

Middle-Mile Advisory Committee  
 January 20, 2023  
 Meeting Recap and Transcript

The Middle-Mile Advisory Committee met on Friday, January 20, 2023, at 10:00am PST via virtual conference.

**Agenda Item 1: Welcome and Overview**

Deputy Director Johnson welcomed everyone to the meeting. Deputy Director Johnson announced *quarterly cadence* for MMAC meetings for 2023 and also announced two new government members: Luis Alejo, District 1 Supervisor of Monterey County and Valerie Starkey, District 2 Supervisor of Del Norte County. A quorum for the meeting was established.

Member		Designee	Present	Absent
California Department of Technology	Director Bailey-Crimmins	Chief Deputy Director Johnson	X	
California Public Utilities Commission	President Reynolds			X
Department of Finance	Chief Deputy Director Miller		X	
Government Operations Agency	Secretary Tong		X	
Department of Transportation	Director Tavares	Deputy Director Berry	X	
State Senate	Senator Gonzalez	(Ex-Officio Member)		X
State Senate	Senator McGuire	(Ex-Officio Member)		X
State Assembly	Assembly Member Quirk-Silva	(Ex-Officio Member)		X
State Assembly	Assembly Member Wood	(Ex-Officio Member)	X	
County of Monterey, District 1	Supervisor Alejo	Local Government Representatives	X	

County of Del Norte, District 2	Valerie Starkey	Local Government Representatives	X	
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**Agenda Item 2: Executive Report Out**

Mark Monroe provided the executive report out, focusing on Construction Contracts and Middle-Mile Broadband Network progress and talked through Project Timeline.

**Agenda Item 3: Project Updates**

- Mark Monroe provided the California Department of Technology's (CDT's) update of RFI<sup>2</sup> bids including IRU/leases and Joint Builds.
- Scott Adam provided the California Department of Technology's (CDT's) update on stakeholder outreach.
- Janice Benton provided a California Department of Transportation update focused on permitting, bid advertisements, preconstruction, district progress, and efforts to streamline projects.
- Tony Naughtin provided the Third-Party Administrator update focusing on RFPs for the Fiber Management System (FMS), Inventory Management System (IMS) and Customer Relationship Management System (CRM). Tony also so gave an update on Active Electronics and additional execution phases.
- Jonathan Lakritz provided a California Public Utilities Commission (CPUC) update focused on Local Agency Technical Assistance, California Advanced Services Fund grants received, and last mile broadband initiative funds.

**Agenda Item 4: Public Comment**

Public comments were made by:

- David Griffiths
- Georgia Savage
- Sarah House
- Maria Corralejo

**Members Final Comments**

No final comments from committee members.

**Closing Remarks**

Deputy Director Johnson thanked Committee members, staff, vendors, partners, and attendees and reiterated that MMAC meetings will be *quarterly* and that the next meeting is scheduled for April 21, 2023.

The meeting adjourned at 11:25am PST.

(meeting transcript attached; video and presentation slides from meeting posted to Committee web site)

## Transcript

### MMAC Meeting – Friday, January 20, 2023

**Jared Johnson:** Good morning and welcome to the first Middle Mile Advisory Committee Quarterly Meeting of the year. My name is Jared Johnson. I am chief deputy Director of the California Department Technology and Deputy State CIO and the acting chair today filling in for Director Bailey-Crimmins, who is unable to attend. I hope everyone enjoyed their holidays. There has been major progress since the last time we met in November of 2022. We have made major progress with the middle mile broadband initiative through the key areas that we'll be presenting today. The MMBI program has leveraged the State's newest procurement method. The request for innovative ideas, or RFI squared, a procurement method enacted by Governor Newsom's executive order in 2019. You will also hear about how over 70% of the 10,000 mile build has been released by Caltrans in job order contracting and construction management, general contractor solicitations. And finally, CDT will provide an update regarding the most recent programs and outreach efforts with our tribal nations. First, I have the pleasure of introducing two new MMAC Members. Our first newest member is Luis Alejo, a Monterey County supervisor in District 1 appointed to be the Assembly Local Government appointed to the MMAC. Mr. Alejo. Would you like to provide a quick introduction?

**Luis Alejo:** Yes, thank you very much. I'm supervisor, Louisa Alejo, who represents most of the city limits of Salinas in Monterey County. I'm currently the chair of the board, but I'm also very grateful to Assembly Speaker Anthony, we know, for appointing me to this position. This was something that I worked on closely with my good friend, Assembly Member, Quirk-Silva, and author of AB 2256 to add to local government seats to this advisory committee and I thought it was important because the nation is looking to California and how we deploy this landmark 6.25 billion dollars project to close the digital divide in California, and that is an important part of that story, that local governments were at the table. Local governments were engaged and that's why it's a privilege to be able to serve on this committee. I'm also on the Executive Board of the California State Association of County. So, I look forward to engaging a lot more colleagues along with my colleague here from Del Norte County, Supervisor Starkey. So, it's a privilege to look forward to working with all of you, and with the members of the Legislature. We're also part of this advisory committee. Thank you very much.

**Jared Johnson:** Thank you Mr. Alejo. Our second member is Valerie Starkey, a Del Norte supervisor in District 2, appointed to be the Senate's local government appointed to the MMAC. Ms. Starkey. Would you like to provide a quick introduction?

**Valerie Starkey:** I just wanted to introduce myself. I am Valerie Starkey. I represent District 2 in Del Norte County. We're a very rural small community up in the very northern part of the State. I just getting up to speed. I was able to watch your November 22 meeting where I was so impressed with the progress that you made in such a short amount of time. It is an honor to be here. Something that it was, Mr.

Naughtin said that this was a dream come true. He said, that in the in your meeting there, because it's something that has been wanted to work on for many, many years, and that really resonated with me, and being in a rural community, the importance of getting this access to our members and our residents that live here is something that I'm passionate about, and I am just pleased to be here and help being willing to serve in any way that I can.

**Jared Johnson:** Thank you, Miss Starkey. Next, we will proceed with roll Call and brief comments from our members, then move to project updates, and finally public comment. Mr. Przybyla, will you please call roll and review the meeting housekeeping items?

**Cole Przybyla:** Good morning. The housekeeping rule statement is that attendees please note there is time allocated at the end of the meeting for public comment. Presenters, please queue Sam to advance your slides and committee members please use the raise your hand feature on zoom to queue Chief Deputy Director Johnson, to call on you to speak. Now. Committee Members Roll call:

**Cole Przybyla:** Deputy, State CIO and Chief Deputy Director Johnson

**Jared Johnson:** Present

**Cole Przybyla:** President Reynolds

**Cole Przybyla:** Chief Deputy director, Miller.

**Gayle Miller:** Present. I'm just letting you know that both Assemblymember Wood and I don't have our cameras enabled by the host.

**Cole Przybyla:** We will fix that now.

**Cole Przybyla:** Deputy Director Berry.

**Donna Berry:** Present

**Cole Przybyla:** Secretary Tong

**Amy Tong:** present.

**Cole Przybyla:** Senator Gonzalez.

**Cole Przybyla:** Senator McGuire.

**Cole Przybyla:** Assemblymember Quirk-Silva.

**Cole Przybyla:** Assemblymember Wood

**Jim Wood:** Here

**Cole Przybyla:** Mr. Alejo.

**Luis Alejo:** Present

**Cole Przybyla:** Miss Starkey.

**Valerie Starkey:** Present.

**Cole Przybyla:** Chief Deputy Director Johnson, we have a quorum.

**Jared Johnson:** Thank you, Mr. Przybyla. Are there any committee members who would like to provide brief comments before we move to the project updates?

**Jim Wood:** Just a request to have my video enabled. I see Deputy Director Miller has, but I'm still hanging out here. This is Jim Wood.

**Jared Johnson:** We'll take care of that right now.

**Amy Tong:** I think I would just say, welcome Mr. Alejo and Ms. Starkey to joining, and definitely agree that local representation is important because the middle mile is what you know brings all the pieces together. But the last mile, where there is a huge impact and a huge commitment and huge involvement needed from the local. You know it's important to complete the entire connection part of it. So really happy to have both of you join.

**Luis Alejo:** Thank you.

**Jared Johnson:** Thank you, Secretary Tong. I don't see any other hands up for comment. So, we are going to move on to our presentation. So first up we'll start with the Executive Report out from Mark Monroe.

## **Executive Summary**

**Mark Monroe:** Good morning to chair and members, and welcome to the first MMAC meeting of 2023. We are moving into an exciting time for the project over the next 2 quarters. Let's see move to the next slide. As we've noted in the past, we have moved from primarily a planning phase into an execution phase. And so, as a reminder, we are down to just under 2 years now for encumbering all the Federal ARPA funds and down to just 4 years to complete development of the 10,000 mile network. So, CDT continues to pursue strategies with partners to meet these challenges. Today we will be getting updates on 3 major components of these strategies which include a construction contract solicitation that will enable early mobilization bid solicitations for alternative approaches, such as leasing joint builds purchases and co-location to ensure a complete network in the States accelerated and streamline permanent effort that will enable a construction to begin earlier. So here's the timeline

that we continue to use to track our progress on the MMBI project. You can see the focus here on optimization in the first quarter. And so that's going to be a major focus for all of us in the coming months here. One thing I want to point out to the committee members is our pivot from earlier work where we were focusing on the entire network. Well, we had been exploring and reporting on both potential dig smart opportunities, and the initial 18 projects announced in November of 2021. These early efforts will increasingly be subsumed in the broader network-wide Middle Mile development solutions for construction we will be reviewing today. These broader efforts will provide economies of scale that we haven't received from some of our initial efforts in terms of smaller big scale, dig smart solutions. The construction contracts that will be discussed provide for construction of up to 78% of the network as it's been noted, and we'll include about 70 of the 885 miles that made up the initial 18 projects. So, CDT completes its optimization process, which we are targeting for this first quarter of this year we are planning for Caltrans to follow up with any remaining construction segments by the first or second quarter of this year. And that's the end of my executive report out.

**Jared Johnson:** Thank you. Do any committee members have questions about Mr. Monroe's report? I'm not seeing any hand raised or hearing comments. Thank you, Mr. Monroe. So next up we will have Mr. Adams continue with the Department of Technology update.

**Mark Monroe:** I'm sorry. Sorry to interrupt Director Johnson, I think, we were – the next thing on the agenda is to kind of go into the project updates and then I believe that Scott Adams will update on the outreach efforts will be part of that. So, if we're ready to go into the project updates I have. Yeah, there we go. I can jump into that if that works for everyone.

**Jared Johnson:** Yes, thank you, Mr. Monroe.

## Project Updates

**Mark Monroe:** In terms of the kind of the thing we want to report on today is we've called this RFI squared this Request for Innovative Ideas. Most may remember that in order to collect a broader universe of potential solutions to complete the MMBI network, CDT went out to bid for alternative MMBI development solutions, in addition to the stand-alone construction bids that Caltrans will be talking about. These alternatives include opportunities for IRU, leases or existing infrastructure. I'm sorry, existing infrastructure for purchases of existing infrastructure joint build projects and the and co-location of our electronics systems. Getting costs and location of these alternatives early provides key pieces of the puzzle in solving for the 10,000 miles, and in terms of what infrastructure exists, and is potentially available to the state and the cost of existing infrastructure or projects currently planned by industry. Bids were due at the end of December, and CDT received a total of 22 different proposals from 17 companies for a range of alternatives we see here that we are looking for. We're certainly encouraged by the number of responses received and the potential miles that might be available from

these. However, given the nature of these proposals, we are still going through them, and we will be reaching out to bidders, to get more information on locations and costs kind of as a little comparison here. When we normally go out, for example, the construction contracts that Caltrans will be talking about. We would have more specifics in terms of

what we, exactly what we're looking for. In the case of the 10,000 miles in case of the specific mileage locations, and such. When it comes to the RFI squared process, we really look for and require the bidders to submit kind of concept. 10-page concepts and proposals, and so not all of them include on all of the details that we would need to really kind of build them in. So, this is going to be a somewhat iterative and so just kind of want to explain that we're going to have to have maps, some you know, more robust mapping, some have less, some have more detailed pricing information, some of less. So those are all part of what we'll be going through in terms of just evaluating those over the weeks to come here. But these proposals will be evaluated in the context of the construction contract bids we received last week as we optimize the network. So next Deputy Director Scott Adams will be reviewing CDT's ongoing stakeholder engagement efforts for MMBI and more broadly for broadband for all, Scott.

## CDT Stakeholder Engagement Updates

**Scott Adams:** Thank you, Deputy Director Monroe and good morning MMAC Committee, members and members of the public. My name is Scott Adams. I'm the Deputy Director of Broadband and Digital Literacy, and it's my pleasure to give you a quick update on our outreach and engagement efforts as part of broadband for all. If we could please move to the next slide. Wanting to note that I thank the State entities working on Broadband for all and understand that there are many stakeholders who's both partnership and collaboration are necessary to achieve broadband for all and close the States digital divide and really want to stress wherever possible, our outreach and engagement efforts are coordinated among the State agencies and other relevant partners like CDT, The Public Utilities Commission, Caltrans and GoldenStateNet. To make sure that we're maximizing opportunities to engage with partners and provide information on not just the middle mile, but the related last mile digital equity efforts to really stress that these are complementary. And then, you know, programs that are all designed to achieve Broadband For All. You know now that I've explained some of our methodology and approach. Just wanted to highlight some of the unique and kind of diverse engagements that we've had since the last meeting. We met in the early part of December with the California Association and the Central Valley Community Foundation to really stress how the broadband for all programs are going to impact. You know both their entities as anchor institutions, and then their communities as a whole. A unique element of our outreach to the in partnership with the California Department of Food and Agriculture was to meet with the State Fair directors given that the real importance of State fair locations as anchor institutions to support both community development and emergency response. During disasters we had a very significant outreach with the Hoopa valley and Yurok Tribe to really engage with those folks up in the North have significant projects that really align and complement what the State is doing with the Middle Mile initiative, and then

really want to highlight the last 3 Tribal engagement sessions. Broadly, you know, the middle model is a 10,000 mile network throughout the State, and aside from connectivity for all residents throughout California, and there's a critical need and commitment to utilizing the Middle Mile in partnership with our tribal nation partners to help address the connectivity needs in their you know, tribal lands. And so, we've conducted thus far two tribal engagement sessions. These are large scale engagement sessions with multiple tribes. The first on January 11 was with Southern California tribal nations.

The second meeting that happened just a couple of days ago was with tribal entities in the north, and then we will have a follow up engagement in early February with tribal entities in the central part of the State. So, it's really what - we're trying to demonstrate here is we both - It's part of our value, and we've taken the feedback from this committee and other stakeholders that there is a need to make sure that folks are informed of, you know all of the work that we're doing, and that they have an opportunity to both engage and partner and align with us. The last 2 items that I'd like to share with you is that the Department of Technology collaborated with the PUC on 2 related engagements. The first was developing a California stakeholder FCC Broadband mapping challenge Webinar. You know the NTIA and the Federal Government have the broadband access that can be in deployment program which is going to bring a significant portion of funding to support Broadband For All back to the State that funding is determined by the FCC Maps, and we work with the PUC. And bring stakeholders to the table to really encourage local entities to challenge that mapping process and update those so that the State share funding could match the need. And then, lastly, wanted to give a, you know, part of the work of this effort has been to streamline the permitting processes and the Department of Technology, Caltrans, the State resource agencies have gone to considerable lengths to shorten that timeline. We were asked Deputy Director Monroe, and we the members of our staff, were asked to present at the National Governors Association on in to share some of the best practices that we've been doing here in the State for the benefit of other States. So, I want to make sure you're all aware of that. That concludes my presentation. Thank you very much.

**Mark Monroe:** Thank you. Thank you, Scott. Great deal of work going on and engaging that the public regarding that the States broadband efforts. As I hope it shows, MMBI team is very excited about the progress we're making on the project with our business partners. And with that it brings us to that the end of the CDT project update, and we're happy to answer any questions.

**Jared Johnson:** Thank you. I see that Secretary Tong, you have your hand up.

**Amy Tong:** Yes, just more of a comment, you know, seeing great progress, and really appreciate the updates specifically on the stakeholder outreach focusing on our tribal nation partners, and just wanted to give a shout out to Assembly Member Wood again. That really was prompted by the visit. A couple of us went up north a few months back. Gosh, yeah, that was a few months back last year. It was last year. And I really emphasize on the needs to have good communication and constant communication to keep everybody informed of what's going on, and then hearing



their needs. So, I just wanted to thank CDT to have taken the extra step to follow up with those engagements.

**Jared Johnson:** Thank you. Assembly Member Wood. You're on mute, Mr. Wood.

**Jim Wood:** Thank you and thank you, Director Tong appreciate that. Anybody's always welcome to come to the Second District. So, I was always welcome in, and I opening, I think, for people who haven't experienced some of the challenges some of our more rural areas have. So, I appreciate that. I just wanted to ask a question going back to the very beginning of comments. Could we? You said, I heard a comment, we were like 78% of the 10,000 miles under contract or something. I don't know if I heard that right. Can we describe what that is? A little bit more about what that means, and you know, being under contract could be a whole variety of things because there is a possibility to get a little bit more detail around that?

**Mark Monroe:** Absolutely. So, when we think of the construction contract the 2 tools we've been using are job order contracting, and CGMC. So, this the construction manager, general contractor for, I'm sorry, for all the newer people. Those are alternative contracting methods we have. Normally, there's a standard process that works really well. When you're streamlining hundreds of transportation projects design-bid-build that's really how Caltrans normally builds these projects. It doesn't necessarily move them that as fast as possible. Each one of them possibly could go, but overall, it moves everything at a good pace, and it's a good standard process for Caltrans to follow. We don't have the luxury of that timeframe with our timeline. So, SB 156 allowed us to use some alternative methods. Job order contracting is one of them and so we went out for 5,200 miles. We've seen bids for 5,200 miles of job order contracts, and those are broken up amongst 5 regions. The state's been broken into 5 regions for purposes of the middle mile broadband initiative so those are 5. And Caltrans can kind of talk through a little more of the mechanics of this. But what that means is that we went out and presented to industry. Here's 5,200 miles. What would it cost to build these? And you know there are a number of assumptions that they have to go into that right normally Caltrans and the design bid build process Caltrans would have taken a couple of years to go through its pre-construction work to figure out what is the dirt in each area like right? And Caltrans has a lot of institutional knowledge at the district level that we can kind of pull from, but we wanted to. It's very important, as we move forward with the project to get contractors to mobilize sooner, and to really be on board sooner, as well as to achieve some economies of scale. So, we went out with those contracts with that in mind. So, when I say that we've gone out with 5,200 miles of job order contracts we've now got bids, estimated bids, and what it would cost to build those under a number, literally hundreds of circuit situations, different kinds of dirt, different kinds of construction methods, and we'll have to kind of further refine those as we go along. So that's for the 5,200 miles. That's what that involves. We won't necessarily need to build all 5,200 miles you know. So, I think that's important to note. It's 5,200 miles so far. But if we, when we see these prices, one of the things we're going to be able to do is refine our estimates of how much we can afford to build within the given funding. Currently, we're working on a budget of 3.8 billion dollars. And so, as we refine and figure out how much we can afford to build. Well, we have 5,200 miles out. Maybe we end up only needing to build 4,800 miles, because the

other can be leased as an alternative. So, as we go through the optimization process, we're going to refine that. So, I hope that kind of provides a little scale. Certainly, on that job order contract. And then, when we talk about the CMGC, the construction manager, general contractor, and that's where Caltrans. Will is part of the construction contract kind of as a preliminary face. I'll have a construction contractor come in and help them design the project and so we don't necessarily get upfront bids from that there. But what that does is help us get big cost sooner, and help us design the project in a way that's going to be able to move as quickly and as inexpensively as possible. So those are those are the 2 different values of what we're looking at. The CMCG contracts are more specific. We, I think, 1,700 miles of those. So far those are more specific. We're definitely going to build those. So does that kind of help answer your question a bit in terms of when we say 78%?

**Jim Wood:** Yeah, that's helpful. I appreciate that and this ability to work. This way was specifically because of the terms in in SB 156. Correct?

**Mark Monroe:** Yes, very valuable tools.

**Jim Wood:** So those might be really valuable tools for the future for a lot of other things. If we could find a way to make that happen, and faster, more efficient.

**Mark Monroe:** Yeah, yes, indeed we are. We are working on that across government. This is a really good learning opportunity. Absolutely. Thank you. Appreciate it.

**Jared Johnson:** Thank you, Mr. Monroe. Thank you, Assemblymember Wood. Mr. Alejo, you have your hand up?

**Luis Alejo:** Yeah, just to agree with my former colleague. This only member would. But I wanted to thank Mr. Monroe. It's just exciting to see that the State is being aggressive and ambitious, and trying to move these contracts out much sooner, and trying to keep to our timelines and making this a reality as soon as possible in California. I know that the list of outreach efforts is only for the first to the end of February. But as a new government represented, I kind of envisioned part of my responsibilities, helping do some of that work in the future with at least the local Government associations, be it a CSAC or our CRC. The Rural Counties, the Legal Cities, or the California School Board Association. So, I know they have their annual conference throughout the year. But if there's some opportunities to plug in those opportunities to update those other local government associations, I would be willing to help in making those presentations and providing those updates as we make progress on this a significant, significant goal. Thank you.

**Scott Adams:** Thank you, Supervisor. I do want to respond to that comment, because we have, I think, really endeavored to establish strong relationships with the CSAC and our CRC as outreach partners. And so, we've presented at their annual conference, and also invited them to our Broadband For All summits and roundtables, the last one we had on October 24. But I think one thing, and this is really a call to action to make you aware of is that part of the digital equity, planning and broadband equity, access and deployment planning process over the next year that CDT and PUC will be, in

addition to these large scale, virtual conference and the individual consultations establishing 20 local engagement events that will really be, you know, full day, multi stakeholder. You know, opportunities for engage local and regional partners, and so want to make sure that you're aware of those and that we're in the process of planning those, and that's going to be an opportunity to really get granular and local with our stakeholder partners.

**Luis Alejo:** Great. Look forward to that information. Thank you.

**Jared Johnson:** Thank you, Mr. Adams. Thank you, Mr. Alejo. Are there any additional comments? And then we are going to transition to our update from Caltrans and Miss Janice Benton.

## Caltrans Update

**Janice Benton:** All right. Good morning chair Johnson, Committee members and others from the public. Thank you for having me. My name is Janice Benton. I am the Assistant Deputy director over the middle mile broadband initiative for Caltrans and will present and will be providing an update on the progress to build the 10,000 miles of Middle-mile broadband. So, Caltrans update reflects the progress made since the November MMAC Meeting at the end of last year. Caltrans shared that we had advertised 70% of the middle mile broadband network, which includes the 5 regional job order contracts that account for 5,200 miles. Earlier this month, as was mentioned earlier, the bid advertisements closed, and there were 29 bids submitted for the 5 contracts. Caltrans is reviewing the submittals to review the bid item calculations as well as verify the responsiveness to the bid requirements. We shared the information we with CDT as well, and we'll be working in the coming weeks to award the master agreements for the 5 regional job order contracts. Additionally with projects leveraging the construction manager, general contractor, or CMGC delivery. The advertisements for approximately 1,900 miles and earlier this month. Of those 1,900 miles we've awarded 2 contracts for pre-construction services, or the construction manager portion totaling nearly 400 miles. And there's an additional 460 miles that we are leveraging, CMGC. And those are currently being advertised. We are also making strong progress on permitting efforts and continue to work with our partners at the State and Federal resource agencies to get programmatic permits and approvals to meet the environmental and Federal land access requirements which I will cover in a subsequent slide. These charts reflect the progress made on pre-construction activities. The charts show the percentage of completed tasks in green, the percentage of in-progress tasks in blue and the percentage of miles where preliminary project decisions are to be made, and those are tasks shown in gray. This slide breaks down the previous slide and shows by Caltrans district, the miles assigned to projects, and the advancement that has happened in each of the districts. We continue to see progress being made month over month and continue to see the amount of green or completed tasks increasing. I do want to highlight that we're seeing substantial progress in multiple districts, including district 9 in the Inyo and Mono County area, district 6 in the Central Valley, district 7 in the LA and Ventura County area and district 4 in the bay area. I also want to note that for those areas that are indicating not

started, we are working closely with the districts to ensure the evaluations continue, and we will have an update at the next MMAC meeting for those miles. So, while we cannot avoid environmental permitting and approvals completely, we are taking numerous steps to minimize, and as much as possible, avoid the issues in areas with known complexities. We are continuing to work with our partners at the State and Federal resource agencies to get the programmatic permits and approvals to meet the environmental and federal land access requirements. Programmatic permits are issued for multiple projects that are similar in scope. So, in this case the middle mile broadband network. With this effort the programmatic permits will cover regional and statewide activities. The outcome and benefits of these programmatic efforts are reduced timelines. So rather than having to complete individual permitting for projects, a process that can take roughly around 6 months, projects can use the programmatic permit and its conditions. In addition, the programmatic approach adds predictability by reducing uncertainty of permit conditions. These conditions are negotiated and included in the programmatic permits reducing the unknowns for the district level projects. If you will also recall from the early MMAC Meetings, this slide indicates the total potential reduction in timelines is estimated to be up to 19 months. This is a result of the streamlining efforts and exploring opportunities to avoid and minimizing impacts to biological and cultural resources. So as we move from the theoretical of how the programmatic permits provide time saving that benefit. The middle mile to the on the ground implementation, and what the timeline actually looks like. I want to start by walking you through this graphic and all of the progress that is happening.

Starting with the top left corner, we begin with the list of environmental permits and approvals required for construction to begin. On the middle mile broadband projects, the chart then reflects key Milestones. Application submittal noted as submitted on the chart, and availability for projects to leverage noted as available on the chart. And the chart reflects when they were either reached. So, for example, the 2022 dates shown as highlighted with the checkmark or when we anticipate attaining the milestone shown in the 2023 days shown as outlined. While this chart starts in August of last year, significant work was needed prior and will continue throughout. So for any single programmatic permit or approval, months of communication, cooperation and partnership with each agency go into the application submittal. These efforts are shown on the chart as underway and could include efforts such as pre-application meetings, and public notices. Fortunately, we are able to leverage the Caltrans established relationships to do the programmatic approach. In looking at this chart we are already able to leverage several programmatic efforts, including the statutory exemption for SGLA, provided in SB 156 noted in the top left corner. The calendar is NEPA assignment from the Federal Highway administration also noted in the top left corner. The programmatic agreement for the Cultural Historical preservation approvals through the State Historical Preservation Office also referred to as the section 106 programmatic agreement. That one is noted in the August through September 2022 timeline in the bottom left and the next one is the stormwater permit required by the State water board also referred to as the construction general permit which was finalized in December 2022 noted in the middle of the chart on the bottom. For those programmatic permits that are not yet available, and using the permit required by the U.S. Army core engineers. As an example, the chart shows that in the August to September section, which is in the orange, the permit application was submitted. So,

prior to officially submitting the application, Caltrans works closely with the core over several months to ensure that the application is complete, which requires multiple pre-meetings in close coordination. So, following the chart through the May 2023 through June 2023. This section, which is the navy blue, we anticipate the core, having finalized its review process and the permit being available in May of 2023. Another example I want to talk through is the coordination underway with the Endangered Species Act Section 7 request from the U.S. Fish and wildlife service. For many months Caltrans has been doing the preliminary work with the U. S. Fish and wildlife offices on the programmatic biological opinion request and with approximately 200 species and critical habitats that may be covered by this request. It is one of the most complex section 7 processes that Caltrans has navigated. To follow this effort, we look to the August through September of 2000 and 2022 in the orange section. When we coordinate it on the species list to submit to the fish and wildlife. Then we then anticipate submitting the formal section 7 request next month in February 2023 which is listed in the turquoise section. And lastly, we anticipate the programmatic biological opinion being available for the districts to use in July of 2023 as noted in the green section. So, I also want to point out. Although the California Coastal Commission, Consolidated Coastal development permit shows some middle in January 2024, as shown in the upper right, we continue to coordinate with the many local coastal programs and the 6 Caltrans districts to complete that process sooner. And as each of these programmatic approaches are being developed, it is important to note that the districts have been and continue with their coordination with each of their regional partners to make progress on the final approvals. So, for projects to utilize the programmatic approach, it will require individual submissions, such as checklist or applications to leverage the programmatic approaches. Our Caltrans districts are then able to benefit from the shorter timelines, and the predictability of the negotiated permit requirements. So, in closing we continue to take the necessary steps to move projects forward. As the new year gets underway, we look forward to leveraging the significant work that took place last year to be able to begin issuing the work orders and work packages that will translate into construction underway and progress we can share with the committee in future meetings. So, Caltrans remains committed to this broadband initiative, and will collaborate with the Department of Technology to address the challenges and continue to find opportunities to the accelerate the deployment of the Middle Mile network. This concludes the Caltrans update and thank you for your time.

**Jared Johnson:** Thank you Ms. Benton. Do any committee members have questions or comments about Miss Benton's update? And it looks like Assemblymember Wood you have your hand up.

**Jim Wood:** Yeah, thank you. Thank you, Miss Benton. I appreciate the presentation. District 1 has the greatest need and shows the least amount of progress. And so, I'm wondering where there is a detailed plan how we get this district on the move here, because I got, you know, like, I said, the greatest need, the least amount of progress and time is ticking, so I would have expected more quite frankly.

**Janice Benton:** Yes, thank you for the question, Mr. Wood. So yes, we are. We are continuing to collaborate with District 1 as well as all the other districts. In developing a

delivery plan, we do anticipate. So we're going into construction in the next 6 months, and that goes for all of the districts not just District 1. In addition, we are working closely with District 1 to resolve any of the big challenges that they may be perceiving. Having outside of what we've been communicating with them recently. We actually have a meeting with District 1 this afternoon.

**Jim Wood:** So, we started all this over a year ago, and we don't - You're telling me that we don't have a plan yet? We're still working on a plan?

**Janice Benton:** No, we do have a plan. What we're trying to do is just put that down on paper, so we can start communicating to others in terms of when the work actually gets to construction. We have the plan. We're just trying to nail it down, and then we want to provide everybody with that update.

**Jim Wood:** And that will happen when?

**Janice Benton:** In the next 2 months.

**Jim Wood:** And we'll be able to see that plan?

**Janice Benton:** Yes, we can. We can report back at the April meeting on that plan.

**Jim Wood:** So, I guess I think a part of this going back to the sequence out there, have all these things started, you know? I see there's a permit application that won't even go to the Coastal Commission until 2024. Why? Why is - you know, is that a year from now? So, I'm baffled. A part of this just doesn't feel terribly streamlined to me.

**Janice Benton:** So, in order before we submit an actual application, we of course have all of the stakeholders and parties involved. So, for example, with the Coastal Commission, we're collaborating with each of the local coastal programs. So, each which is similar to each city or county within that coastal district. So, we're collaborating with each one of those. The first step was developing the design the coastal development design guidelines which is indicated on the chart which was shown in the, I think it's in December 2022. So it started with that, working with the Coastal Commission to come up with that design guideline. Now we're taking those guidelines and working with each of the local coastal programs and getting their buy in on those guidelines. And then, once they get on board, then we can submit the Consolidated Permit for that area. So, it - there's a lot of collaboration both the coastal program, I mean the Coastal Commission, and their staff are working closely with us to help in that communication with the local coastal programs. The coastal ones are more complex.

**Jim Wood:** So, I guess, originally, we heard that you know we're taking these 30 plus months of permitting, and all that's going to be consolidated down to, I think, what's it, 17 months or something? Is that it?

**Janice Benton:** Yeah, I also want to just add that the - as we're working on the programmatic efforts, the districts are also working at their local level and with their

regional stakeholders and partners as well. So, they're not just sitting there waiting for us to do the programmatic. This is just a rundown of the programmatic efforts that is going to help them in the long run, but they're continuing to work on any studies that need to be done. Any items to fulfill the programmatic permit. There's ongoing work on all of that as well, and there's close collaboration between what we are doing on the programmatic efforts. And then also what the districts are working with their regional partners.

**Jim Wood:** Okay. Well, I'm a reasonably intelligent person, and you know I'll be honest with you. Some of your graphics are really hard to follow, like that first chart you put up with all the bars and things. Is there a way to simplify some of that stuff? I don't know if we're talking about streamlining things moving forward. But when I saw the one the arrow thing that went up there, and see all those dates and timelines, that doesn't feel very streamlined. It just feels - it feels like you got multiple processes going on here, and it's pretty darn confusing. So, when we're talking about the 30 months to 17 months, can we have a snapshot exactly of what that is, and if these other things are being streamlined for the programmatic part of that? Can you break that out in a different way, so that we understand? For the middle mile piece of this where we are in the process, it's really, really hard to follow and I hope that's not intentional.

**Janice Benton:** No, it's not. It's absolutely not intentional. We - Yeah, we keep coming up with different graphics to try and demonstrate it for me, anyway. Sorry.

**Jim Wood:** So, I'm paying a lot of attention to this, and I'll go back to my frustration as I have the district that has the greatest need and the least amount of progress. And I see these graphics, and I see all this, and I don't see progress so I'm a little frustrated. And so, if there's someone who was willing to sit down - so they don't take more time here that I know out of respect to other people. So really walk me through and help me understand where we are, because I don't get it.

**Janice Benton:** Okay, we can definitely do that.

**Jim Wood:** Or I hope I am alone. But I don't get it. Yeah, we can. We can definitely sit down with you and any other member that wants to go through these in detail.

**Janice Benton:** Absolutely.

**Jim Wood:** Okay. Thanks.

**Jared Johnson:** Thank you, Miss Benton. Thank you. Assemblymember Wood. We have several other hands that went up and I'll try to do this in order. Chief Deputy Director Miller.

**Gayle Miller:** Thank you. And yeah, thank you to Dr. Wood. I think we have understood that the district approach to building is something that we continue to work on. So, I do think that we can continue to find ways to present the information in a way that that is more accurate. And also, even though the progress is less than we'd all hoped we do want to be really transparent that we are. This is also a way to hold

districts accountable. So, we will continue to be really transparent, so that you can see what's happening. But I think we do appreciate your partnership in this and making sure that we can drive it forward just to fill in Dr. Wood on what you were saying earlier in terms of ways to streamline permitting with large across the State. It's obviously a big interest in general of the administration, as we bring in Federal dollars, and just make sure that we are building a more resilient future for California. So, is it – That is, is it fair to say that the 18-month reduction is across the board, that this whole project will take 18 months less than expected because of the provisions of SB 156? Or is it almost a 2-year reduction? Just based on - I don't know if Mr. Monroe would be better to answer that question.

**Janice Benton:** Well, I guess what I would say it's what we anticipate and estimated on average because we're working with each resource agency. You know each resource agency has their requirements and processes and procedures. So that's what we're estimating. The first timeline with the bars going across was kind of just a general timeline, you know. If you start at month 0, and you go to month, whatever the second one that we put up there was trying to put that into actual dates and demonstrate, you know, an actual month and year of one thing started, or when things would be available.

**Mark Monroe:** Yeah, and I think - So I'll just jump in a little here. Yeah, in terms of answering your question. Yeah, we know that on those average timeframes as Miss Benton noted, they were looking at 30 months as kind of the average, and that with SB 156, certainly I think that time was reduced to at least 17 months, and we're really trying to take it down to 10 months. But as Miss Benton noted, you have to still, you know that assumes you're starting a month 0 all at the same time. And in the account what Caltrans is talking about here, what they've kind of shown on this new - the chart with the arrow. I think what they're trying to show there is that you know, when they started, and kind of how they're moving along that process, and I know we, I think presented the newer plan last August is when I think Caltrans presented that. And so, they've been trying since then to kind of hit those 0 marks where you're submitting. You're starting that application process. But that, I think, is where you're seeing that not everything started on day 0. Ms. Benton, is that kind of what you're trying to say there?

**Janice Benton:** Yeah, because there's a lot of work that goes behind the scenes in terms of trying to get that application ready. A lot of coordination and discussion with the resource agencies as well.

**Gayle Miller:** Thank you.

**Jared Johnson:** Thank you. And then we have Secretary Tong, and then, Mr. Alejo. I think, Mr. Alejo?

**Luis Alejo:** Oh, thank you very much. I just wanted to just follow up on as Assemblymember Woods question, because certainly we all recognize the environmental reviews and important part of getting things done in California, but even in local government to get any housing or water project, it gets really bogged down and delayed significantly in terms of that process and adds a lot of cost as well.



But so, part of the NEPA or CEQA there's also the public comment periods, the postings of the environmental reviews, public comments, and what often bogs things down is when there is opposition. Do we envision that being an issue for any of the steps lined out, that we might get any groups in opposition? That may perhaps delay the timelines further.

**Janice Benton:** We're not anticipating any major opposition or delays. What and that's why all the outreach and the engagement that Mr. Adams mentioned earlier is really important, making sure everybody understands. What is the project? What are we really doing? In addition, all of the efforts that we're doing to avoid a lot of these resources, whether it's an environmental or cultural resource that's been the key to success as well is with this type of project, we can avoid a lot of those resources to eliminate any of the opposition.

**Luis Alejo:** Great. Thank you for that.

**Jared Johnson:** Secretary Tong?

**Amy Tong:** Yeah, I think couple of things definitely, if you know, at the next meeting, maybe we spend more time specifically to do more drill down on the permitting process, and I think the permitting process is in conjunction with the district process of whether it is prep work of submitting. And once it's submitted, how long does it take? And I think I'm hearing you know the conversation here, that and Mr. Wood to your point. You know the diagram I know there's different version, but just overall is a very complex item. Plus, the dimension of each of the duration of the permit have reduced in 30 months to you know now hopefully 11 months but because the submission of those are submit on the rolling basis. Right? You're not looking at all of them to start at once, nor all of them completed at once. And that's, I think, what we probably need to have a better sense, and figure out how to do it visually. Is that even with the rolling basis as a permit, complete construction begins, and so on, and so forth. So, everything is gathered. But for some of the ones that's why is it taking so long to even submit it? A permit like that. I think it's a District 1 conversation like what is taking so long to have some of these lags in submitting. Why can they be, you know, all starting as closer at the beginning as possible. I think those are the things we can probably delve into a little bit more as a way of just from the efficiency aspect. If all of them happening at once instead of a long tail at the end, I think it's the better from us the economy of scale aspect. I think that's the conversation we'll probably want to explore more if we have a better visual to kind of help facilitate that conversation. So that's my suggestion for perhaps this is something we can do in March meeting.

**Jared Johnson:** Thank you Secretary. Assemblymember Wood you have your hand up.

**Jim Wood:** Yeah, I did. And that was, and first of all, thank you for the dialogue, and you know, and I imagine there are other members who probably have concerns about their districts as well. And so that, yeah, I admit I'm very focused on my district. That's just my job. But you know we've heard, you know you've got the agencies all working on things, and I think, as I recall from an earlier meeting that at one point you actually had a convening with all the agencies. At one point it sounds like now,

though they're all back in their silos, doing their thing in their silos. And so, are these - are we not continuing to have coordinated meetings with all of the agencies, and are not all the agencies all working together, or they just continuing to work in their silos, which is the way life seems to happen in government mostly?

**Janice Benton:** So, we are continuing to work with all the agencies. We have weekly meetings.

**Jim Wood:** Check in meetings with all of them together or individually?

**Janice Benton:** So, the weekly check-ins are together. We do a State one and a Federal one, sometimes combined. But each agency when we're working on a permit, for example, with U.S. fish and wildlife service. Some of them are connected, for example, the U.S. Army Core, and the Water Board. Some of those permits are connected, and we work together with them to in collaborate on the programmatic approach. But we there isn't necessarily to connect when we're working with California Coastal Commission, and we are working with U.S. fish and wildlife service. Those are different permits, different requirements. They look at them from a different perspective with a different lens, so they are separate permits to obtain moving forward.

**Jim Wood:** But I guess for me it's separate permits - separate that I understand all that. But with the one goal.

**Gayle Miller:** On what we're trying to accomplish, not just the one individual piece of it. Do you understand where I'm going? And the sense of urgency is the only district that hasn't moved since November. And then this. The second thing we owe you is how we're taking this all of government for the coordinated approach, and how it'll be executed. So, if maybe, if we can take that as an action item and report back to you at the next meeting. Does that sound okay, Miss Benton and Dr. Wood and Secretary Tong?

**Amy Tong:** It's great for me. I think it is ultimately every district, you know. Yeah, no, absolutely. I think the coordinated approach affects the entire state, and I think that's a great action item for us to take the specifics around district. One is the other way that we'll report back to you.

**Jim Wood:** Thank you.

**Gayle Miller:** Thank you very much.

**Jared Johnson:** Thank you. Excellent dialogue and more work to be done on streamlining the permitting process. Are there any additional comments? Our next update today is from the GoldenStateNet, the third-party administrator. Tony Naughtin. Mr. Naughtin.

## GoldenStateNet Update

**Tony Naughtin:** Thank you, Deputy Director. Tony Naughtin, chief operating officer of Golden State Net pleased to be here to provide this update in this quarterly MMAC meeting, as has been mentioned with regard to the RFI squared process for joint builds and other services or relationships that was issued last quarter. Of course, Golden State Net, GSN assists CDT and the creation of that. And now we are continuing to support CDT in the process of qualifying and assessing the bid responses that have been received. We will be advancing negotiation in coordination with CDT with qualified RFI Squared respondents for a variety of these offerings; and again, these are quite important variety of offerings, such as lit services on the network sale or IRU leasing of existing dark fiber or conduit network and server co-location services, joint builds resulting in facilities, ownership by CDT and the like. These are all critical pieces that will comprise the infrastructure of the MMBI program, and we look forward to making progress with qualified good respondents on these. If I go to the next slide, please, I think we're actually a slide behind next slide beyond this one, please. Very good. As we move into the execution phase, the program plan is seeing additions and refinements, and once again the program plan is an execution playbook the timing and processes, and approaches to developing this network involving both new build, construction, joint build construction with existing carriers as well as leasing fiber. Dark fiber use or conduit, with carriers that have that infrastructure available. We just to revisit the logical construct that we have offered for the coordination and planning of this large program. We're doing this in the construct of assemblies, where there are 3 core assemblies to this infrastructure the fiber assembly, the hut and hut systems assembly and the Nodal Assembly. The first 2 assemblies, fiber and hut, are within the MMAC are, excuse me, are being treated as civil engineering if you will, and therefore, the work to be performed for these falls under the Caltrans JOC and CMCG bidding processes. The nodal assemblies of active electronics, such as network switches and routers are collectively the service architecture of the network which will be primarily located within and across the approximately 183 retransmission huts to be developed for the network that Nodal Assembly work is within the province of the network operator, which, of course, will be a GSN/Cenic, and therefore GSN is taking a primary role in the installation, testing and creation of these nodal assemblies for the service architecture. In addition, and of great importance to the development of this network is a strategic development plan that will be created with CDT and Caltrans for coordination and sequencing of network development rollout schedules. This is really important in order to optimize logistics for labor and resource, delivery established priorities relating to the creation and production operation of the network, and to ensure quality performance, quality assurance of the network infrastructure being developed. We've engaged in an optimization process for capex savings by means of developing an alternative service architecture. We've received very good support in an engineering sense from Cenik on this effort. It's essentially an alternative plan, a cost optimization plan that will reduce the number of switches and routers in the network in order to scale back initial capex expenditures and also bring about a reduction in initial capex. Excuse me also bring about a reduction in the later operation, and maintenance costs. If you have less equipment, you have a lessened operation and maintenance burden there. This architecture will act as an alternative

to the primary architecture that was first recommended. This will result in significant cost, savings from a capex and OpEx standpoint. But it's a really important thing to note that that will be the result without reducing the number or type of services being offered by the MMBI network, and quite importantly, will not reduce service integrity, service quality, or network resiliency within the system. I should also note that this alternative optimization approach will be nonetheless, an expandable architecture and it will still be able to facilitate network expansion and additional network capacity as needed. On community engagement, Matt Rantanen, who is Golden State Nets team member responsible for tribal liaison and support, and who is also in attendance with us in this meeting today along with Eric Hunsaker, our Vice President of network Development. They continue to engage and have discussions with many tribes around the States. These interactions are based on how this network can better meet the needs of both. The limited number of tribal broadband networks that exist today, as well as those that will come into existence. Going forward as a result of State and Federal grant funding, they receive for the development of last mile tribal broadband the availability of tribal last mile networks of Middle Mile. This will result in significant cost savings for a new last mile. Networks developed, whether on tribal lands or otherwise. And we continue to expand and coordinate our involvement with Scott Adams and the Office of Broadband and Digital Literacy to address a broader community outreach in general beyond just tribal communities. And these involve interactions with OBDL and Scott, as well as with our parent organization Cenic, with many regional government groups, regional broadband consortia, all above and beyond the tribal engagements I just described a moment ago. As we've mentioned before, a fiber management system is a key foundational piece to the ability to develop and construct a network of this kind. A commercial entity has been selected under the first of the RFP's issued for key software platforms. We've mentioned these in previous MMAC meetings, the first one being the fiber management system. It's expected that a purchase agreement for the FMS will soon be completed, and GoldenStateNet expect to then soon be populating the system with a specific route, mapping and related facilities, information and data. And all of this will bring the FMS environment to life in support of the entire MMBI program for network development - MMBI program for network development. Excuse me, I'm little dry in my throat here this morning. As I previously mentioned, the FMS system will be the first of what it will be a broader set of essential applications, such as an inventory management system, a customer relationship management system, a billing system, and the like, that will be used to both develop and operate this middle mile broadband network. And if we can go to the next slide, please, there's additional work that Golden State net has been engaged in, which is certainly worth mentioning here by brief update. We've provided CDT with a set of practices and policies to ensure the physical security of network facilities. Those are mainly around the huts where we have, as I said, approximately 183 of these around the State, and we will deploy state of the art electronics and network. Excuse me, a physical security technology for the protection of those facilities. We've been deeply engaged in operational and resource planning with CDT, involving the role of the networked Operation Center that will be the brain of the network for monitoring and communication purposes. If you will, run book, logging and usage. - all of these things play an important role in both network development construction as well as operation of the network once it becomes production capable. In addition to that, we have spent a great deal of time working

with CDT and Caltrans for the amendments. In the case of the interagency operating agreement, an Amendment that facilitates the construction processes and Administration, as well as an additional agreement. The right of way use agreement with each individual District that CDT will engage with dealing with important topics, such as encroachment onto the right-of-way for construction and maintenance purposes. We've also spent quite a bit of time over the last quarter, working on both the foundational go to market plan that I mentioned in our last meeting, adding refinements to that as well as the business plan which focuses on projected operating expenses as well as projected revenues. The first focus for the business plan, again, is for the initial 5 years of operation. But this model analysis will take it well beyond that, and over time project out numbers in the business model. Since over a 20 year period of time we of course, continue to work towards hiring additional staff for Golden State net in a variety of roles that will be necessary on our direct internal team as we move into the construction and execution phase of this program. Are there any questions I can answer from committee members?

**Jared Johnson:** Thank you, Mr. Naughtin and GSN Team. Do any of the committee members have questions or comments? Not seeing any hands raised. So next we are going to move on to our final update before we hear public comment today and that will be from Jonathan Lakritz of the Public Utilities Commission. Mr. Lakritz

## CPUC Update

**Jonathan Lakritz:** Thank you, acting Chair Johnson. Good morning, Committee members and members of the public. My name is Jonathan Lakritz, and I'm the program manager for the Broadband infrastructure branch in the California public Utilities Commissions, communication division. I'll be providing a brief update on a number of the CPUC's last mile broadband initiatives. This slide provides a summary of the Local Agency technical Assistance Grant program. At the end of last year, the CPUC awarded technical assistance grants to 69 applicants for a total of 30 million dollars. We launched the Technical Assistance Grant program in July 2022, and have received 111 applications, totaling 50.6 million dollars in funding requests. Program funds are available to reimburse eligible local entities and tribes for pre-construction. Last mile Broadband development costs including needs assessments and strategic plans will be seeking additional data funding, it will continue conducting additional outreach external outreach to any program applicants. More information may be found on the links and the slides. This slide provides a summary of the recently released priority areas for the Federal funding account. The Federal funding account provides up to 2 billion dollars in grants to eligible entities to construct last-mile projects to provide unserved Californians with affordable and reliable broadband service. The Federal funding account priority areas were optimized with a statewide model to the low-cost and high-cost unserved locations to create sustainable projects across the State. Programmatically the priority areas are predefined, assumed eligible areas where entities can apply for broadband infrastructure grants. However, applicants can add, modify, or propose new project areas in addition to any of the priority areas. The first drafts of these priority areas were created with the best granular broadband data available at the time. As a first draft, it will benefit from

on the ground information and updated data. A map of the priority areas is currently available on the CPUC's website including explanations and downloadable data. The map includes a comment or feedback function so you can comment on a priority area county, or the geography and we encourage everyone to provide comments that will help us make the best possible list of priority areas. This is a new analysis, and we want to be realistic that the first draft will not be perfect, and we want to hear from the public and communities with on the ground and updated information. In addition to obtaining valuable feedback on priority areas we intend to produce an applicant portal for potential applicants to develop and propose projects in the coming months. I like to add some additional context to the Federal funding too - as we know and confirmed by our models, the central funding account alone is not enough funding for the last mile needs. Other programs and funds are on the horizon, including the Bipartisan Infrastructure Law; Broadband Equity, Access and Deployment, or the program. If you have any questions about priority areas, please email [statewidebroadband@CPUC.gov](mailto:statewidebroadband@CPUC.gov). This slide provides a further update on the grant opportunities available through a number of California advanced services fund accounts. These Grants fund activities to support the last mile broadband initiative. The broadband adoption account provides grants to public entities and community-based organizations to promote digital literacy and broadband access. 74 projects were awarded a total of 5.9 million dollars in 2022. We recently closed another application cycle in early January and received 37 new broadband adoption grant applications requesting a total of 7.6 million dollars. Consortia grants help regional consortiums which are groups of public entities and community-based organizations to develop broadband projects and complete the grant application process. The 15 consortium applications filed in 2022 rewarded a total of 10.3 million dollars earlier this month. Another opportunity is that grants to public housing and low-income communities. They provide funds to build networks, offering free broadband services to residents of long-term communities. These communities include but are not limited to publicly supported housing developments and housing a mobile Home Park for low-income residents. In 2022, 19 projects were awarded 1.4 million dollars. In January 2023, we received 31 new public housing grant applications requested a total of 1.7 million dollars. We received applications for projects in 12 counties in Northern and Central California. This slide provides a snapshot of the CPUC's last mile broadband initiative. As previously discussed, we continue to encourage entities to apply for technical assistance and California Advanced Service fund grants as well as to explore the priority maps for the Federal funding account, and please provide us feedback. Additionally, the reserve fund will provide 750 million dollars in assistance to help ensure public entities and nonprofits and secure financing for broadband infrastructure projects. We anticipate a proposed decision on the low-losses, or fund rules in the first half of 2023. More information, and these grant opportunities are available on the public webpage links for which are on these slides. We can also respond to inquiries and provide contacts for each of the Grant programs to those who email [statewidebroadband@CPUC.gov](mailto:statewidebroadband@CPUC.gov). Thank you very much. And this concludes my presentation.

**Jared Johnson:** Thank you, Mr. Lakritz. Do any members have questions about the CPUC update? Supervisor?

**Luis Alejo:** Yeah, thank you. I think Mr. Lakritz has spoken at our last, he said, conference on some of the Grants, but I know, like the technical assistance grant of 50 million dollars. I think a lot of that has already been awarded, and so you can just give us an update. How much has been awarded, and how much is left, and will CPUC be asking for additional funding in the Governor's budget Proposal to augment money is available for others who haven't applied yet.

**Jonathan Lakritz:** Thank you. We've awarded 69. We have more than 69 grants for a total of 30 million dollars we do have. We've received, since we started the program in July, 111 applications totally 50.6 million. So, we have more applications than we have funding. We're working with the administration to obtain additional funding for the program and remain confident that we will do that. We appreciate and have greatly valued the feedback we've gotten from, and the local jurisdictions have already received the grants, and how helpful they are. So we are working to make sure that we are able to continue to provide that funding.

**Luis Alejo:** Thank you. Great. So those other 20, the 20 million that are still in in your coffers. Those will be awarded by the end of this fiscal year. And then hopefully that you would that the CPUC would get additional funds for the next fiscal year.

**Jonathan Lakritz:** Oh, we anticipate awarding those over the next several months and we anticipate being able to augment our funding within the current fiscal year. We'd like to be able to have it be a continuous process, so people can keep applying as they have their applications ready, and we can keep.

**Luis Alejo:** Exactly. That's what I wanted to hear. Thank you very much for that appreciate it.

**Jared Johnson:** Thank you. Any additional questions or comments? Not hearing any. So, we're going to be moving on to public comment.

## Public Comment

**Jared Johnson:** Mr. Przybyla will you please provide the public comment guidelines, and begin the public comment?

**Cole Przybyla:** Yes. In order to ensure everyone who wishes to make public comment has the opportunity to do so, we respectfully request one person per entity and 2 minutes per person. The order of public comment will be online public comment submissions prior to the meeting and zoom hands raised. Please use the raise hand feature on the lower toolbar and phone hands raised via Star 9 on your phone's dial pad. We have not received any comment submissions prior to our meeting. So, we'll start with public comments via Zoom. Please raise your hand, and I will help to unmute you.

**Cole Przybyla:** We have David Griffiths from Alpine County. You now can unmute.

**David Griffith, Alpine Co.:** Thank you to members of the Middle Mile Advisory Committee very much appreciate the work that you're doing, and the opportunity to address you. I have 2 quick questions as call mentioned at the beginning. I'm with Alpine County as a supervisor which is primarily the reason I'm here, but I'm also the Vice Chair of Golden State Connect authority. My first question is on the convenience. I think, that the - Mr. Adams was talking about with the tribes - I do want to make sure that the Washoe tribe of Nevada and California is included in that. Sometimes because they're a bi-state tribe, they get left out of things. They represent 25% of the population of Alpine County. And so, it's pretty important for them to make sure that they're part of the program. The second comment I've got is Mr. Naughtin mentioned reaching out to Consortia and local governments and I just wanted to reinforce that that would be very much appreciated. It's very important, and I hope that the reaching out the sooner the better. Thank you. Thank you very much for your time, and very much appreciate the work that you're all doing. Thank you.

**Cole Przybyla:** Thank you for your comment. We will now move on to Georgia. You can now speak

**Georgia Savage:** Great. Thank you so much. My name is Georgia Savage, and I work for Oakland and Undivided. Thank you for your continued engagement with the people of Oakland. For areas like Oakland, with limited access to affordable broadband, the State's historic investment and open access infrastructure is transformative. Over 10 Private ISP's have already expressed interest in leveraging this infrastructure, and we look forward to details about the terms of use. That being said, we come to you with a more urgent need. Today, as Director Amy Tong stated earlier in this meeting, coupling last mile investment with middle mile networks will be essential to achieving Broadband For All. Our coalition asks you today, what does it mean to be a priority area? The CPUC recently released a map of priority areas that dictate which areas will be eligible for the 2 billion dollars State last mile investment. If you pull up the CPUC's priority area map and zoom into Oakland, LA, San Diego, or any urban core. The places where 3 of every 4 disconnected Californians live, and you'll see something deeply troubling - urban areas are overlooked, while the wealthier and wider suburbs surrounding the urban core are listed as priority zones. This is a huge, missed opportunity to leverage the middle mile network, as, according to CPUC's own data, our neighborhoods have the highest concentration of unconnected individuals, present a thriving business case and would achieve equity goals by reversing long documented history of divestment, and predominantly by urban core. So, our ask today is that Middle Mile Commissioners on the call today work closely with the CPUC. To ensure that middle mile infrastructure is coordinated with the last mile investments to ensure they can be totally utilized for 37,000 disconnected Oakland households. Thank you.

**Cole Przybyla:** Thank you for your public comment. I will pause to allow for any more potential public comment.

**Cole Przybyla:** I did see a question that was in the Q&A feature, and I would love to extend the opportunity for Sarah House to address and ask her comment. Okay, not seeing any. Oh. Sarah.



**Sarah House:** Hi! Thank you for the opportunity. I see that there was a budget deferral specifically for the CPUC, and this was for broadband expansion, and the deferral is, according to the Governor's latest budget, 550 million dollars at the CPUC. At 750 million dollars for the loan lost over versus impact. And so, the question would be is, how and what are the specific grant funding that was planned, but would be deferred? What will there be like a list that was provided to the local agencies to understand what funding sources will be deferred to future years, and no longer available?

**Cole Przybyla:** Thank you for your public comment. And I believe we can have - ensure that the CPUC you can follow up with an answer to your question.

**Cole Przybyla:** In addition, during public comment we did receive one via email. So, I will read that out loud. This is from Maria. She's a city council member in Soledad. *"We are a city in southern South Monterey County that struggle with fast and dependable Internet. This year alone we have had our spectrum Internet go down for hours. One such Internet blackout just happened yesterday. This has impacted some small businesses who are forced to close their doors and send worker's home. It has also affected those who work from home and our students at all grade levels. So that is an underserved community. I'd like to ask that Soledad be prioritized in the first phases of this project. Thank you for your time and your commitment to provide the infrastructure needed for fast and reliable service to all"*

**Cole Przybyla:** Chief Director Johnson, I do not see any more public comment, and we'll send it back to you.

**Jared Johnson:** Thank you, Mr. Przybyla. Would any committee members like to make additional comments before we close the meeting? I'm not seeing any hands up at the moment, so we'll move on to conclude. We'd like to thank all of the committee member, presenters, and the public for attending today's meeting for their contributions. It's a very busy time of year for everyone and appreciate you taking the time out of your schedule to attend. As mentioned in the beginning of the meeting, we are moving to a quarterly MMAC schedule, and the next meeting will be held on April 21, 2023. With that we will adjourn the meeting. We look forward to seeing everybody in April.