

Middle-Mile Broadband Initiative

AB 102 (Ting, Chapter 38, Statutes of 2023) Section 220.
Item 7502-001-0001

SB 104 (Skinner, Chapter 189, Statutes of 2023) Section 79.
Item 7502-001-0001

SB 108 (Wiener, Chapter 35, Statutes of 2024) Section 232.
Item 7502-001-0001

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Executive Summary

California is developing the largest publicly owned Middle Mile Broadband Network (MMBN) in the nation. Pursuant to Senate Bill (SB) 156 (Committee on Budget and Fiscal Review, Chapter 112, Statutes of 2021) and SB 164 (Committee on Budget and Fiscal Review, Chapter 41, Statutes of 2024), this effort prioritizes reaching unserved and underserved communities, leverages public-private partnerships for cost-sharing, and targets the state's most marginalized communities. SB 164 also mandates that the California Department of Technology (CDT) prioritize the deployment of the Middle-Mile Broadband Initiative (MMBI) segments that connect to last-mile projects funded through the California Public Utilities Commission's (CPUC) Federal Funding Account (FFA), California Advanced Services Fund (CASF), and Broadband Equity, Access, and Deployment (BEAD) grant programs.

The MMBI program is bound by federal deadlines, requiring American Rescue Plan Act (ARPA) funds to be encumbered by December 2024, and liquidated by December 2026. Consequently, MMBI has committed to reaching the FFA grant application locations based on current funding and the best available information as of July 2024.

Key Events from February 2024 to July 2024:

Budget Act of 2024: Since 2021, CDT has received \$3.87 billion in federal and state resources to develop a statewide, open-access middle-mile broadband network. This funding is estimated to be sufficient for an approximately 8,000-mile network. An additional \$1.5 billion was requested in the 2024 budget to expand the network to approximately 10,000 miles, but this funding was not ultimately included in the final 2024 Budget Act. Importantly, the 2024 Budget package also included SB 164, which mandates that CDT prioritize network segments needed

to connect last mile projects funded from CPUC programs such as FFA, BEAD, and CASF. Of these, CPUC's FFA program is the only one with current open rounds.

Revised Map: CDT projects that the current \$3.87 billion funding should suffice to reach just over 100 FFA grant application locations or roughly 8,000 miles. The revised MMBI map was presented at the quarterly Middle-Mile Advisory Committee (MMAC) meeting in July 2024. The public MMBI website now features a map update log and an Interactive Network Map, allowing MMAC members and the public to track the latest status and changes.

Decision Criteria for the MMBN Map:

- **SB 156:** Prioritize unserved and underserved communities identified by CPUC.
- **Request For Innovative Ideas (RFI²):** Maximize miles per dollar output through Indefeasible Right of Way (IRU)/lease, joint build, and purchase partnerships.
- **National Telecommunications and Information Administration (NTIA) Grant Requirements:** Develop segments consistent with CDT's \$73 million NTIA grant award.
- **SB 164:** Prioritize reaching locations with an FFA, BEAD, or CASF last-mile project.

The approximate 8,000-mile map reaches the most disadvantaged communities based on CalEnviroScreen, which is a screening tool developed by the Office of Environmental Health Hazard Assessment of the California Environmental Protection Agency and is often used to inform policy decisions.

The MMBI network maintains a 27% urban to 73% rural/tribal ratio. CDT plans to use IRU/lease, joint-build, and purchase partnerships for an estimated approximately 7,300 miles of the network, optimizing cost-effectiveness by freeing up funding to

be used to build out the network in other areas of the state. Caltrans is expected to construct more than 775 miles of the network through standalone construction.

This report includes significant developments in the MMBI program, network development, financial activities, and responses to the metrics outlined in the 2023 Budget Act, as amended by Assembly Bill (AB) 102 and Senate Bill (SB) 104, and the 2023 Budget Act, as amended by SB 108. It highlights new partnerships, map updates, and changes in network miles on a county-by-county basis. Additionally, it provides an overview of the expenditures and encumbrances of federal and state funds. Finally, the report outlines the progress in establishing partnerships for future last-mile projects to connect to the MMBN, offering a comprehensive overview of the program's achievements and future direction.

Introduction

This report has been prepared pursuant to the semi-annual reporting requirements of the 2023 Budget Act as amended by Assembly Bill (AB) 102 (Ting, Chapter 38, Statutes of 2023) and SB 104 (Skinner, Chapter 189, Statutes of 2023), and the 2024 Budget Act as amended by SB 108 (Wiener, Chapter 35, Statutes of 2024) for CDT Middle Mile Broadband Initiative (MMBI) program. The purpose is to update the Joint Legislative Budget Committee, the Legislative Analyst's Office, and relevant fiscal and policy committees of the Legislature on at least nine key metrics for the first half of 2024.

We have categorized the requirements from the 2023 Budget Act as amended by AB 102 and SB 104, and the 2024 Budget Act as amended by SB 108 into two groups. The first category pertains to network development activities, such as new partnerships and map updates, covering the period from February 2024 to July 2024. This period leaves off from the activity updates reported in the March 2024 MMBI Legislative Report and includes the most recent significant updates on the MMBN development, many of which were finalized in late July.

The second category addresses financial activities, including expenditures and fund encumbrances, covering the period from December 2023 to June 2024. The March 2024 Annual MMBI Legislative Report focused on the expenses for the entire 2023 calendar year. To provide a more consistent and transparent view, the MMBI program is moving to an approach to capture encumbrances and expenses from the start of SB 156, which was July 2021 to December 2023, compared to June 2024. We also note that CDT is currently transitioning from Peoplesoft to the FI\$Cal accounting system, which is scheduled to be completed in Q1 of FY 24/25. As such, financial information is not available beyond June 2024.

For the AB 102, SB 104, and SB 108 reporting requirements, please refer to Appendix B.

Overview of Findings

The MMBI program has utilized joint builds, leases, and purchases where feasible to share construction costs. As a result of these partnerships, CDT anticipates securing a total of approximately 7,300 miles of network at an average cost of approximately \$300,000 per mile.

In the past six months, from February 2024 to July 2024, CDT has collaborated on additional lease and joint build partnerships for approximately 700 of the 7,300 miles, which are either signed or in the process of being signed. These strategic partnerships allow the State to share construction costs, enabling the deployment of the MMBN at an optimal cost.

In the following pages, you will find a table with a county-by-county breakdown of activities within lease, Caltrans construction, joint build, purchase, and partnerships. You will also find a list of all MMBI contracts with those partners by contract type as well as all the financial encumbrances and expenditures of the

MMBI funds. Finally, we will provide a status update on the last-mile programs and activities.

Network Development Activities (February 2024 – July 2024)

CDT plans to use a range of partnerships for the MMBI network to reach all the just over 100 FFA grant application locations that plan to utilize the MMBI network. CDT's early work with Caltrans and its RFI² solicitations have allowed the program to maximize the reach of the MMBI network within existing funding:

- **IRU/lease:** IRUs are long-term, capitalized leases of existing infrastructure from industry partners. IRUs are commonly used in the industry to secure ownership for a set period. These IRUs, which are qualified uses of ARPA funding, typically last 20 years, with extensions potentially giving CDT effective ownership for 40 to 120 years. Because IRUs involve existing infrastructure, some segments may offer service up to a year ahead of schedule.
- **Joint Build:** Joint build agreements permit CDT to share construction costs with industry partners by combining the MMBI project with the partner's project. In the end, the state will own its infrastructure.
- **Purchase:** CDT has purchased over 400 miles of existing network from a provider.
- **Standalone Caltrans Construction:** The state highway system is approximately 15,000 miles long. Caltrans, owning this right of way and having experience with broadband projects, has five regional construction contracts with private firms to build more than 775 miles of the network and install approximately 130 repeater huts which are needed every 50 miles to house electronics.

Changes to network miles include several major drivers:

- **2024 Budget:** The primary driver for revisions to the number of miles is the 2024 Budget Act. As noted, the 2024 Budget Act included statutory requirements prioritizing network segments for last mile projects funded by CPUC programs, such as FFA, BEAD, and CASF. CDT's current resources for the MMBI are expected to be sufficient to develop a statewide network that reaches all the FFA grant projects that plan to connect to the MMBN. As such, the total miles that can be developed within existing funding is estimated to be approximately 8,000 miles; a reduction of approximately 2,500 miles.
- **RFI² Partnerships New/Amended (IRU/Lease; Joint Build; Purchase):** Revisions to existing partnership contracts and CDT's second RFI² solicitation, the final agreements from which are currently being finalized, are expected to provide an additional approximately 700 miles of solutions for the network. As of February 2024, CDT had signed IRU/lease, joint-build, and purchase agreements for more than 6,500 miles of the network.
- **Geographic Information System (GIS) Data Reconciliation:** While CDT has developed an MMBI network map reflecting approximately 8,000 miles, CDT's GIS team continues to refine the number of miles by analyzing mapping data and route details. These refinements are minor and do not affect the overall network coverage. Small adjustments to the mileage occur due to necessary route changes prompted by right-of-way issues, permitting and environmental concerns, or hub placements. Routes may also be adjusted to accommodate partner meeting points or to reduce costs. Additionally, as partners complete their work, they report the actual number of miles installed, which the GIS team updates. The actual mileage may differ slightly from the contracted mileage due to factors like the curvature of the Earth or other technical reasons.

Occasionally, updates are made to address minor data entry errors. All route adjustments are reflected in the GIS system.

Total California MMBI Miles

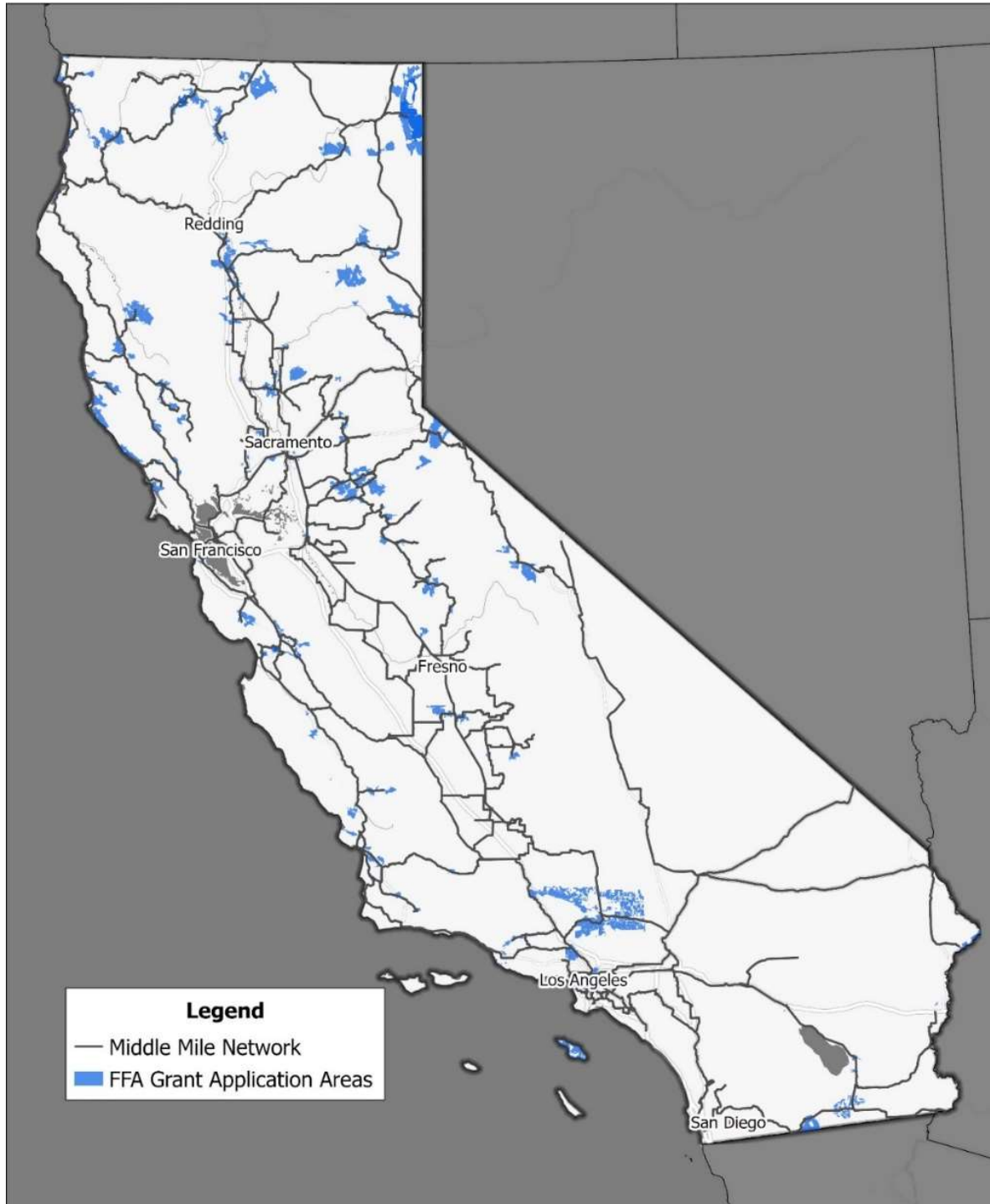
The following table compares two data points from February 2024 and July 2024 for total miles of lease, Caltrans construction, joint-build, and purchase partnerships for the MMBI.

In February 2024, the MMBI had approximately 3,500 miles of leased network, 2,600 miles of joint-build partnerships, 450 miles of purchases, and anticipated approximately 4,000 miles of Caltrans construction, totaling roughly 10,500 network miles, if additional funding were to be available. As of July 2024, the MMBN is projected to include approximately 3,700 miles of leases, 775 miles of Caltrans construction, 3,100 miles of joint-build partnerships, and over 400 miles of purchases, resulting in a total network of about 8,000 miles. Between February and July 2024, about 200 miles of Caltrans construction were shifted to lease opportunities, and approximately 500 miles of Caltrans construction were shifted to joint-build partnerships. Additionally, approximately 2,500 miles of Caltrans construction were removed from the MMBI network due to the 2024 Budget Act. The remaining adjustments were due to GIS data reconciliation activities. Overall, the total difference in network miles between February and July 2024 is approximately 2,500 miles.

Date	Lease	Caltrans	Joint Build	Purchase	Total
Feb 2024	3,485	4,031	2,615	435	10,566
Jul 2024	3,719	777	3,124	424	8,044
Change	+234	-3,254	+509	-11	-2,522

Total California MMBI Network Map

The map below shows the approximately 8,000 miles of MMBI (in solid black lines) reaching all the just over 100 FFA grant application service areas (in blue clusters).



Total Miles by County and Acquisition Method

The MMBI has effectively utilized various acquisition methods such as joint builds, leases, purchases, and Caltrans construction to optimize the network deployment. The following table provides the total number of middle-mile broadband miles leased or to be leased, constructed or to be constructed as standalone projects by Caltrans, jointly built or to be jointly built, and purchased or to be purchased for all 58 counties as of July 2024 (Metrics a, b, c, and d of AB 102, SB 104, and SB 108).

For additional details, please refer to Appendix A.

County	Lease Metric a	Caltrans Metric b	Joint Build Metric c	Purchase Metric d	Total
Alameda	54	20	30	0	104
Alpine	41	3	0	0	44
Amador	107	0	0	0	107
Butte	84	23	0	0	107
Calaveras	99	5	0	0	104
Colusa	3	0	41	0	44
Contra Costa	13	15	66	0	94
Del Norte	30	36	0	0	66
El Dorado	50	48	15	0	113

County	Lease Metric a	Caltrans Metric b	Joint Build Metric c	Purchase Metric d	Total
Fresno	229	26	37	0	292
Glenn	11	4	34	0	49
Humboldt	74	36	134	0	244
Imperial	58	0	169	0	227
Inyo	0	0	0	147	147
Kern	302	0	113	32	447
Kings	90	0	28	0	118
Lake	0	6	80	0	86
Lassen	26	4	169	0	199
Los Angeles	106	18	294	0	418
Madera	64	0	28	0	92
Marin	0	10	28	0	38
Mariposa	59	32	0	0	91
Mendocino	0	149	105	0	254
Merced	94	0	44	0	138
Modoc	110	0	61	0	171
Mono	8	0	0	176	184

County	Lease Metric a	Caltrans Metric b	Joint Build Metric c	Purchase Metric d	Total
Monterey	152	0	0	0	152
Napa	12	0	6	0	18
Nevada	46	8	22	0	76
Orange	0	15	75	0	90
Placer	23	18	77	0	118
Plumas	0	38	19	0	57
Riverside	148	1	87	0	236
Sacramento	35	5	127	0	167
San Benito	88	0	0	0	88
San Bernardino	18	1	492	69	580
San Diego	0	42	147	0	189
San Francisco	16	3	0	0	19
San Joaquin	113	0	43	0	156
San Luis Obispo	132	0	17	0	149
San Mateo	34	0	0	0	34
Santa Barbara	189	0	0	0	189
Santa Clara	83	20	19	0	122

County	Lease Metric a	Caltrans Metric b	Joint Build Metric c	Purchase Metric d	Total
Santa Cruz	5	3	0	0	8
Shasta	131	0	16	0	147
Sierra	0	29	3	0	32
Siskiyou	81	44	158	0	283
Solano	18	0	44	0	62
Sonoma	0	70	56	0	126
Stanislaus	89	0	25	0	114
Sutter	67	0	0	0	67
Tehama	29	0	106	0	135
Trinity	74	0	0	0	74
Tulare	232	0	22	0	254
Tuolumne	39	44	0	0	83
Ventura	65	0	34	0	99
Yolo	41	1	53	0	95
Yuba	47	0	0	0	47
Total MMBI Miles	3,719	777	3,124	424	8,044

MMBI Contracts by Partner & Acquisition Method

The table below outlines all contracts executed, or anticipated to be executed, by CDT, categorized by the following network acquisition methods: leases, standalone Caltrans construction, joint-build, and purchases (Metric e of AB 102, SB 104, and SB 108).

As of July 2024, CDT has executed contracts covering approximately 8,000 miles of network infrastructure. This total includes about 3,700 miles acquired through lease partnerships with Boldyn Networks, Central Valley Independent Network (CVIN), Lumen, Trans Pacific Networks (TPN)/ Digital 299, and Yurok Telecommunications Corporation (YTel). Additionally, approximately 775 miles are the result of standalone construction anticipated from Caltrans, and approximately 420 miles were purchased from Digital 395. The remaining 3,100 miles were developed through joint-build partnerships between CDT and Arcadian Infracom, Dig Smart, Hoopa Valley, Lumen, Siskiyou Telephone Company (SiskiyouTel), Vero Networks, and Zayo Group. CDT anticipates finalizing approximately 660 additional miles of partnerships by the end of 2024.

Partner	Type	Miles
Arcadian Infracom	Joint Build	1001 ¹
Boldyn Networks	Lease	81
Caltrans	Caltrans Construction	777
Caltrans (SR 67 Dig Smart)	Joint Build	18
Central Valley Independent Network (CVIN)	Lease	2548 ²
Digital 395	Purchase	424

¹ July 2024 MMAC presented Arcadian at 1,006 miles. There has been a -5 mile adjustment since then.

² July 2024 MMAC presented CVIN at 2,522 miles. There has been a +26 mile adjustment since then.

Hoopla Valley Public Utilities District	Joint Build	23
Lumen (Joint Build)	Joint Build	1196 ³
Lumen (Lease)	Lease	709
Siskiyou Telephone Company	Joint Build	165
Trans Pacific Networks (TPN)/Digital 299	Lease	173 ⁴
Vero Networks	Joint Build	24
Yurok Telecommunications (YTel)	Lease	47
Zayo Group	Joint Build	195 ⁵
Anticipated Partnerships (Not Yet Executed)	Various	663
Total Contract Miles		8,044

Contract Activities (February 2024 – July 2024)

Government-to-government partnerships remain a program focus, leveraging existing broadband projects with local municipalities and tribal nations and aligning last-mile components with middle-mile infrastructure. CDT signed a new lease agreement with YTel (July 2024), a government-to-government partnership covering a 47-mile span in Northern California from Orick to Crescent City. Over the next six months, CDT anticipates additional government-to-government partnerships with other tribal entities and local municipalities and approximately 500 miles in joint build and lease agreements from the second round of RFI² solicitation. This round will cover spans in various counties, including Lake, Tehama, Lassen, Santa Barbara, Imperial, San Bernardino, San Diego, Ventura, and Los Angeles.

³ July 2024 MMAC presented Lumen (JB) at 1,186 miles. There has been a +10 mile adjustment since then.

⁴ July 2024 MMAC presented TPN/D299 at 172 miles. There has been a +1-mile adjustment since then.

⁵ July 2024 MMAC presented Zayo at 193 miles. There has been a +2 mile adjustment since then.

By the end of the calendar year, CDT expects to finalize several more agreements for approximately 660 miles of the MMBI network across the state, potentially offering faster connections and significant cost savings. Currently, the state is negotiating with five additional tribal communities, the City of Ventura, the City of Los Angeles, and the City of Fort Bragg, with agreements expected in the coming months. As mentioned earlier, CDT has maximized the mile-per-dollar output through partnerships such as these to reach all FFA grant application locations within existing funding. The average cost per mile by partnership type as of July 2024 is as follows:

Cost Components		Revised Plan for \$3.87 Billion Base Budget		
		Miles (#)	Total Cost	Avg. Cost/Mile
RFI ² Miles	IRU/Lease	3,719	\$1,042M	\$280K
	Joint-Build	3,124	\$1,149M	\$368K
	Purchase	424	\$31M	\$73K
	RFI² Total	7,267	\$2,221M	\$306K
Caltrans Miles		777	\$684M	\$880K
Materials, Admin, Contingency		N/A	\$968M	N/A
MMBI Total		8,044	\$3,873M	\$481K

Financial Activities (December 2023 – June 2024)

California received over \$43 billion in combined recovery funds from ARPA to mitigate the impacts of the COVID-19 pandemic, including \$27 billion in state fiscal recovery funds. The United States Treasury rules for ARPA funding specify that funds may be used to respond to the public health emergency or its negative

economic impacts, replace lost revenue, and make necessary investments in water, sewer, or broadband infrastructure.

California's framework for the \$27 billion State-Local Fiscal Recovery Fund (SFRF) was developed to help California build back a stronger, more equitable economy and address the disproportionate negative economic impacts of COVID-19 on low-wage sectors. States were able to prioritize the use of ARPA funding.

The Administration partnered with the Legislature to prioritize broadband access with a portion of California's share of ARPA funding. The 2021 Budget Act initially appropriated \$3.25 billion for the MMBI. Through subsequent Budget Actions, \$3.873 billion in funding has been appropriated to CDT for the MMBI. Of this, \$2.4 billion is from ARPA funding, \$1.4 billion is from the General Fund, and \$73 million is from middle-mile grant funding awarded by the NTIA.

The following table will provide a year-by-year overview of the budgetary activities for MMBI. These activities have provided the necessary resources for the development and deployment of California's MMBN, supporting the State's goal to build a robust and equitable digital infrastructure:

- The 2021 Budget Act appropriated \$3.25 billion in SFRF from ARPA to CDT for MMBI.
- The 2022 Budget Act provided authority to swap approximately \$887 million of General Fund from ARPA funding and created budgetary authority to use any federal funds received.
- In 2023, CDT was awarded \$73 million in NTIA Enabling Middle Mile Broadband Infrastructure grant funding.

- The 2023 Budget Act appropriated an additional \$300 million from the General Fund for MMBI.
- The 2024 Budget Act appropriated an additional \$250 million from the General Fund for MMBI.

Source	2021	2022	2023	2024	Total
ARPA/SFRF	\$ 3.250B	\$(0.887B)	\$ -	\$ -	\$ 2.363B
General Fund	\$ -	\$ 0.887B	\$ 0.300B	\$ 0.250B	\$ 1.437B
NTIA	\$ -	\$ -	\$ 0.073B	\$ -	\$ 0.073B
Total	\$ 3.250B	\$ -	\$ 0.373B	\$0.250B	\$ 3.873B

The following rules apply to the funding California has appropriated for MMBI:

- US Treasury Rules for ARPA Funding: ARPA funding must be under contract by December 2024 and spent or liquidated by December 2026.
- State Funds Appropriated from the General Fund: These funds must be under contract by December 2026 and spent or liquidated by December 2028.
- NTIA Grant Funds: These funds were received pursuant to a grant application and are designated for specific segments of the network that CDT committed to in its application. The \$73 million NTIA grant includes a \$118 million match from the General Fund appropriated for the MMBI project. NTIA is currently reviewing CDT's 6-month expenditure plan. Once approved, CDT expects to complete its first partial drawdown of NTIA funds before the end of the 2024 calendar year.

In 2021, the Federal Government passed the Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58), which allowed funds for the MMBN. The NTIA awarded \$73 million for the MMBN through a grant application process. These funds are designated for specific network segments that CDT committed to in its grant application and must be spent or liquidated by December 2026. The 2023 Budget Act, as amended by SB 104 (Skinner, Chapter 189, Statutes of 2023), gave MMBI the authority to spend \$73 million of NTIA funds.

Given the federal deadlines, CDT prioritized using ARPA funding first in developing the network. All ARPA funding is under contract, with almost all allocated to the partnership agreements signed by September 2023, 15 months ahead of schedule. The remaining ARPA funds were used for Caltrans preconstruction and construction costs and to purchase the electronics needed along the network to eventually transmit the broadband signals. Currently, the expended amounts are less than the encumbered amount. MMBI is on track to fully expend the encumbered ARPA funds by December 2026.

CDT has used General Fund resources primarily for Caltrans construction as well as joint build and lease partnerships to reach FFA grant application locations. The NTIA grant funds are earmarked for specific network segments that CDT committed to in its grant application, ensuring compliance with the grant's stipulations and deadlines.

SFRF Federal Funding: Encumbered & Expended

Between December 2023, and June 2024, CDT has encumbered an additional \$1.2 million and expended an additional \$154.6 million from SFRF. The table below includes encumbrances and expenses from the start of SB 156, which was July 2021 to December 2023, compared to June 2024 (Metric f of AB 102, SB 104, and SB 108).

Date	Encumbered	Expended
12/31/2023	\$2,361,356,827	\$949,236,197
06/30/2024	\$2,362,565,083	\$1,103,856,540
Difference	\$1,208,256	\$154,620,343

NTIA Federal Funding: Encumbered & Expended

In 2023, CDT was awarded \$73 million in NTIA Enabling Middle Mile grant funding. As previously noted, NTIA is currently reviewing CDT's six-month expenditure plan. Once approved, CDT expects to complete its first partial drawdown of NTIA funds by the end of calendar year 2024. Although CDT was awarded \$73 million, CDT will not receive the funds from the NTIA grant until the six-month expenditure plan is approved. As such, no funds have been encumbered or expended as of July 2024 (Metric g of AB 102, SB 104, and SB 108).

General Fund: Encumbered & Expended

Between December 2023 and June 2024, CDT has encumbered an additional \$376.4 million and expended an additional \$177.2 million from the General Fund. The table below presents the total encumbrances and expenditures of General Fund resources from the inception of SB 156 in July 2021 through December 2023, compared to the data as of June 2024 (Metric h of AB 102, SB 104, and SB 108).

Date	Encumbered	Expended
12/31/2023	\$504,131,606	\$26,919,118
06/30/2024	\$880,503,719	\$204,164,063
Difference	\$376,372,113	\$177,244,945

Middle Mile Network Services: Connection Status

CDT is still in the preconstruction (planning, designing, and permitting) and installation phases of the MMBN. Therefore, no customers or projects have been connected to broadband service using the network. This section of the report will provide the status of Last-Mile Customers and Projects Connected to Broadband Service Using Middle Mile Network Services (Metric i of SB 104 and SB 108).

Market Research of Last-Mile Customers and Projects

CDT is conducting a customer outreach effort to engage with last-mile entities anticipated to benefit most from the MMBI. This effort is distinct from the Market Sounding effort conducted earlier this year, which focused on assessing the best operational approach for the network and led to the Operations Third-Party Administrator (Ops TPA) procurement currently underway. SB 156 requires a third-party administrator to provide ongoing operational services for the MMBI network.

The objective of this customer outreach is to:

- Understand how stakeholders intend to use the MMBI.
- Confirm and solicit feedback on the range of services that would best meet community needs.
- Establish a communication channel to ensure continuous feedback loops.

A central component of this effort is a customer survey distributed to potential last-mile users, including local governments, tribal nations, internet service providers, and anchor institutions. A wide variety of city, county, regional, state, and federal organizations, such as the California Highway Patrol, would fall under the umbrella of “anchor institutions.”

Conclusion

This report highlights the substantial progress made by CDT's MMBI in response to the reporting requirements of AB 102 (2023), SB 104 (2023), and SB 108 (2024). Over the past six months, significant developments have been achieved in network development, including new partnerships, route refinements, and strategic financial management. The MMBI has effectively utilized joint builds, leases, purchases, and Caltrans construction to optimize the network deployment, reaching approximately 8,000 miles at an average cost of approximately

\$480,000 per mile. This achievement underscores the success of leveraging partnerships to maximize the mile-per-dollar output and extend the network's reach to all FFA grant locations with existing funding.

The financial activities outlined in this report demonstrate a strategic approach to resource allocation, focusing on meeting federal and state funding deadlines. CDT has ensured that ARPA funds are fully encumbered and utilized effectively while also planning the expenditure of General Fund resources and NTIA grant funds to support specific network segments. This meticulous financial planning has been crucial in maintaining the momentum of the MMBI and ensuring the network's development stays on track.

The report also underscores the importance of government-to-government partnerships, particularly with tribal entities and local municipalities. These collaborations have been instrumental in expanding the network's reach and aligning middle-mile infrastructure with last-mile components. The recent lease agreement with YTel and ongoing negotiations with additional tribal entities and local governments highlight the CDT's commitment to fostering inclusive and equitable broadband access across California.

Looking ahead, CDT remains focused on completing the preconstruction and installation phases, conducting market research, and engaging with last-mile customers. The ongoing customer outreach efforts aim to gather valuable feedback from stakeholders, ensuring that the MMBI network meets community needs and provides reliable, sustainable broadband services. As the program progresses, continued transparency, strategic planning, and stakeholder engagement will be essential in achieving the goal of building the largest publicly owned MMBN in the nation.

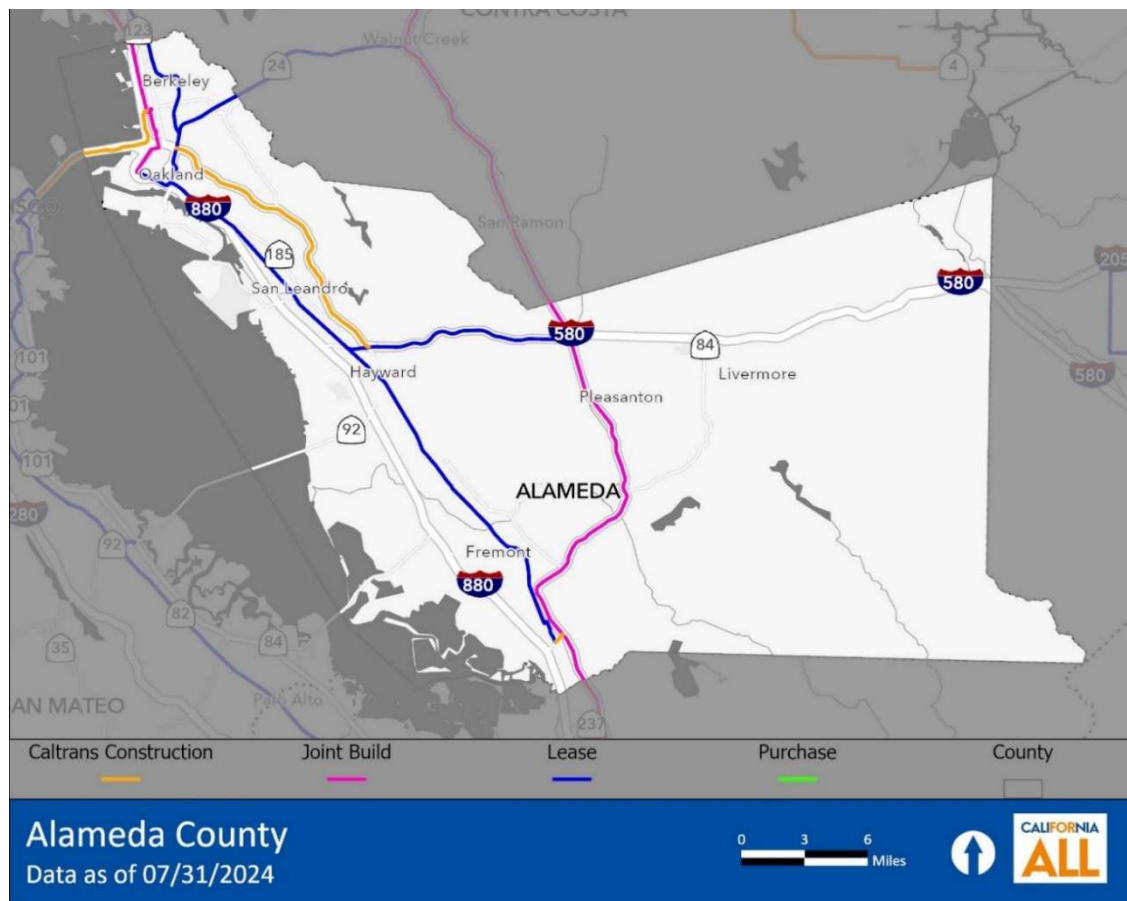
Appendix A

The following tables, presented in alphabetical order by county, are accompanied by maps and display the total miles in each partnership category: lease, Caltrans construction, joint build, and purchase. The tables provide data points for July 2024 and February 2024, illustrating each partnership category's net change in miles. Additionally, detailed explanations are provided to account for these changes, new partnerships, and GIS data reconciliation.

GIS Data Reconciliation: CDT's GIS team continues to refine the number of miles by analyzing mapping data and route details. These refinements are minor and do not affect the overall network coverage. Small adjustments to the mileage occur due to necessary route changes prompted by right-of-way issues, permitting and environmental concerns, or hub placements. Routes may also be adjusted to accommodate partner meeting points or to reduce costs. Additionally, as partners complete their work, they report the actual number of miles installed, which the GIS team updates. The actual mileage may differ slightly from the contracted mileage due to factors like the curvature of the Earth or other technical reasons. Occasionally, updates are made to address minor data errors. All route adjustments are reflected in the GIS system.

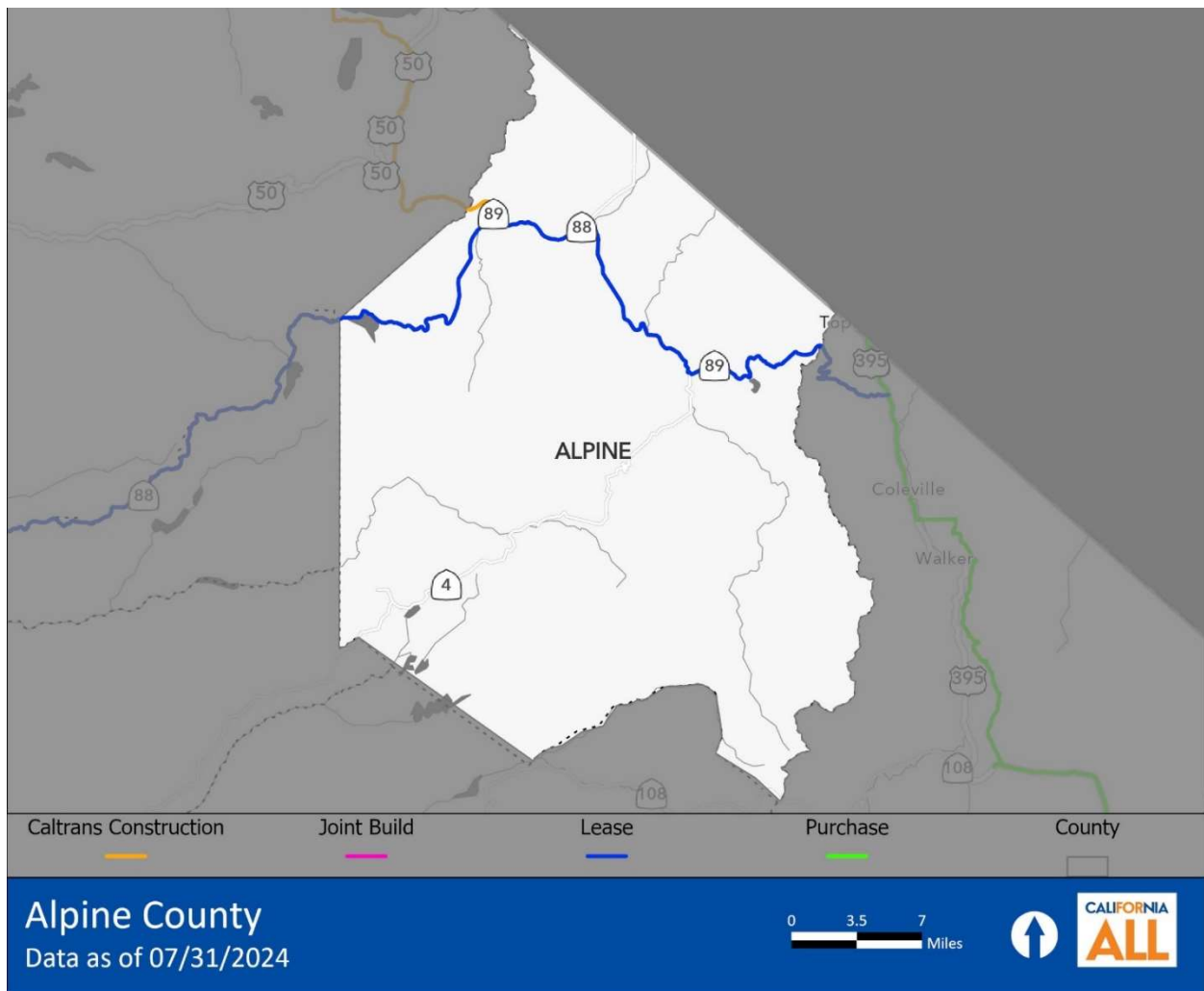
Alameda County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	54	80	28	0	162	Approx. 58 Caltrans construction miles were removed due to limited funding. Based on GIS data reconciliation activities, an additional 2 Caltrans construction miles were reduced, and 2 miles were added to joint build.
Jul 2024	54	20	30	0	104	
Change	0	-60	+2	0	-58	



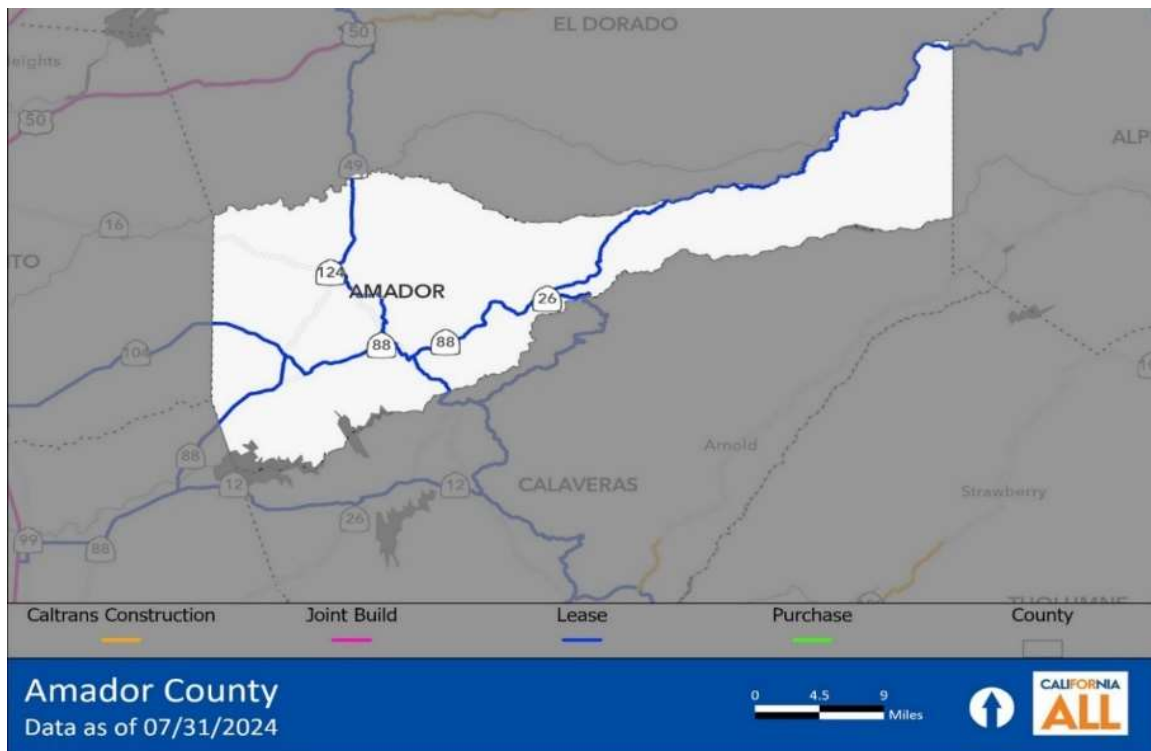
Alpine County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	41	3	0	0	44	No Change
Jul 2024	41	3	0	0	44	
Change	0	0	0	0	0	



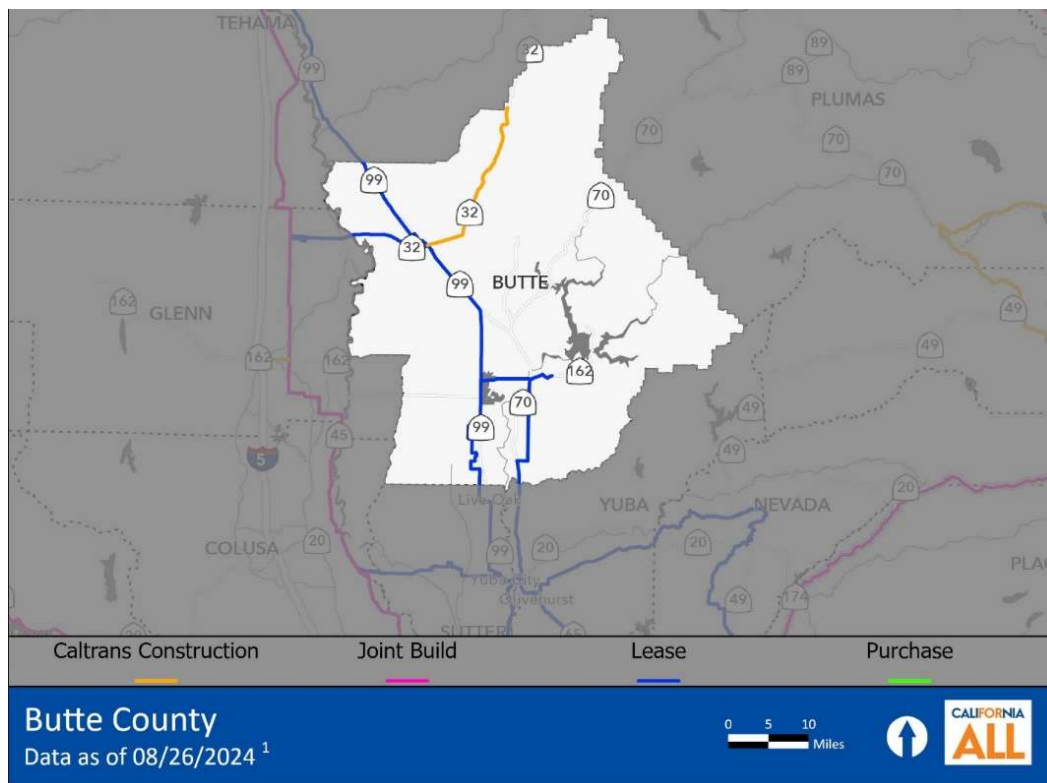
Amador County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	106	1	0	0	107	Based on GIS data reconciliation activities, in the Spring of 2024, approx. 1 mile was added to the existing 1 mile of Caltrans construction. Subsequently, ~2 Caltrans construction miles were removed due to limited funding. The remaining 1 mile was added to a lease opportunity based on GIS data reconciliation activities.
Jul 2024	107	0	0	0	107	
Change	+1	-1	0	0	0	



Butte County

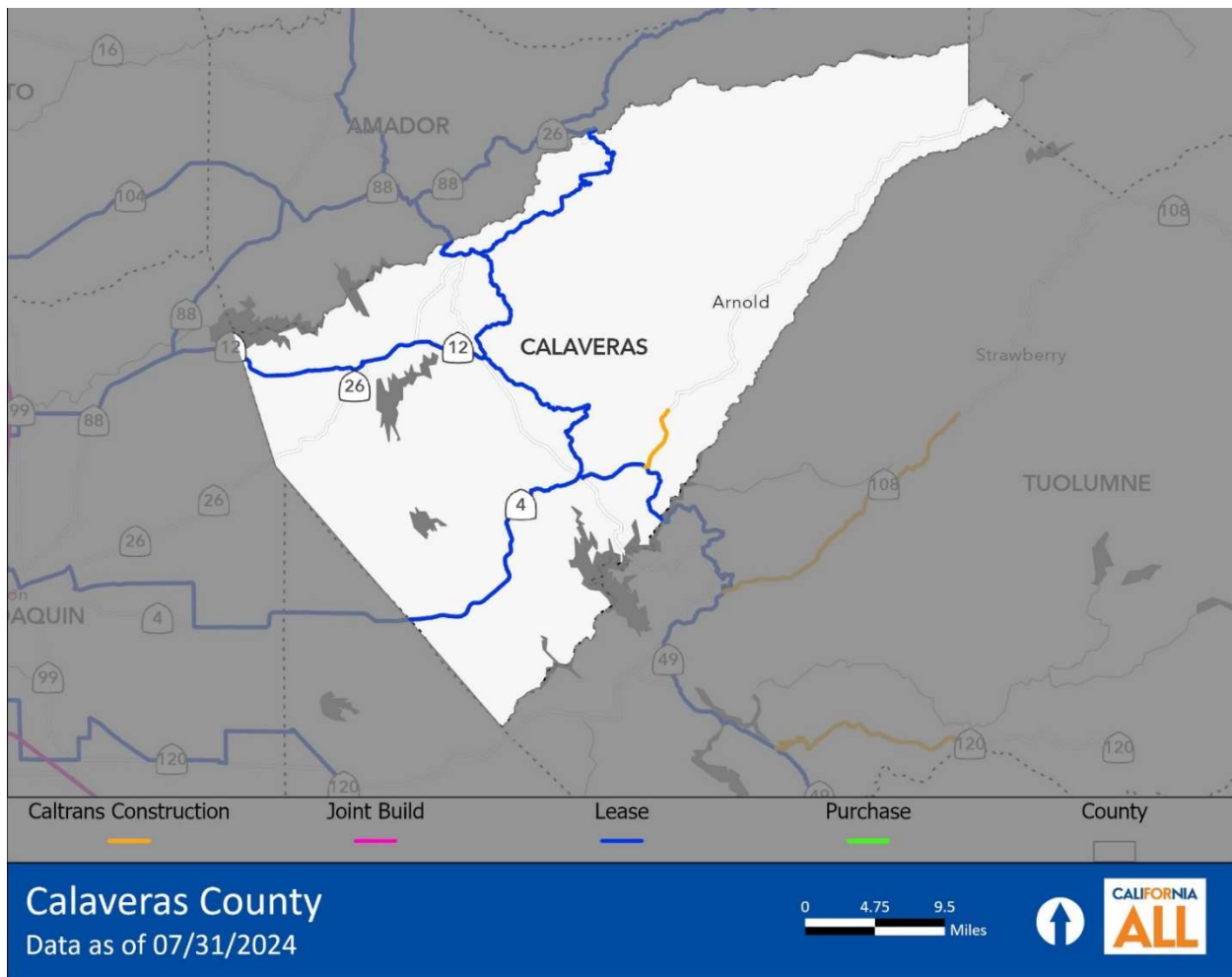
Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	77	78	0	0	155	Approx. 55 Caltrans construction miles were removed due to limited funding. Based on GIS data reconciliation activities, lease miles increased by 7 miles.
Jul 2024 ¹	84	23	0	0	107	
Change	+7	-55	0	0	-48	



¹Includes additional FFA grant connections added in August.

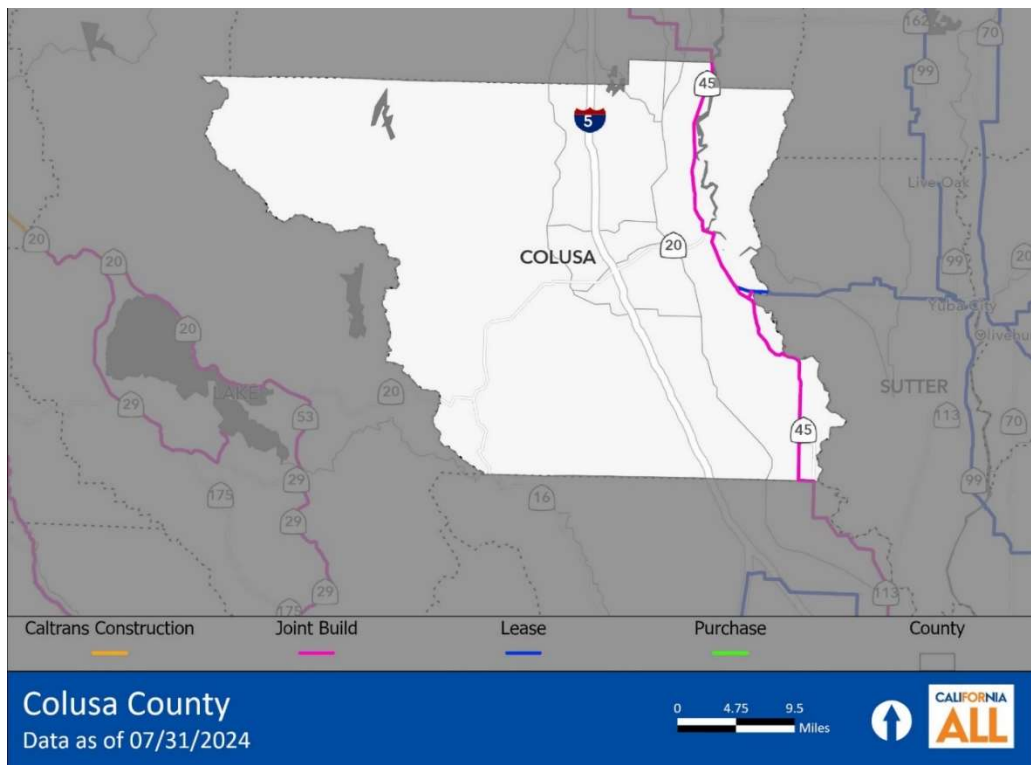
Calaveras County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	100	25	0	0	125	Approx. 20 Caltrans construction miles were removed due to limited funding. The remaining 1 mile was reduced from lease based on GIS data reconciliation activities.
Jul 2024	99	5	0	0	104	
Change	-1	-20	0	0	-21	



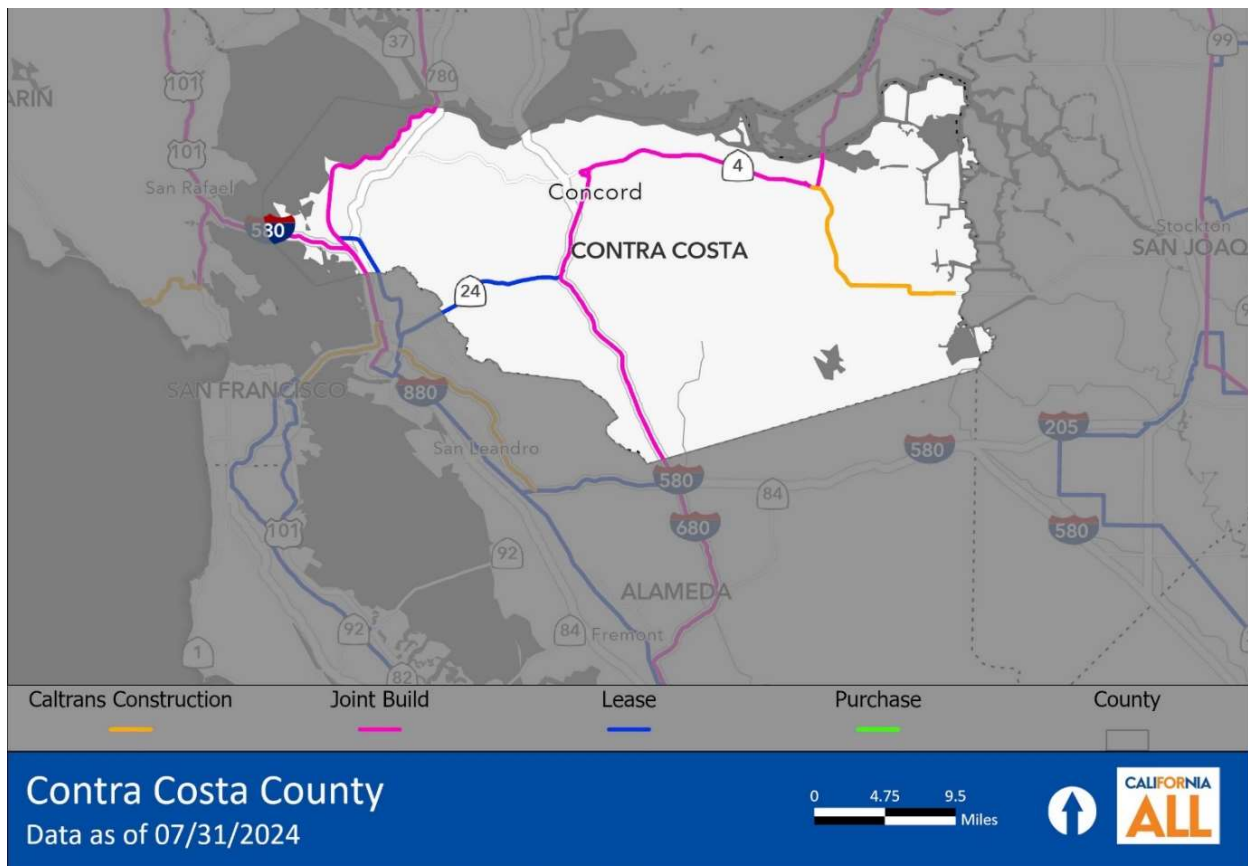
Colusa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	3	19	41	0	63	Based on GIS data reconciliation activities, in the Spring of 2024, approximately 1 mile was added to the existing ~19 mile of Caltrans construction. Subsequently, ~20 Caltrans construction miles were removed due to limited funding.
Jul 2024	3	0	41	0	44	
Change	0	-19	0	0	-19	



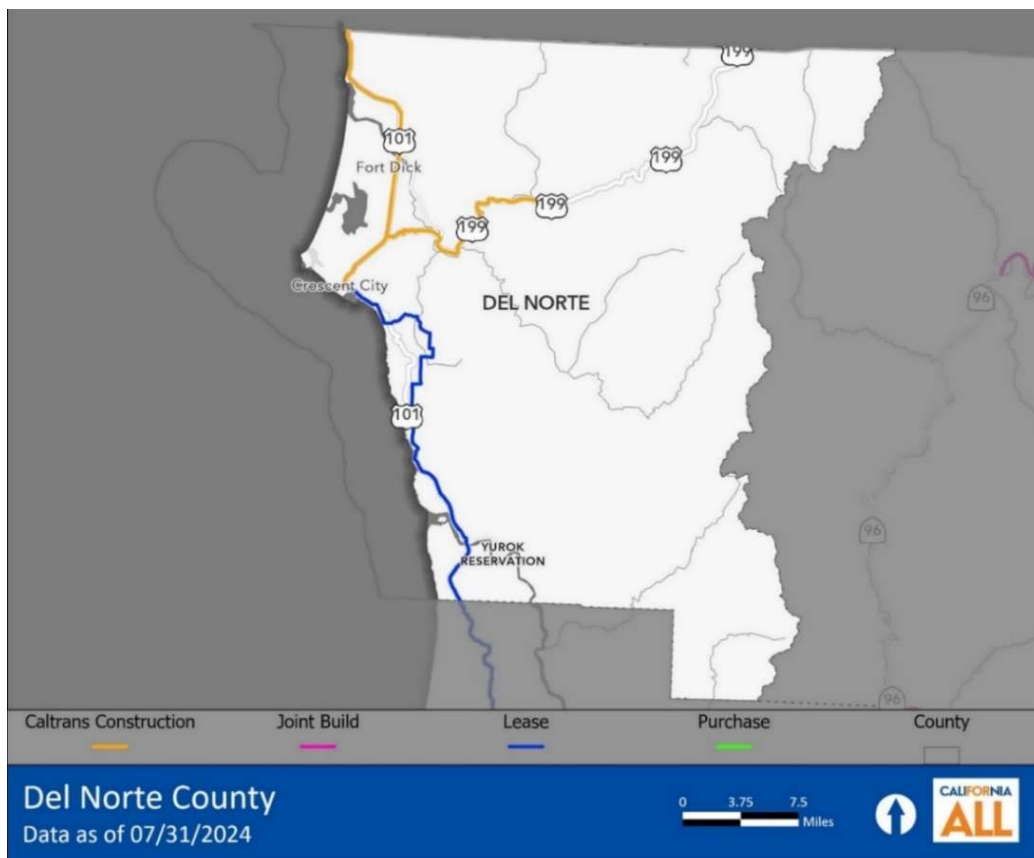
Contra Costa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	13	23	66	0	102	Approx. 7 Caltrans construction miles were removed due to limited funding. An additional 1 mile reduction is based on GIS data reconciliation.
Jul 2024	13	15	66	0	94	
Change	0	-8	0	0	-8	



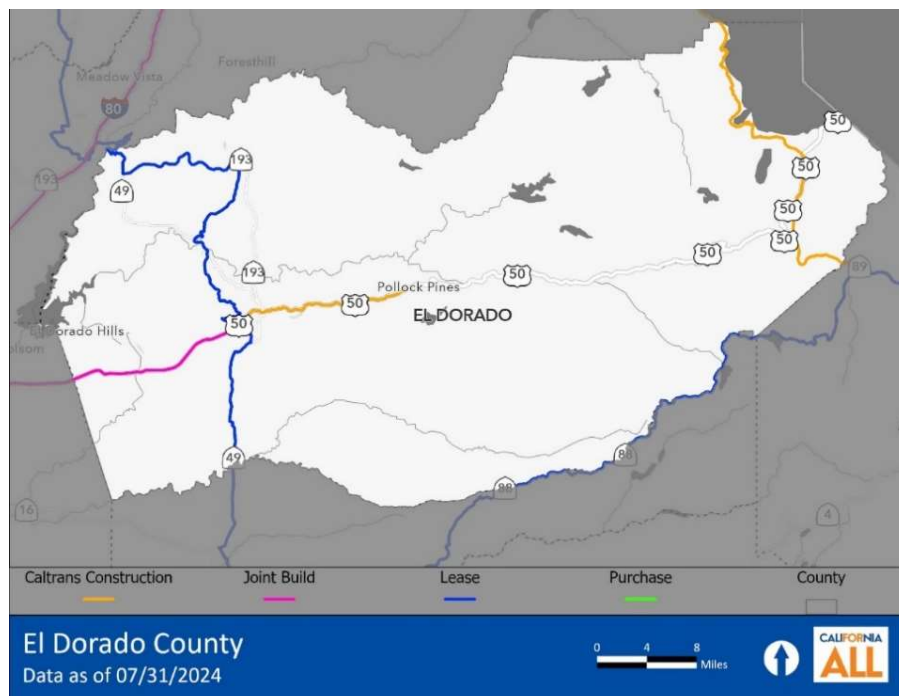
Del Norte County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	82	0	0	82	Approx. 30 Caltrans construction miles were moved to a lease opportunity. Approx. 20 miles were reduced due to limited funding. Approx. 4 miles were added back to Caltrans construction after GIS data reconciliation.
Jul 2024	30	36	0	0	66	
Change	+30	-46	0	0	-16	



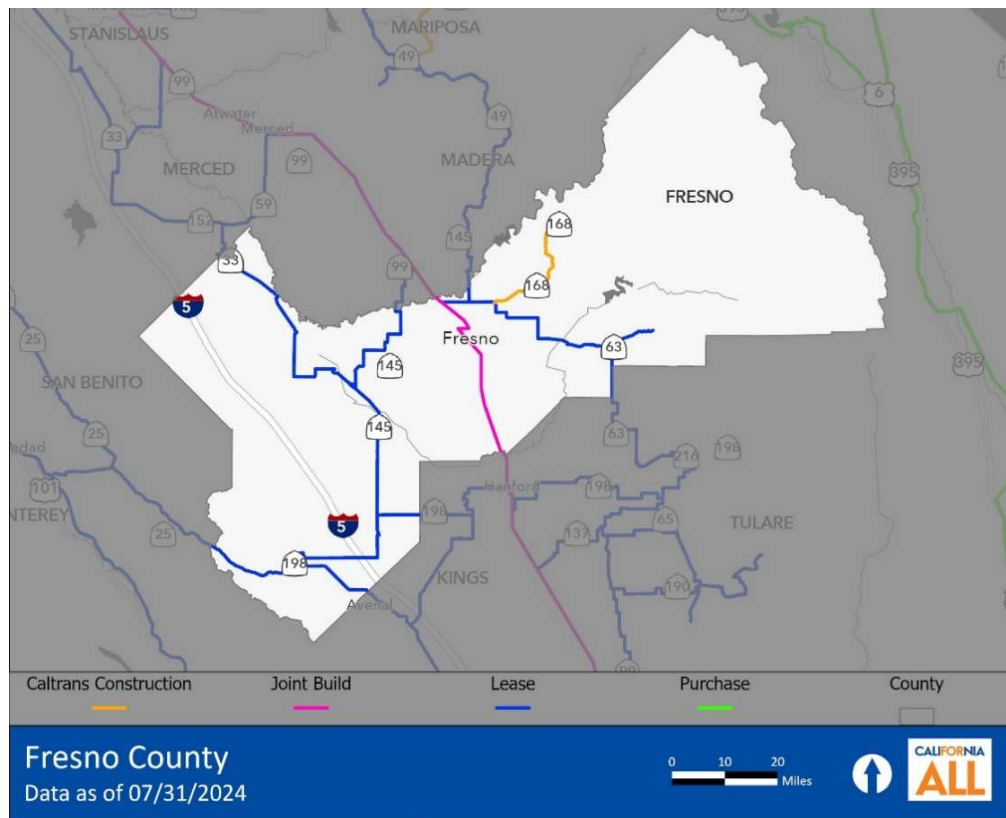
El Dorado County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	51	49	17	0	117	Approx. 2 Caltrans construction miles were Removed due to limited funding. Based on GIS data reconciliation activities, ~ 1 mile was reduced from lease, ~1 mile was added to Caltrans construction, and ~2 miles were reduced from joint build.
Jul 2024	50	48	15	0	113	
Change	-1	-1	-2	0	-4	



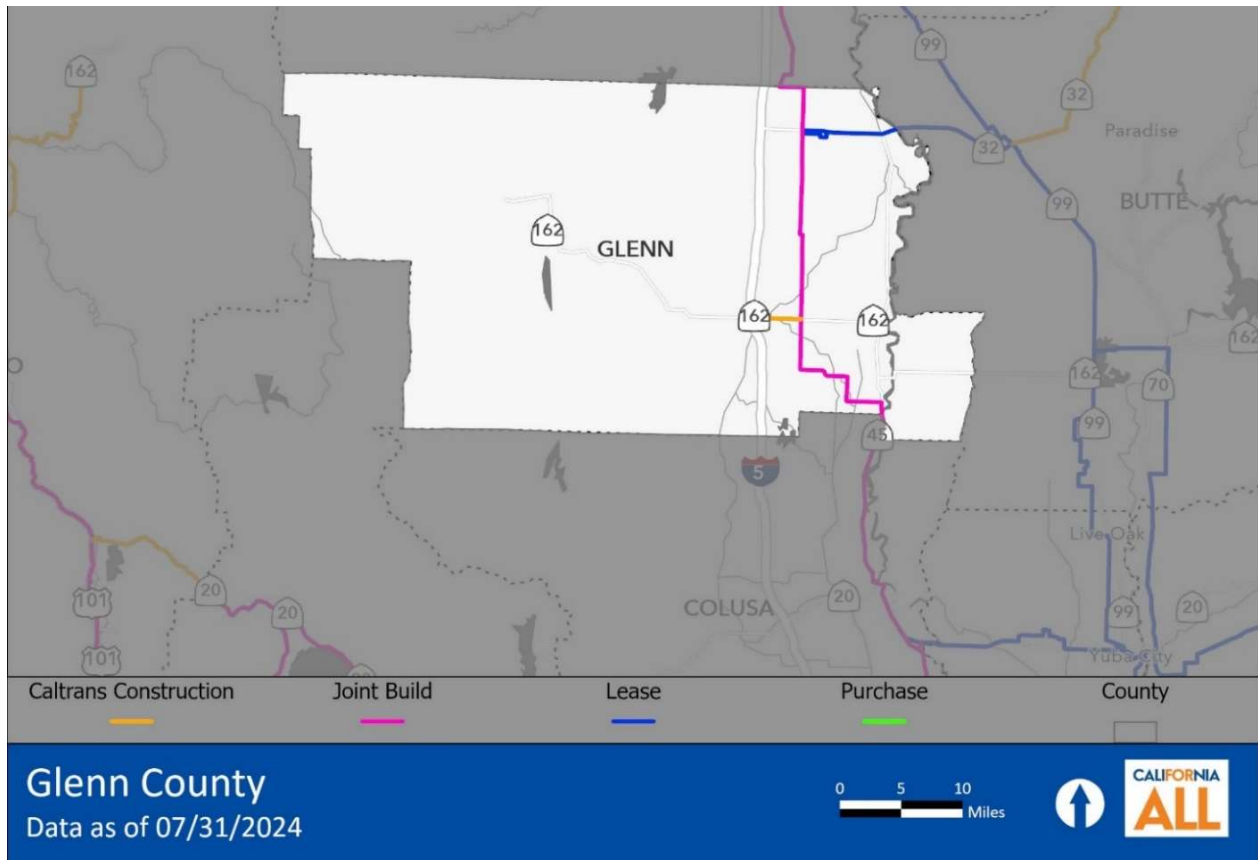
Fresno County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	230	35	38	0	303	Approximately 14 Caltrans construction miles were removed due to limited funding. Roughly 4 Caltrans construction miles were added based on GIS data reconciliation activities. The remaining ~ 1 mile was reduced from both lease and joint build based on GIS data reconciliation activities.
Jul 2024	229	26	37	0	292	
Change	-1	-9	-1	0	-11	



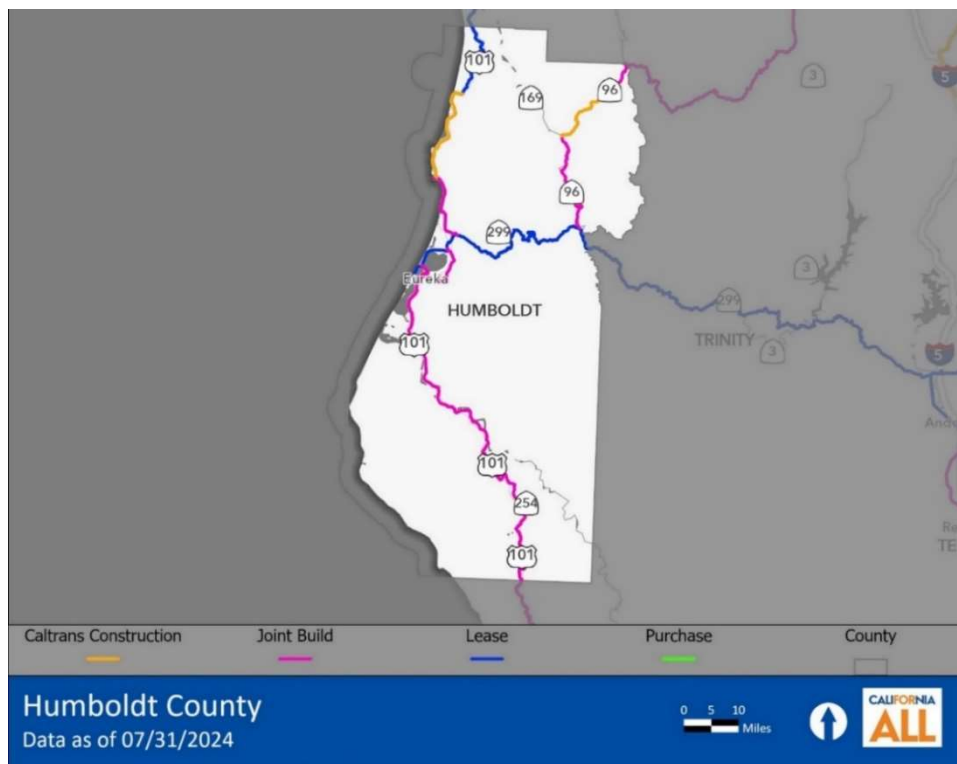
Glenn County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	8	24	35	0	67	Approximately 20 Caltrans construction miles were reduced due to limited funding. The remaining 2-mile difference was based on a 3-mile increase to leases and a 1-mile reduction for joint build through GIS reconciliation activities.
Jul 2024	11	4	34	0	49	
Change	+3	-20	-1	0	-18	



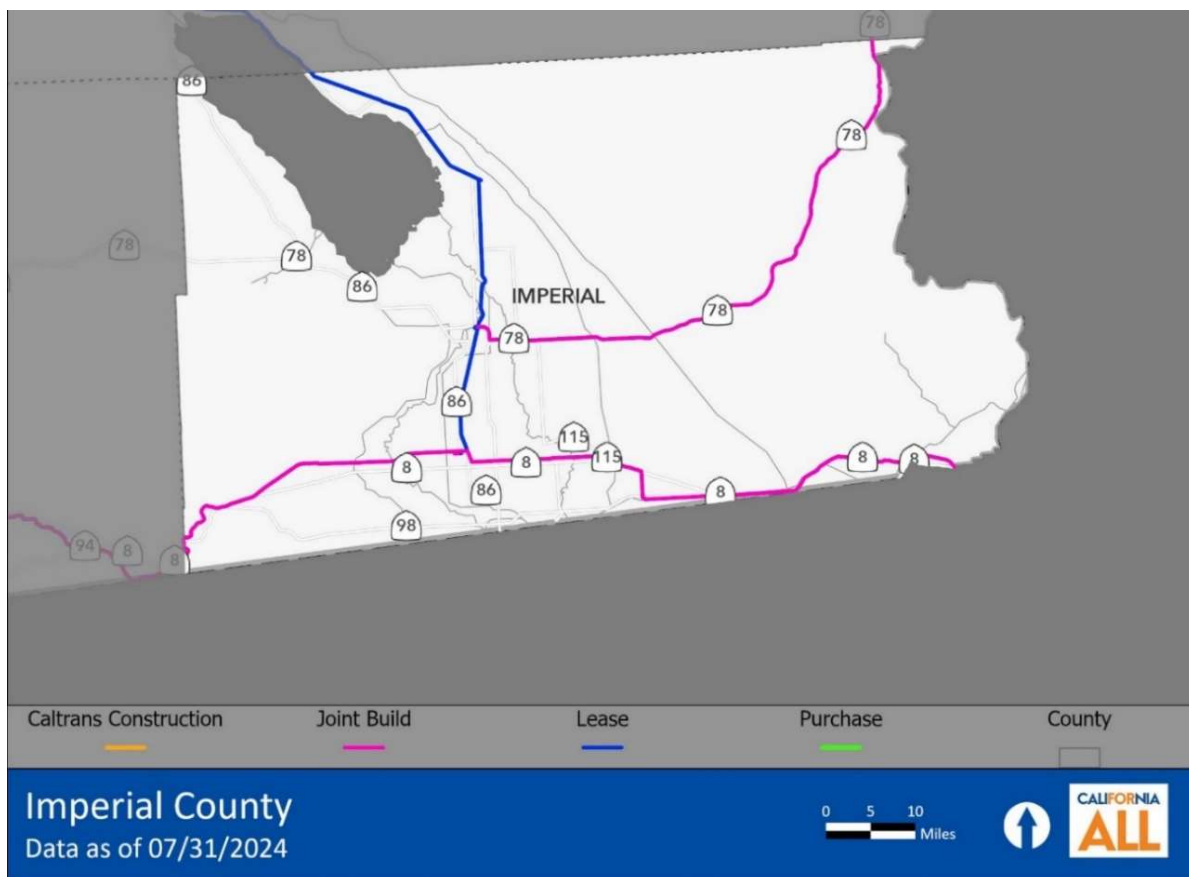
Humboldt County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	52	60	135	0	247	Approximately 17 Caltrans construction miles were shifted to a lease opportunity. Another 5 Caltrans construction miles were reduced due to limited funding. Based on GIS data reconciliation activities, Caltrans construction was reduced by ~2 miles, leases increased by 5 miles, and joint build was reduced by 1 mile.
Jul 2024	74	36	134	0	244	
Change	+22	-24	-1	0	-3	



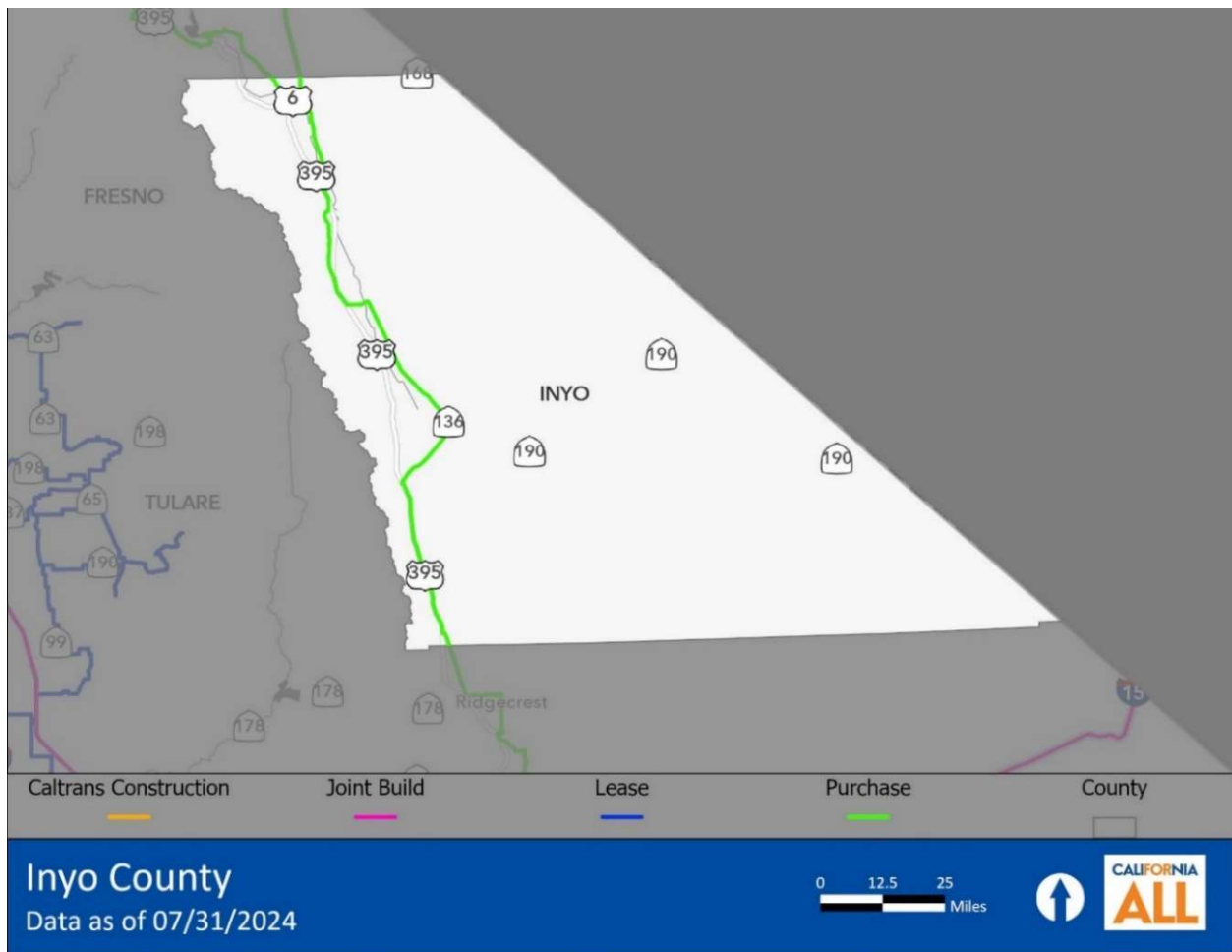
Imperial County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	56	116	101	0	273	Approximately 69 Caltrans construction miles were shifted to a joint build opportunity. Another 47 Caltrans construction miles were reduced due to limited funding. Based on GIS data reconciliation activities, ~2 miles were added to leases, and joint build miles were reduced by 1.
Jul 2024	58	0	169	0	227	
Change	+2	-116	+68	0	-46	



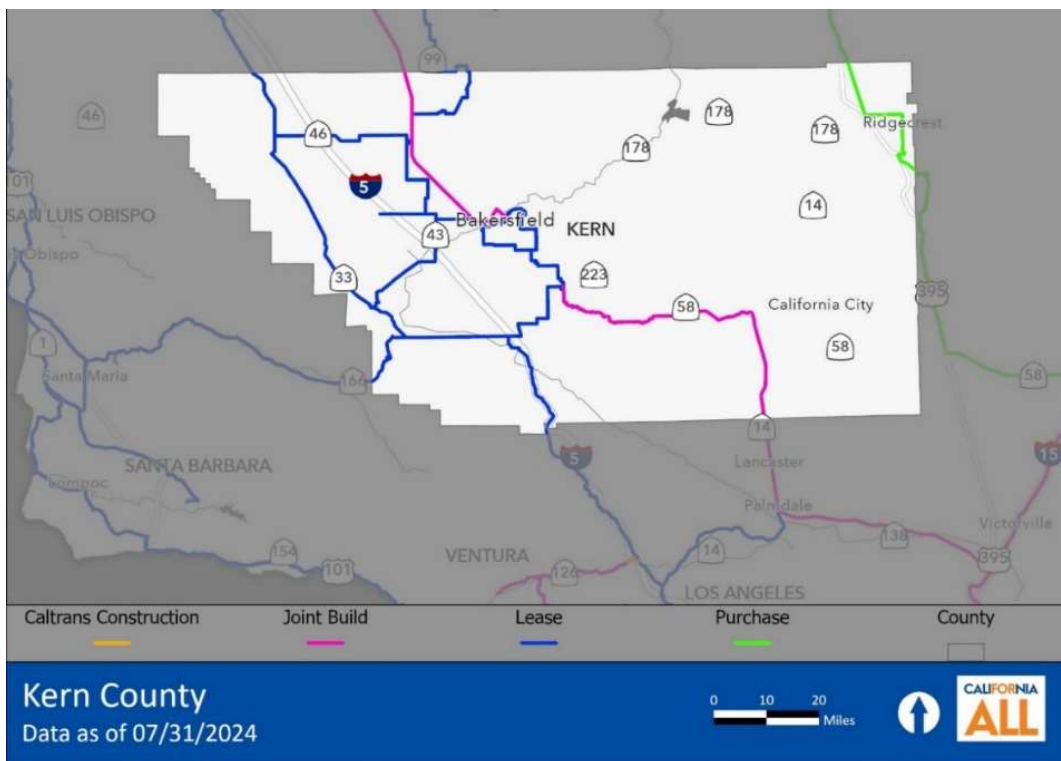
Inyo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	174	0	148	322	Approximately 172 Caltrans construction miles were reduced due to limited funding. The remaining 3 miles were reduced from purchase (-1) and Caltrans construction (-2) based on GIS data reconciliation activities.
Jul 2024	0	0	0	147	147	
Change	0	-174	0	-1	-175	



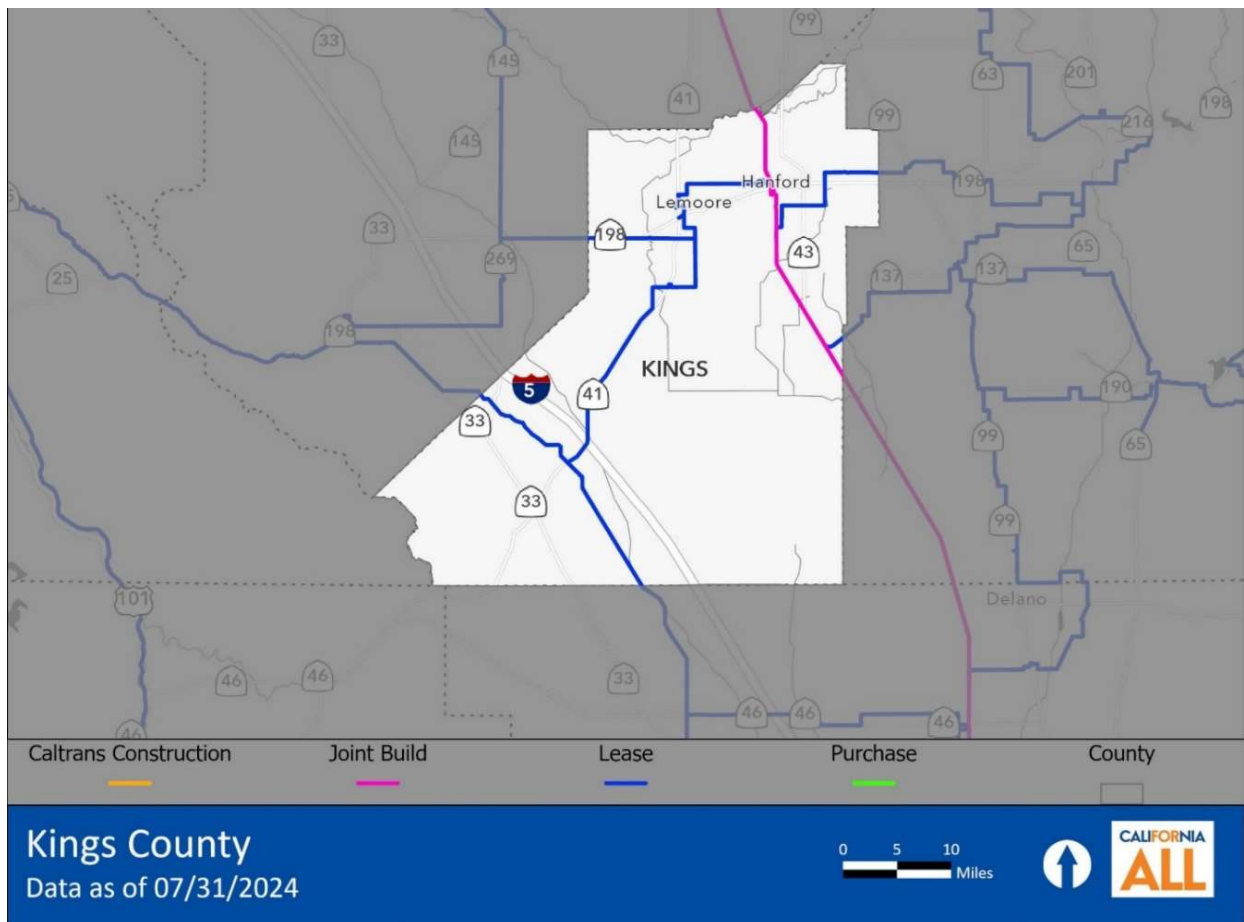
Kern County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	289	207	115	42	653	Approximately 12 Caltrans construction miles were shifted to a lease opportunity. Roughly 195 Caltrans construction miles were reduced due to limited funding. Based on GIS data reconciliation activities, ~1 mile was added to lease, ~2 miles were reduced from joint build, and ~10 miles were reduced from purchase.
Jul 2024	302	0	113	32	447	
Change	+13	-207	-2	-10	-206	



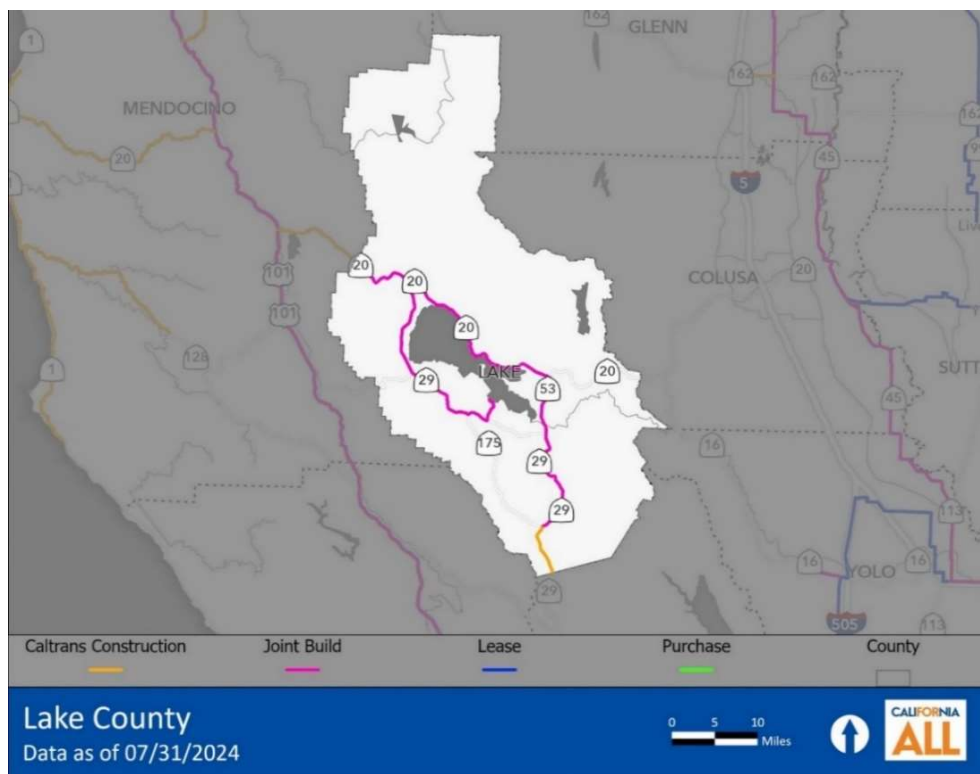
Kings County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	90	1	27	0	118	Based on GIS data reconciliation activities, Caltrans construction was reduced by ~1 mile and joint build increased by 1 mile.
Jul 2024	90	0	28	0	118	
Change	0	-1	+1	0	0	



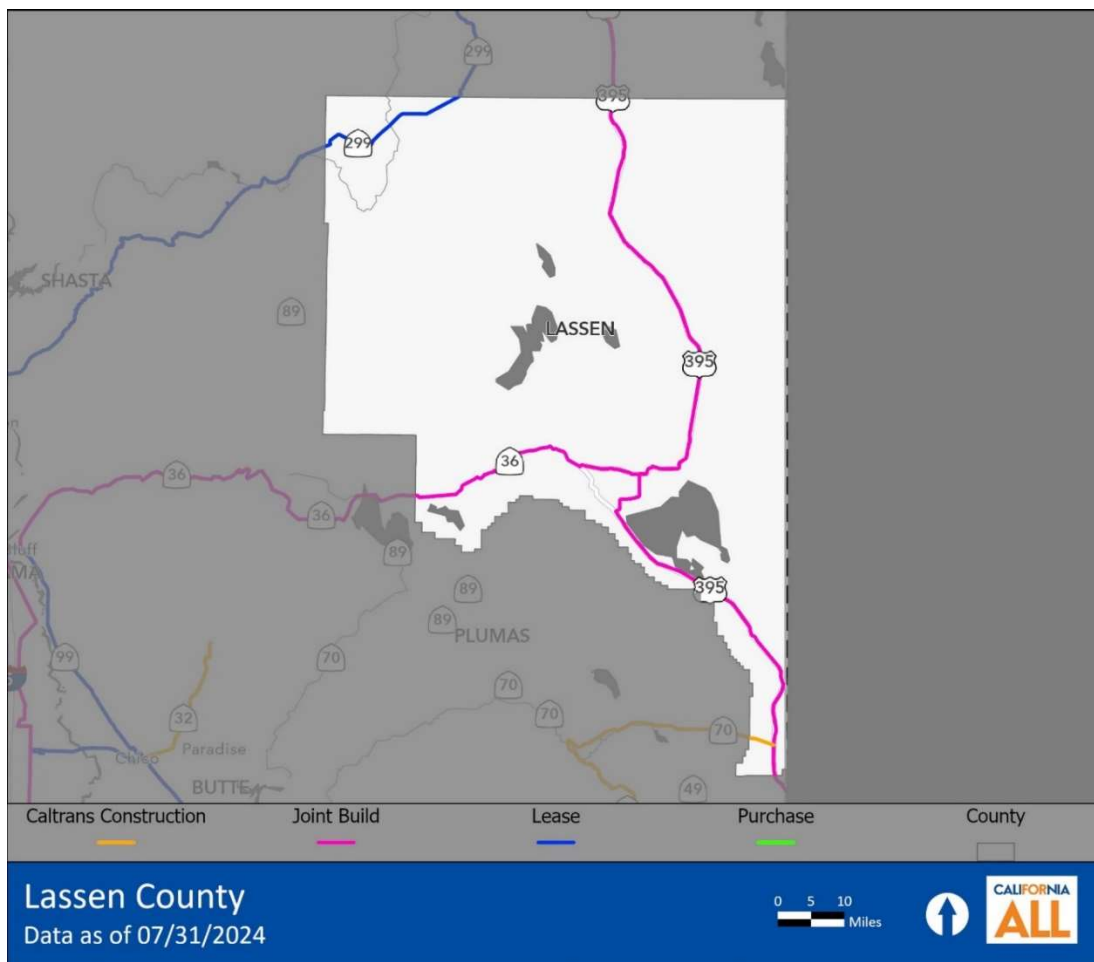
Lake County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	107	0	0	107	Approximately 80 miles were shifted from Caltrans construction to a joint build opportunity. Approximately 20 Caltrans construction miles were reduced due to funding limitations. The remaining ~1 mile was reduced from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	0	6	80	0	86	
Change	0	-101	80	0	-21	



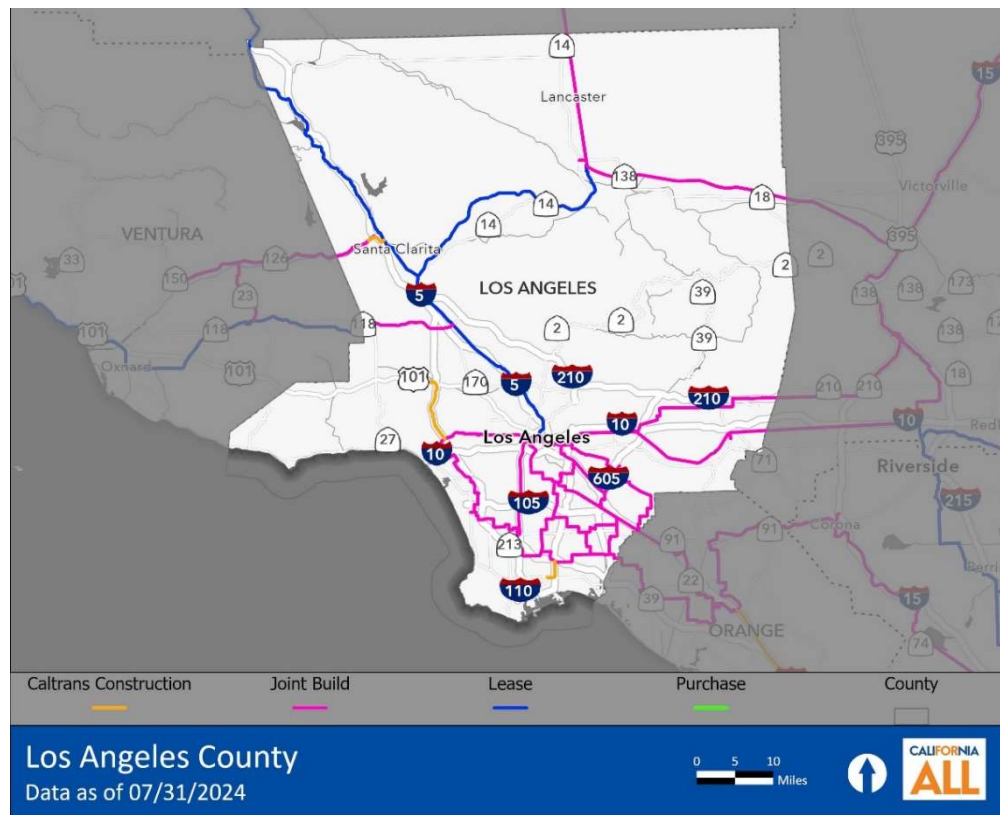
Lassen County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	26	45	129	0	200	Approximately 40 Caltrans construction miles were shifted to a joint build opportunity. The remaining 1 mile was reduced from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	26	4	169	0	199	
Change	0	-41	+40	0	-1	



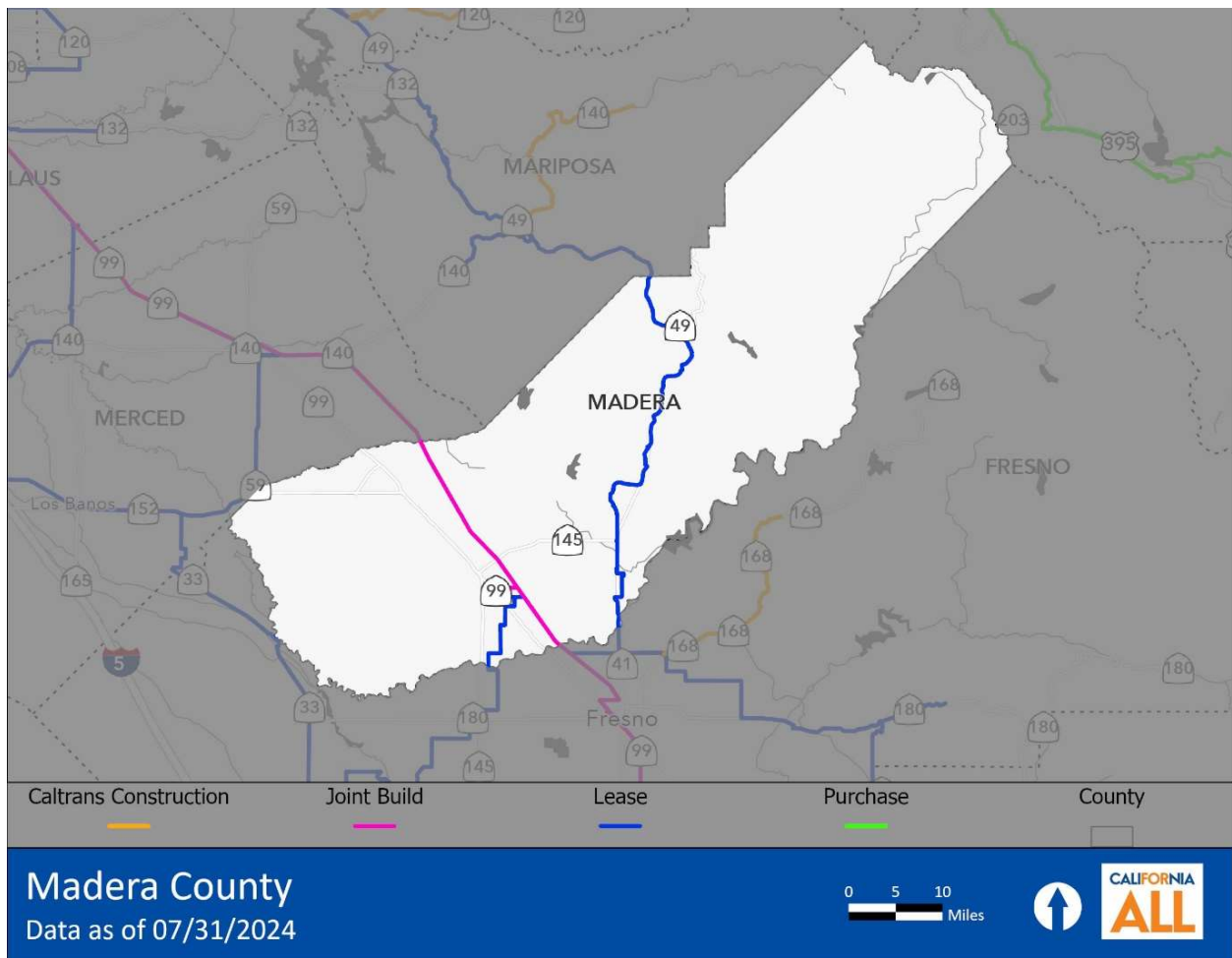
Los Angeles County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	103	247	187	0	537	Approximately 105 miles were shifted from Caltrans construction to a joint build opportunity. Roughly 104 Caltrans construction miles were removed due to funding limitations. Based on GIS data reconciliation activities, Caltrans construction reduced by ~20 miles, lease miles increased by 3, and joint build miles increased by 2.
Jul 2024	106	18	294	0	418	
Change	+3	-229	+107	0	-119	



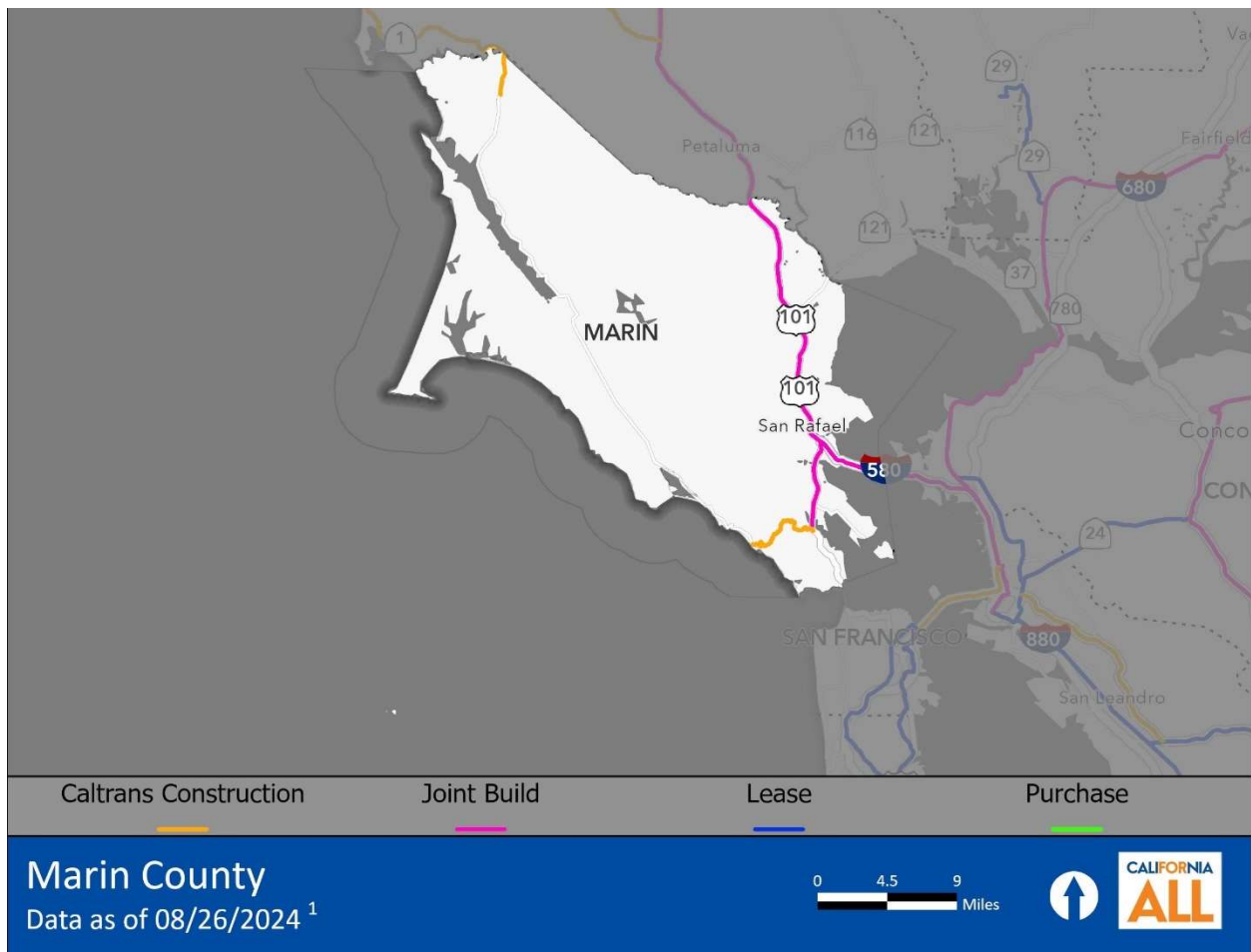
Madera County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	61	10	27	0	98	Approximately 11 Caltrans construction miles were removed due to funding limitations. Based on GIS data reconciliation activities, Caltrans construction increased by ~1 mile, lease increased by 3 miles, and joint build increased by 1 mile.
Jul 2024	64	0	28	0	92	
Change	+3	-10	+1	0	-6	



Marin County

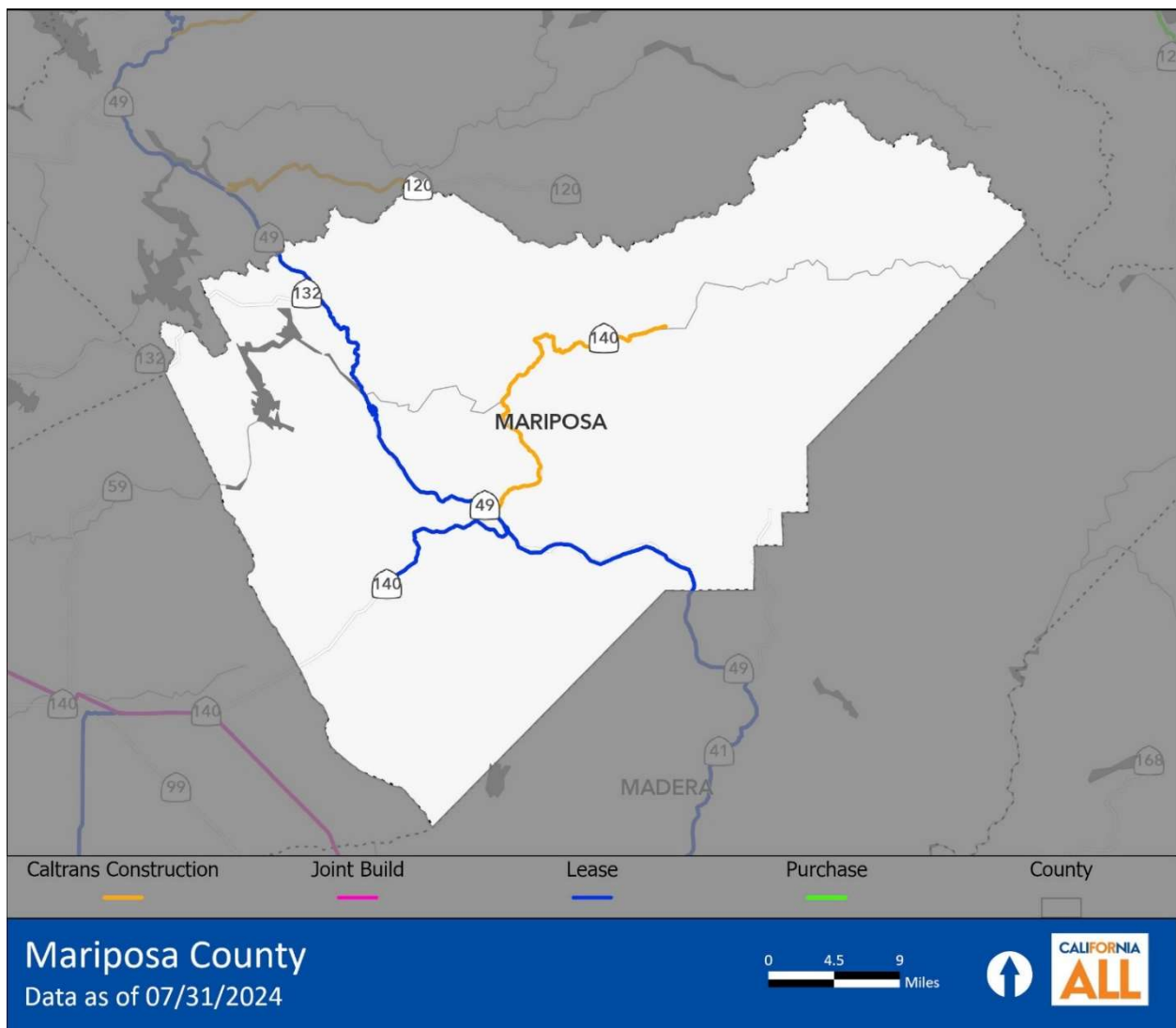
Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	52	28	0	80	Approximately 45 Caltrans construction miles were reduced due to funding limitations. Another 3 Caltrans construction miles were added as FFA grant data was clarified.
Jul 2024 ¹	0	10	28	0	38	
Change	0	-42	0	0	-42	



¹Includes additional FFA grant connections added in August.

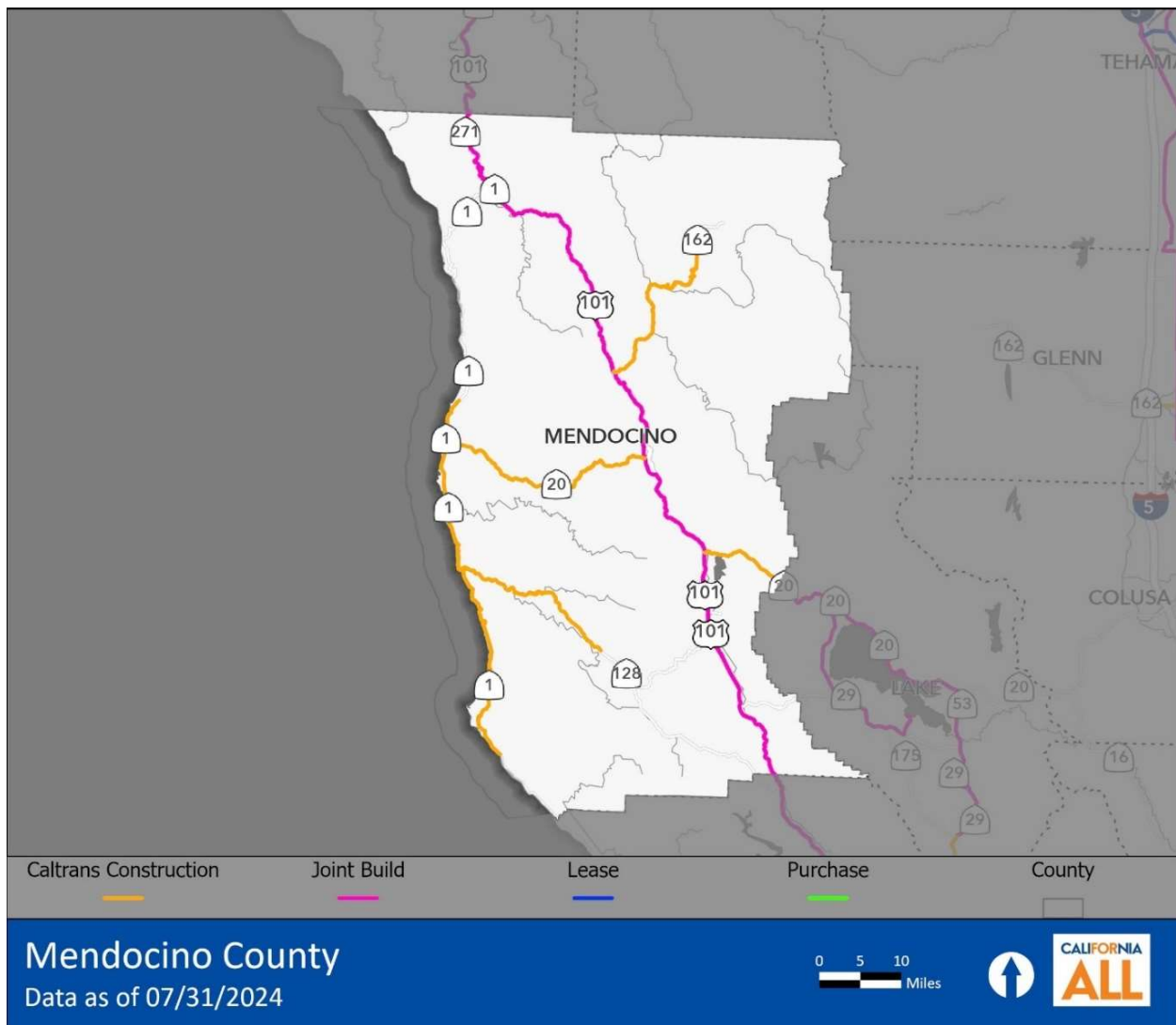
Mariposa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	59	47	0	0	106	Approximately 15 Caltrans construction miles were reduced due to funding limitations.
Jul 2024	59	32	0	0	91	
Change	0	-15	0	0	-15	



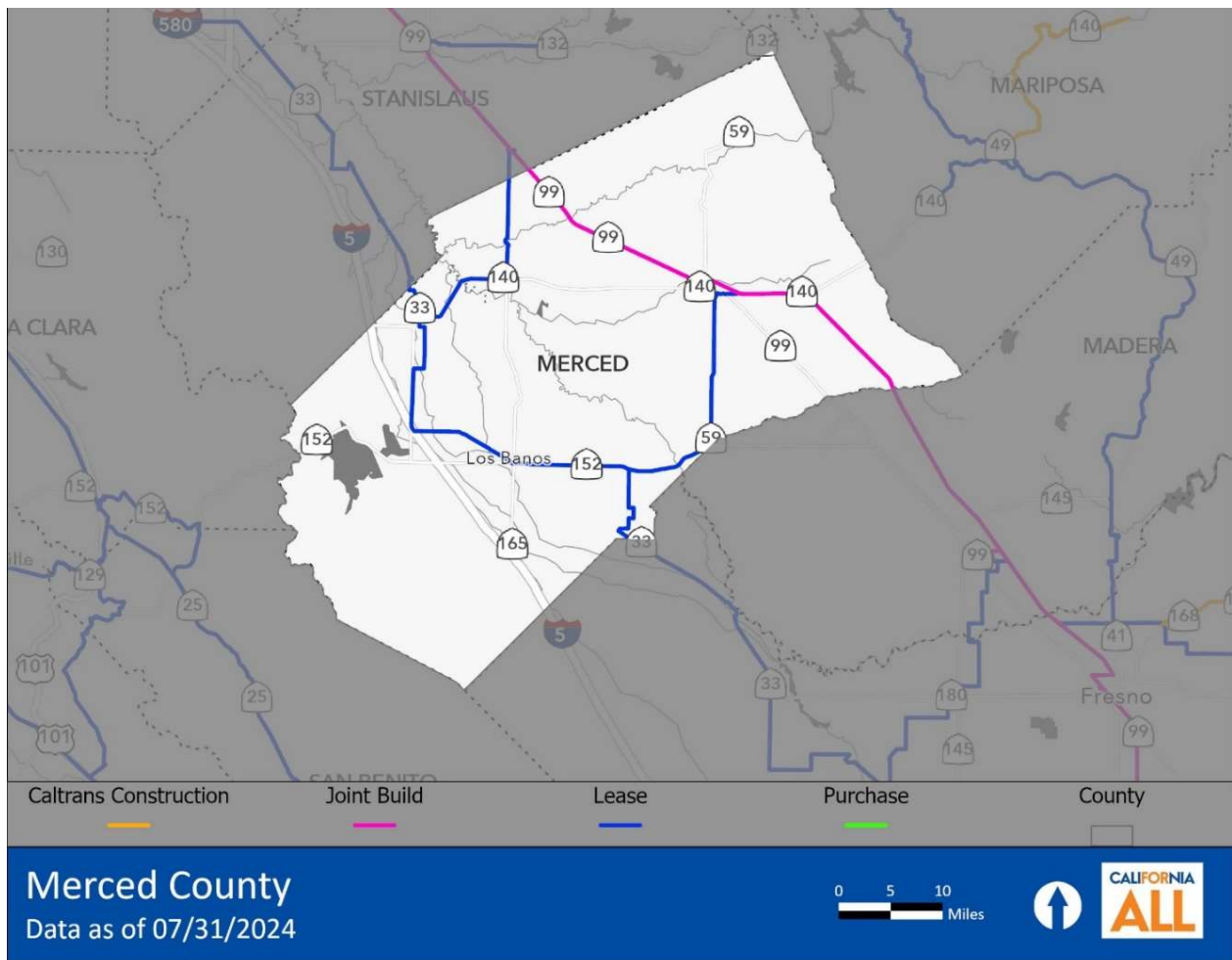
Mendocino County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	188	107	0	295	Approximately 39 Caltrans construction miles were reduced due to funding limitations. The remaining 2 miles were reduced from joint build based on GIS data reconciliation activities.
Jul 2024	0	149	105	0	254	
Change	0	-39	-2	0	-41	



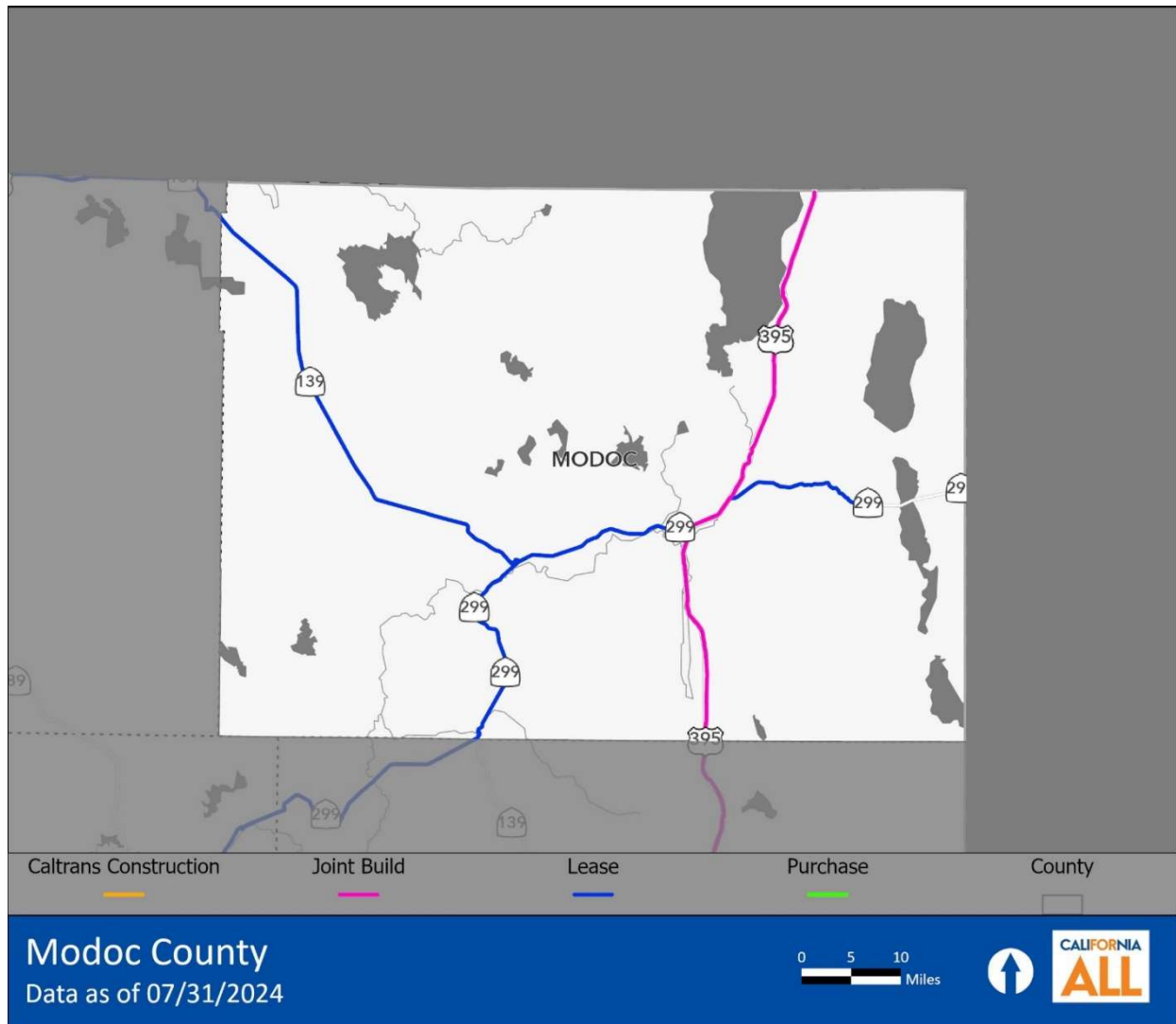
Merced County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	93	0	45	0	138	Based on GIS data reconciliation activities, lease miles increased by ~1, and joint build miles reduced by 1.
Jul 2024	94	0	44	0	138	
Change	+1	0	-1	0	0	



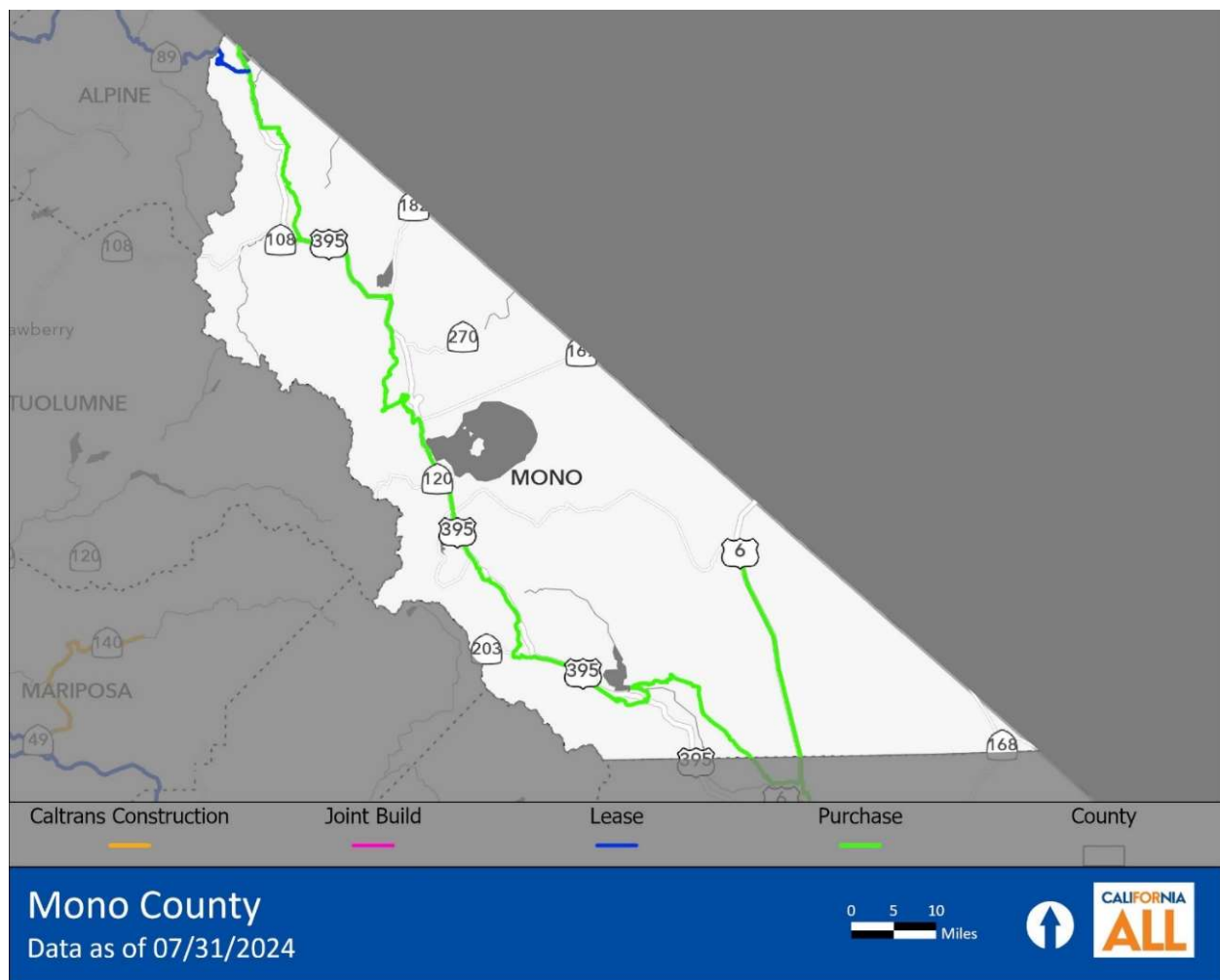
Modoc County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	112	0	61	0	173	Approximately 2 miles were reduced from leases based on GIS data reconciliation activities.
Jul 2024	110	0	61	0	171	
Change	-2	0	0	0	-2	



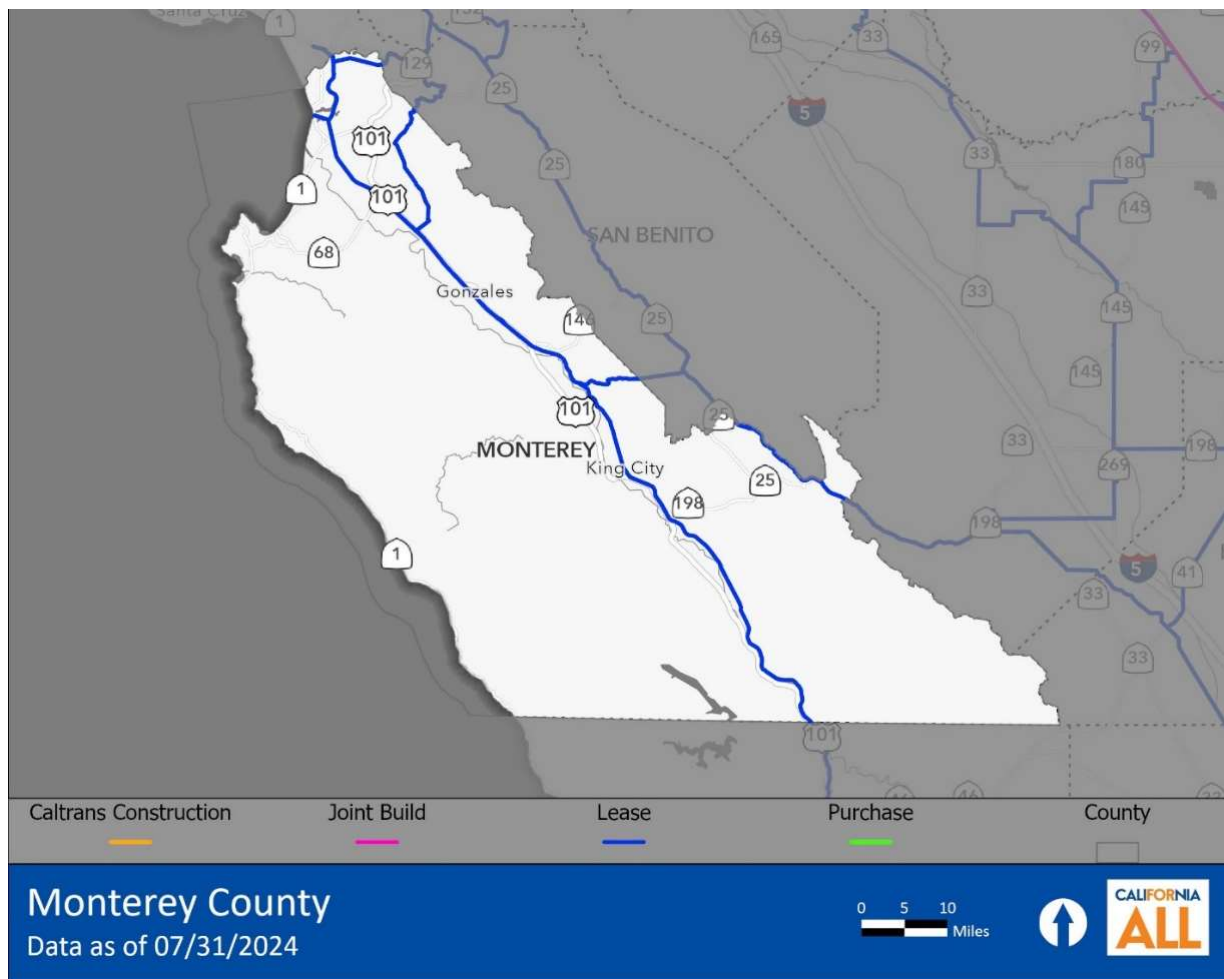
Mono County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	8	25	0	177	210	Approximately 25 Caltrans construction miles were reduced due to limited funding. The remaining 1 mile was reduced from purchase based on GIS data reconciliation activities.
Jul 2024	8	0	0	176	184	
Change	0	-25	0	-1	-26	



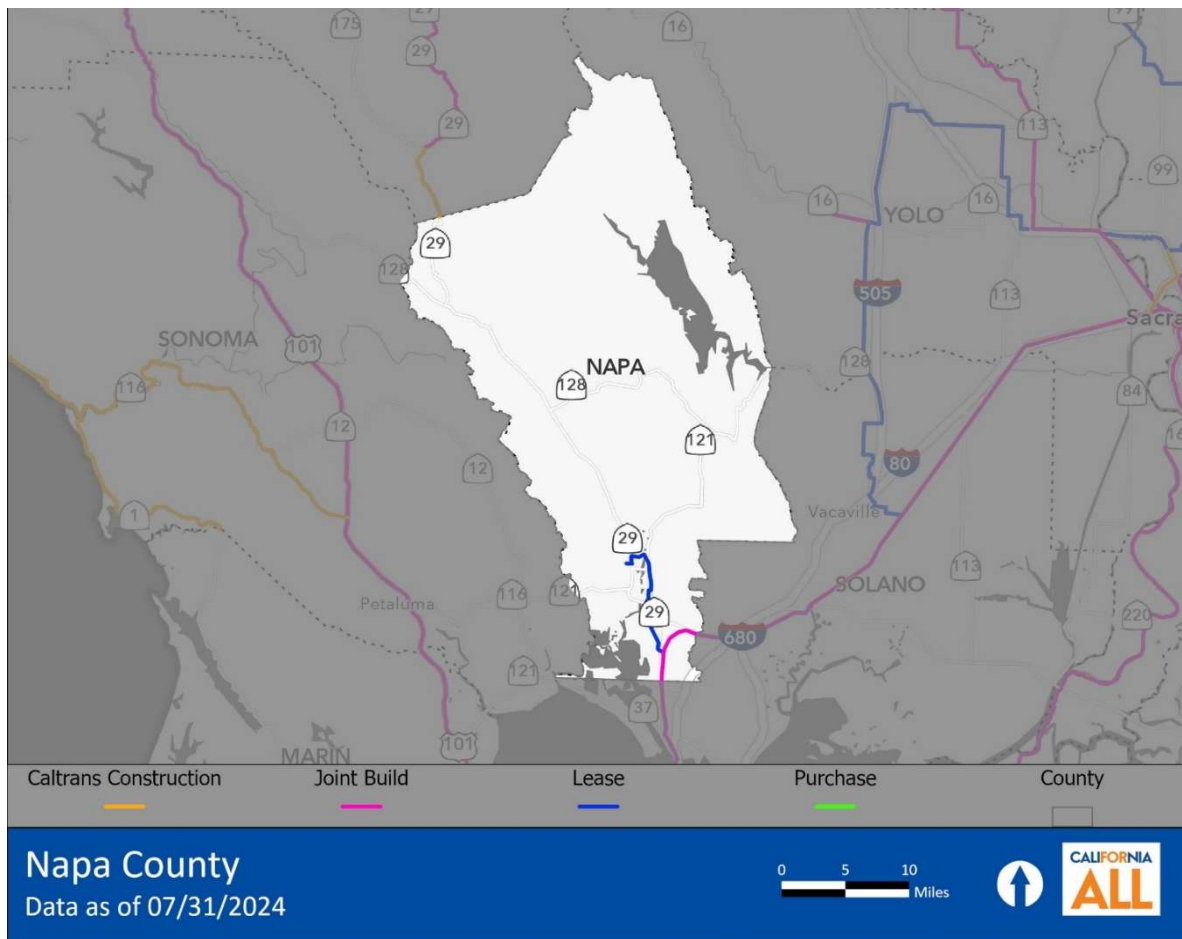
Monterey County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	150	27	0	0	177	Approximately 26 Caltrans construction miles were due to limited funding. Based on GIS data reconciliation activities, Caltrans construction reduced by additional ~1 mile, and lease miles increased by 2 miles.
Jul 2024	152	0	0	0	152	
Change	+2	-27	0	0	-25	



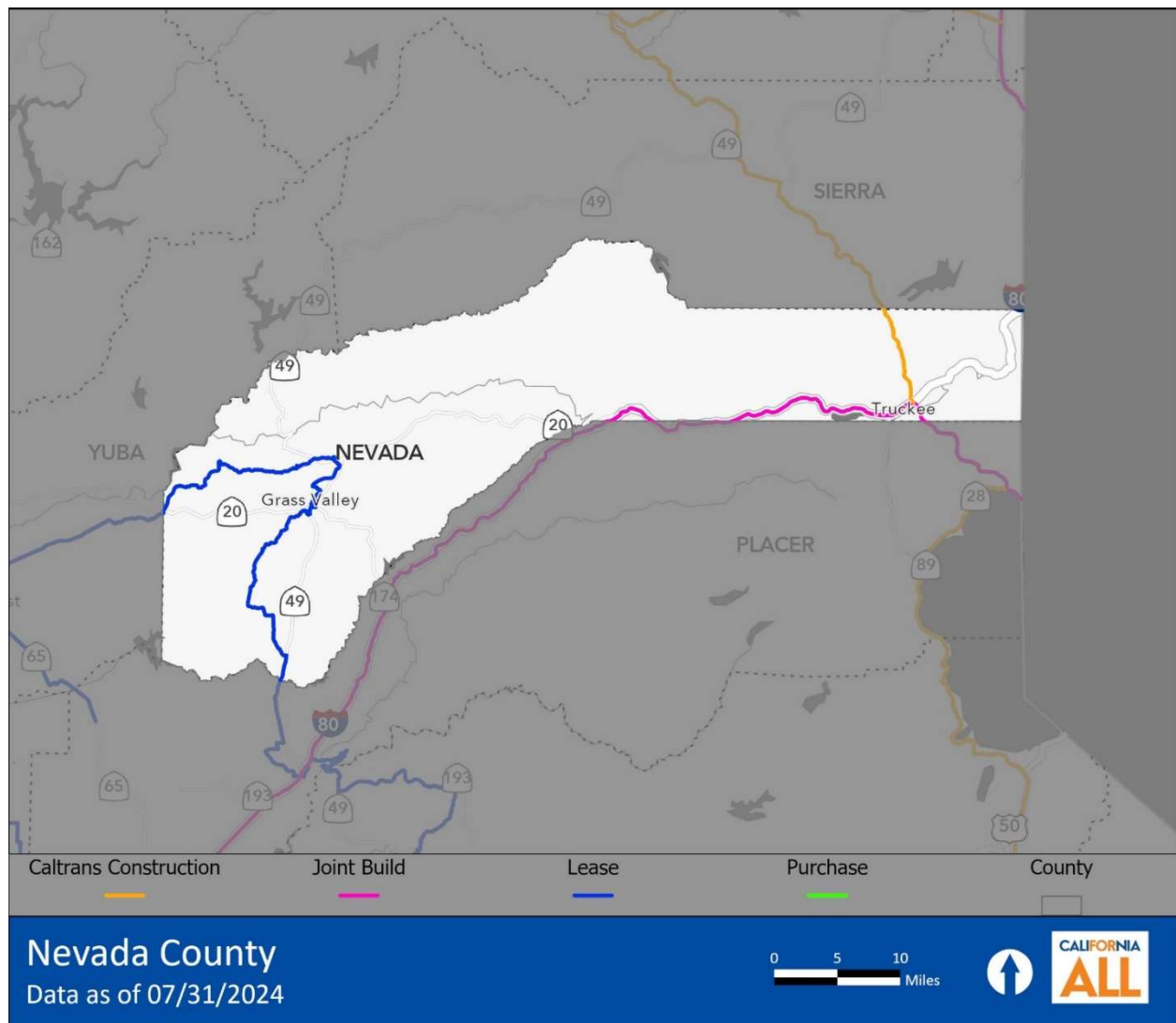
Napa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	12	58	6	0	76	Approx. 56 Caltrans construction miles were reduced due to limited funding. The remaining ~2 miles were removed from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	12	0	6	0	18	
Change	0	-58	0	0	-58	



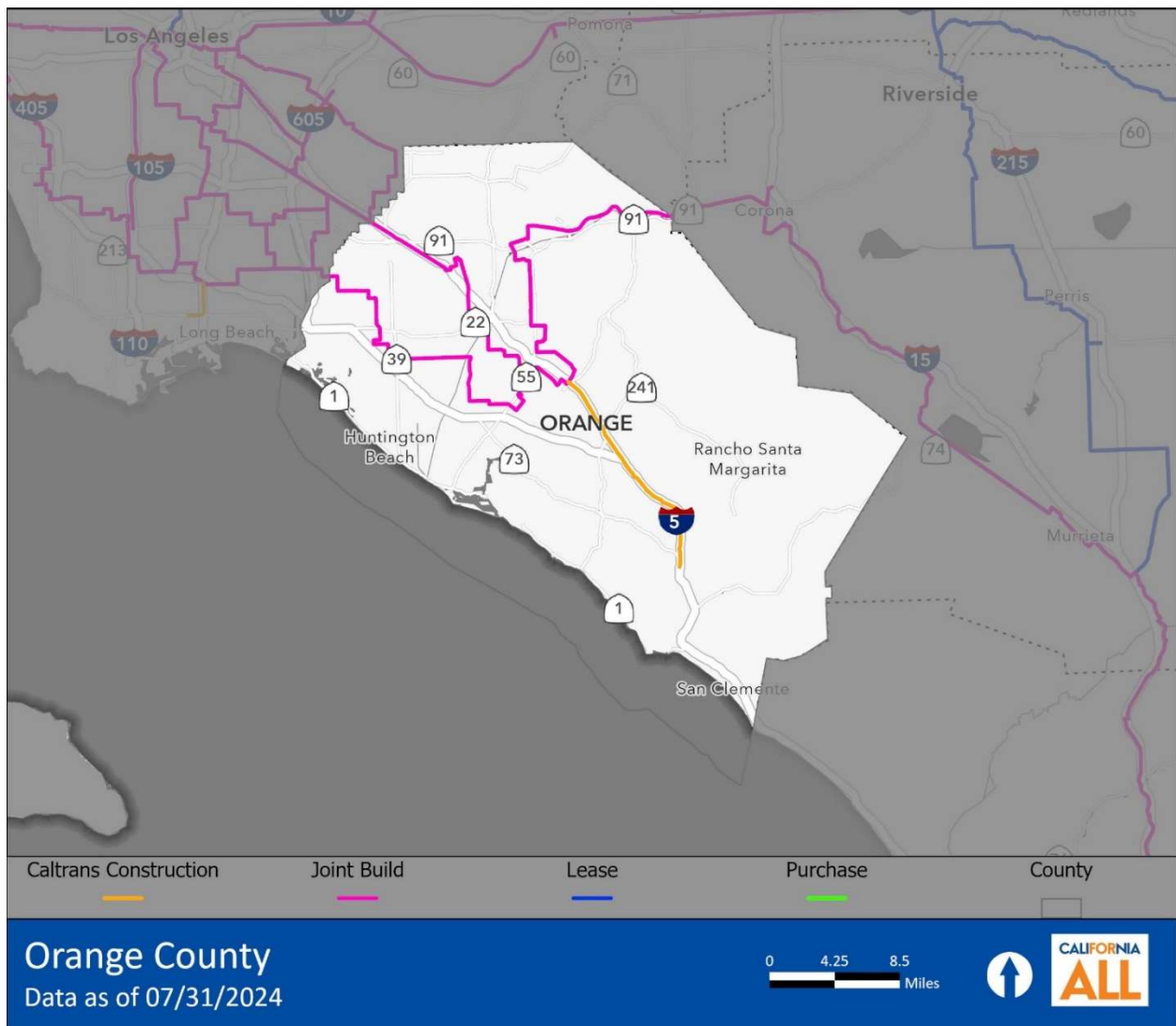
Nevada County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	46	18	22	0	86	Approximately 9 Caltrans construction miles were reduced due to limited funding. An additional ~1 mile was removed from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	46	8	22	0	76	
Change	0	-10	0	0	-10	



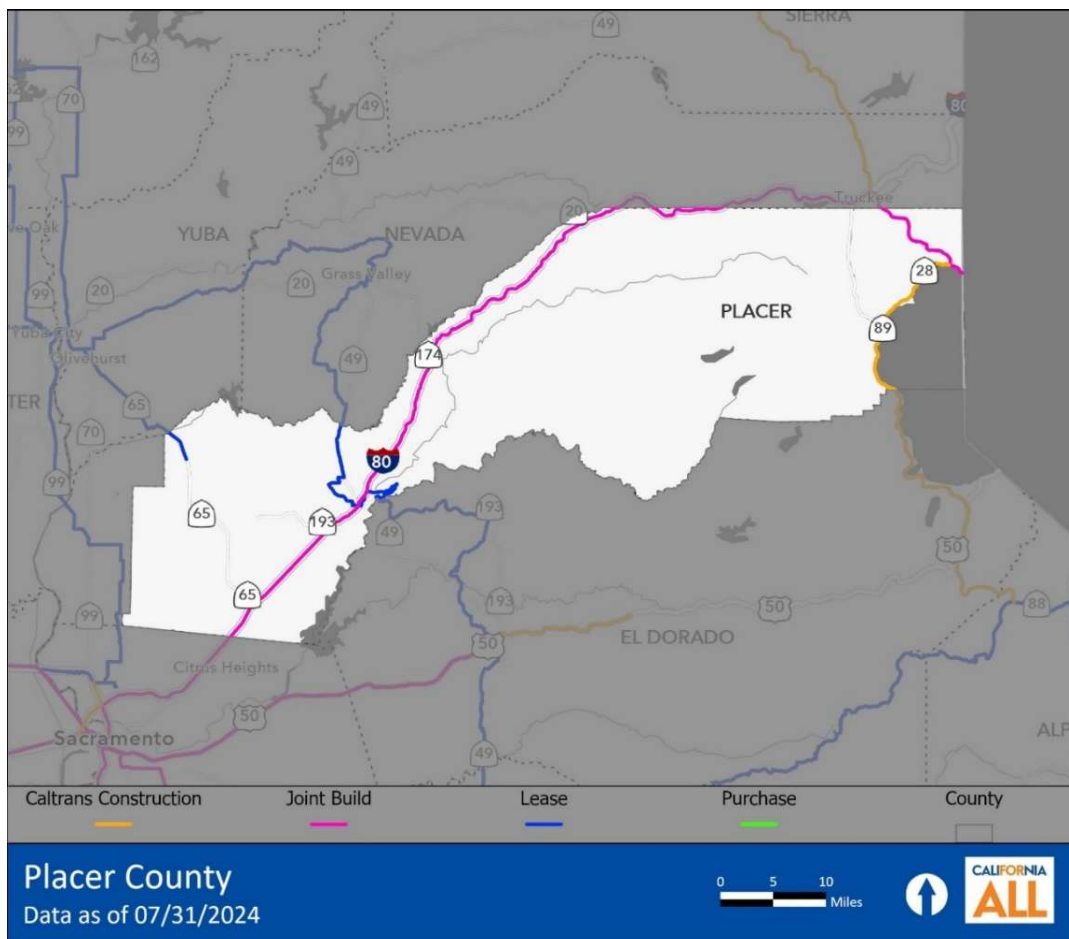
Orange County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	86	75	0	161	Approximately 70 Caltrans construction miles were reduced due to limited funding. The remaining 1 mile was removed from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	0	15	75	0	90	
Change	0	-71	0	0	-71	



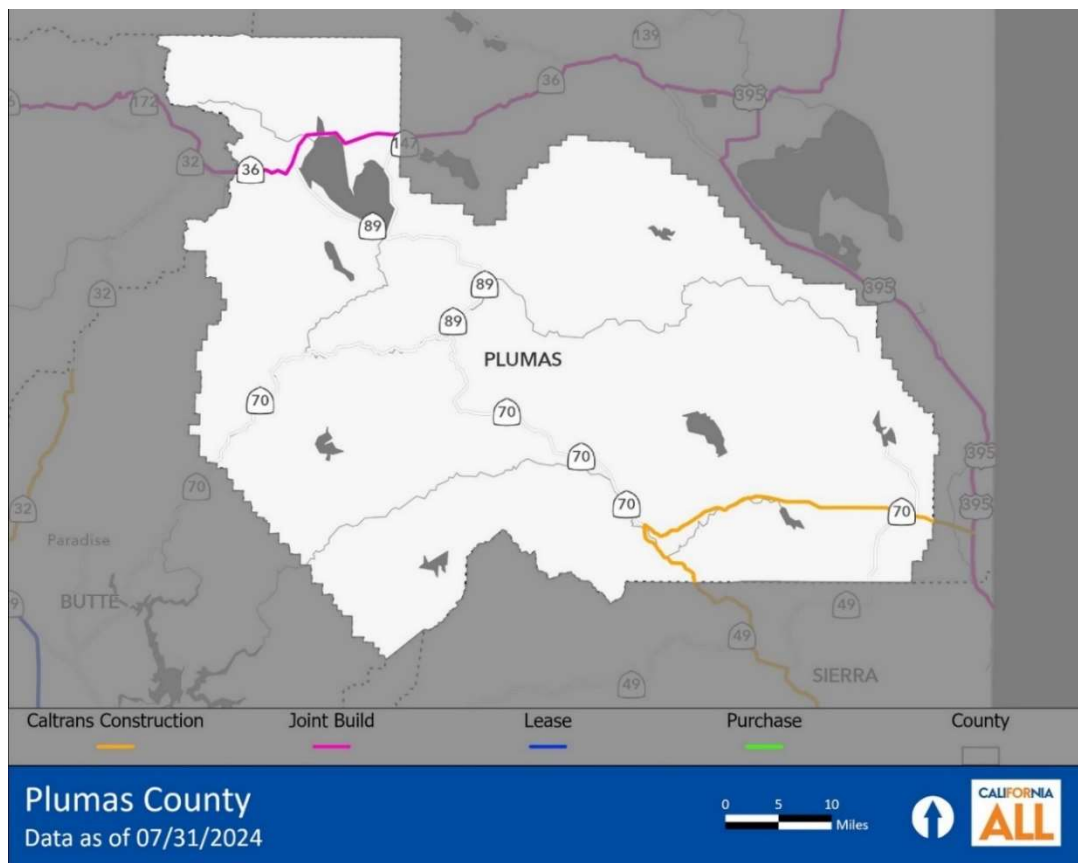
Placer County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	23	19	78	0	120	Approximately 2 Caltrans construction miles were removed due to funding limitations. Based on GIS data reconciliation activities, Caltrans construction increased by ~1 mile, and joint build miles were reduced by 1.
Jul 2024	23	18	77	0	118	
Change	0	-1	-1	0	-2	



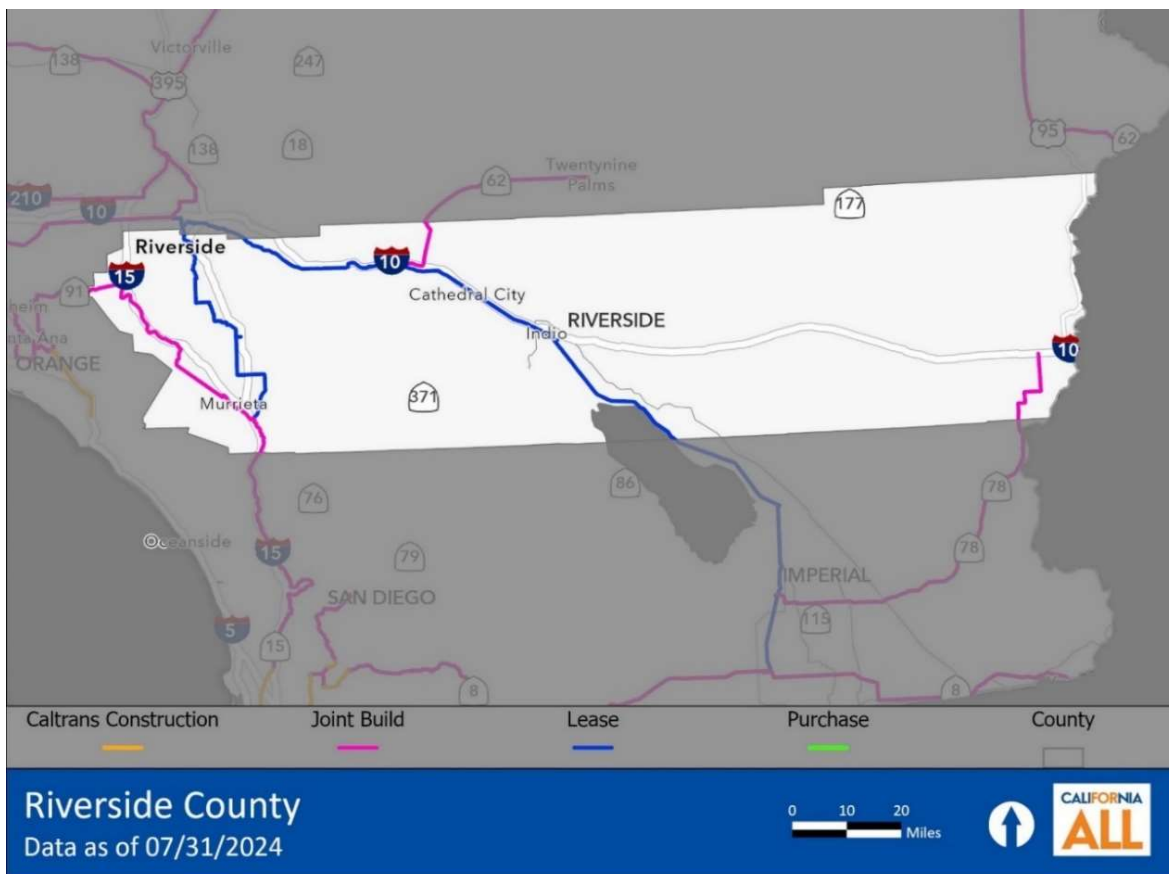
Plumas County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	156	0	0	156	Approximately 19 miles were shifted from Caltrans construction to a joint build opportunity. Approximately 92 Caltrans construction miles were reduced due to funding limitations. The remaining ~7 miles were reduced from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	0	38	19	0	57	
Change	0	-118	+19	0	-99	



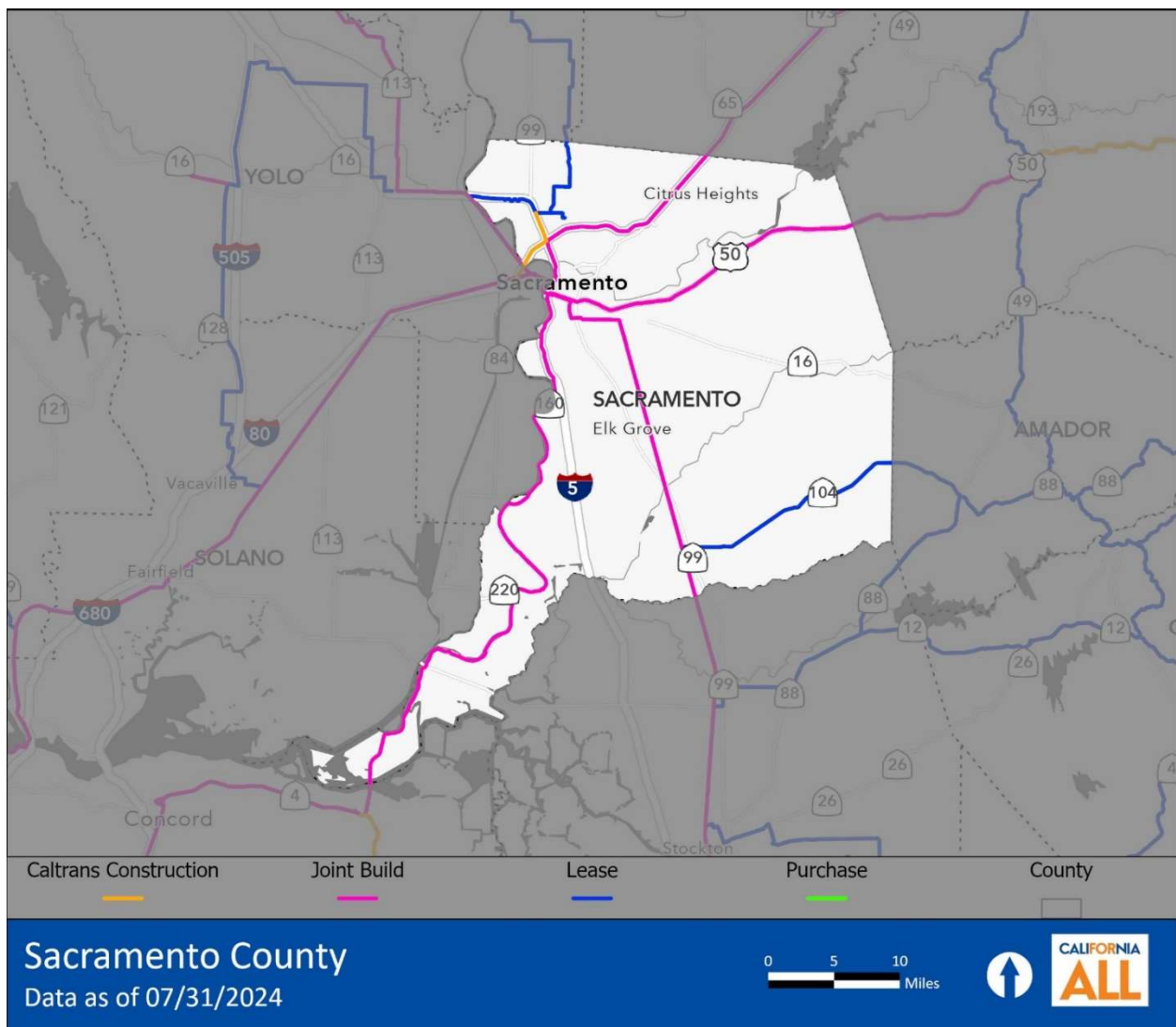
Riverside County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	141	338	56	0	535	Approximately 30 miles were shifted from Caltrans construction to joint build opportunities. Approximately 297 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, ~7 miles were added to lease, ~ 10 miles were reduced from Caltrans construction, and ~1 mile was added to joint build.
Jul 2024	148	1	87	0	236	
Change	+7	-337	+31	0	-299	



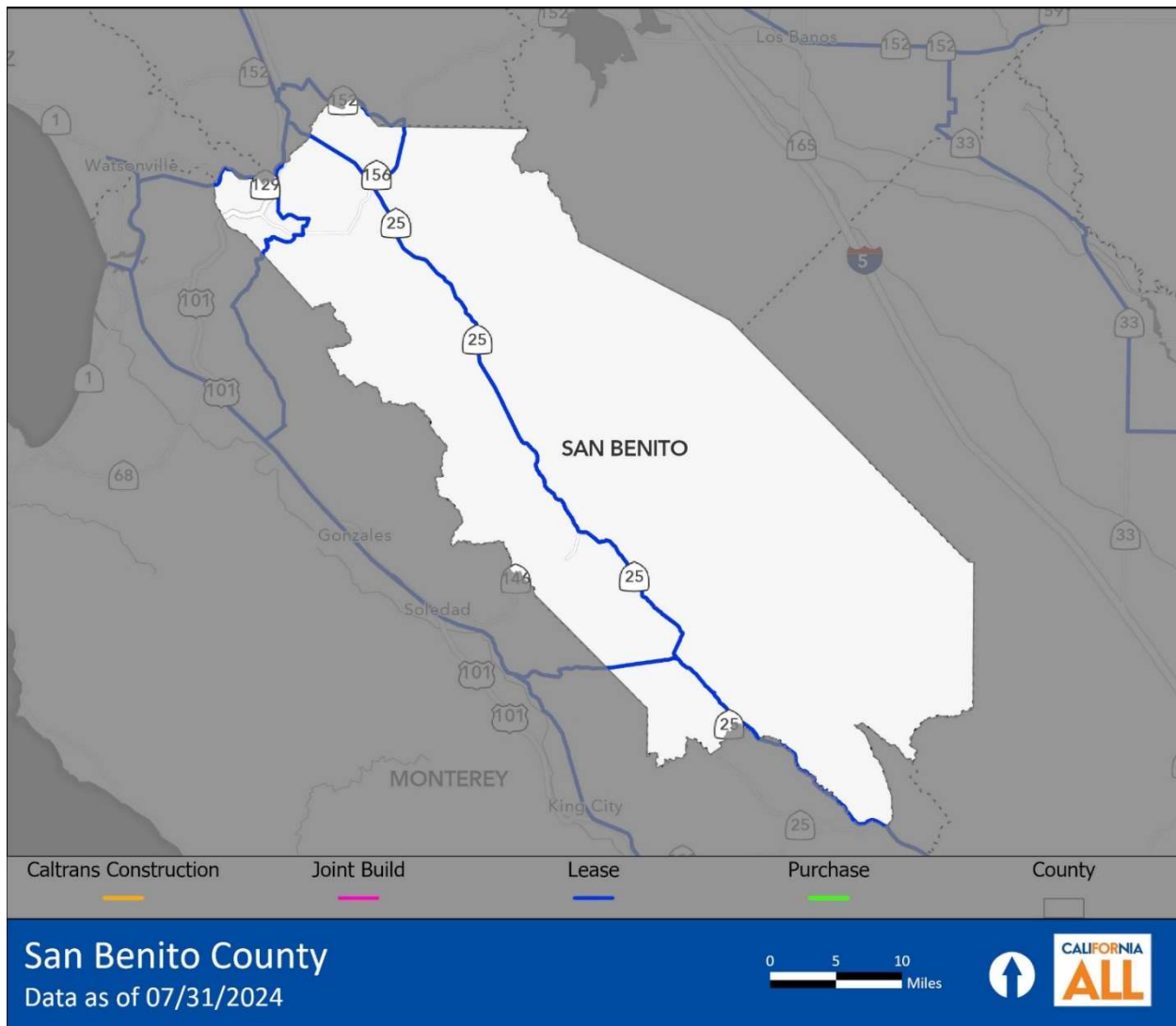
Sacramento County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	31	3	130	0	164	Based on GIS data reconciliation activities, ~4 miles were added to lease, ~ 2 miles were added to Caltrans construction, and 3 miles were reduced from joint build.
Jul 2024	35	5	127	0	167	
Change	+4	+2	-3	0	+3	



San Benito County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	92	0	0	0	92	Approximately 4 lease miles were reduced based on GIS data reconciliation activities.
Jul 2024	88	0	0	0	88	
Change	-4	0	0	0	-4	



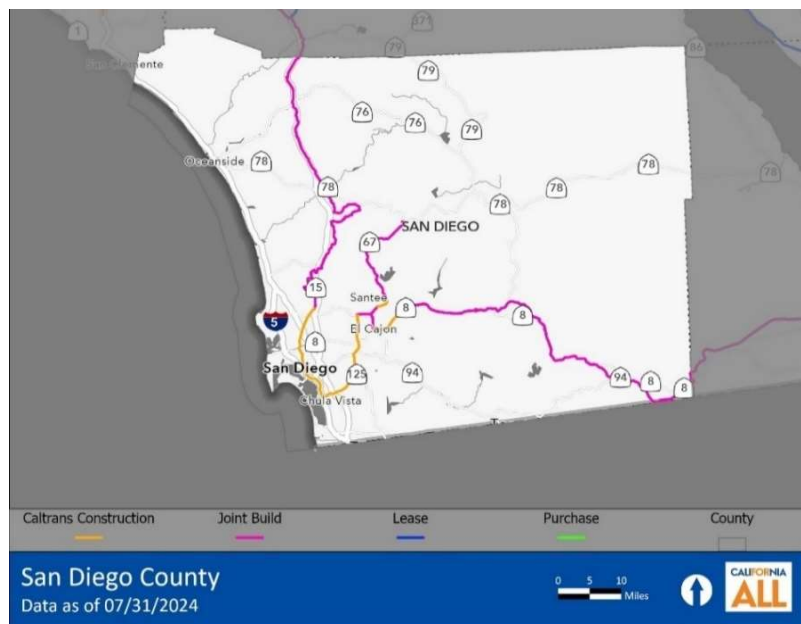
San Bernardino County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	18	358	446	68	890	Approximately 45 miles were shifted from Caltrans construction to a joint build opportunity. Approximately 302 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, Caltrans construction reduced by an additional ~10 miles, joint build miles increased by 1, and purchase miles increased by 1.
Jul 2024	18	1	492	69	580	
Change	0	-357	+46	+1	-310	



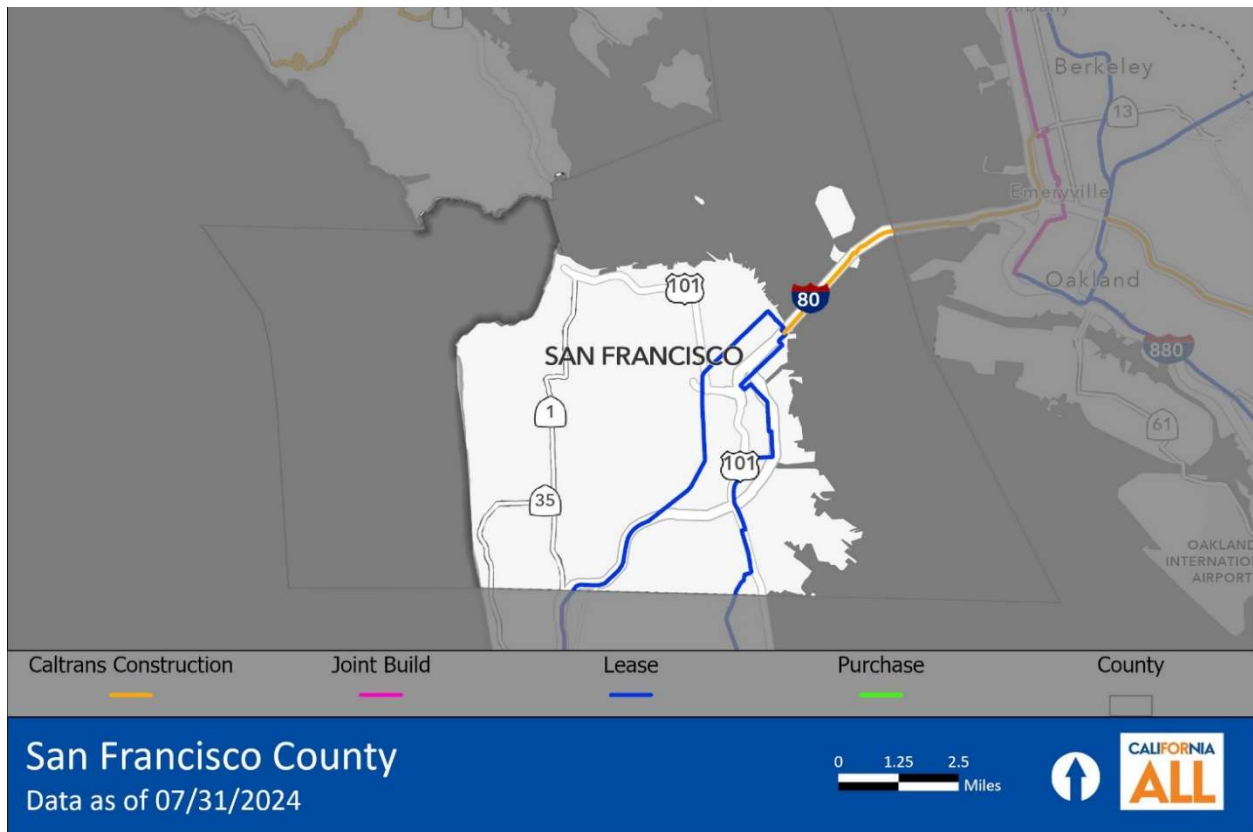
San Diego County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	19	264	128	0	411	Approximately 217 Caltrans construction miles were reduced due to funding limitations. Roughly 3 miles were shifted from Caltrans construction to a joint build opportunity. Based on GIS data reconciliation activities, Caltrans construction was reduced by an additional ~2 miles and the lease opportunity was reduced by ~3 miles. The remaining ~16 lease miles were reclassified from Lumen lease to Lumen joint build.
Jul 2024	0	42	147	0	189	
Change	-19	-222	+19	0	-222	



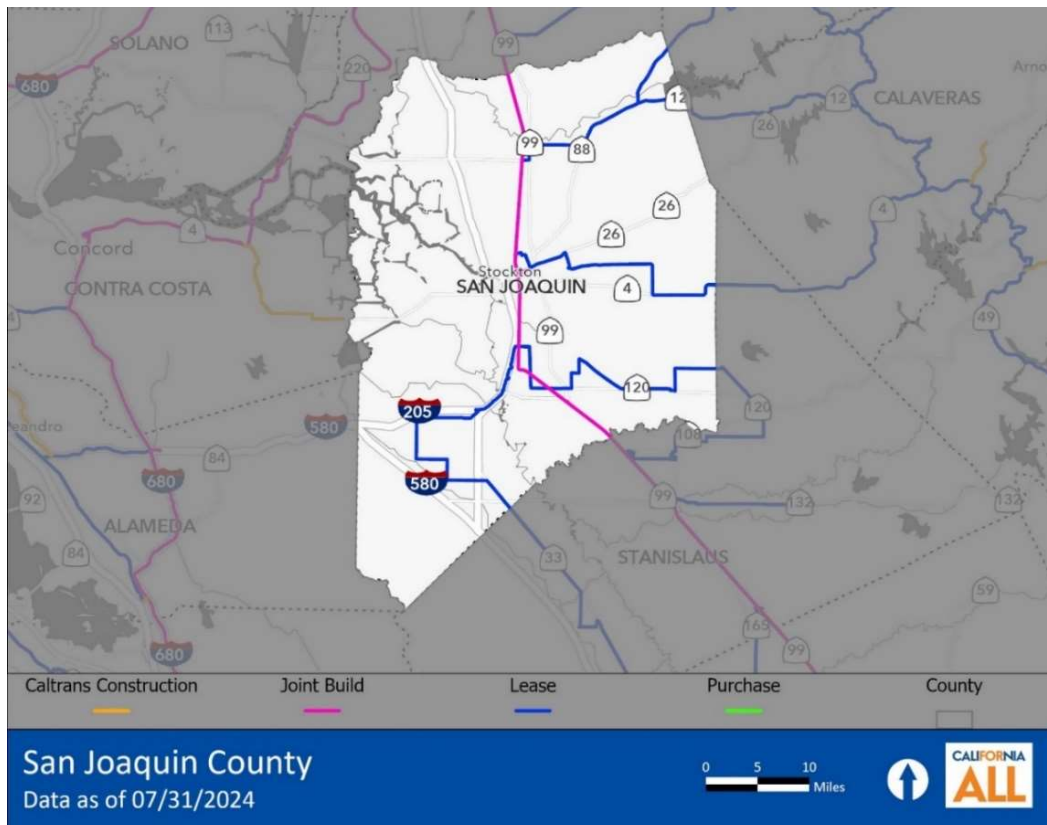
San Francisco County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	16	3	0	0	19	No Change
Jul 2024	16	3	0	0	19	
Change	0	0	0	0	0	



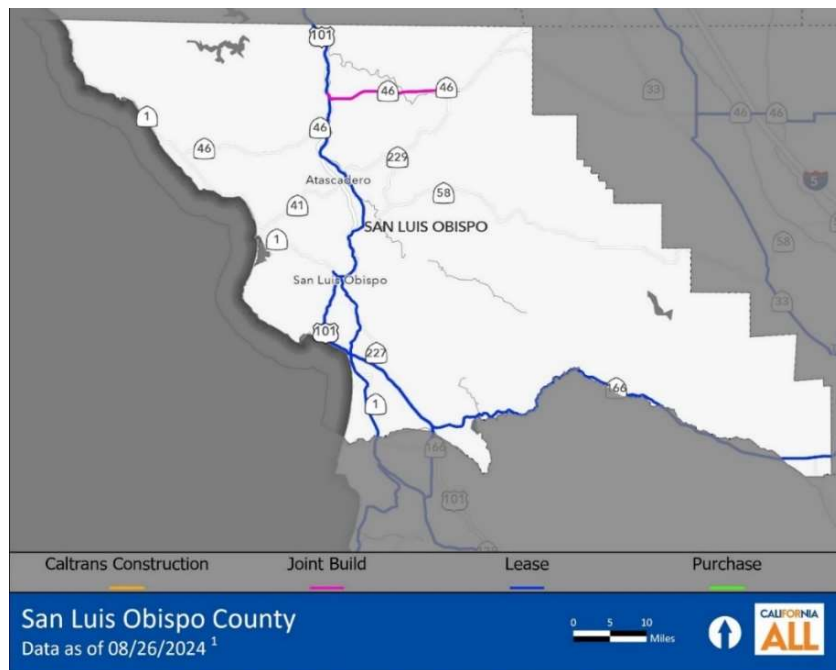
San Joaquin County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	113	4	43	0	160	In the Spring of 2024, approximately 2 miles were added to Caltrans construction based on GIS data reconciliation activities. The ~6 Caltrans construction miles were reduced due to funding limitations.
Jul 2024	113	0	43	0	156	
Change	0	-4	0	0	-4	



San Luis Obispo County

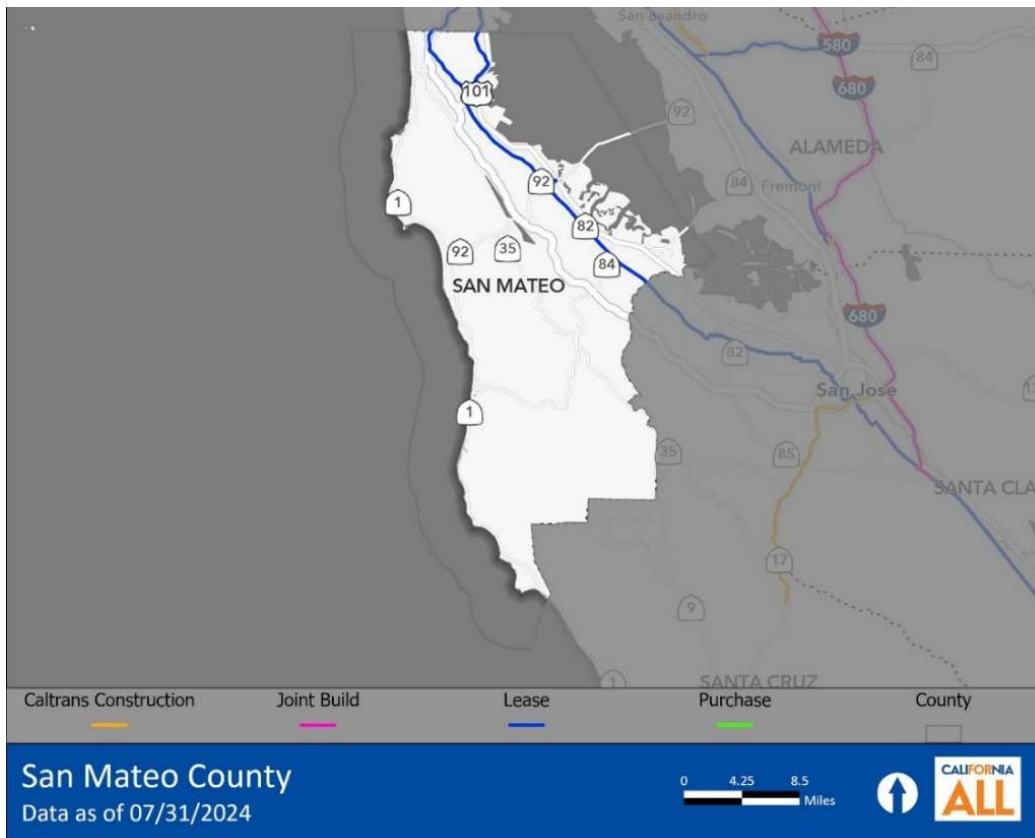
Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	67	154	0	0	221	Approximately 65 Caltrans construction miles were shifted to a lease opportunity. Roughly, 56 Caltrans construction miles were removed due to funding limitations. Based on GIS data reconciliation activities, another 33 miles were removed from Caltrans construction. Another 17 joint build miles were added as FFA grant data was clarified.
Jul 2024 ¹	132	0	17	0	149	
Change	+65	-154	+17	0	-72	



¹ Includes additional FFA grant connections added in August.

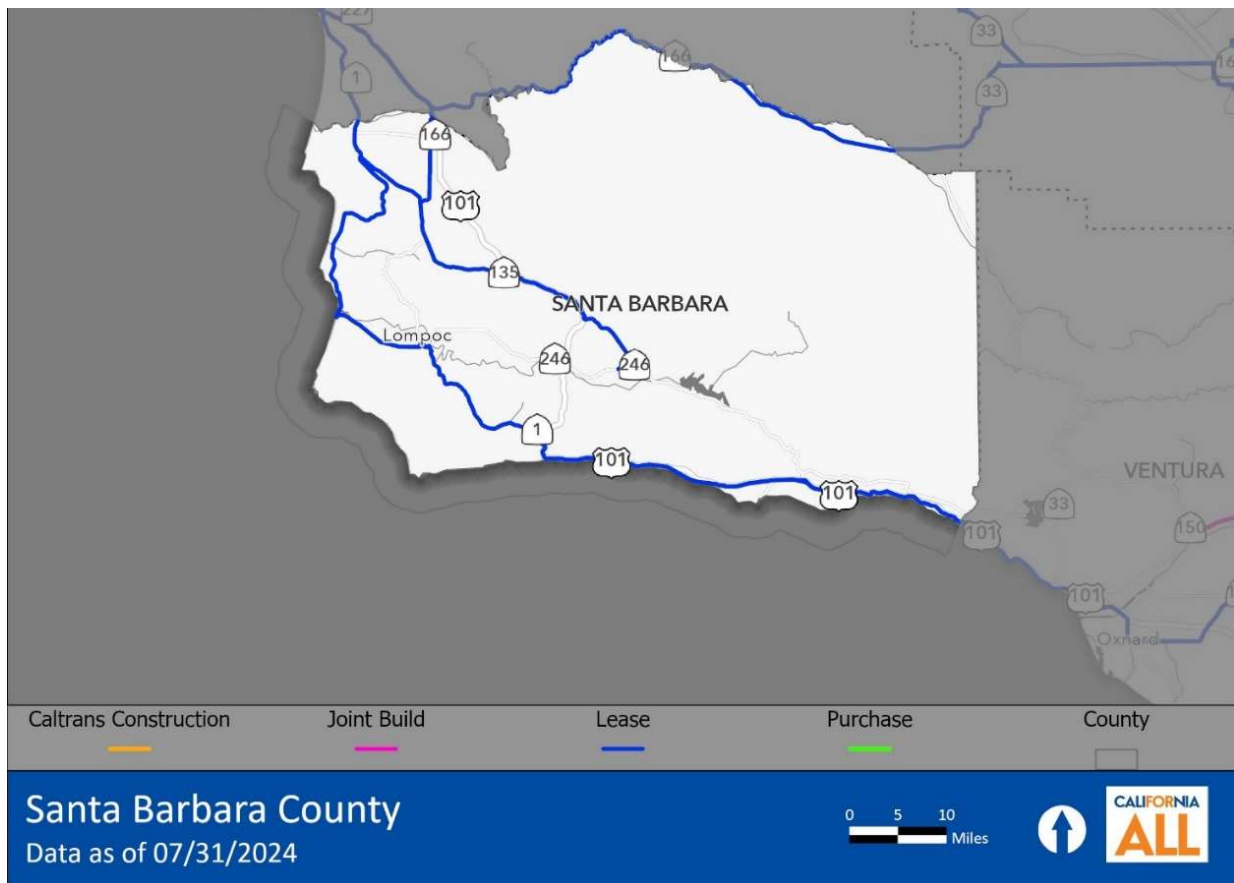
San Mateo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	31	39	0	0	70	Approximately 38 Caltrans construction miles were reduced due to funding limitations. Approximately 1 Caltrans construction mile was shifted to a lease opportunity. The remaining 2 miles were added to lease based on GIS data reconciliation activities.
Jul 2024	34	0	0	0	34	
Change	+3	-39	0	0	-36	



Santa Barbara County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	103	61	0	0	164	An estimated 82 Caltrans construction miles were shifted to lease opportunities. Approximately ~6 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, Caltrans construction increased by ~27 miles, and lease miles increased by ~4.
Jul 2024	189	0	0	0	189	
Change	+86	-61	0	0	+25	



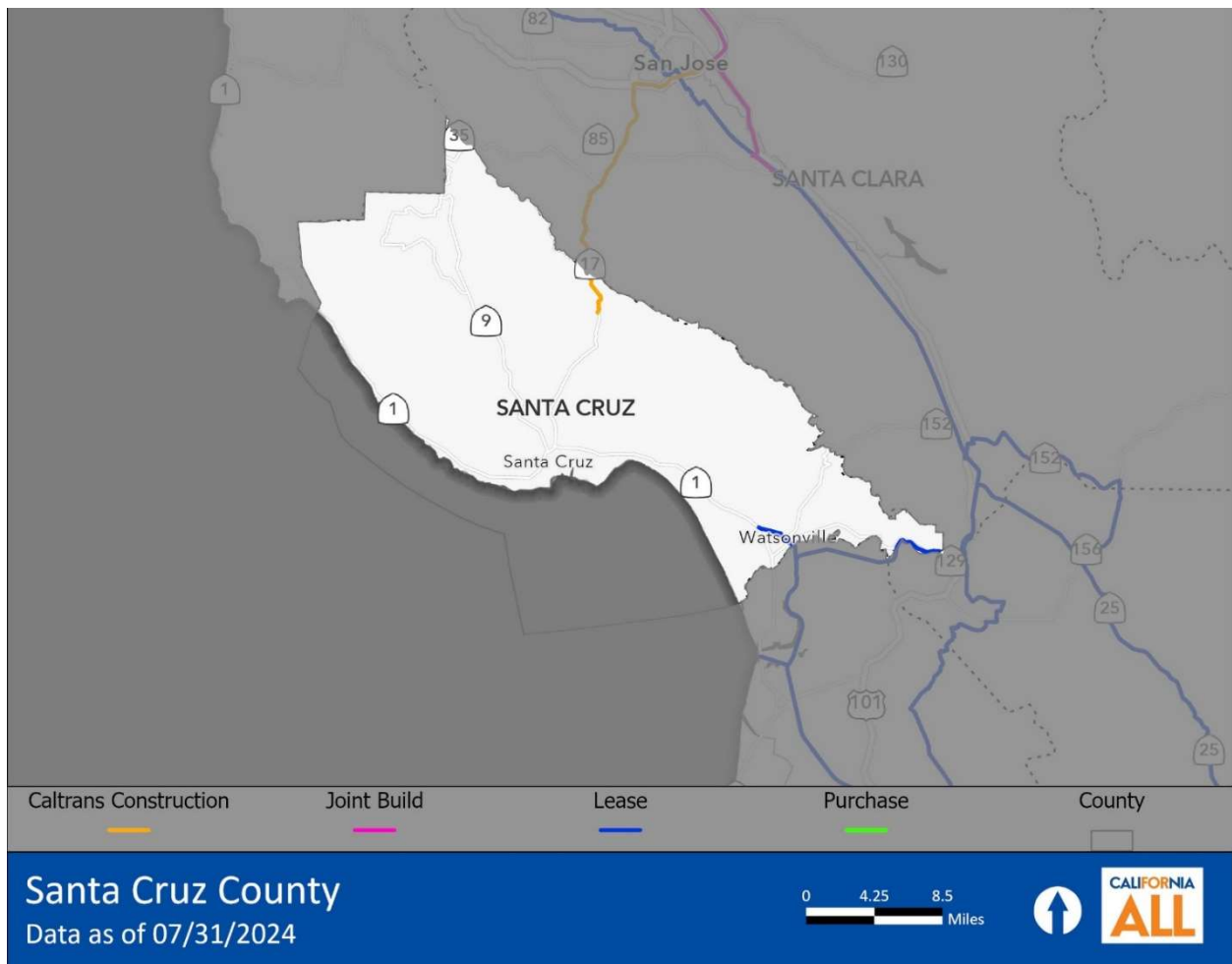
Santa Clara County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	75	54	19	0	148	Approximately 1 Caltrans construction mile was shifted to a lease opportunity. Approximately 33 Caltrans construction miles were reduced due to funding limitations. The remaining 7 miles were added to lease opportunities based on GIS data reconciliation activities.
Jul 2024	83	20	19	0	122	
Change	+8	-34	0	0	-26	



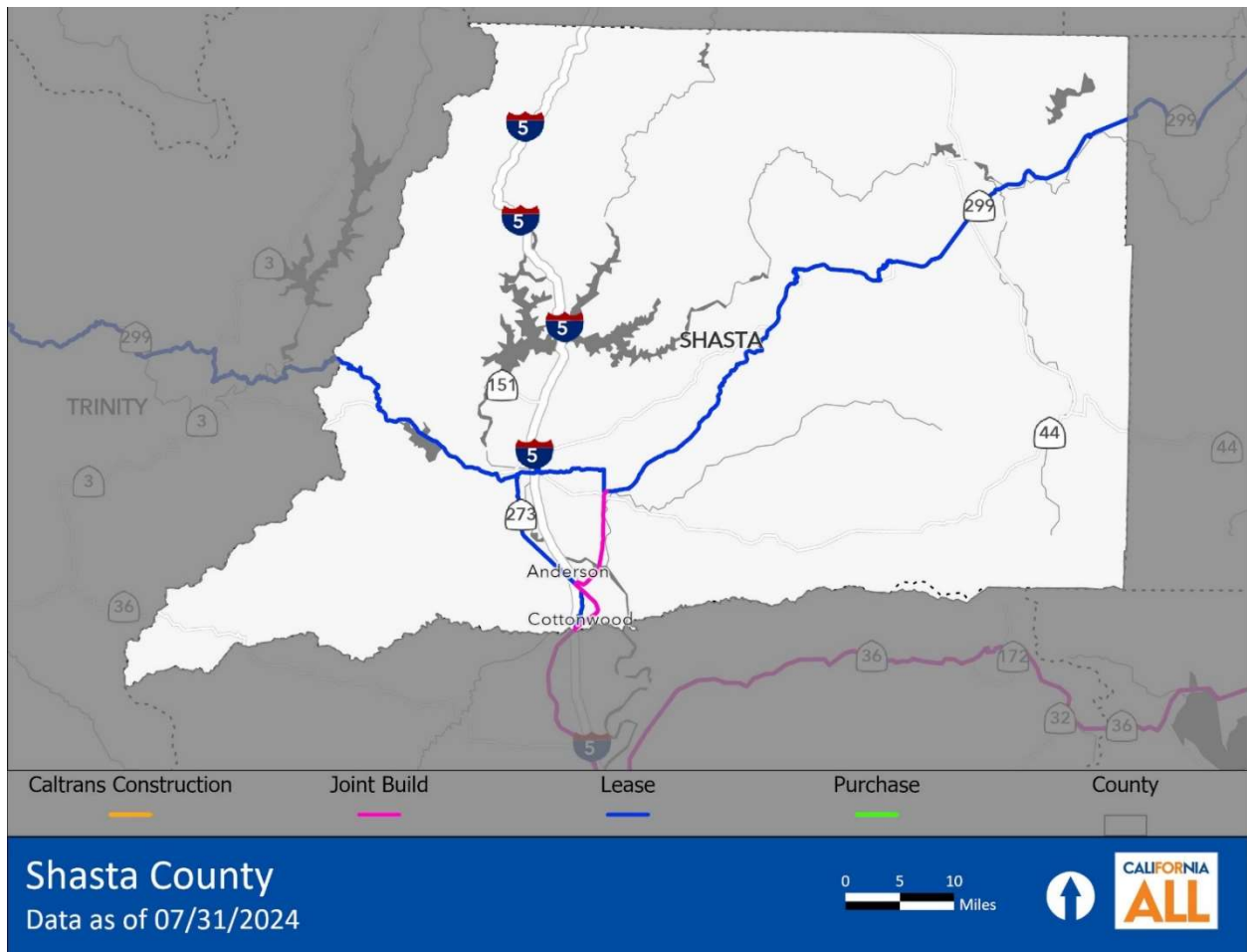
Santa Cruz County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	5	66	0	0	71	Approximately 62 Caltrans construction miles were reduced due to funding limitations. The remaining 1 mile was reduced from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	5	3	0	0	8	
Change	0	-63	0	0	-63	



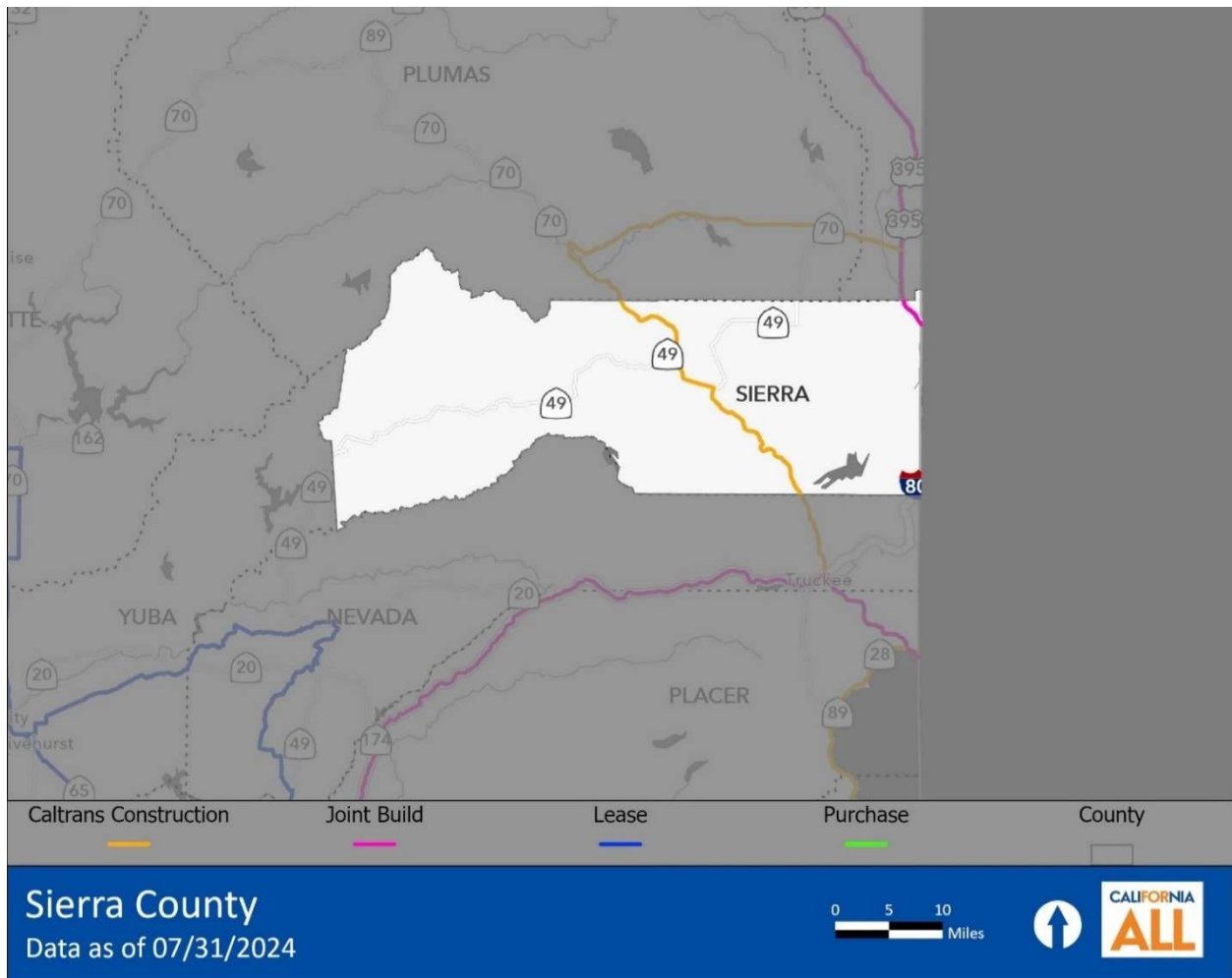
Shasta County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	129	62	16	0	207	Approximately 63 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, lease increased by ~2 miles, and Caltrans construction miles increased by ~1 mile.
Jul 2024	131	0	16	0	147	
Change	+2	-62	0	0	-60	



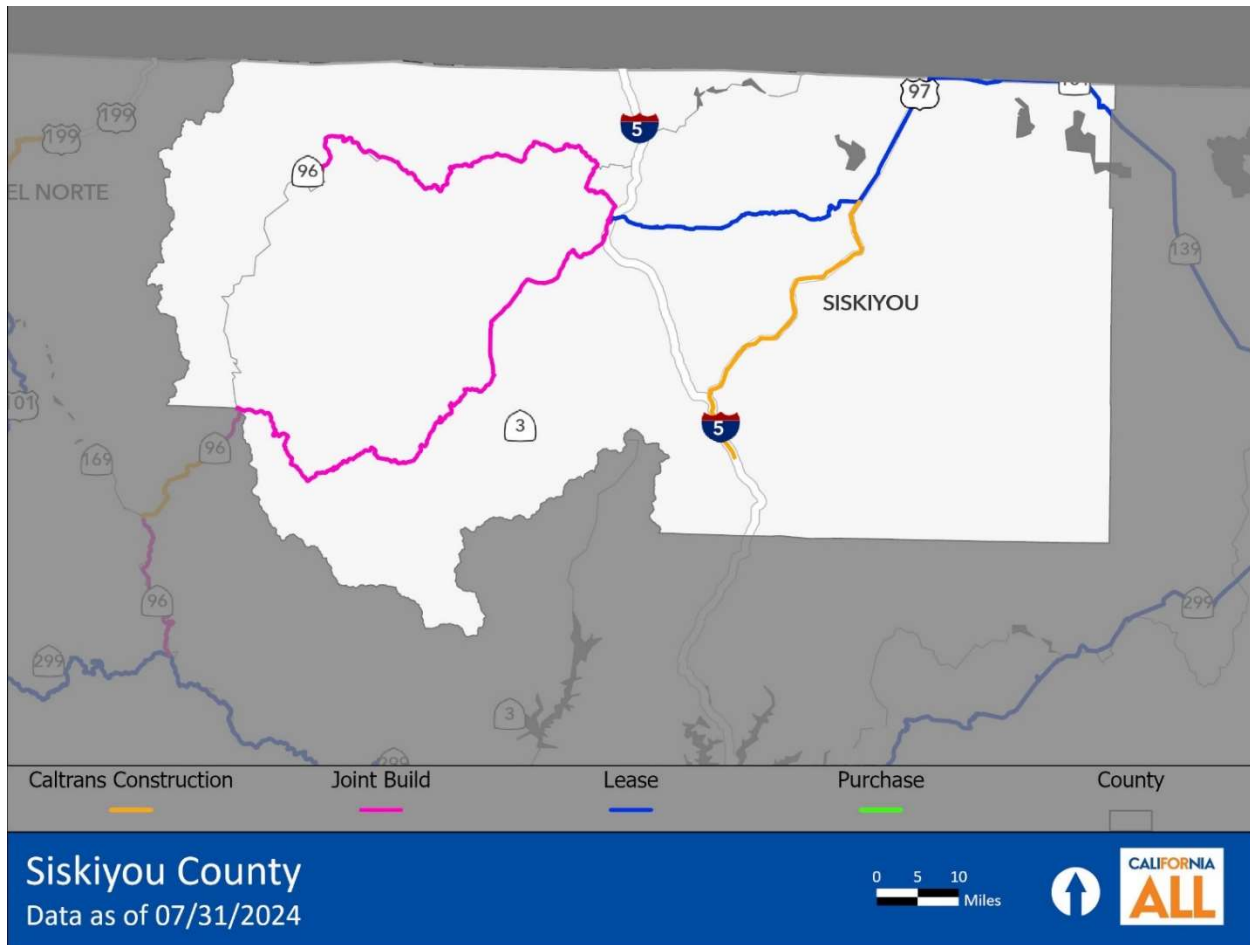
Sierra County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	61	3	0	64	Approximately 30 Caltrans Construction miles were reduced due to funding limitations. The remaining 2 miles were removed from Caltrans construction based on GIS data reconciliation activities.
Jul 2024	0	29	3	0	32	
Change	0	-32	0	0	-32	



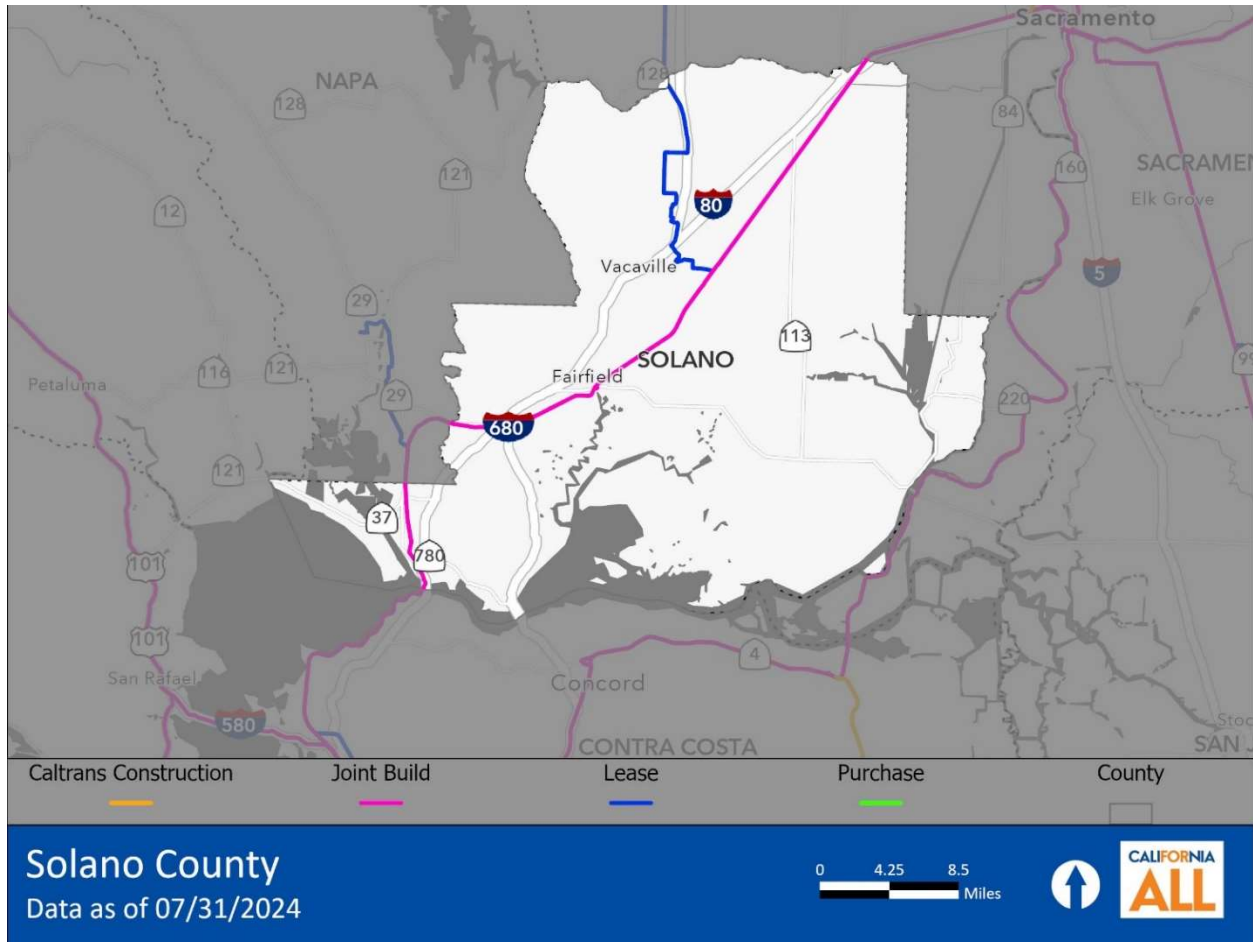
Siskiyou County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	82	99	158	0	339	Approximately 54 Caltrans construction miles were reduced due to funding limitations. The remaining 2 miles were reduced based on GIS data reconciliation activities, specifically 1 mile from lease and 1 mile from Caltrans construction.
Jul 2024	81	44	158	0	283	
Change	-1	-55	0	0	-56	



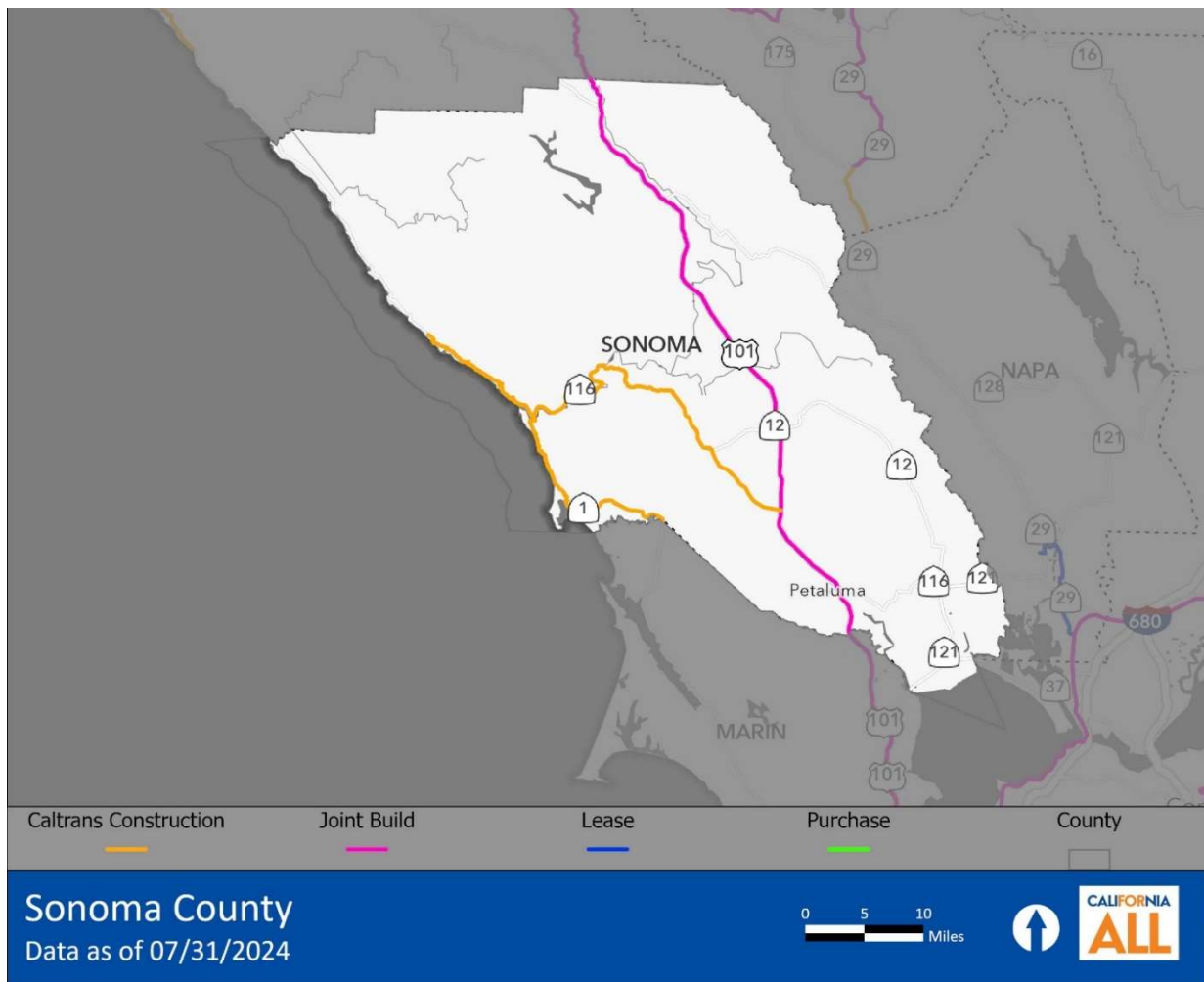
Solano County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	17	0	44	0	61	Approximately 1 mile was added to a lease based on GIS data reconciliation activities.
Jul 2024	18	0	44	0	62	
Change	+1	0	0	0	+1	



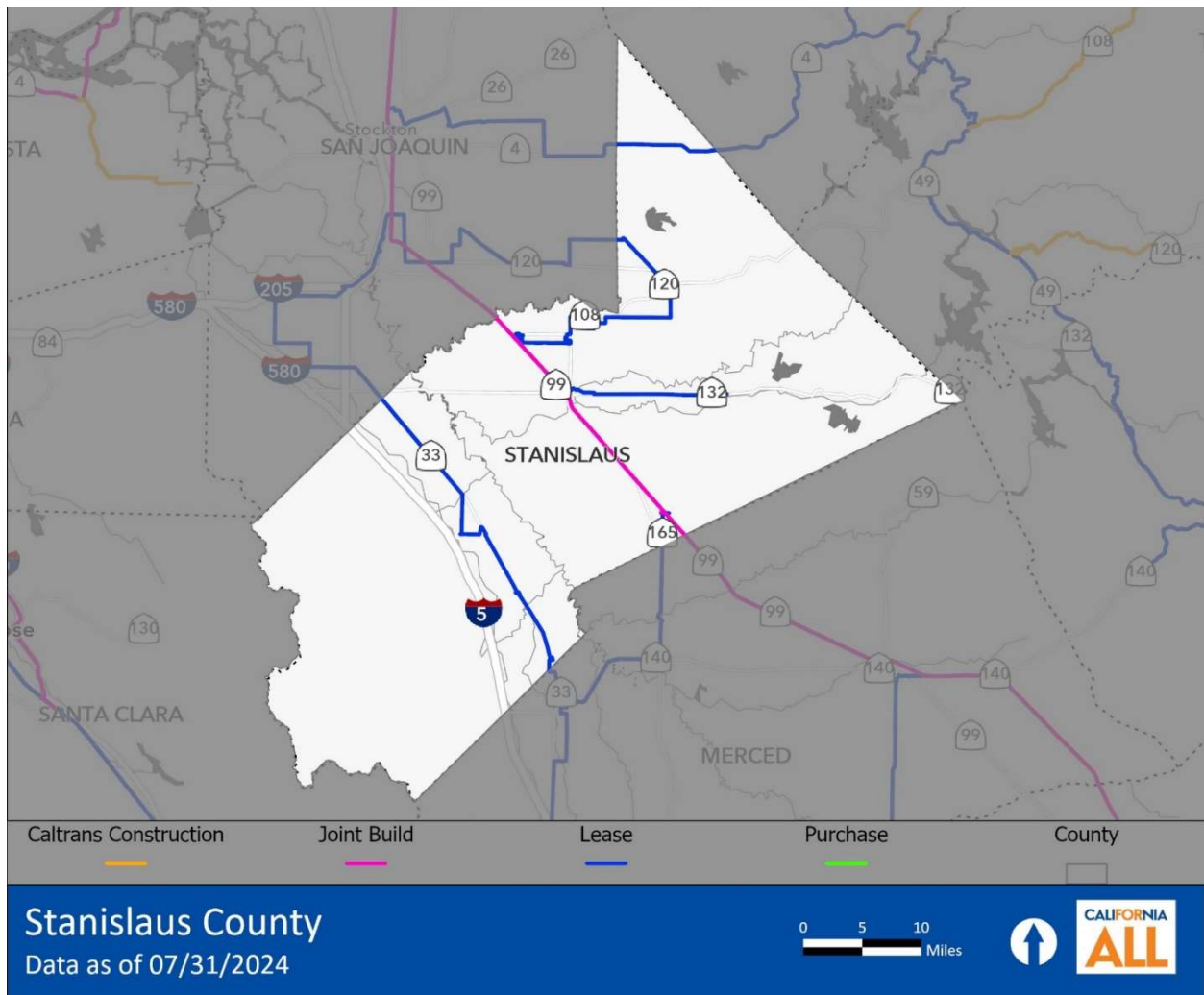
Sonoma County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	0	142	57	0	199	Approximately 72 Caltrans construction miles were reduced due to funding limitations. The remaining 1 mile was reduced from a joint build based on GIS data reconciliation activities.
Jul 2024	0	70	56	0	126	
Change	0	-72	-1	0	-73	



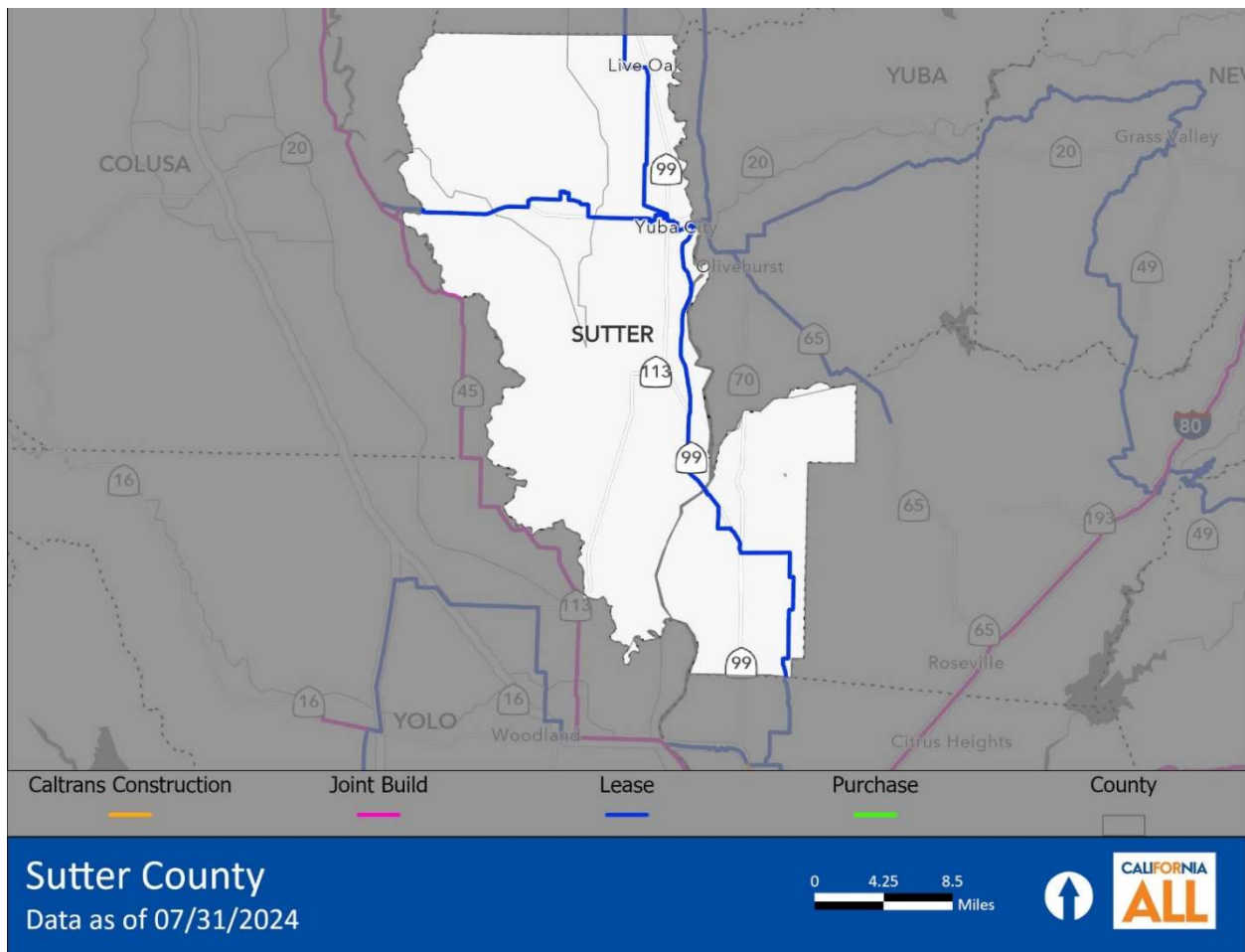
Stanislaus County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	84	0	25	0	109	Approximately 5 miles were added to lease opportunities based on GIS data reconciliation activities.
Jul 2024	89	0	25	0	114	
Change	+5	0	0	0	+5	



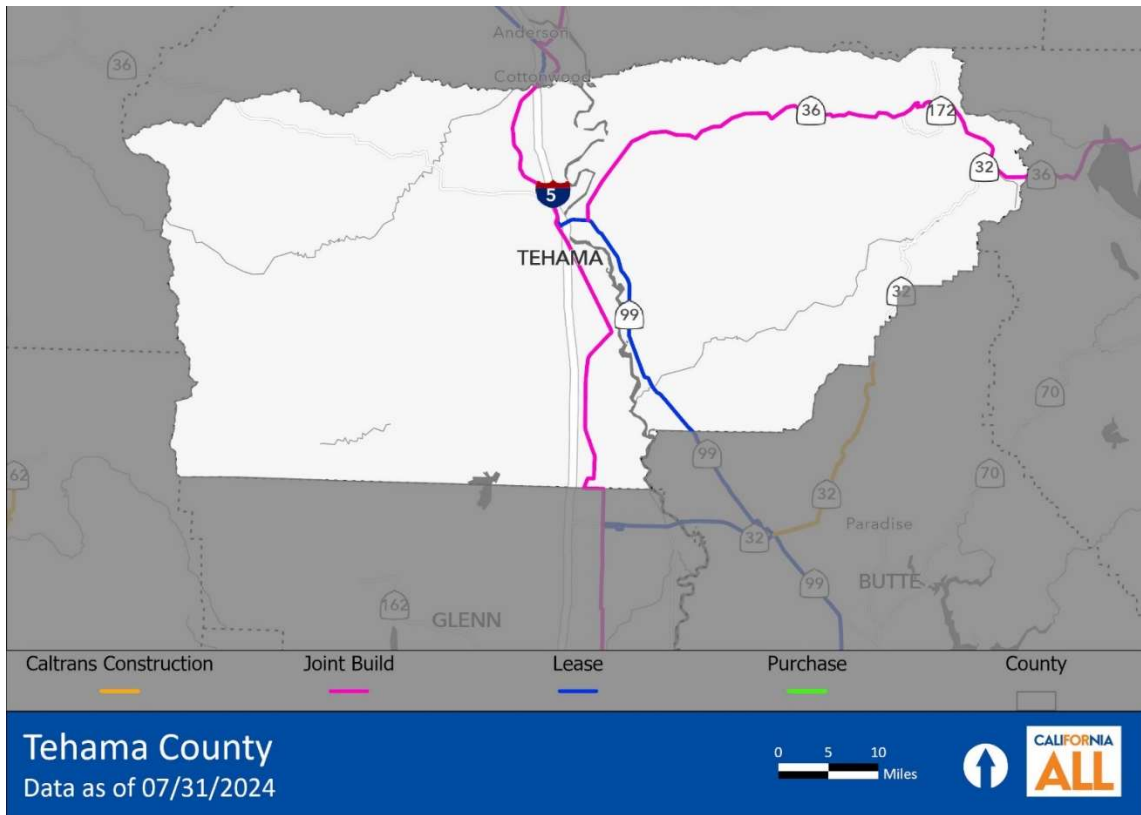
Sutter County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	65	0	0	0	65	Approximately 2 miles were added to lease opportunities based on GIS data reconciliation activities.
Jul 2024	67	0	0	0	67	
Change	+2	0	0	0	+2	



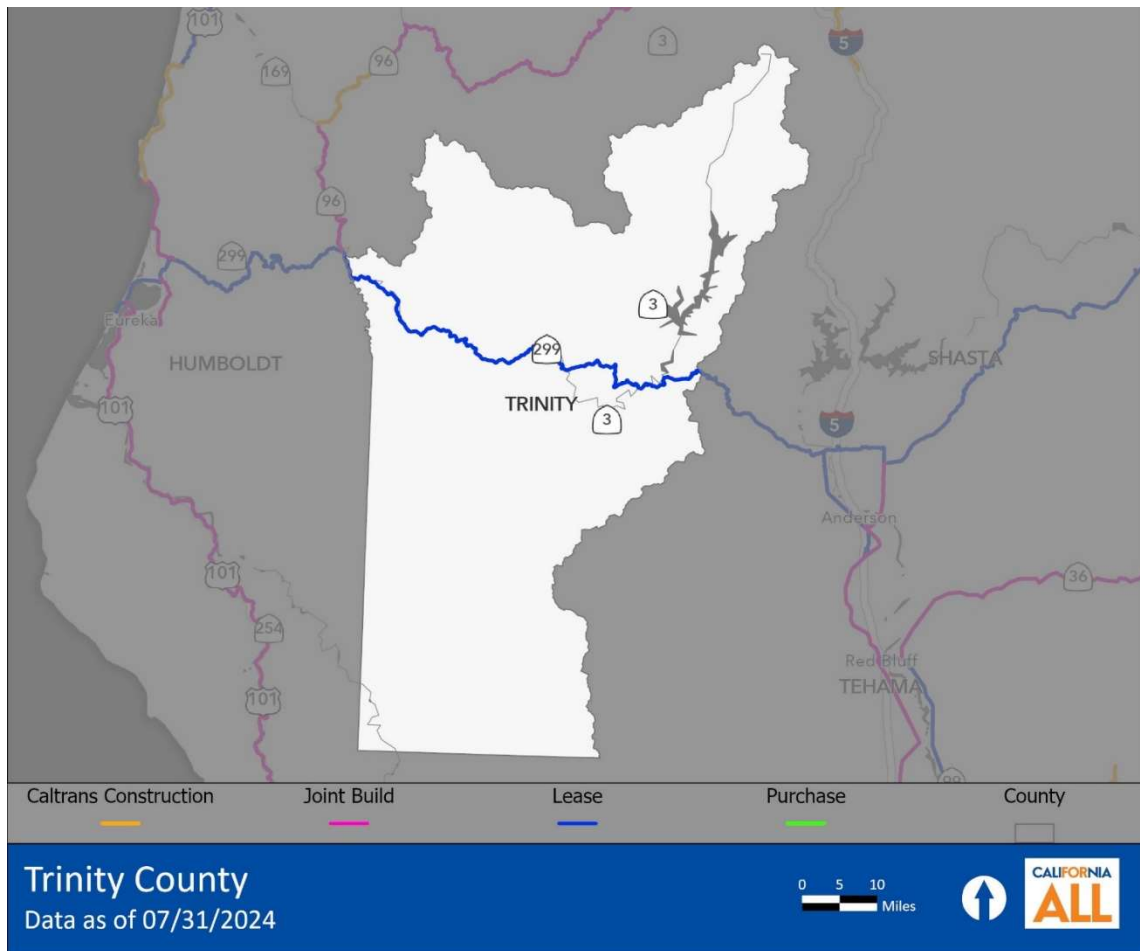
Tehama County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	28	63	48	0	139	Approximately 59 Caltrans construction miles were shifted to a joint build opportunity. Roughly 3 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, ~1 mile was added to lease, ~1 mile was reduced from Caltrans construction, and ~1 mile was reduced from joint build.
Jul 2024	29	0	106	0	135	
Change	+1	-63	+58	0	-4	



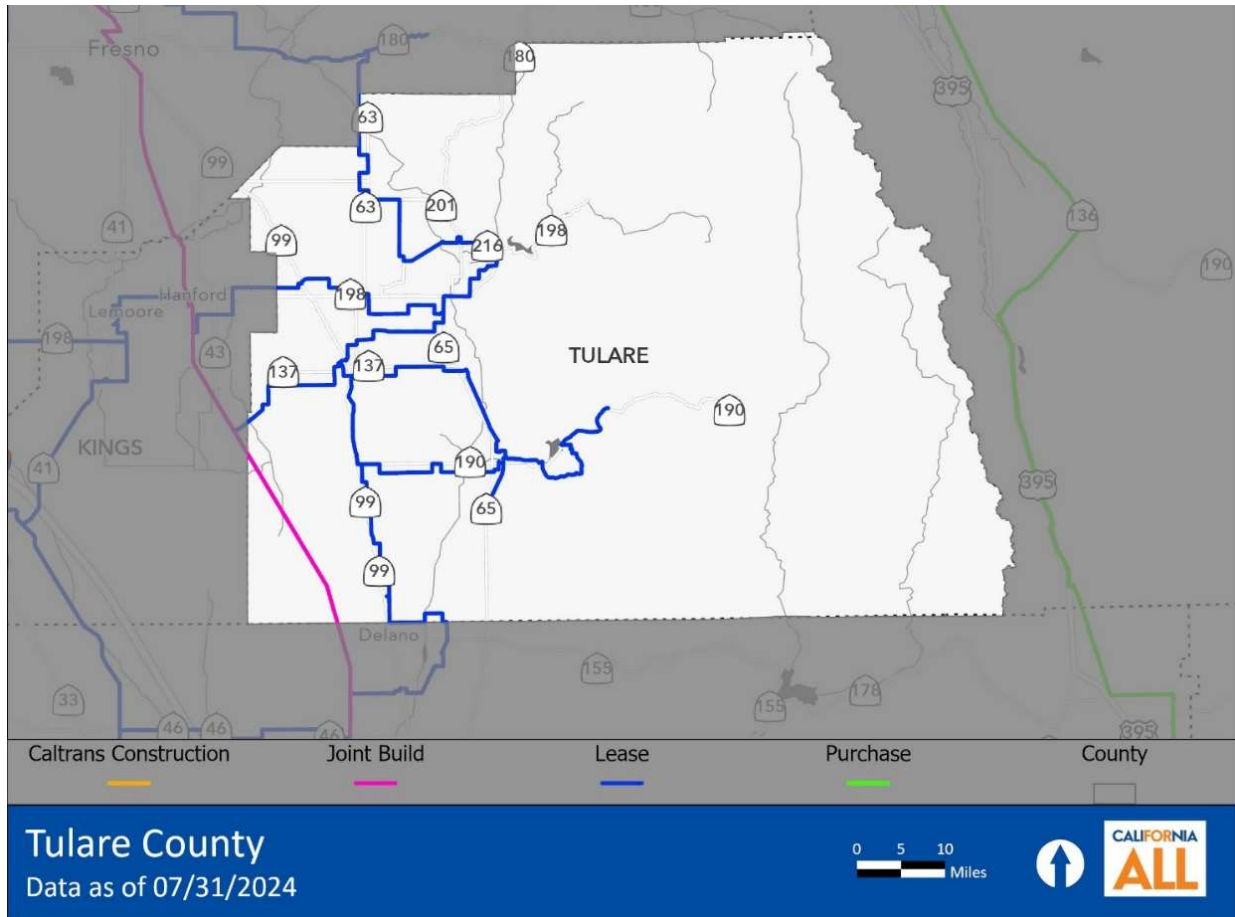
Trinity County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	79	72	0	0	151	Approximately 77 Caltrans construction miles were reduced due to limited funding. Based on GIS data reconciliation activities, Caltrans construction increased by 5 miles, and lease decreased by 5 miles.
Jul 2024	74	0	0	0	74	
Change	-5	-72	0	0	-77	



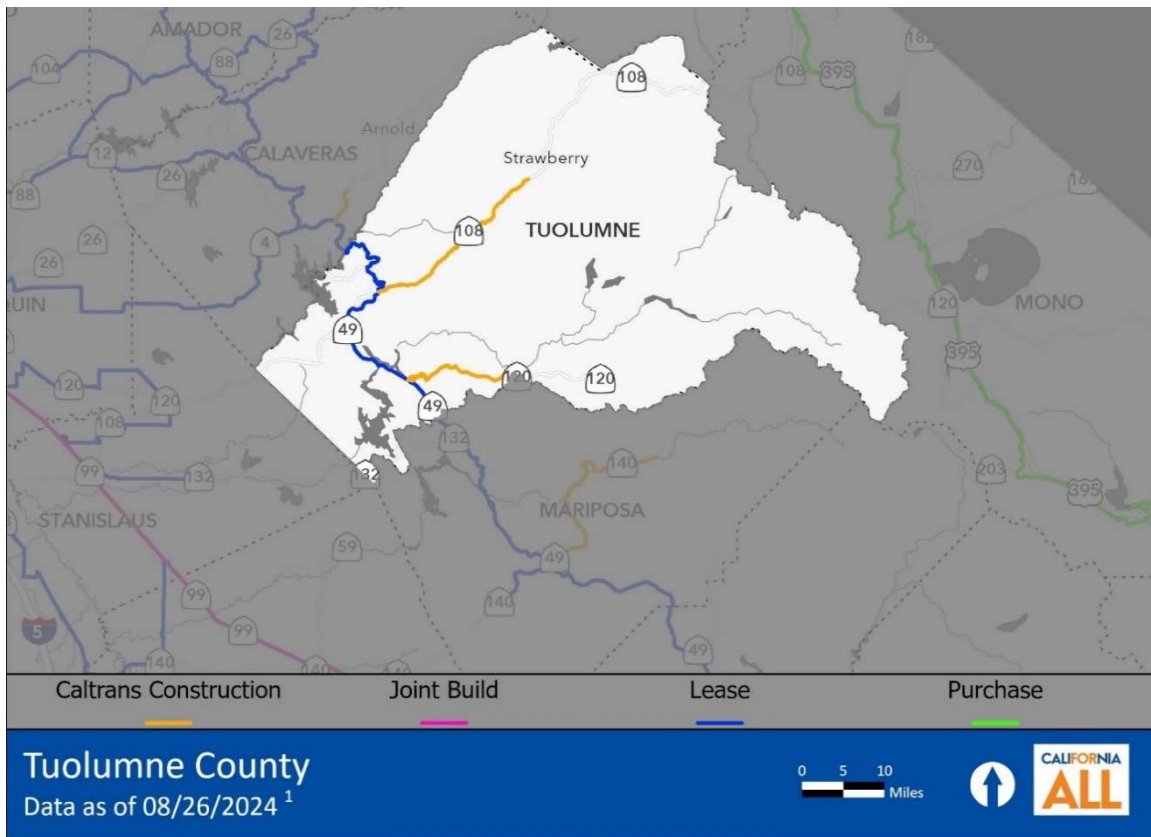
Tulare County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	230	8	23	0	261	Approximately 12 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, roughly 4 Caltrans construction miles were added, lease increased by ~2 miles, and joint build miles reduced by ~1.
Jul 2024	232	0	22	0	254	
Change	+2	-8	-1	0	-7	



Tuolumne County

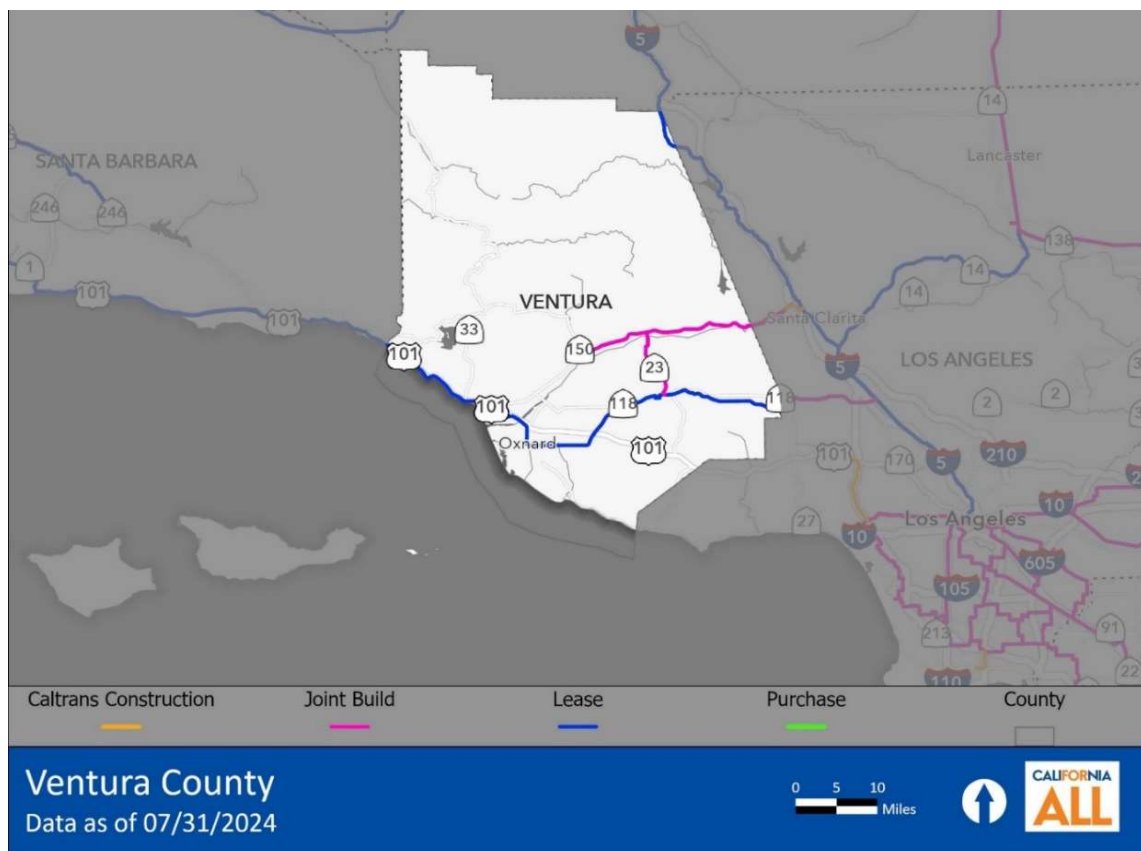
Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	40	51	0	0	91	Approximately 11 Caltrans construction miles were reduced due to funding limitations. 4 Caltrans construction miles were added as FFA grant data was clarified. The remaining 1 mile was reduced from a lease based on GIS data reconciliation activities.
Jul 2024 ¹	39	44	0	0	83	
Change	-1	-7	0	0	-8	



¹Includes additional FFA grant connections added in August.

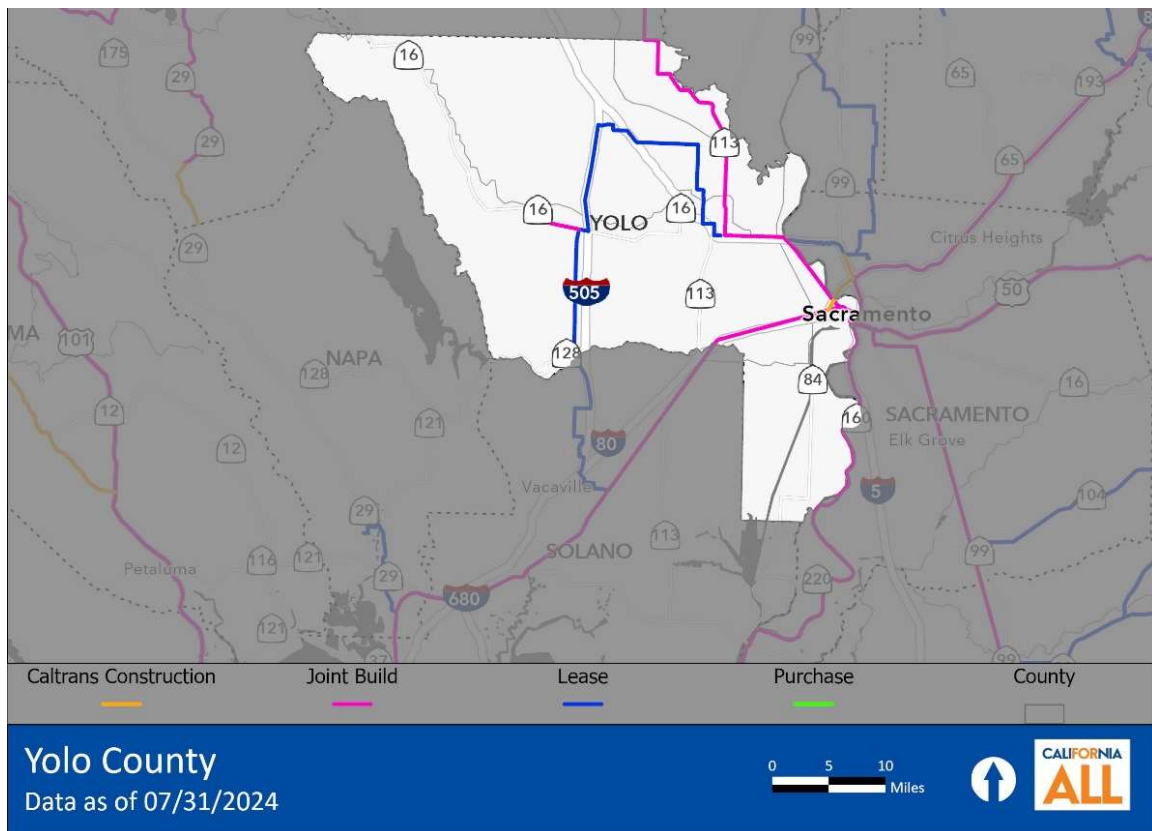
Ventura County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	64	63	0	0	127	Approximately 33 Caltrans construction miles were shifted to a joint build opportunity. Roughly 28 Caltrans construction miles were reduced due to funding limitations. Based on GIS data reconciliation activities, ~1 mile was added to lease, ~2 miles were reduced from Caltrans construction, and ~1 mile was added to joint build.
Jul 2024	65	0	34	0	99	
Change	+1	-63	+34	0	-28	



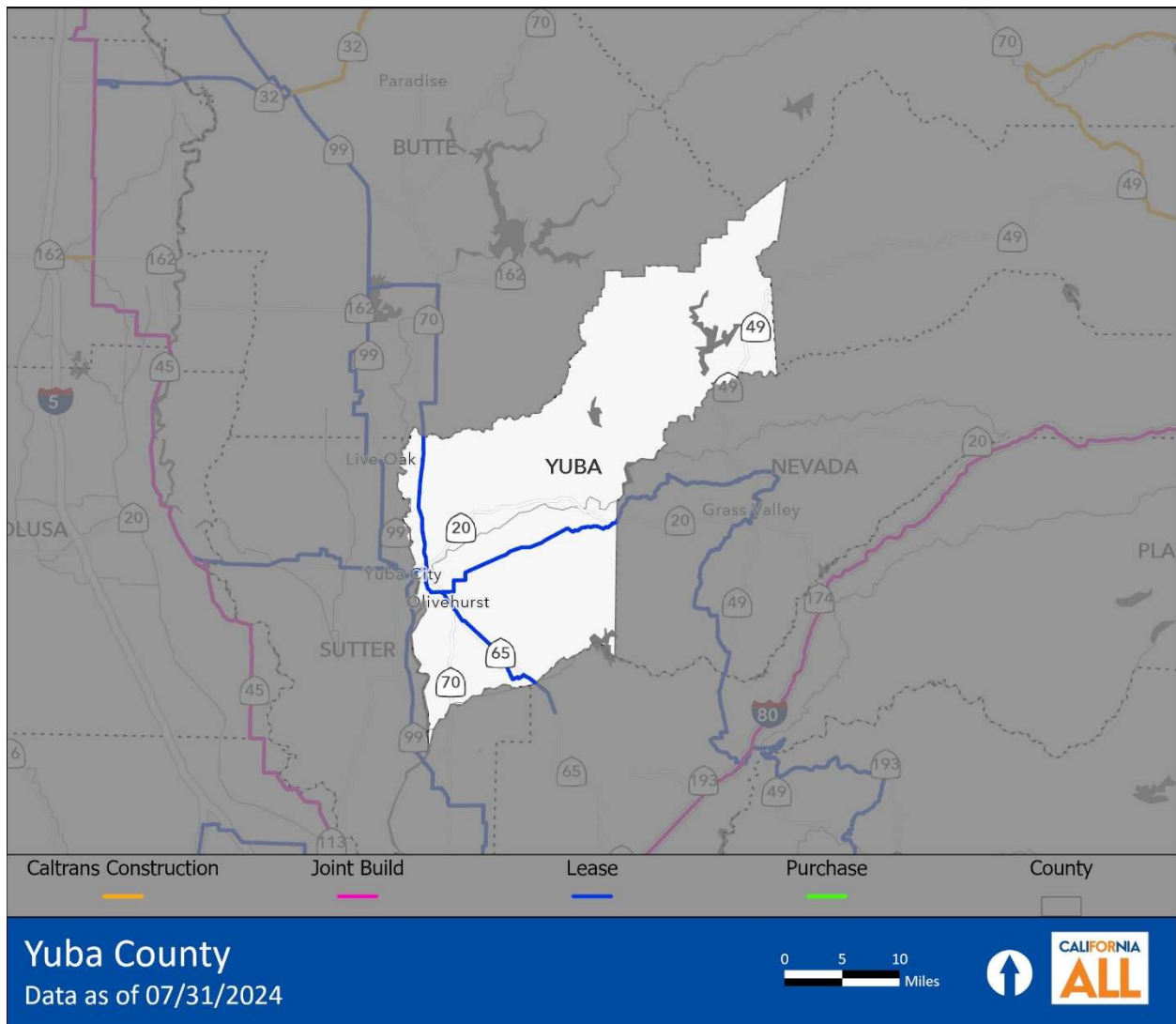
Yolo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	46	4	51	0	101	Based on GIS data reconciliation activities, Caltrans construction increased by ~2 miles, lease miles reduced by ~9, and joint build miles increased by ~2. Subsequently, about 4 Caltrans construction miles were shifted to a lease opportunity. Approximately 1 Caltrans construction mile was reduced due to funding limitations.
Jul 2024	41	1	53	0	95	
Change	-5	-3	+2	0	-6	



Yuba County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Feb 2024	47	0	0	0	47	No Change
Jul 2024	47	0	0	0	47	
Change	0	0	0	0	0	



Appendix B

Reporting requirements for the 2023 Budget Act as amended by AB 102 and SB 104, and the 2024 Budget Act as amended by SB 108:

AB 102 (Ting, Chapter 38, Statutes of 2023), Item 7502-001-0001, Provision 3

On or before March 1, 2024, and biannually thereafter until 2026, CDT shall provide a report to the relevant budget and policy subcommittees of the Legislature, the Joint Legislative Budget Committee, and the Legislative Analyst's Office on the MMBI. The report shall include, at a minimum, updated information on the following:

- (a) The total number of middle-mile broadband network miles leased or to be leased, by county.
- (b) The total number of middle-mile broadband network miles constructed or to be constructed as standalone projects built by Caltrans, by county.
- (c) The total number of middle-mile broadband network miles jointly constructed or to be jointly constructed by Caltrans and other entities, by county.
- (d) The total number of middle-mile broadband network miles purchased or to be purchased, by county.
- (e) All contracts executed by the administration for the middle-mile broadband network, listed by network acquisition method—that is, by leases, standalone construction projects, joint-build construction projects, and/or purchases.
- (f) The amount of federal funding from the Coronavirus State and Local Fiscal Recovery Funds, as authorized by the American Rescue Plan Act of 2021 (P.L. 117-2), encumbered and expended on CDT's MMBI.
- (g) The amount of federal funding from the Enabling Middle-Mile Broadband Infrastructure Program, as authorized by IIJA (P.L. 117-58), encumbered and expended on CDT's MMBI.
- (h) The amount of General Fund funds encumbered and expended on CDT's MMBI.

SB 104 (Skinner, Chapter 189, Statutes of 2023), Item 7502-001-0001, Provision 3

On or before March 1, 2024, and biannually thereafter until 2026, CDT shall provide a report to the relevant budget and policy subcommittees of the Legislature, the Joint Legislative Budget Committee, and the Legislative Analyst's Office on the MMBI. The report shall include, at a minimum, updated information on the following:

- (a) The total number of middle-mile broadband network miles leased or to be leased, by county.
- (b) The total number of middle-mile broadband network miles constructed or to be constructed as standalone projects built by Caltrans, by county.
- (c) The total number of middle-mile broadband network miles jointly constructed or to be jointly constructed by Caltrans and other entities, by county.
- (d) The total number of middle-mile broadband network miles purchased or to be purchased, by county.
- (e) All contracts executed by the administration for the middle-mile broadband network, listed by network acquisition method—that is, by leases, standalone construction projects, joint-build construction projects, and/or purchases.
- (f) The amount of federal funding from the Coronavirus State and Local Fiscal Recovery Funds, as authorized by the American Rescue Plan Act of 2021 (P.L. 117-2), encumbered and expended on CDT's MMBI.
- (g) The amount of federal funding from the Enabling Middle-Mile Broadband Infrastructure Program, as authorized by IIJA (P.L. 117-58), encumbered and expended on CDT's MMBI.
- (h) The amount of General Fund funds encumbered and expended on CDT's MMBI.
- (i) Status of last-mile customers and projects connected to broadband service using Middle Mile Network services.

SB 108 (Wiener, Chapter 35, Statutes of 2024), Item 7502-001-0001, Provision 4

On or before September 1, 2024, and biannually thereafter until 2026, CDT shall provide a report on various aspects of the MMBI to the Chairperson of the Joint Legislative Budget Committee, the relevant fiscal and policy committees of each house of the Legislature, and the Legislative Analyst's Office. The report shall include, at a minimum, the following information:

- (a) The total number of middle-mile broadband network miles leased or to be leased, by county.
- (b) The total number of middle-mile broadband network miles constructed or to be constructed as standalone projects built by Caltrans, by county.
- (c) The total number of middle-mile broadband network miles jointly constructed or to be jointly constructed by Caltrans and other entities, by county.
- (d) The total number of middle-mile broadband network miles purchased or to be purchased, by county.
- (e) All contracts executed by the administration for the middle-mile broadband network, listed by network acquisition method, such as by leases, standalone construction projects, joint-build construction projects, and purchases.
- (f) The amount of federal funding from the Coronavirus State and Local Fiscal Recovery Funds, as authorized by the federal American Rescue Plan Act of 2021 (P.L. 117-2), encumbered and expended on CDT's MMBI.
- (g) The amount of federal funding from the Enabling Middle-Mile Broadband Infrastructure Program, as authorized by IIJA (P.L. 117-58), encumbered and expended on the Department of Technology's MMBI.
- (h) The amount of General Fund funds encumbered and expended on the Department of Technology's MMBI.
- (i) Status of last-mile customers and projects connected to broadband service using Middle Mile Network services.