

Note: Form instructions and definitions will be created to support the report. Instructional guidance and training will be developed. Numbering to be updated based on final approved form.

RECIPIENT NAME	CALIFORNIA DEPARTMENT OF TECHNOLOGY	OMB Control No.	OMB Control No. 0660-0052
		Expiration Date	Exp. Date: 2/28/2027

Middle Mile Grant Program Bi-Annual Performance Report				
A. GENERAL INFORMATION				
1a. Recipient Organization:	CALIFORNIA DEPARTMENT OF TECHNOLOGY	1h. Award Identification Number:	06-40-MM438	
1b. Recipient Street Address:	10860 GOLD CENTER DRIVE	1i. Report Date (MM/DD/YYYY):	12/05/2025	
1c. City, State, and Zip Code:	RANCHO CORDOVA, California 95670-6024	1j. Final Report:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
1d. Unique Entity Identification (UEI) Number:	VTMETSLNMSW4	1k. Report Period Start Date (MM/DD/YYYY):	04/01/2025	
1e. Award Start Date (MM/DD/YYYY):	07/01/2023	1l. Report Period End Date (MM/DD/YYYY):	09/30/2025	
1f. Award End Date (MM/DD/YYYY):	12/31/2026	1g. Name of Person Completing Report: Mark Monroe		
B. PROJECT NARRATIVE				
<p>Please use the section below to provide a project narrative of the project(s). This section aims to help reviewers better understand what project is being proposed and steps taken to achieve this goal.</p>				
2a. A brief description of the recipient's organization and scope of work/project priorities.	This project will fund construction of 'spurs' to extend the reach of the California Middle-Mile Broadband Initiative (MMBI) network. CDT began the design of the MMBI network in 2021 after Governor Gavin Newsom signed into law Senate Bill 156 and provided the initial \$3.25 billion for the middle-mile broadband infrastructure necessary to bring internet connectivity to homes, businesses, and community institutions throughout California. CDT is the lead agency for network design, engineering, and procurement efforts. This project is a major collaborative effort intended to address the vast need for broadband.			

	services in unserved and underserved areas across California. The MMG-funded spurs are designed to interconnect with the MMBI network and extend it to deliver middle-mile capacity to rural communities and serve as a jumping-off point for future last-mile networks.
2b. An overview of the significant outputs and outcomes to be accomplished in the project.	This project is essential to filling the gaps in California's middle-mile infrastructure and advancing the national goals of increasing connectivity, affordability, and equity. The grant and matching funds would enable construction of approximately 122 miles of fiber constructed and the lease of an additional 290 miles of middle-mile fiber that are part of the larger statewide middle-mile network, bringing the network within five miles of approximately 188,172 unserved addresses and 11 Tribal entities, and within 1,000 feet of 631 anchor institutions.
2c. How would the project meet the recipient's business and/or administrative need(s)?	The project is designed to maximize the number of potential last mile connections for residents and businesses in rural areas on the edge of the MMBI state funded routes.
2d. Provide an overview of key accomplishments achieved for this reporting period on the MM infrastructure project.	Based on cost increases for the remaining construction routes, during this reporting period CDT submitted a proposal to strategically switch from Caltrans construction to ADF lease for spurs 23, 26a, 27, 28a, 38, 40, 55, 81, 89. CDT continues to coordinate with NTIA to navigate the Environmental and Historic Preservation (EHP) clearance process and route change memo approval.
2e. Provide any roadblock experienced during this reporting period impacting the expansion of the MM infrastructure project (i.e., supply chain, availability of labor).	While overall milestone completion is estimated at 42%, note that \$0 have been drawn or allocated to the grant. CDT intentionally has not drawn down or allocated any funds until the proposed switch from Caltrans construction to ADF lease for spurs 23, 26a, 27, 28a, 38, 40, 55, 81, 89 is approved. Once the proposed changes are finalized and approved by NTIA and the leased networks are available, CDT will start drawing funds. Actual project milestone percentages do not align with the anticipated milestone percentages due to the strategic proposal to switch from Caltrans construction to ADF lease to avoid cost increases during this reporting period.
2f. Provide any barriers to improving job quality experienced during this reporting period.	N/A

C. INFRASTRUCTURE MILESTONE CATEGORIES AND PROJECT TIMELINE				
Please use the chart below to provide the start date and end date of your project.				
OVERALL PROJECT	PROJECT DURATION	3a. PROJECT START DATE	3b. PROJECT END DATE	
	1279	07/01/2023	12/31/2026	

Please provide the start and end dates for each milestone category of your project. The duration is be based on the start and end dates of each category.

Please use the table provided to indicate your EXPECTED percentage of completion on a bi-annual basis for each year of your project. Year 1 begins with your award start date.

The percentage of completion should be based primarily on the expenditure of your project budget and should be reported cumulatively from award inception through the end of each semi-annual reporting period. For example, if you expect to complete a particular milestone within the first three periods of your project, the third period and all subsequent periods should state 100%.

*** Period 1 ends September 30 and Period 2 ends March 31.

Please write "0" in the duration field if your project does not include an activity. If necessary, please insert additional milestones at the end.

Phase	Budget (\$)	Start Date	End Date	Planned (%)	Actual (%)	Design (%)	Procurement (%)	Construction (%)	Testing (%)	Deployment (%)	Completion (%)	Overall (%)	Notes	Comments
Site Preparation	182	2024-04-01	2024-09-30	0%	0%	50%	100%	100%	100%	100%	100%	100%	%	%
Equipment Procurement	181	2023-10-02	2024-03-31	80%	100%	100%	100%	100%	100%	100%	100%	100%	%	%
Network Build (all components - owned, leased, Indefeasible Rights of Use, etc.)	820	2024-04-01	2026-06-30	0%	30%	45%	50%	78%	100%	100%	100%	100%	%	%
Equipment Deployment	729	2024-07-01	2026-06-30	0%	0%	25%	50%	75%	100%	100%	100%	100%	%	%
Network Testing	364	2025-07-01	2026-06-30	0%	0%	10%	20%	50%	75%	100%	100%	100%	%	%
Status of Procurement	1095	2023-07-01	2026-06-30	62%	75%	85%	90%	95%	100%	100%	100%	100%	%	%

Network Testing	364	2025-07-01	2026-06-30	%	%	%	%	%	%	%	%	%	%
Status of Procurement	1095	2023-07-01	2026-06-30	%	%	%	%	%	%	%	%	%	%

Please use the table provided to indicate your ACTUAL percentage of completion on a bi-annual basis for each year of your project. Year 1 begins with your award start date.

The percentage of completion should be based primarily on the expenditure of your project budget and should be reported cumulatively from award inception through the end of each semi-annual reporting period. For example, if you expect to complete a particular milestone within the first three periods of your project, the third period and all subsequent periods should state 100%.

Please provide a brief description of the primary activities involved in meeting each milestone (a single description should be provided for each milestone, covering all periods in years one through N).

*** Period 1 ends September 30 and Period 2 ends March 31.

Please write the number "0" if your project does not include an activity. If necessary, please insert additional milestones at the bottom of the chart. Please add additional milestones as applicable.

ACTUAL PROJECT MILESTONES***		Year 1		Year 2		Year 3		Year 4		Year 5	
		Period 1	Period 2	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2
4a. MILESTONE	4b. DESCRIPTION	Actual Milestone Completion (Cumulative)									
Overall Project	Much of the environmental, network design, rights of way, and construction permitting work is complete. Although construction has not yet begun on the Caltrans routes, 42% represents the average completion of all tasks listed below (not expenditures). Note that a route change to switch the remaining 9 Caltrans construction routes to IRU lease is being finalized.	14%	42%	46%	42%	42%					%
Environmental Assessment	Environmental approvals have been granted for 100% of the 290 miles of IRU leased routes; plus, 70 of 122 Caltrans constructed miles were cleared. Therefore, 360 of 412 miles or 87% of miles have cleared environmental.	2%	56%	57%	87%	87%					%
Network Design	Designs have been completed for 9 of the 9 spurs, resulting in a 100% completion rate.	50%	56%	68%	100%	100%					%

Rights Of Way	ROW have been secured on 6 of the 9 spurs, resulting in a 67% completion rate.	10%	56%	68%	67%	67%							%
Construction Permits And Other Approvals	Permits and approvals have been received on 6 of the 9 spurs, resulting in a 67% completion rate.	10%	56%	68%	67%	67%							%
Site Preparation	Although site prep planning has begun, no actual preparation work has yet begun; therefore 0%.	0%	0%	0%	0%	0%							%
Equipment Procurement	All equipment has been procured, but not yet taken out of State inventory nor allocated to this project. See Status of Procurement at 100% to reflect that all equipment is in inventory.	80%	100%	100%	0%	0%							%
Network Build (all components - owned, leased, Indefeasible Rights of Use, etc.)	No federally funded network build since construction has not yet begun; therefore 0%.	0%	0%	1%	0%	0%							%
Equipment Deployment	No equipment has been deployed since construction has not yet begun; therefore 0%.	0%	0%	0%	0%	0%							%
Network Testing	No testing has begun; therefore 0%.	0%	0%	0%	0%	0%							%
Status of Procurement	The State has procured fiber, equipment, and construction materials that are currently in inventory but are not yet allocated to this project resulting in 100% procurement status.	62%	100%	100%	100%	100%							%

Subrecipient and Subawards											
List of Subrecipient(s) that received a subaward or subcontract from the eligible entity and a description of the specific project for which grant funds were provided.											
Associate projects names to any subrecipient or subaward associated with grant, approved grant funds, and expenditures to date.											
5a. Project Name	Status	5b. Project Description	5c. Subrecipient	5d. Minorit y Busines s Enterpri se (MBE)	5e. Women' s Busines s Enterpri se (WBE)	5f. Labor Surplus Area Firm	5g. Awarde d Funds	5h. Expendi tures to Date	5i. Remaini ng Grant Balance	5j. % of work complet e	
								\$	\$	\$	%

D. INFRASTRUCTURE BUDGET EXECUTION DETAILS

Please provide details below on your total budget and total fund expended to date for each budget element, including detailed disbursements of both matching funds approved and federal funds obligated from project inception through end of this reporting period. Figures should be reported cumulatively from award inception to the end of the applicable reporting period.

6a. Projected Budget Element	6b. Federal Funds	6c. Non-Federal Funds	6d. Total Project Budget	6e. Total Federal Funds Expended to Date	6f. Total Non-Federal Funds Expended to Date	6g. Total Funds Expended	6h. Percent of Federal Funding Expended to Date (Cumulative)
6a. Administrative and legal expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Land, structures, rights-of way, appraisals, etc.	\$29,656,383.81	\$35,891,254.64	\$65,547,638.45	\$0.00	\$0.00	\$0.00	0%
6a. Relocation expenses and payments	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Architectural and engineering fees	\$3,474,240.00	\$3,474,240.00	\$6,948,480.00	\$0.00	\$0.00	\$0.00	0%
6a. Other architectural and engineering fees	\$780,000.00	\$780,000.00	\$1,560,000.00	\$0.00	\$0.00	\$0.00	0%
6a. Project inspection fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Site work	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Demolition and removal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Construction	\$34,287,961.03	\$72,846,217.94	\$107,134,178.97	\$0.00	\$0.00	\$0.00	0%
6a. Equipment	\$1,052,992.51	\$1,052,992.51	\$2,105,985.02	\$0.00	\$0.00	\$0.00	0%

6a. Miscellaneous	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
6a. Subtotal	\$69,251,577.35	\$114,044,705.09	\$183,296,282.44	\$0.00	\$0.00	\$0.00	0%
6a. Contingencies	\$3,748,422.65	\$3,781,900.85	\$7,530,323.50	\$0.00	\$0.00	\$0.00	0%
6a. Totals	\$73,000,000.00	\$117,826,605.94	\$190,826,605.94	\$0.00	\$0.00	\$0.00	0%

E. COMMUNITY BENEFIT AGREEMENT

As stated in the MM Grant Program NOFO a Community Benefit Agreement (CBA) is an agreement signed by community benefit groups and a developer, identifying the community benefits a developer agrees to deliver, in return for community support of the project.

Please use the fields below to state the Community Benefit Group and Developer Name and describe the activities in how this partnership has supported with the Middle Mile Infrastructure project (i.e. wage agreements, targeting hiring of apprentices and disadvantaged groups in labor market, education and training opportunities, sub-contracting to local small business for construction, services, and supply chain needs).

Description of Community Agreement

7a. Community Benefit Group Name: Please provide the name of the Community Benefit Group

7b. Developer Name: Please provide the name of the Developer.

7c. Community Benefit Group and Developer Partnership: Please describe in the space below the nature of the partnership and how the MM grant funds being used are assisting to provide community support for the infrastructure project.

These questions were answered via file upload.

Number of Community Agreements: 0

File(s) Uploaded with Responses:

F. CLIMATE RESILIENCE

Recipients must demonstrate that they have sufficiently accounted for current and future weather and climate related risks to new MM infrastructure projects. At present, weather and climate related risks to broadband networks include wildfires, extreme heat and cold, inland and coastal flooding, and the extreme winds produced by weather events such as tornadoes, hurricanes, and other weather events. Because retrofitted and new infrastructure for broadband might be expected to have a lifetime of 20 years or more, recipients must account not only for current risks but also for how the frequency, severity, and nature of these extreme events may plausibly evolve as our climate continues to change over the coming decades.

Climate Resiliency Risk Mitigation

This purpose of this section is for the recipient to demonstrate that they have sufficiently accounted for current and future weather and climate-related risks to new MM infrastructure projects. In particular, each recipient should demonstrate how they've addressed the known and identifiable risks of current and future projected weather and climate conditions through measures such as (but not limited to) choice of a technology platform suitable to the climate risk of the region, reliance on alternatives siting of facilities (i.e., underground construction where appropriate), retrofitting, or hardening of existing assets, and use of network redundancy to safeguard against threats to infrastructure.

8a. Were any geographic areas identified for this reporting period subject to an initial and/or updated hazard screening for future weather and climate related risk? If so, please provide the date of the screening and provide related documentation as an attachment to this report.

No

8b. Climate Resilience Category	8c. Date of Most Recent Hazard Screening	8d. Name and Title of Representative Completing Most Recent Hazard Screening	8e. Date of Report Completion
No files uploaded for Hazard Screening.			
8f. Identified Risk: For your MM project, what are the potential weather and climate hazards that may be most important to be addressed that could impact the resiliency of the middle mile infrastructure deployed (i.e. wildfires, extreme heat and cold, inland and coastal flooding, extreme winds: tornadoes, hurricanes and other weather events)?			

In California, the weather elements of concern are wildfires, extreme cold and heat, inland and coastal flooding, and dry high winds in times of low humidity that can fuel wildfires, particularly in Southern California.

8g. Weather and Climate Hazards: Were any significant climate or weather hazards experienced during this reporting period (i.e., floods, tornados) impacting infrastructure buildout or service? Briefly describe how you monitored for weather and climate caused issues for the reliability of the system. If so, please provide the date of the disaster, location and backup documentation related (i.e., news articles).

No

No significant climate or weather hazards were experienced during this reporting period. There was no construction during this time period.

8h. Risks to Deployment of New Infrastructure: Has the team identified any risks impacting the deployment of new or repaired infrastructure due to current and future weather and climate-related threats during this reporting period?

No

8i. Risk Mitigation: How will the project avoid and/or mitigate the risk identified? If not applicable, please explain why.

No significant climate or weather hazards were experienced during this reporting period. There was no construction during this time period.

8j. Additional Information: Is there any additional information you would like to share during this reporting period that the grant team should be aware of regarding the management of sustainable climate resiliency for your MM project?

No.

8k. Additional Resources

Has the team utilized the available resources to assist with mitigation and long-term planning efforts for this reporting period? If so, which resources?

2018 National Climate Assessment

NOAA's 2022 State Climate Summaries

NOAA Disaster and Risk Mapping Tool

NOAA's Storms Event Database

NOAA Climate Explorer and Digital Coast

FEMA National Risk Index

Consulted FEMA-approved Hazard Mitigation Plans prepared by states in which they propose to build middle mile infrastructure to help identify key risk and hazards

No

G. Workforce

For projects receiving over \$5,000,000 (based on expected total cost), as determined by the U.S. Secretary of Labor by subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act"), all laborers and mechanics employed by contractors and subcontractors in the performance of such project are paid wages at rates not less than those prevailing.

Davis-Bacon Certification

9a. Does the recipient have access to the information requested (all laborers and mechanics employed by contractors and subcontractors in the performance of such project are paid wages at rates not less than those prevailing?)

No

Local Hire Prioritization and Impact

Local hiring is a goal or requirement to hire people who live close to the place of work. This aim is often more specifically structured as a requirement for contractors awarded certain types of publicly funded projects to recruit a certain proportion of the people working on the project from a particular area. Please **provide all direct hires and contractors supporting** the MM Infrastructure project.

Please use the table below to describe how the project prioritizes local hiring.

Hires by Race, Ethnicity and Sex	Number of Hires				Totals	
	Race/Ethnicity					
	9c. Non-Hispanic/Non-Latino					
	9b. Hispanic or Latino	9c-1. Men	9c-2. Women			

	9b-1. Men	9b-2. Women		White	Black or African American	Native Hawaiian or Pacific Islander	Asian	Native American or Alaska Native	Two or More Races	White	Black or African American	Native Hawaiian or Pacific Islander	Asian	Native American or Alaska Native	Two or More Races							
Number of Local Direct Hires	0	0		0	0	0	0	0	0	0	0	0	0	0	0							0
Number of Non-Local Direct Hires	0	0		0	0	0	0	0	0	0	0	0	0	0	0							0
Percentage of Local Direct Hires on Award	0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
Number of Local Subcontractors	0	0		0	0	0	0	0	0	0	0	0	0	0	0							0
Number of Non-Local Subcontractors	0	0		0	0	0	0	0	0	0	0	0	0	0	0							0
Percentage of Local Subcontractors on Award	0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							

Please confirm if wages are at least prevailing*

*As stated in the MM NOFO as determined by the U.S. Secretary Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act"), for the corresponding classes of laborers and mechanics employed on projects of a character similar to the contract work in the civil subdivision of the State (or the District of Columbia) in which the work is to be performed.

10a. Are wage rates at least the Davis-Bacon prevailing wage for all laborers?	No
10b. Please cite your source of how this information was gathered (for 10a).	No Labor to report. Wages for all laborers will be at least prevailing wages.
10c. Are wage rates at least the prevailing wage for all mechanics?	No
10d. Please cite your source of how this information was gathered (for 10c).	No Labor to report. Wages for all mechanics will be at least prevailing wages
10e. If you answered "No" to either 10a. or 10c., please provide an attachment reporting the wages and benefits of workers on the project by job classification, and whether those wages are less than the prevailing wage.	

Workforce Demographic Data

Jobs by Race, Ethnicity and Sex	Number of Jobs
	Race/Ethnicity

Workforce Demographic Data																			
	11-a. Hispanic or Latino			11b. Non-Hispanic/Non-Latino															Totals
				11b-1. Men						11b-2. Women									
	11a-1. Men	11a-2. Women		White	Black or African America n	Native Hawaiian or Pacific Islander	Asian	Native America n or Alaska Native	Two or More Races	White	Black or African Americ an	Native Hawaiian or Pacific Islander	Asian	Native America n or Alaska Native	Two or More Races				
Jobs Created	0	0		0	0	0	0	0	0	0	0	0	0	0	0			0	
Jobs Retained	0	0		0	0	0	0	0	0	0	0	0	0	0	0			0	

Unionized Workforce	
12-a. Does this project include some workforce elements that are unionized?	No
12-b. Are workers provided access to union educators/organizers on employer property or during the work day?	No
12-c. Does your MM project utilize a project labor agreement?	No
12-d. Did workers receive additional information or training about their workplace rights in addition to already required notice postings?	No

H. Workforce Continuity Plan
National Labor Relations Act (29 U.S.C. 158 (f))

As stated in the MM NOFO, if a recipient has not provided a certification that a project either will use a unionized project workforce or included a project labor agreement, meaning a pre-hire collective bargaining agreement consistent with section 8(f) of the National Labor Relations Act (29 U.S.C. 158 (f)), then the recipient must provide a project workforce continuity plan.

Workforce Continuity Plan

13a. Please describe the steps taken to ensure the project has ready access to a sufficient supply of appropriately skilled and unskilled labor to ensure construction is completed skillfully throughout the project's life (as required in Section III.B of the MM NOFO). As stated in the MM NOFO, the middle mile grant recipient is capable of carrying out the proposed project in a competent manner, including a plan to attract or retain an appropriate skilled and credentialed workforce.

There have been a variety of competitive procurements to help the state ensure it is getting the requisite workforce within the allotted budget. As previously reported, a competitive public bid process was undertaken for additional and alternative options to supplement Caltrans cost for construction, which includes routes that are designated as part of the NTIA middle-mile grant. In addition, enabling legislation (SB 156 <https://legiscan.com/CA/text/SB156/id/2425443>) for the MMBI program as a whole provides and authorizes additional flexibility. The ability of contractors to ensure Professional Certifications, In-house Training, Registered Apprenticeships, Labor-Management Partnerships and Partnerships with entities like unions, community colleges, or community-based groups were important attributes in making award decisions. These stakeholders have included organizations such as the Communications Workers of America and the Nevada Conference of Operating Engineers where the CDT team has had in person meeting to discuss workforce needs.

For your MM project, please provide a brief description of efforts made to attract, train or retain a skilled and credentialed workforce.

The program team engages in outreach with the various stakeholder organizations to attract, train or retain a skilled and credentialed workforce. For example, the program team will regularly meet with stakeholder such as the Communications Workers of America, where the CDT team has had in person meeting to discuss workforce needs.

Has the team offered any of the following resources to assist with maintaining a sufficient supply of appropriately skilled labor force for this reporting period? If so, which resources (please provide a brief description of any of the following that apply):

Professional Certifications
In-House Training
Registered Apprenticeships
Labor-Management Partnerships
Partnerships with entities like unions, community colleges, or community-based groups

N/A, no workers have been hired.

13b. Please describe below, the steps taken to minimize risks of labor disputes and disruptions that would jeopardize the timeliness and cost-effectiveness of completing the MM project.

The program team engages in outreach with the various stakeholder organizations to ensure, among other areas, that potential risks of labor disputes and disruptions are minimized. As noted above, the program team will regularly meet with stakeholders (including organizations such as the Communications Workers of America and the Nevada Conference of Operating Engineers where the CDT team has had in person meeting to discuss workforce needs). Further, the state requires its contractors to adhere to CalOSHA laws and regulations. CDT has authorized agents (California Department of Transportation, Alternative Delivery Methods/ADMs) on their behalf to implement protocols to minimize risks of labor disputes and disruptions that might jeopardize the timeliness and cost-effectiveness of completing the MM project.

13c. Please describe below the steps to ensure a safe and healthy workplace that avoids delays and costs associated with workplace illnesses, injuries, and fatalities.

The program team engages in outreach with multiple stakeholder organizations to ensure, among other areas to ensure a safe and healthy workplace. Further, the state requires its contractors to adhere to Cal OSHA laws and regulations. CDT has authorized agents (California Department of Transportation, Alternative Delivery Methods/ADMs) on their behalf to implement these protocols.

13d. For your MM project, please provide a brief description below of efforts made to ensure a safe and healthy workplace.

As above, the program team engages in outreach with multiple stakeholder organizations to ensure, among other areas to ensure a safe and healthy workplace. Further, the state requires its contractors to adhere to Cal OSHA laws and regulations. CDT has authorized agents (California Department of Transportation, Alternative Delivery Methods/ADMs) on their behalf to implement these protocols.

Has the team offered any of the following resources to assist with maintaining a safe and healthy workplace for this reporting period? If so, which resources (please provide a brief description of any of the following that apply):

Safety Training

Certifications and/or Licensure Requirements for all relevant works (e.g., OSHA 10, OSHA 30, confined space, traffic control, or other training required of workers employed by contractors)

Issues raised by workplace safety committees and their resolutions

N/A, no workers have been hired.

Subcontracted Entities Information

As stated in the MM NOFO, if a recipient has not provided a certification that a project either will use a unionized project workforce or included a project labor agreement, meaning a pre-hire collective bargaining agreement consistent with section 8(f) of the National Labor Relations Act (29 U.S.C. 158 (f)), then the recipient must provide a project workforce continuity plan.

13e. Please provide the name(s) below of any subcontracted entities performing work on the project, and the total number of workers employed by each entity.

13e-1. Name of Subcontracted Entity Performing Work	Status	13e-2. Total Number of Workers within this Subcontract	13e-3. Job Categories of Workers Supporting Project within this Subcontract
CALTRANS	Active	0	No work has started yet.

13f. Please describe below the steps taken to ensure that workers on the project receive wages and benefits sufficient to secure an appropriately skilled workforce in the context of the local and regional labor market.

CALTRANS is a public entity and requires all project-based employees and contractors to be paid at prevailing wage or better rates. CALTRANS has extensive existing staffing and relations with subcontractors statewide. Note that a route change to switch the remaining 9 Caltrans construction routes to IRU lease is being finalized.

I. ANCHOR INSTITUTIONS

Please provide Anchor Institution (AI) data for the current period only (not cumulative). Please add rows as needed.

14a. Anchor Institution Name	No files were uploaded for this nonobligatory section.
14b. Street Address	
14c. City	
14d. State	
14e. Type of Anchor Institution	
14f. Interconnection with 1,000 Feet of AI Enabling Gig Symmetrical Service	
14g. Narrative Description of how the Anchor Institution may benefit from the Grant Funded Infrastructure	

J. BROADBAND ACCESS KEY INDICATOR: SUBSCRIBERS AND SPEED

Please use the following table to provide anticipated key indicators with the projected totals for each beneficiary category, access type and speed category for your infrastructure service or project. Except as indicated, information should be reported cumulatively from award inception through the end of the bi-annual period for Bi-Annual Indicators. Please write the number "0" if your project does not include this indicator.

*** Period 1 ends September 30 and Period 2 ends March 31.

PROJECTED NUMBER OF SUBSCRIBERS AND SPEED	Year 1		Year 2		Year 3		Year 4		Year 5	
	ACCESS TYPE	Period 1	Period 2	Period 1						
15a. Anchor Institutions (AIs)***										
15a-1. Total Number of AIs passed	0	0	0	0	0					
15a-2 Number of AIs within 1,000 feet of the middle mile infrastructure	0	0	0	0	0					
15a-3. Total number of AIs served	0	0	0	0	0					

15a-4. Als with new access	0	0	0	0	0						
15a-5. Als with improved access	0	0	0	0	0						
15a-6. Total number of Als served with speeds of at least 1/1Gbps	0	0	0	0	0						
15b. Broadband Wholesalers or Last Mile Providers***											
15b-1. Total number of broadband wholesalers or last mile providers served	0	0	0	0	0						%
15b-2 Broadband wholesalers or last mile providers with new access	0	0	0	0	0						%
15b-3. Broadband wholesalers or last mile providers with improved access	0	0	0	0	0						%
15b-4. Total number of broadband wholesalers or last mile providers offering speeds of at least 25/3 Mbps	0	0	0	0	0						%
15b-5. Total number of broadband wholesalers or last mile providers offering speeds of at least 100/20 Mbps	0	0	0	0	0						%
15b-6. Total number of broadband wholesalers or last mile providers offering speeds of at least 1/1 Gbps	0	0	0	0	0						%

15a-3. Total number of AIs served										
15a-4. AIs with new access										
15a-5. AIs with improved access										
15a-6. Total number of AIs served with speeds of at least 1/1Gbps										
15b. Broadband Wholesalers or Last Mile Providers***										
15b-1. Total number of broadband wholesalers or last mile providers served										
15b-2 Broadband wholesalers or last mile providers with new access										
15b-3. Broadband wholesalers or last mile providers with improved access										
15b-4. Total number of broadband wholesalers or last mile providers offering speeds of at least 25/3 Mbps										
15b-5. Total number of broadband wholesalers or last mile providers offering speeds of at least 100/20 Mbps										
15b-6. Total number of broadband wholesalers or last mile providers offering speeds of at least 1/1 Gbps										

K. BROADBAND ACCESS KEY INDICATOR: NETWORK BUILD PROGRESS					
Please use the following table to provide anticipated key indicators and progress of your Infrastructure project. Except as indicated, information should be reported cumulatively from award inception through the end of the bi-annual period. Please write the number "0" if your project does not include this indicator.					
*** Period 1 ends September 30 and Period 2 ends March 31.					
NETWORK BUILD PROGRESS***	Year 1	Year 2	Year 3	Year 4	Year 5

Key Indicator	Period 1	Period 2										
16a. Total of new fiber miles (aerial or buried)	0	0	0	0	0							
16b. Total of fiber miles leased	0	0	0	0	0							
16c. Total of existing fiber miles upgraded	0	0	0	0	0							
16d. Total number of new microwave links	0	0	0	0	0							
16e. Total number of new towers	0	0	0	0	0							
16f. Total number of new interconnection points	0	0	0	0	0							
16g. Total number of signed agreements with broadband wholesalers or last mile providers	0	0	0	0	0							
16h. Total of potential agreements (i.e., agreements currently being negotiated) with broadband wholesalers or last mile providers (This Total should NOT be reported cumulatively)	0	0	0	0	0							

16b. Total of fiber miles leased										
16c. Total of existing fiber miles upgraded										
16d. Total number of new microwave links										
16e. Total number of new towers										
16f. Total number of new interconnection points										
16g. Total number of signed agreements with broadband wholesalers or last mile providers										
16h. Total of potential agreements (i.e., agreements currently being negotiated) with broadband wholesalers or last mile providers (This Total should NOT be reported cumulatively)										

L. QUANTIFIABLE METRICS										
Quantifiable Metrics - Section designed to assist with reporting and audit purpose to quantify how much progress was made and track the location of where the progress was made.										
*** Period 1 ends September 30 and Period 2 ends March 31.										
17a. Fiber Optic Based ***	Year 1		Year 2		Year 3		Year 4		Year 5	
	Period 1	Period 2								
17a-1. Is the fiber a buried/aerial or undersea application?	Burried	Burried	Buired	Buried	Buried					

17a-2. Number of strands deployed	0	0	0	0	0					
17a-3. Number of miles of buried fiber deployed	0	0	0	0	0					
17a-4. Number of miles of aerial fiber deployed	0	0	0	0	0					
17a-5. Estimated capacity of fiber (i.e. throughput)	0	0	0	0	0					
17a-6. Deployment cost per mile of buried fiber optics	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
17a-7. Deployment cost per mile of aerial fiber optics	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
17a-8. Total Spent on Buried Fiber Deployment this reporting period	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
17a-9. Total Spent on Aerial Fiber Deployment this reporting period	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
17a-10. Total spent on Fiber Deployment this reporting period	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					

17a-5. Estimated capacity of fiber (i.e. throughput)										
17a-6. Deployment cost per mile of buried fiber optics										
17a-7. Deployment cost per mile of aerial fiber optics										
17a-8. Total Spent on Buried Fiber Deployment this reporting period										
17a-9. Total Spent on Aerial Fiber Deployment this reporting period										
17a-10. Total spent on Fiber Deployment this reporting period										

17a. Fiber Optic Based ***, Long Text Responses and File Uploads	
Current Period (Year 3, Period 1)	
17a-11. Please provide any additional information about the Fiber Optic deployment (200 words or less)	N/A
17a-12. Please provide the digital mappings (e.g., CAD, Revit, KMZ, KML) for the new aerial fiber and buried fiber equipment installed during this reporting period.	

17b. Microwave Based ***	Year 1		Year 2		Year 3		Year 4		Year 5	
	Period 1	Period 2								
17b-1. How many microwave nodes have been deployed?	0	0	0	0	0					
17b-2. How many microwave nodes are operating for reporting period?	0	0	0	0	0					

17b-3. Installation cost per microwavable node	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						
17b-4. Number of new towers built to support microwave structure	0	0	0	0	0						
17b-5. If applicable, what type of tower was constructed (a) Monopole (b) Self-Support, (c) Guyed, or (d) Other during this reporting period?	N/A	N/A	N/A	N/A	N/A						
17b-6. Average cost per tower installed	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						
17b-7. Total spend on Tower deployment this reporting period	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						
17b-8. Total spend on microwave deployment this reporting period	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						

17c. Satellite ***	Year 1		Year 2		Year 3		Year 4		Year 5	
	Period 1	Period 2								
17c-1. What satellite provider is being used?	N/A	N/A	N/A	N/A	0					
17c-2. What is the estimated capacity of the satellite link (i.e. throughput)?	0	0	0	0	0					
17c-3. What is the associated cost to use this satellite service?	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					

17c-3. What is the associated cost to use this satellite service?										
17c. Satellite ***, Long Text Responses and File Uploads										
Current Period (Year 3, Period 1)										
17c-4. Please provide any additional information about the Satellite deployment (200 words or less)	N/A									
17c-5. Please provide the digital mappings (e.g., CAD, Revit, KMZ, KML) for the satellite network accessed during this reporting period.										

Certifications
18. Please provide certification evidencing compliance with Federal labor and employment laws along with the requirements of Infrastructure Investment and Jobs Act and Middle Mile Grant Program, for the bi-annual period for which this report is being filed.
I hereby certify compliance with Federal labor and employment laws along with the requirements of the IIJA and Middle Mile Grant Program for the period ending September 30,2025.
19. Please provide certification evidencing compliance with the Build America, Buy America Act. The Build America, Buy America Act requires that all of the iron, steel, manufactured products (including but not limited to fiber-optic communications facilities), and construction materials used in the project or other eligible activities are produced in the United States unless a waiver is granted.
I hereby certify compliance with the Build America, Buy America Act for the IIJA and Middle Mile Grant Program for the period ending September 30, 2025.
File Uploaded: CDT_NTIA reporting percentages_20250930.docx, 06-40-MM438 Inventory report 20250930.xlsx

20. I certify to the best of my knowledge and belief that this report is correct and complete for performance of activities for the purposes set forth in the award documents.	
20a. Typed or Printed Name and Title of Authorized Certifying Official:	Mark Monroe
20b. Signature of Certifying Official:	Mark Monroe

20c. Telephone (area code, number and extension):	9169566768
20d. Email Address:	mark.monroe@state.ca.gov
20e. Date:	12/05/2025