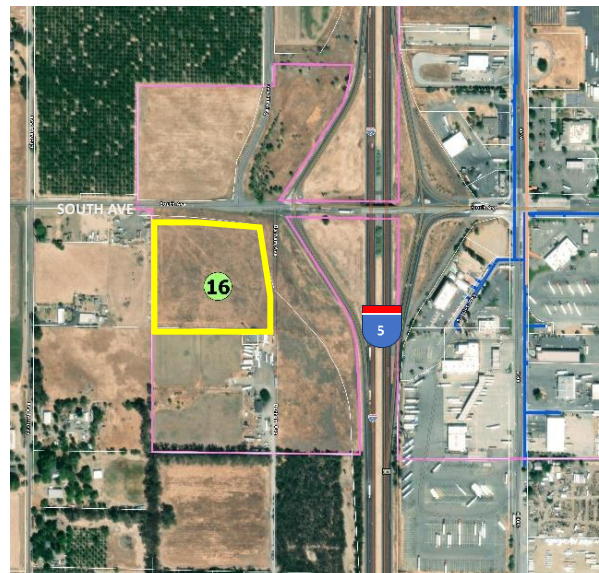


Figure 9 - Site #16 looking east along South Avenue toward Downtown Corning, I-5 in background

SITE #16: SITE DATA FOR SW CORNER I-5 & SOUTH AVENUE IN CORNING	
Address	South Avenue and Barham Avenue
City	Corning
Assessor Parcel Number (APN)	087-090-077
Jurisdiction (City/County)	City of Corning
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	8.75
Acreage within flood plain/floodway	None known
Zoning	C-3-CBDZ (Corning Business Development Zone, Highway Service)
General Plan Designation	Commercial (Hwy 99W Specific Plan)
Nearest Limited Access Highway/Distance	Immediately south of I-5 off-ramp
Rail Access Available to Site	None
Electric Power Provider	PG&E
Substation serving site	CORNING (2 miles to northeast)
Circuit kW capacity (total/peak load)	12.18/7.76
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	City of Corning
Line serving site- location and size	8" line in Hwy 99 to east
System capacity/average daily use (MGD)	3.6 MGD
Wastewater Provider	City of Corning contracts with Inframark
Line serving site- location and size	8" line in Hwy 99 to east
Lift stations/force mains- location	Lift station/ 2502 N Street
System capacity/average daily use (MGD)	1.75 MGD
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITES #23-26: County Road HH and County Road 12, Orland

SITES #23-26: COUNTY ROAD HH & COUNTY ROAD 12 IN ORLAND	
TRANSPORTATION	I-5 access via Newville Road to south. Site access is via County Road HH/Commerce Lane and Hoff Way cul-de-sac.
UTILITIES	
Water	Existing 10" water line in Hoff Way.
Sewer	Existing 8" sewer line in CR HH and Hoff Way.
Natural Gas	Service provided by PG&E
Electric	10.69 MW PGE service is at the site, which is almost at capacity. Substation and circuit capacity will need to be enhanced in the near future.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> Great visibility along I-5 Sites #23 and #26 currently listed for sale for more than \$6.5 million total. Adjacent to existing highway commercial uses Site is flat Within City of Orland city limits
WEAKNESSES	<ul style="list-style-type: none"> Site has been listed since 2019. Appears to be overpriced—priced at \$600k/acre. Other listings are in the \$200k/acre range. Electric— 10.69 MW PGE service is at the site, which is almost at capacity. Substation and circuit capacity will need to be enhanced in the near future.
RECOMMENDED USES	Highway Commercial (Fueling Station, Retail, Drive Thru Pads, Hotel, Truck Freight Supporting)

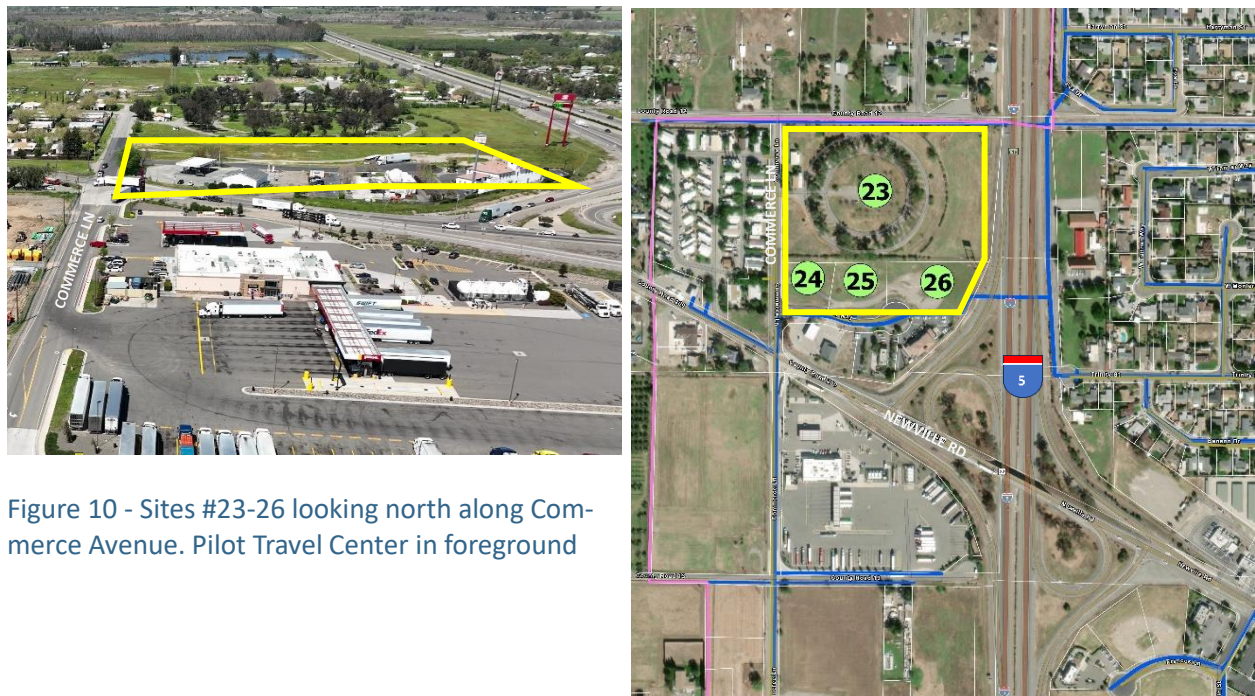


Figure 10 - Sites #23-26 looking north along Commerce Avenue. Pilot Travel Center in foreground

SITES #23-26: SITE DATA FOR COUNTY RD HH & COUNTY RD 12 IN ORLAND	
Address	County Road HH/Commerce Lane & County Road 12
City	Orland
Assessor Parcel Number (APN)	045-140-029; 045-140-041; 045-140-044; 045-140-046
Jurisdiction (City/County)	City of Orland
Ownership (Public/Private)	Private
Current Use	Former RV camping site
Site Acreage/Developable Acres (est.)	14.2
Acreage within flood plain/floodway	None known
Zoning	C-2 Community Commercial
General Plan Designation	Commercial
Nearest Limited Access Highway/Distance	Less than ¼ mile to I-5 southbound
Rail Access Available to Site	None
Electric Power Provider	PG&E
Substation serving site	GLENN (3.8 miles to northeast)
Circuit kW capacity (total/peak load)	10.69/10.29
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	City of Orland
Line serving site- location and size	10" line in Hoff Way to south
System capacity/average daily use (MGD)	2.1 MGD/0.65 MGD
Wastewater Provider	City of Orland
Line serving site- location and size	8" line in CR HH and Hoff Way
Lift stations/force mains- location	Lift station at Rennat Way, north of Date Street. 1/3 mile NE of sites
System capacity/average daily use (MGD)	3.4 MGD
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITE #33 & #34: Cortina Drive behind Butte College, Orland

SITES #33 & #34: CORTINA DR. BEHIND BUTTE COLLEGE IN ORLAND	
TRANSPORTATION	Cortina Drive to South Street to I-5 interchange. Approximately 1,000-feet to I-5 to west.
UTILITIES	
Water	Existing 8" water line in Cortina Drive.
Sewer	Existing 8" sewer line in Cortina Drive.
Natural Gas	Service provided by PG&E
Electric	7.48 MW PGE service is at the site. Substations and circuit capacity are sufficient to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> Good visibility along I-5 northbound Site #34 currently listed for sale Recent Butte College project brings investment to area Site is flat Within City of Orland city limits
WEAKNESSES	None known at this time.
RECOMMENDED USES	Spec Light Industrial/Commercial General Manufacturing– uses to support/promote programming at Butte College



Figure 11 - Sites #33 and #34 looking southeast from I-5. Butte College in foreground.

SITES #33 & #34: SITE DATA FOR CORTINA DR. BEHIND BUTTE COLLEGE IN ORLAND	
Address	Cortina Drive behind Butte College site
City	Orland
Assessor Parcel Number (APN)	040-350-003; 040-310-014
Jurisdiction (City/County)	City of Orland
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	17.2
Acreage within flood plain/floodway	None known
Zoning	P-D Planned Development
General Plan Designation	(I-L/C) Light Industrial/Commercial
Nearest Limited Access Highway/Distance	1,000-feet to I-5 northbound
Rail Access Available to Site	1,300-feet to east
Electric Power Provider	PG&E
Substation serving site	ORLAND B (1.5 miles to southeast)
Circuit kW capacity (total/peak load)	5.04/7.48
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	City of Orland
Line serving site- location and size	8" line in Cortina Drive to northeast
System capacity/average daily use (MGD)	1+ MGD
Wastewater Provider	City of Orland
Line serving site- location and size	8" line in Cortina Drive to northeast
Lift stations/force mains- location	Lift station at Railroad Avenue, due east of sites by approximately 1,700-feet
System capacity/average daily use (MGD)	3.4 MGD
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITE #36: Haigh Airport, Glenn County

Orland's Haigh Airport is in unincorporated Glenn County one mile southeast of the City of Orland and approximately 3.5 miles east of I-5 and 1.5 miles south of Highway 32. The airport has excellent access via alternative routes to highways and area population centers. AirNav.com reports runway 15/33 as 4,500 feet long x 60 feet wide, asphalt surface and in good condition.

Glenn County identifies the 64.37 acres of airport property west of County Road P and south of County Road 200 as the Orland Airport Industrial Park (see Appendix). The County website lists nine parcels in the park ranging from three acres to 18.12 acres. County officials are now considering recasting vacant sites into one-acre parcels (Figure 14). In addition, officials have proposed designating 150+/- acres west of the runway for possible industrial development. These plans are in a draft stage. Development of property along Highway P can occur now, development of property west of the runway is not expected in the near-term.

Opportunity for Development: At first glance, Haigh Field looks like an excellent industrial park setting—the park offers the largest assortment of industrial zoned land in the two-county region, good highway access, nearby population centers providing a sizeable labor pool, and utility services. However, a business considering the airfield for a project is likely to face a long list of unknown conditions, constraints, schedules, and costs. Roadblocks to near-term development are substantial.

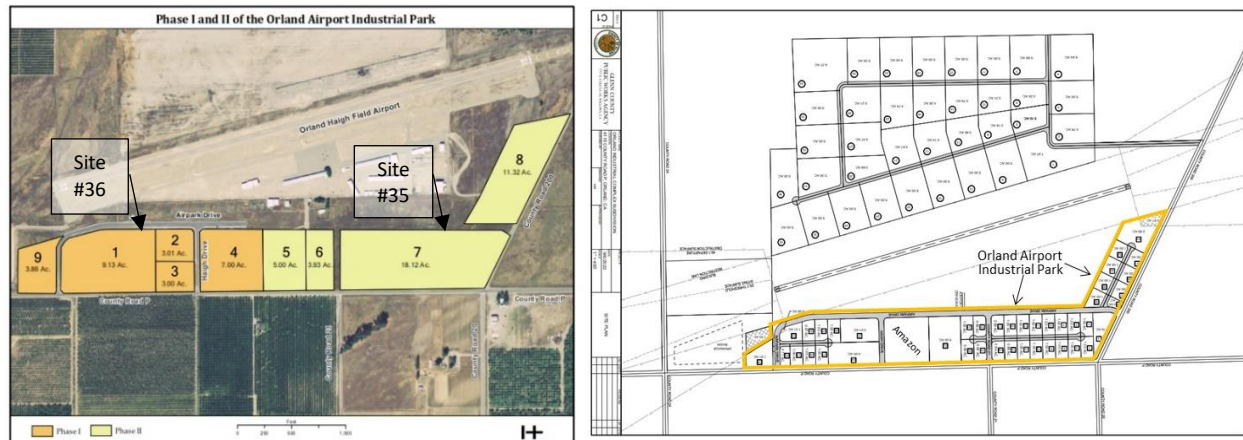
There is currently one tenant in Orland Airport Industrial Park, Amazon distribution center on approximately 12 acres (parcels 4 and 5). There is a vacant 20,000+/- square foot industrial building (formerly Iron Tree Agtech) on 3.01 acres (parcel 2). The remaining 49.36 acres are vacant. Parcels 1, 3, and 9 (totaling 15.99 acres) are now served by utilities and roadways while the remaining parcels, 6, 7, and 8 (totaling 33.37 acres) require extension of infrastructure.

The City of Orland supplies water to the park via an on-site water well and receives wastewater from the park at its treatment facility located west of the airport. Infrastructure for the industrial park includes paved streets with curbs, gutters, storm drainage improvements, streetlights, and fire hydrants. The

County sees the industrial park as intended to feature well-designed buildings and attractively landscaped areas. The County outlines available development incentives including streamlined permitting process, sales tax rebate, and access to public financing and grant programs.

The now vacant building on Airport Drive south of the Amazon facility offers an opening for attracting new or expanding business. The I-5 study area has few buildings of similar quality and size making this a good economic development opportunity.

Figure 12 - Left: existing parcels. Right: proposed recasting into one-acre parcels.



Recommendations: The airport master plan adopted in February 1991 (Appendix) is out of date. Couple the dated master plan with limited institutional knowledge of existing conditions and development of airport land will likely experience delays.

The DSG Team recommends Orland and Glenn County officials coordinate activities to understand and document existing conditions and barriers to development and create an action plan for improving industrial property marketability.

The DSG Team believe parcels 1, 2, 3, and 9 qualify as Tier 1 sites, collectively Site #36. We see the remaining parcels (6, 7, and 8) as Tier 2 sites, collectively Site #35. Glenn County/Orland are encouraged to develop an action plan to push all properties closer to being development ready. The action plan should address:

- Document existing utility infrastructure, environmental conditions
- Publish water and sewer usage fees, connection fees
- Establish land lease costs and terms
- Market the former Iron Tree Agtech property for private sector use
- Detail permitted land uses, land use restrictions including covenants, conditions, and restrictions (CC&R)
- Coordinate airport marketing activities with promotion efforts of regional economic development stakeholders

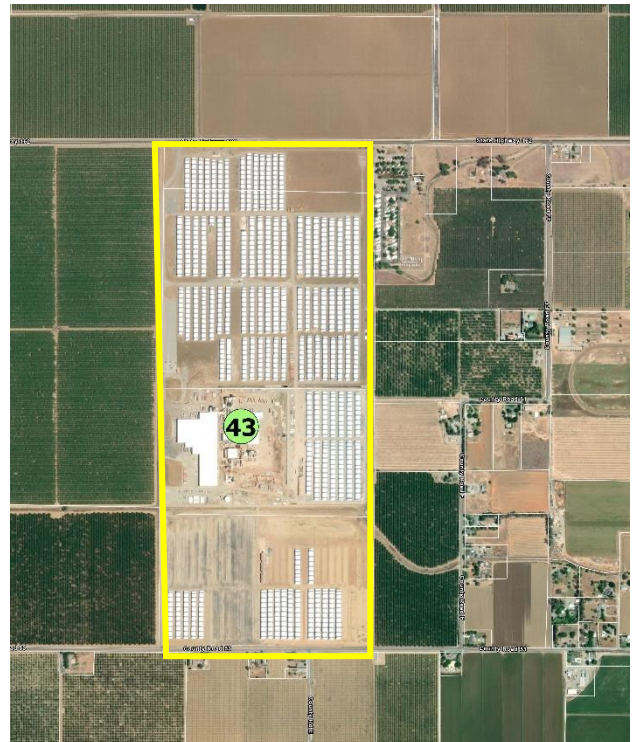


SITE #43: Former CalPlant Facility, Glenn County

SITE #43: FORMER CALPLANT SITE IN GLENN COUNTY	
TRANSPORTATION	State Highway 162 at north end of site connects to I-5 1-mile to the east
UTILITIES	
Water	Unknown- assumes on-site well
Sewer	Unknown- assumes on-site septic
Natural Gas	Service provided by PG&E
Electric	Existing 22.22 MW PGE service is at the site. Substations and circuit capacity are sufficient to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> Existing facility (but may be decommissioned) Significant investment by State of California A “green industry” that can be marketed
WEAKNESSES	Is straw MDF a viable operation?
RECOMMENDED USES	Straw MDF production Light Industrial/Commercial Cold Storage General Manufacturing



Figure 13 - Site #43 looking north from CR 53 south of CalPlant



SITE #43: SITE DATA FOR FORMER CALPLANT SITE IN GLENN COUNTY	
Address	6101 CA-162
City	Willows
Assessor Parcel Number (APN)	172-200-280; 172-200-290; 172-200-300; 172-200-310
Jurisdiction (City/County)	Glenn County
Ownership (Public/Private)	Private
Current Use	Former CalPlant MDF facility
Site Acreage/Developable Acres (est.)	276
Acreage within flood plain/floodway	None known
Zoning	M (Industrial) & Community Commercial (CC)
General Plan Designation	Industrial
Nearest Limited Access Highway/Distance	1-mile east to I-5
Rail Access Available to Site	No, rail access ½ mile to north
Electric Power Provider	PG&E
Substation serving site	LOGAN CREEK (1.6 miles to northwest)
Circuit kW capacity (total/peak load)	22.22/14.8
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	Calwater
Line serving site- location and size	Unknown
System capacity/average daily use (MGD)	2 MGD
Wastewater Provider	City of Willows
Line serving site- location and size	Unknown
Lift stations/force mains- location	
System capacity/average daily use (MGD)	3.4 MGD/600,000 gallons
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITE #41: North Valley Commercial Center, Willows

SITE #41: NORTH VALLEY COMMERCIAL CENTER IN WILLOWS	
TRANSPORTATION	99W abuts property. Access to I-5 via 99W to the south, approximately ¾ mile.
UTILITIES	
Water	Existing 12" water line in Hwy 99W. Service would need to be extended into site from 99W.
Sewer	Existing 15" sanitary main in 99W.
Natural Gas	Service provided by PG&E
Electric	14.81 MW PGE service is at the site extended at south portion of property. Substations and circuit capacity are sufficient to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	<ul style="list-style-type: none"> ▪ Multiple sites and acreage options available ▪ Center is being actively listed ▪ Rumiano Cheese is a quality tenant ▪ Flexibly zoned for commercial, industrial and housing ▪ Within City of Willows
WEAKNESSES	Requires water extension into site from Hwy 99W.
RECOMMENDED USES	Light Industrial/Commercial Cold Storage General Manufacturing



Figure 14 - Site 41 looking northwest from Highway 99W. Rumiano Cheese in background.



SITE #41: SITE DATA FOR NORTH VALLEY COMMERCIAL CENTER	
Address	Highway 99W at Harvest Drive
City	Willows
Assessor Parcel Number (APN)	171-700-110
Jurisdiction (City/County)	City of Willows
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	149
Acreage within flood plain/floodway	None known
Zoning	CG/ML/PD (General Commercial, Light Industrial, Planned Development)
General Plan Designation	Commercial/Industrial Combining Use
Nearest Limited Access Highway/Distance	2/3rd of a mile south on 99W to I-5 northbound
Rail Access Available to Site	Yes, just east of 99W
Electric Power Provider	PG&E
Substation serving site	LOGAN CREEK (4.25 miles to northwest)
Circuit kW capacity (total/peak load)	12.14/7.48
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	Calwater
Line serving site- location and size	Line needs to be extended into site from Hwy 99W
System capacity/average daily use (MGD)	2 MGD
Wastewater Provider	City of Willows
Line serving site- location and size	15" line in Hwy 99W
Lift stations/force mains- location	
System capacity/average daily use (MGD)	3.4 MGD/600,000 gallons
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info



SITE #47: North Humboldt Avenue, Willows

SITE #47: NORTH HUMBOLDT AVENUE IN WILLOWS	
TRANSPORTATION	North Humboldt Avenue parallels I-5 approximately 700-feet to the east. Access to I-5 is via Hwy 162/Wood Street interchange.
UTILITIES	
Water	Existing 12" water line in North Humboldt Avenue, extended north where it terminates just south of Green Street. Water extends south to Sycamore Street.
Sewer	Existing 15" sanitary main runs from Sycamore Street north to Joy Way
Natural Gas	Service provided by PG&E
Electric	14.81 MW PGE service along North Humboldt Avenue. Substations and circuit capacity are sufficient to meet near-term needs.
Broadband	Service provided by AT&T Comcast
STRENGTHS	Being promoted by City on their website Multiple sites and acreage options available High visibility corridor just east of I-5 Restaurants, hotels and other development nearby Flexibly zoned for highway and general commercial, high density residential Within City of Willows
WEAKNESSES	Is ownership willing to sell or develop properties
RECOMMENDED USES	Highway Commercial uses—hotels, drive thru restaurants, truck freight supporting uses



Figure 15 - Site #47 looking south down North Hum-



Figure 3 (above) – The North Humboldt Avenue corridor in Willows

Figure 2 (left) - Site #47 looking south down North Humboldt Avenue near the Sycamore Street bend. Large vacant parcel to right, with I-5 in background

SITE #47: SITE DATA FOR NORTH HUMBOLDT AVENUE CORRIDOR	
Address	North Humboldt Avenue corridor
City	Willows
Assessor Parcel Number (APN)	Multiple parcels along corridor (0173300100, 0173300110, 0173300120, 0010100270, 0010100290, 0010320300, 0010320290, 0010320280)
Jurisdiction (City/County)	City of Willows
Ownership (Public/Private)	Private
Current Use	Vacant
Site Acreage/Developable Acres (est.)	29.57 acres
Acreage within flood plain/floodway	None known
Zoning	Highway Commercial, General Commercial, High Density Residential (CH, CG, R-3)
General Plan Designation	Commercial
Nearest Limited Access Highway/Distance	Approximately 600-feet west for access to I-5 NB and SB
Rail Access Available to Site	Rail spur to John's Manville approximately 1,000-feet to north of Green Street
Electric Power Provider	PG&E
Substation serving site	LOGAN CREEK (4 miles to northwest)
Circuit kW capacity (total/peak load)	12.14/7.48
Substation distribution/kW capacity (total/peak)	NA
Natural Gas Provider	PG&E
Line serving site- location and size	NA
Water Provider	Cal Water
Line serving site- location and size	12" line within North Humboldt Avenue
System capacity/average daily use (MGD)	2 MGD
Wastewater Provider	City of Willows
Line serving site- location and size	15" line in North Humboldt Avenue
Lift stations/force mains- location	
System capacity/average daily use (MGD)	3.4 MGD/600,000 gallons
Broadband Provider	AT&T, Comcast
Line serving site- location and capacity	Contact city for info

6. INVESTMENT TARGETS ALIGNED TO SITES

The following are the recommended investment targets aligned to each Tier One site (Section 5).

6.1. AGRICULTURE-MANUFACTURING & SERVICES

Facility Size and Type	20,000 to 100,000 square foot facilities located in either industrial or agricultural zoned districts.
Employment	25 to 200
Industry Sectors	<ul style="list-style-type: none"> General manufacturing related to agriculture and supporting uses Value-added manufacturing to support ag industry Machinery overhaul and repair
Study Area Recommended Tier One Sites	<ul style="list-style-type: none"> Hamilton City: Site #44 has rail access, is in close proximity to Nutrien Ag Solutions, and is zoned Industrial. Also, Hamilton City is located in rural Glenn County, close to ag producers- orchards, ranches, farms. Former CalPlant Facility: Site #43 With the liquidation of CalPlant, there is great potential to either re-use or redevelop the 276-acre parcel into an industrial park. In close proximity to orchards, ranches and farms. Orland Airport Industrial Park: Sites 1, 3, 9, and the building on site #2 are well positioned for manufacturing and ag-related services.
Rationale	<ul style="list-style-type: none"> There are no incompatible nearby land uses that would seriously restrict development Properties are large enough for interior roadways and utility infrastructure that will support multiple tracts of developable sites Properties can be made ready for development with relative ease and in a short timeframe Each site has attributes that allow branding of industrial parks that align with different industry target

6.2. COLD STORAGE

Facility Size and Type	20,000 to 100,000 square foot facilities located in industrial zoned districts.
Employment	10 to 40
Industry Sectors	Food processing
Study Area Recommended Tier One Sites	<ul style="list-style-type: none"> ▪ Willows North Valley Commercial Center: Site #41 flexibly zoned for commercial and industrial. Adjacent to Rumiano Cheese. Center is being actively promoted. ▪ Hamilton City: Site #44 has rail access, is in close proximity to Nutrien Ag Solutions, and is zoned Industrial. Also, Hamilton City is located in rural Glenn County, close to ag producers- orchards, ranches, farms.
Rationale	<ul style="list-style-type: none"> ▪ All properties are a clean slate suitable for multiple design alternatives ▪ There are no incompatible nearby land uses that would seriously restrict development ▪ Properties are large enough for interior roadways and utility infrastructure that will support multiple tracts of developable sites ▪ Properties can be made ready for development with relative ease and in a short timeframe ▪ Each site has attributes that allow branding of industrial parks that align with different industry target

6.3. LIGHT INDUSTRIAL, COMMERCIAL

Facility Size and Type	5,000 to 50,000 square foot facilities located in either industrial or commercial zoned districts.
Employment	10 to 50
Industry Sectors	<ul style="list-style-type: none"> Highway Commercial Uses- drive thru restaurant, hotel, gas station Machine shops Equipment repair shops Light manufacturing Metal fabrication Vehicle/truck maintenance and repair
Study Area Recommended Tier One Sites	<ul style="list-style-type: none"> Corning: Site #2 Corning Crossroads. Primarily commercial opportunity, but potential for light industrial at south end of site. Orland: Sites #15 & 16 NW corner of South Ave and I-5. Good visibility from I-5 with easy on and off access. and quick access to both north and southbound I-5. Orland: Sites #33 & 34 behind Butte College. Light industrial to support college programming or commercial use with good visibility from I-5 and quick access to both north and southbound I-5. Willows: North Valley Commercial Center: Site #41 flexibly zoned for commercial and industrial. Adjacent to Rumiano Cheese. Center is being actively promoted. Willows: North Humboldt Avenue: Site #47 close location to interchange, utilities within roadway and zoning to support commercial uses. Orland Airport Industrial Park: Sites 1, 3, 9, and the building on site #2 are well-positioned for light industrial operations.
Rationale	<ul style="list-style-type: none"> Properties are well suited to low profile activities that complement the look and feel of neighboring commercial and industrial operations. Development will not negatively impact neighboring properties or utility and transportation infrastructure. Commercial uses have good visibility from I-5 or Hwy 99W.

6.4. GENERAL MANUFACTURING

Facility Size and Type	5,000 to 100,000 square foot facilities located in industrial zoned districts.
Employment	5 to 200
Industry Sectors	<ul style="list-style-type: none"> General manufacturing Food processing Machinery overhaul and repair
Study Area Recommended Tier One Sites	<ul style="list-style-type: none"> Willows North Valley Commercial Center: Site #41 flexibly zoned for commercial and industrial. Adjacent to Rumiano Cheese. Center is being actively promoted. Former CalPlant Facility: Site #43 With the liquidation of CalPlant, there is great potential to either re-use or redevelop the 276-acre parcel into an industrial park. In close proximity to orchard, ranches and farms. Hamilton City: Site #44 has rail access, is in close proximity to Nutrien Ag Solutions, and is zoned Industrial. Also, Hamilton City is located in rural Glenn County, close to ag producers- orchards, ranches, farms. Orland Airport Industrial Park: Sites 1, 3, 9, and the building on site #2 are well-positioned for general manufacturing operations.
Rationale	<ul style="list-style-type: none"> All properties are a clean slate suitable for multiple design alternatives. There are no incompatible nearby land uses that would seriously restrict development. Properties are large enough for interior roadways and utility infrastructure that will support multiple tracts of developable sites. Properties can be made ready for development with relative ease and in a short timeframe. Each site has attributes that allow branding of industrial parks that align with different industry target

6.5. LOGISTICS

Facility Size and Type	50,000 to 800,000 square foot facilities located in industrial districts.
Employment	10 to 50
Industry Sectors	<ul style="list-style-type: none"> ▪ Warehousing for national retailers ▪ Last mile delivery facilities
Study Area Recommended Tier One Sites	<ul style="list-style-type: none"> ▪ Willows North Valley Commercial Center: Site #41 flexibly zoned for commercial and industrial. Adjacent to Rumiano Cheese. Center is being actively promoted. ▪ Former CalPlant Facility: Site #43 With the liquidation of CalPlant, there is great potential to either re-use or redevelop the 276-acre parcel into an industrial park. In close proximity to orchard, ranches and farms.
Rationale	<ul style="list-style-type: none"> ▪ All properties are a clean slate suitable for multiple design alternatives ▪ There are no incompatible nearby land uses that would seriously restrict development ▪ Properties are large enough for interior roadways and utility infrastructure that will support multiple tracts of developable sites ▪ Properties can be made ready for development with relative ease and in a short timeframe ▪ Each site has attributes that allow branding of industrial parks that align with different industry target

7. ACTION PLAN

The purpose of the Action Plan is to establish steps that will help strengthen and stabilize local economies. The study used a SWOT approach (strengths, weaknesses, opportunities, threats) for identifying internal and external factors that impact commercial and industrial development in the area. Action steps were derived from the SWOT.

The primary focus of the study was to document the state-of-readiness of commercial and industrial properties in Glenn County and Tehama County along the I-5 Corridor and Hwy 32 route. Properties ready for development are central to effective marketing of sites for economic and employment generating projects. The assessment of properties has two objectives:

1. Identify properties that can be promoted for development now or very soon (Short Term).
2. Prioritize properties for actions that will ready them to have a pipeline of properties continually ready for the market (Long Term).

Secondarily, the report addresses challenges that are ancillary to real estate but are equally important to successful economic development. These challenges can include branding and marketing, organizational capacity, and workforce readiness to name a few.

Successful economic development is a team sport. The following actions, both near-term and long-term, will require local economic development organizations to partner to ensure continued progress.



Goal: Remove any doubt of opportunity for the next facility development and investment.

“From 50,000 feet, many cities and counties look roughly the same so how do you get someone’s attention?”

This question faces community leaders everywhere. On the macro level, the bigger and more recognizable the geographic footprint the more likely someone will see you.

7.1. IMPLEMENTING NEAR-TERM OPPORTUNITIES

Regional Collaboration Focused on the I-5 Corridor

The jurisdictions representing properties along I-5 are already part of 3CORE, the regional economic development organization which provides assistance in accessing financing and funding for both land development projects and for helping companies access resources for expansion and location. As an example, 3CORE helped with infrastructure at the North Valley Commercial Center in Willows and aided Rumi-ano Cheese in their recent expansion. Regional collaboration is critical to bringing properties to market, identifying new opportunities, and assisting companies to locate.

Recommendation: Expand collaborative relationships that have an I-5 Corridor focus.

1. Create a separate I-5 Task Force (committee, collaborative, alliance) that will focus attention on I-5 Corridor and Hwy 32 opportunities.
2. Create an I-5 Corridor position, either full or part-time, who will be *responsible* for keeping current and future development opportunities on the radar to give them the best chance for success. The individual will focus on coordinating meetings, tracking progress, researching opportunities, working with jurisdictions and 3CORE – a person to coordinate and focus for the jurisdictions and administer these activities:
 - Track, assist and document progress on readying properties for the market.
 - Establish procedures for intake of and response to investment prospects.
 - Target key properties and meet with prospective investors/companies who show interest in local development.
 - Maintain an up-to-date inventory of sites – those development ready and those in progress. Incorporate this information in marketing efforts.
 - Manage the creation of marketing tools and implement key marketing tactics during the Near Term.
 - A business retention program focused on key local employers is the surest way to keep and grow jobs in the community. Retention programs work with employers through regular meetings. The goal is to understand the challenges and opportunities facing local employers and to bring forward community resources in support of new private sector investment. Programs that demonstrate that local economic development organizations partner to serve business are more likely to be successful.
 - An informed community is a common element in successful economic development. People who work together to prioritize actions and leverage resources are more likely to see new investment and a stronger community. There are well-established practices for achieving success.

Glenn and Tehama community leadership and stakeholders are encouraged to participate in ongoing economic development work sessions and conferences with the goal of creating consensus on the need for stronger engagement.

Engaged leadership find it easier to see opportunities and act in a fashion that lowers the risk of losing new investments. This happens way too often because communities are often not prepared. Preparedness of course includes property readiness, but it also includes other factors that trigger decisions in favor of the community. For example, many projects are lost because local leaders are poorly informed about local utility services including age and condition of infrastructure and rate structure compared with competitive communities. These gaps are easily remedied through training.

There are always emerging or shifting trends and opportunities. Ongoing participation of local stakeholders through focused work sessions brings stronger engagement and knowledge in creating opportunities, not just waiting for opportunities.

Regional Brand and Marketing

The logic behind communities who compete at the local level and also cooperate at the regional level is that an attractive picture of the region built on individual strengths will get more attention and consequently more investment. Once interest is garnered in the region, communities are then free to compete with each other, recognizing that a win for one community benefits all.

Recommendation: This region has the distinction of having a unique position along Interstate 5. The location is known by those that travel the highway and this in itself is a competitive advantage. To be “known” is often half the battle in economic development, but it is also necessary to distinguish the region in additional ways that will burnish the regional brand.

1. The I-5 Task Force should form a committee of community representatives, 3CORE and possibly property owners and real estate brokers, to create a “brand” plan which would include:
 - Brand story and architecture
 - Logo and tagline, brand guidelines
 - Initial marketing tools
 - Near term marketing tactics
2. Agree upon an annual marketing fund that will be consistent and frequent enough to create awareness and presence in the market and to initiate any specific target marketing, such as, reuse of CalPlant facility, Cold Storage.
3. Adopt the regional brand story.
4. Identify high value channels for reaching prospective investors and begin marketing.
5. Creation of marketing program printed materials and digital content that features properties and offers assistance from an ombudsman to work with those interested in the area. Properties ready for I-5 Corridor and Hwy 32 near term promotion include:
 - North Valley Commercial Center, Site Ref 41 (currently on the market)
 - CalPlant, Site Ref 42
 - Corning Crossroad, Site Ref 2 (currently on the market)
 - Cortina Drive behind Butte College, Site Ref 34 (currently on the market)
 - Other “very” near term properties

Ready Tier-1 Properties for Development

Properties ready for development are a key component for accelerating economic growth.

Recommendation: Prioritize Tier 1 Sites for Near-Term Development. The assessment identified 47 properties for possible commercial and industrial development. Thirteen properties were given Tier 1 status meaning they are ready or near ready for the market (see below). The I-5 Task Force should prioritize the 13 Tier 1 sites and select three for focused efforts.

Meet with property owners, utilities, city departments, and other agencies to identify the development process for Tier 1 sites.

Develop an action plan around each property that identifies tasks needed to ready sites and those responsible for implementing.

Section 2 – I-5 Corridor Site Screening Matrix				
Jurisdiction	Tier 1	Tier 2	Tier 3	TOTAL
Corning	3	16	3	22
Orland	6	3	0	9
Willows	2	2	1	5
Hamilton City	0	2	1	3
Glenn County	2	3	3	8
TOTAL	13	26	8	47

Map Ref #	Jurisdiction Site Name Location	Acres	Site Readiness Action Required
2	City of Corning Corning Crossroads	1.72	<ul style="list-style-type: none"> City Council approved water & sewer extension reimbursement agreement with Galleli Real Estate on May 26th, 2023 City to work with Galleli to track status of boring work City Staff can streamline review for any planning & building permit review
		1.25	
		4.62	
		1.48	
15	City of Corning NW Corner I-5 & South Avenue	8.59	<ul style="list-style-type: none"> Connect with the ownership group located in Red Bluff to determine their readiness to develop There is an existing 8" water and sewer line in Hwy 99W approximately 1,500-feet to east. Determine preliminary cost to extend and bore under or carry over overpass on I-5 Zoning supports highway commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels to see if any interest PGE mapping shows Corning substation is already overloaded & operating at 114% of capacity. Check with PGE to confirm
16	City of Corning SW Corner I-5 & South Avenue	8.75	<ul style="list-style-type: none"> Connect with ownership group located in Woodland, CA to determine their readiness to develop. There is an existing 8" water and sewer line in Hwy 99W approximately 1,500-feet to east. Determine preliminary cost to extend and bore under or carry over overpass on I-5 Zoning supports highway commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels to see if any interest PGE mapping shows Corning substation is already overloaded & operating at 114% of capacity. Check with PGE to confirm
23	City of Orland County Road HH & County Road 12	10.72	<ul style="list-style-type: none"> Currently on market for \$5.6 million. Listed by California Top Brokers Inc. Listed since 2019. Based on research the asking price appears to be well above market for the area. Need to reach out to broker & owner to determine plans, target industries, opportunities and benefits of the site Zoning supports community commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels to see if any interest
24		0.84	<ul style="list-style-type: none"> Determine ownership. If the owner is the same for Sites #23-26 maybe there is opportunity to assemble as larger development Zoning supports community commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels
25		1.06	<ul style="list-style-type: none"> Determine ownership, same as above Zoning supports community commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels

Map Ref #	Jurisdiction Site Name Location	Acres	Site Readiness Action Required
26		1.64	<ul style="list-style-type: none"> Currently on market for \$1.05 million. Listed by California Top Brokers Inc. Listed since 2016, appears to be above market. Contact broker & owner to determine plans Zoning supports community commercial uses—connect with national retailers for truck stops, fueling stations, retail fast food drive-thru chains, hotels
33	City of Orland Cortina Drive behind Butte College	10.76	<ul style="list-style-type: none"> Determine ownership. If the owner is the same for Site #34 determine if opportunity to assemble as larger development Zoning is planned development which allows for flexibility—potential for light industrial or manufacturing, activities to support Butte College. Connect with College
34		6.44	<ul style="list-style-type: none"> Currently on market for \$750,000. Listed by Mike Donnelly at Coldwell Banker. Potential to pair this property with Site #33 for aggregated development area Zoning is planned development which allows for flexibility—potential for light industrial or manufacturing, or facilities to support Butte College. Connect with College
41	City of Willows North Valley Commercial Center	149	<ul style="list-style-type: none"> Master planned center is being actively marketed by Basin Street Properties. The only existing tenant is Rumiano Cheese Connect with national cold storage brokers/developers. Potential to support local food producers Discuss if there is opportunity/potential for City to build spec light industrial/warehouse. Meet with local and regional light industrial developers to promote site for spec industrial development
47	City of Willows North Humboldt Avenue Corridor	29.57	<ul style="list-style-type: none"> Need to determine ownership of all 3 parcels. Potential to aggregate parcels for larger development opportunity? South parcel is zoned CH, northern 2 are CG. Determine if re-zone is needed to accommodate proposed development.
36	Glenn County Haigh Airport	19.0	<ul style="list-style-type: none"> Create an action plan for improving industrial property's marketability including: documenting existing utility infrastructure, environmental conditions, barriers to development, detailed permitted land uses, land use restrictions including covenants, conditions and restrictions (CC&R) Publish water and sewer usage fees, connection fees Establish land lease costs and terms Coordinate airport marketing activities with promotion efforts of regional economic development stakeholders Market the former Iron Tree Agtech property for private sector use

Map Ref #	Jurisdiction Site Name Location	Acres	Site Readiness Action Required
43	Glenn County CalPlant	276	<ul style="list-style-type: none"> ■ With CalPlant closing and liquidation, equipment is currently being sold off through August. Check with Calplant authority for next steps ■ Due diligence required—document existing infrastructure, condition of facility, may require Phase I environmental analysis ■ May need to master plan for industrial park or annexation into City of Willows (city determination) ■ Investigate possible extension of rail service to the property

7.2. ADDRESSING LONGER TERM OPPORTUNITIES

The Near-Term Opportunities should be the focus for now, likely for the first year, however, do not lose intentions on addressing longer-term issues as they can create opportunity both in the long term AND near term. Companies are often highly risk averse. A community may have favorable conditions in the present, but companies may drop the location after seeing little is happening to prepare the area for the future. To avoid this situation, the following steps are recommended:

Recommendations:

1. **Keep the Property Pipeline Full** — Maintaining an inventory of development ready sites requires continued effort. Success in attracting new investment could quickly deplete the area of ready sites. Tier 2 sites should be reviewed periodically to determine their status and logical candidates added to the inventory of marketable properties.
2. **Enhance Marketing Outreach** — Initial efforts to compile site and community information for marketing purposes should lead to the development of a more robust marketing program. A baseline regional value proposition will provide a platform on which industry targeted marketing can be built. Begin to prepare a value proposition profile that answers the question – why is the I-5 Corridor a good fit for business?

A community's value proposition answers the question, "Why should a business consider Glenn County or Tehama County, or the I-5 Corridor over another location in the region, nation or world?" A baseline value proposition reports on the objective and subjective attributes of the community. The baseline case should include:

- Labor market statistics including labor shed maps (geographic region from which 80% of workers are found), representative wage rates for a range of skills, and testimonials from local employers.
- Description of skills training programs available in the region and testimonials from employees and employers on how these programs have been used successful. The Orland Butte College training center is recognition that training is available on the I-5 Corridor. Companies looking at the area will look for the ability to hone workers to their specific needs.

- Market access including population within one-day's drive and distance to major markets (Seattle, Portland, Sacramento, San Francisco, Los Angeles, San Diego).
 - Costs relative to competing locations (land cost, wages, electric power costs, water and sewer rates, local taxes, development fees, housing costs)
3. **Target Industry Marketing** — This report identified five industrial sectors – agriculture, manufacturing and services, cold storage, general manufacturing, and logistics. These sectors make investments of a type that aligns with location attributes found in the region. Using the baseline value proposition as a starting point, selling points associated with each of these sectors can be added to deliver a compelling argument for locating in the study area:

Cold Storage: Demand in the North Valley for cold storage is being driven by trends in agriculture, food production, and regional logistics. The recent study “City of Willows Feasibility Analysis and Business Case for a Potential Cold Storage Facility” is an excellent resource for building a cold storage business case.

Sites well suited for cold storage facilities must have good highway access, reliable electric power, be free of contamination or neighboring dirty industry. Because of the volatility of ammonia refrigeration systems, cold storage should also avoid areas with sensitive operations like hospitals, schools, and extended care facilities. North Valley Commercial Center in Willows, adjacent to Rumiano Cheese, is a great location for cold storage.

Cold storage companies are attracted to places that have pent-up demand. Maintaining a record of companies and other end uses in Glenn, Tehama, and neighboring counties who may have an interest in using third party cold storage services will help to sell the area to these companies. Project research found three area growth companies who utilize cold storage (there may be more in Chico, Colusa, etc.).

- Rumiano Cheese
- Sierra Nevada Cheese
- Farmers Brewing

Cold storage in North America has increasingly shifted over the last few decades to third party operators. There are two main reasons for a shift from company owned operations to third party facilities: 1) market volatility (as demand moves up and down companies are able to flex square footage requirements) and 2) supply chain efficiencies (third party operators leverage freight movements across multiple companies to move product at lower cost).

Cold storage is a unique industry sector with well-defined players. Building relationships within the sector can help gain recognition for the region.

Two names are listed below that should be on the I-5 Corridor marketing and targeting list. Nick Pacitti is an industry expert in assisting cold storage companies locate and set up operations. RLS Partners is a national cold storage company that operates small to mid-sized facilities in small metro and rural markets.

Thanks to Nick, Mr. Lalwani has been briefed on Glenn and Tehama counties and has been given the Wil-lows feasibility report.

Nick Pacitti
Cleveland Cold Storage
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Tarun Lalwani, Vice President, Investments
RLS Partners
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Electric Vehicle Market Opportunities: Glenn and Tehama are at a center point of West Coast north/south transportation logistics. Serving trucks and passenger cars generates significant economic benefit to the area. A large pipeline of investments in electric vehicle infrastructure is already underway across California. The impact electric vehicles will have on Glenn and Tehama economies has yet to be understood and investment attraction opportunities defined.

If the I-5 Task Force has a staff person, they could begin to focus on this industry – “What is the State doing? What programs are available now? Who are the key contacts to learn more? How can I become involved in conversations?” These are among the questions to be asking now to identify early on opportunities and the efforts needed to position the area for this industry.

The goal is to keep Glenn and Tehama in the mix of successful locations for truck stops and travel centers as they transition to the new energy economy. This will require meetings with not just the local manager of the truck stops but getting meetings with the truck stop corporate real estate executives to find out their plans and how the I-5 Corridor can be in that plan. Also engage with truck stop associations. NATSO is the trade association of America’s travel centers, truckstops, and off-highway transportation energy retailers www.natso.com. It would be smart to become a member of NATSO not only for the research but to meet the players, NATSO represents the travel center and off-highway retail fuel industry – they will know the transformations the industry is taking.

PTP Stop, www.ptpstop.com, represents independent truck stops and should also be considered to be a target and information sources along with tracking the California Trucking Association, www.caltrux.org.

As you build more information on the future transportation needs, it also makes sense to start identifying the opportunities that can provide the power that will be needed such as solar. An easy start on this task is connecting with PG&E’s North Valley & Sierra Region Vice President, Joe Wilson, located in Chico who is native to the area, understands the region and is very open to seeking opportunities for economic development and PG&E partnerships.

Agriculture Related Manufacturing and Services: The North Valley ag economy, and the California ag economy as a whole, continues to evolve through new technology and in response to shifting markets. Anecdotal evidence suggests that “anything relating to improving yields from poor soils or reducing the cost and complexity of energy systems” is of interest to the region’s agriculture sector.

Changes in agriculture drive investment in facilities and in employment. Avenues for taking advantage of ag evolution can be found partnering with local organizations and businesses who are bringing change to

the market. Chico State, UC Davis through Cooperative Extension, and Butte College are currently active in this space.

By actively engaging agriculture sector community leaders, community leaders will better understand changing needs. Specific businesses that appear to be transitioning include metal fabrication, equipment repair, supplies, testing, and remediation. It is important to monitor the ag sector supply chain and ensure that community resources are kept in line with needs.

(iv) General Manufacturing: Lower operating costs and availability of semi-skilled labor found in Glenn and Tehama make I-5 communities attractive to manufacturers from other parts of California and those from outside the state. Building on the baseline value proposition, targeted marketing can be directed at specific general manufacturing sectors who may want to move. These can include companies seeking:

- Low-skill to mid-skill manufacturing workers
- Bi-lingual workers
- Workers with metal fabrication skills
- Agriculture sector service experience
- Lower turnover compared to rapidly growing areas
- Lower labor costs

Selling this I-5 Corridor story should be directed through multiple channels including real estate brokers across California, regional and national site selectors, and specific companies that come to light through research conducted locally.

Transportation Logistics is unlikely to see a spurt of large regional distribution centers along Glenn and Tehama's I-5 Corridor due to the lack of nearby large population concentrations. However, in support of growing regional markets the area is well positioned for "last mile" distribution (e.g., Amazon's) and distribution of locally produced products (e.g., cheese, beer). Companies operating in this market niche continually scan the landscape for places to land. Preparation and promotion of a value proposition highlighting the advantages of Glenn and Tehama for this sector is a good first step for capturing new investment. This promotion piece should feature the Amazon facility as an example of the area's location advantages.

8. APPENDIX

- A. California Air Resources Board – Clean Transportation Fact Sheet
- B. The Economic Impacts of CalPlant I Operations and Construction on the Economy of Glenn County
- C. City of Willows Feasibility Analysis and Business Case for a Potential Cold Storage Facility
- D. Impacts of Camp Fire Disaster on Housing Market Conditions and Housing Opportunities in the Tri-County Region
- E. The Role of Local Elected Officials in Economic Development
- F. Orland Airport Industrial Park Fact Sheet
- G. Comprehensive Airport Land Use Plan, Orland Haigh Field Airport
- H. Preparing for Economic Development
- I. Prospectus: Investment Opportunities in Corning, California; Opportunity Zones along the I-5 Corridor in Northern California
- J. LSEG Article: US approves California plan requiring half of heavy-duty trucks by EV by 2035
- K. Willows-Glenn County Airport Master Plan



Date: June 11, 2024

To: Willows City Council

From: Marti Brown, City Manager
(on behalf of Mayor Hansen)

Subject: Glenn Groundwater Authority Funding

Recommendation:

Approve a resolution authorizing the City Manager to execute an agreement with Glenn Groundwater Authority (GGA) for a not-to-exceed amount of \$7159 per year over the next five fiscal years.

Rationale for Recommendation:

At the March 26, 2024, City Council meeting, the Council confirmed a commitment to continue to directly fund the Glenn Groundwater Authority on behalf of the property owners within the City's jurisdiction. The approximate cost to support the GGA has now been determined, so the item is returning to the Council for budget authority.

Background:

In 2014, the Sustainable Groundwater Management Act was passed and signed into California State Law which set into motion a change in the way groundwater is managed throughout California. In 2017, the GGA was formed, which is currently comprised of ten member agencies, including the City of Willows. The first two years of operations were funded by member agency contributions. In 2019, the GGA approved a SGMA fee to fund the operations of the agency. The maximum fee was set at \$1.93 per acre. The first year, the fee was set at \$1.61 per acre and has since been set at \$1.50 per acre. The City of Willows adopted Resolution 16-2019 memorializing the City's intention to directly fund the Glenn Groundwater Authority for the acreage within the City limits of Willows and the property owned by the City of Willows. The City of Orland passed a similar Resolution with the same commitment.

Discussion and Analysis:

The GGA is currently updating its fee structure. It is considering a SGMA fee based on assigned user classifications for each parcel to distinguish between different types of water users. User

classifications include groundwater user, surface water user, dryland user, and urban area user. The Urban Area User Class is defined below:

Parcels within incorporated cities, located within the GGA service area that pay fees to the GGA directly through an annual payment plan. If urban parcels are billed for GGA fees through a local SGMA Fee process, users would be charged based on water source (per groundwater or surface water definitions).

The draft fee report was discussed at the May 24, 2024, GGA meeting. The report is currently being revised and is expected to be considered for approval at the June 11, 2024, GGA meeting. Fees are currently projected to set at a maximum of \$0.63 per acre for the dryland user class, \$3.06 per acre for the surface water user class, \$7.18 per acre for the groundwater user class, and \$3.87 per acre for the urban user class. The May 24 version of the draft fee report complete with draft appendices (including the fee policy), can be found at: <https://www.countyofglenn.net/ggaboard24.05.24>.

Public outreach meetings have been scheduled for the following dates:

- Thursday, July 18, 6:00 pm, Willows City Council Chambers
- Monday, July 22, 6:00 pm, Jacinto Grange
- Wednesday, July 24, 6:00 pm, Glenn Success Square Conference Center (Orland)

The public hearing to consider adoption of the fee is tentatively scheduled for August 5, 2024.

Additional project information will be posted on GGA's website at:

<https://www.countyofglenn.net/glenn-groundwater-authority/gga-funding>

Attachments:

- Attachment 1: Resolution



**CITY OF WILLOWS
RESOLUTION NO. XX-2024**

**Resolution of the City Council of the City of Willows Memorializing the City's Intention to
Directly Fund the Glenn Groundwater Authority**

WHEREAS, on August 29, 2014, the California State Legislature passed comprehensive groundwater legislation contained in Senate Bill ("SB") 1168, SB 1319 and Assembly Bill 1739. Collectively, those bills, as subsequently amended, enacted the "Sustainable Groundwater Management Act" ("SGMA"). Governor Brown signed the legislation on September 16, 2014, and it became effective on January 1, 2015; and

WHEREAS, SGMA anticipates that each affected groundwater basin or subbasin will be regulated separately by one or more Groundwater Sustainability Agencies ("GSAs"). A local agency or combination of local agencies may elect to be the GSA for a basin or sub-basin. SGMA generally provides that a combination of local agencies may form a GSA through a joint powers agreement; and

WHEREAS, the City of Willows is a signatory to the Joint Exercise of Powers Agreement, dated June 20, 2017, which established the Glenn Groundwater Authority ("GGA"), a separate legal entity that serves as the GSA for portions of the Colusa Subbasin; and

WHEREAS, GGA is working in collaboration with the Colusa Groundwater Authority ("CGA"), a separate Colusa Subbasin GSA, to implement a single Groundwater Sustainability Plan ("Plan") to manage the Colusa Subbasin under SGMA; and

WHEREAS, when the GGA was created, its members agreed to fund the GGA's operations for the first two years of its existence. Thereafter, the joint powers agreement provided that the GGA's members would establish a source of funding to finance the GGA's long-term SGMA compliance responsibilities; and

WHEREAS, funding is needed for the GGA's long-term SGMA compliance responsibilities which include, but are not limited to: GSP development, technical studies, monitoring and data management, coordination and public outreach efforts, implementation of the GSP, yearly reporting to the Department of Water Resources, evaluate and potentially update the GSP at least every five years, staff, insurance, legal services, bookkeeping, and office needs; and

WHEREAS, in 2019, the GGA adopted a SGMA fee of \$1.93 per acre per year on parcels in its service area to finance its SGMA compliance responsibilities. The GGA is currently undertaking an analysis to adjust this SGMA fee, which is projecting maximum fee of \$3.87 per

acre per year for the Urban Area User Classification, which may be adjusted prior to final adoption; and

WHEREAS, to reduce the administrative costs of levying the SGMA fee, the City of Willows will pay the GGA directly in the amount of SGMA fee as applied to the acreage within the City limits of Willows and property owned by the City of Willows; and

WHEREAS, submitting the SGMA fee for acreage within City limits and owned by the City will reduce the administrative costs of administering the SGMA fee by reducing the number of smaller parcels for which the GGA would need to include in the fee process of adopting a SGMA fee; and

WHEREAS, the GGA's SGMA fee will be levied for five (5) years. Accordingly, the City of Willows commitment is to fund the GGA for at least the next five (5) years at the same rate applied in the GGA adopted SGMA fee.

NOW THEREFORE, BE IT RESOLVED that the City of Willows commits to fund the GGA each year for the next five years in the amount of the GGA SGMA fee as adjusted and as applied to acreage City limits and/or owned by the City not to exceed the amount of \$7,159 per year over the next five fiscal years.

PASSED AND ADOPTED by the Willows City Council this 11th day of June, 2024 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTESTED:

Gary Hansen, Mayor

Amos Hoover, City Clerk



COMMENTS AND REPORTS



CLOSED SESSION