

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.

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

Middle Mile Grant Program Bi-Annual Performance Report				
A. GENERAL INFORMATION				
<b>1a. Recipient Organization:</b>	CALIFORNIA DEPARTMENT OF TECHNOLOGY	<b>1h. Award Identification Number:</b>	06-40-MM438	
<b>1b. Recipient Street Address:</b>	10860 GOLD CENTER DRIVE	<b>1i. Report Date (MM/DD/YYYY):</b>	06/04/2026	
<b>1c. City, State, and Zip Code:</b>	RANCHO CORDOVA, California 95670-6024	<b>1j. Final Report:</b>	<b>Yes</b>	<b>No</b> <input checked="" type="checkbox"/>
<b>1d. Unique Entity Identification (UEI) Number:</b>	VTMETSLSNMSW4	<b>1k. Report Period Start Date (MM/DD/YYYY):</b>	10/01/2025	
<b>1e. Award Start Date (MM/DD/YYYY):</b>	07/01/2023	<b>1l. Report Period End Date (MM/DD/YYYY):</b>	03/31/2026	
<b>1f. Award End Date (MM/DD/YYYY):</b>	12/31/2026			
<b>1g. Name of Person Completing Report:</b>	Mark Monroe			
B. PROJECT NARRATIVE				
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.				
<b>2a. A brief description of the recipient's organization and scope of work/project priorities.</b>	This project will fund Indefeasible Right of Use (IRU) leases for '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.
<b>2b. An overview of the significant outputs and outcomes to be accomplished in the project.</b>	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 fund approximately 426 miles of IRU-leased middle-mile fiber that are part of the larger statewide middle-mile network, bringing the network within five miles of approximately 194,840 unserved addresses and 11 Tribal entities, and within 1,000 feet of 677 anchor institutions.
<b>2c. How would the project meet the recipient’s business and/or administrative need(s)?</b>	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.
<b>2d. Provide an overview of key accomplishments achieved for this reporting period on the MM infrastructure project.</b>	CDT received approval from the Grants Office on 11/7/25 for spur 89 and 3/23/26 for post award modifications to switch from Caltrans construction to ADF lease for spurs 23, 26a, 27, 28a, 38, 40, 55, 81. Effective this reporting period, there is no NTIA funded construction; rather, the entire 426-mile NTIA funded network is through IRU leases with ADF, CVIN, and Lumen. As a result, CDT is finalizing the re-budget to reallocate the construction and equipment budget categories to fund the recently approved ADF IRU leases.
<b>2e. Provide any roadblock experienced during this reporting period impacting the expansion of the MM infrastructure project (i.e., supply chain, availability of labor).</b>	While overall milestone completion is estimated at 51%, note that \$0 have been drawn or allocated to the grant. CDT intentionally has not drawn down or allocated any funds while the proposed switch from Caltrans construction to ADF lease for spurs 23, 26a, 27, 28a, 38, 40, 55, 81, 89 was approved. Note that ADF spurs 23, 26a, 27, 28a, 38, 40, 55, and 81 are still pending EHP clearance for ninety-five miles of network. Once the IRU leased routes are completed and accepted via network testing, 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. CDT is finalizing the re-budget to reallocate the construction and equipment budget categories to fund the recently approved ADF IRU leases.
<b>2f. Provide any barriers to improving job quality experienced during this reporting period.</b>	N/A

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







<b>Network Testing</b>	364	2025-07-01	2026-06-30	%	%	%	%	%	%	%	%	%	%
<b>Status of Procurement</b>	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)										
<b>Overall Project</b>	The route change to switch the remaining 9 Caltrans construction routes to Infeasible Right of Use (IRU) lease was approved by NIST; therefore, the CDT Middle Mile grant is now 100% IRU lease. CDT has procured IRU leases with ADF, CVIN, and Lumen covering the entire 426-mile network. Network design is complete across all the IRU leases; however, ADF spurs 23, 26a, 27, 28a, 38, 40, 55, and 81 are still pending NTIA Environmental and Historic Preservation (EHP) clearance for ninety-five miles of network. Once the IRU leased routes are completed and accepted via network testing, CDT will draw down funds on a rolling basis. Note that the percentages reported in this section are based on project progress not expenditures as no funds will be drawn until IRU leases are accepted.	14%	42%	46%	42%	42%	51%					%
<b>Environmental Assessment</b>	EHP clearance received for 331 of 426 miles of IRU leased routes, resulting in a 78% completion rate.	2%	56%	57%	87%	87%	78%					%

<b>Network Design</b>	Designs completed for 426 of 426 miles of IRU leased routes, resulting in a 100% completion rate.	50%	56%	68%	100%	100%	100%				%
<b>Rights Of Way</b>	No ROW is funded. Based on NIST approved route change amendments, all Caltrans construction has been replaced by IRU lease.	10%	56%	68%	67%	67%	0%				%
<b>Construction Permits And Other Approvals</b>	No construction permits are funded. Based on NIST approved route change amendments, all Caltrans construction has been replaced by IRU lease.	10%	56%	68%	67%	67%	0%				%
<b>Site Preparation</b>	No site preparation is funded. Based on NIST approved route change amendments, all Caltrans construction has been replaced by IRU lease.	0%	0%	0%	0%	0%	0%				%
<b>Equipment Procurement</b>	No equipment is funded. Based on NIST approved route change amendments, all Caltrans construction has been replaced by IRU lease.	80%	100%	100%	0%	0%	0%				%
<b>Network Build (all components - owned, leased, Infeasible Rights of Use, etc.)</b>	CDT has procured IRU leases with ADF, CVIN, and Lumen covering the entire 426-mile network. While all 426 miles are on target for completion and acceptance by December 2026, currently zero IRU leased miles have been completed and accepted, resulting in a 0% completion rate.	0%	0%	1%	0%	0%	0%				%
<b>Equipment Deployment</b>	No equipment is funded. Based on NIST approved route change amendments, all Caltrans construction has been replaced by IRU lease.	0%	0%	0%	0%	0%	0%				%
<b>Network Testing</b>	No testing has been completed on the leased fiber to confirm acceptance of the IRU lease, resulting in a 0% completion rate.	0%	0%	0%	0%	0%	0%				%
<b>Status of Procurement</b>	CDT has procured IRU leases with ADF, CVIN, and Lumen covering the entire 426-mile network; however, since ninety-five miles of network are pending clearance only 331 of 426 route miles are in progress, which represents a 77% completion rate. Upon completion and acceptance of each IRU lease, CDT will seek NTIA Middle Mile fund reimbursement.	62%	100%	100%	100%	100%	77%				%

<b>ACTUAL PROJECT MILESTONES***</b>	<b>Year 6</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>
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**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

<b>6a. Demolition and removal</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
<b>6a. Construction</b>	\$34,287,961.03	\$72,846,217.94	\$107,134,178.97	\$0.00	\$0.00	\$0.00	0%
<b>6a. Equipment</b>	\$1,052,992.51	\$1,052,992.51	\$2,105,985.02	\$0.00	\$0.00	\$0.00	0%
<b>6a. Miscellaneous</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	N/A
<b>6a. Subtotal</b>	\$69,251,577.35	\$114,044,705.09	\$183,296,282.44	\$0.00	\$0.00	\$0.00	0%
<b>6a. Contingencies</b>	\$3,748,422.65	\$3,781,900.85	\$7,530,323.50	\$0.00	\$0.00	\$0.00	0%
<b>6a. Totals</b>	\$73,000,000.00	\$117,826,605.94	\$190,826,605.94	\$0.00	\$0.00	\$0.00	0%

<b>E. COMMUNITY BENEFIT AGREEMENT</b>
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 marker, education and training opportunities, sub-contracting to local small business for construction, services, and supply chain needs).
<b>Description of Community Agreement</b>

<b>7a. Community Benefit Group Name:</b> Please provide the name of the Community Benefit Group	These questions were answered via file upload. <b>Number of Community Agreements:</b> 0 <b>File(s) Uploaded with Responses:</b>
<b>7b. Developer Name:</b> Please provide the name of the Developer.	
<b>7c. Community Benefit Group and Developer Partnership:</b> 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.	

**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

<b>8b. Climate Resilience Category</b>	<b>8c. Date of Most Recent Hazard Screening</b>	<b>8d. Name and Title of Representative Completing Most Recent Hazard Screening</b>	<b>8e. Date of Report Completion</b>
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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,**

**Number of Hires**

Ethnicity and Sex	Race/Ethnicity																				
	9b. Hispanic or Latino			9c. Non-Hispanic/Non-Latino																	Totals
				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						
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%						

## Davis-Bacon Act Wages

### 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).	Effective this reporting period, there is no longer any federally funded Caltrans construction; rather, the entire 426-mile network is Indefeasible Right of Use (IRU) lease. CDT is finalizing the re-budget to reallocate the construction and equipment budget categories to fund the recently approved ADF IRU leases. As Davis Bacon specifically applies to construction work financed with federal funds, it is no longer applicable.
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).	Effective this reporting period, there is no longer any federally funded Caltrans construction; rather, the entire 426-mile network is Indefeasible Right of Use (IRU) lease. CDT is finalizing the re-budget to reallocate the construction and equipment budget categories to fund the recently approved ADF IRU leases. As Davis Bacon specifically applies to construction work financed with federal funds, it is no longer applicable.
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																				Totals
	Race/Ethnicity																				
	11-a. Hispanic or Latino			11b. Non-Hispanic/Non-Latino																	
				11b-1. Men							11b-2. Women										
11a-1. Men	11a-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							
<b>Jobs Created</b>	0	0		0	0	0	0	0	0	0	0	0	0	0	0						0
<b>Jobs Retained</b>	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
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**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.

N/A. Effective this reporting period, there is no longer any federally funded Caltrans construction; rather, the entire 426-mile network is IRU lease.

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

N/A.

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

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.

N/A

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.

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

**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	Inactive	0	Effective this reporting period, there is no longer any NTIA funded Caltrans construction; rather, the entire 426-mile network is IRU lease.

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.

N/A, as construction is no longer part of this project. Effective this reporting period, there is no longer any federally funded Caltrans construction; rather, the entire 426-mile network is Indefeasible Right of Use (IRU) lease.

**I. ANCHOR INSTITUTIONS**

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

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

**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	
	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2
<b>15a. Anchor Institutions (AIs)***</b>										
<b>15a-1. Total Number of AIs passed</b>	0	0	0	0	0	0				
<b>15a-2 Number of AIs within 1,000 feet of the middle mile infrastructure</b>	0	0	0	0	0	0				
<b>15a-3. Total number of AIs served</b>	0	0	0	0	0	0				



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

<b>K. BROADBAND ACCESS KEY INDICATOR: NETWORK BUILD PROGRESS</b>					
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.					
<b>NETWORK BUILD PROGRESS***</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>



<b>16b. Total of fiber miles leased</b>										
<b>16c. Total of existing fiber miles upgraded</b>										
<b>16d. Total number of new microwave links</b>										
<b>16e. Total number of new towers</b>										
<b>16f. Total number of new interconnection points</b>										
<b>16g. Total number of signed agreements with broadband wholesalers or last mile providers</b>										
<b>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)</b>										

<b>L. QUANTIFIABLE METRICS</b>										
<b>Quantifiable Metrics</b> - Section designed to assist with <b>reporting</b> and <b>audit</b> 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.										
<b>17a. Fiber Optic Based ***</b>	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>		<b>Year 5</b>	
	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>
<b>17a-1. Is the fiber a buried/aerial or undersea application?</b>	Burried	Burried	Buired	Buried	Buried	Buried/Aerial				



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

<b>17a. Fiber Optic Based ***, Long Text Responses and File Uploads</b>	
<b>Current Period (Year 3, Period 2)</b>	
<b>17a-11. Please provide any additional information about the Fiber Optic deployment (200 words or less)</b>	Effective this reporting period, there is no longer any federally funded Caltrans construction; rather, the entire 426-mile network is IRU lease. While the project no longer includes construction of fiber, the IRU leases include a combination of buried and aerial fiber; therefore, no information was provided in 17a-2 through 17a-10.
<b>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.</b>	

<b>17b. Microwave Based ***</b>	<b>Year 1</b>		<b>Year 2</b>		<b>Year 3</b>		<b>Year 4</b>		<b>Year 5</b>	
	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 1</b>	<b>Period 2</b>
<b>17b-1. How many microwave nodes have been deployed?</b>	0	0	0	0	0	0				





17c-2. What is the estimated capacity of the satellite link (i.e. throughput)?									
17c-3. What is the associated cost to use this satellite service?									
<b>17c. Satellite ***, Long Text Responses and File Uploads</b>									
<b>Current Period (Year 3, Period 2)</b>									
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.									

<b>Certifications</b>	
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 March 31,2026.	
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 March 31,2026.	
<b>File Uploaded:</b> 06-40-MM438 Inventory report 20260330.xlsx, CDT_NTIA reporting percentages_20260331 (Updated).docx, CDT_NTIA reporting percentages_20260331.docx, 06-40-MM438 Inventory report 20260331.xlsx, CDT_NTIA reporting percentages_20260330.docx	

<b>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.</b>	
<b>20a. Typed or Printed Name and Title of Authorized Certifying Official:</b>	Mark Monroe

<b>20b. Signature of Certifying Official:</b>	Mark Monroe
<b>20c. Telephone (area code, number and extension):</b>	9169566768
<b>20d. Email Address:</b>	mark.monroe@state.ca.gov
<b>20e. Date:</b>	06/04/2026