

California Department of Technology

Middle-Mile Broadband Initiative Bi-Annual Legislative Report

- AB 102 (Ting, Chapter 38, Statutes of 2023), Item 7502-001-0001
- SB 104 (Skinner, Chapter 189, Statutes of 2023), Item 7502-001-0001
- SB 108 (Wiener, Chapter 35, Statutes of 2024), Item 7502-001-0001

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Gavin Newsom, Governor
State of California

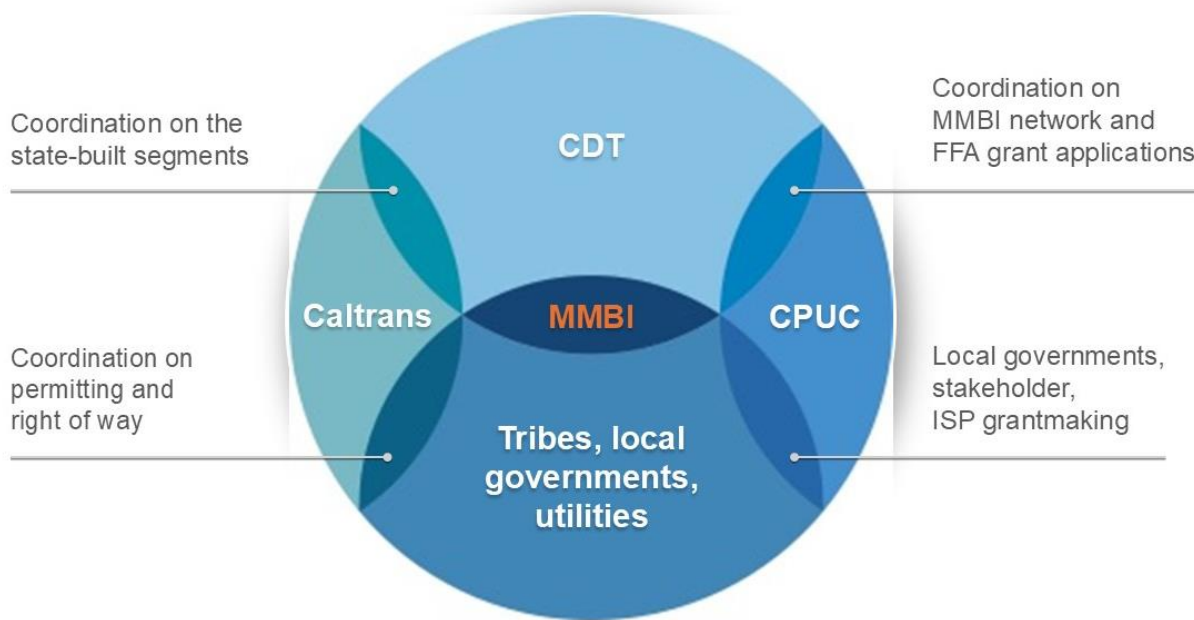
Nick Maduros, Secretary
California Government Operations Agency

Liana Bailey-Crimmins, State Chief Information Officer &
Director of the California Department of Technology

Letter from the State CIO

The California Department of Technology (CDT) is proud to have the responsibility for a key element of the State's Broadband for All Action Plan: Overseeing the multi-year development and operation of a statewide open-access Middle-Mile Broadband Network (MMBN).

A highlight of the Middle-Mile Broadband Initiative's (MMBI) development continues to be CDT's cross-departmental coordination with the California Public Utilities Commission (CPUC), the California Department of Transportation (Caltrans), and California's tribes, local governments, and utilities:



The State's investment in the MMBI demonstrates a commitment to connecting underserved and unserved communities. CDT will continue to focus on that important goal as we progress toward the network's planned December 2026 completion.

Sincerely,

Liana Bailey-Crimmins,

State Chief Information Officer & Director of CDT

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Executive Summary

California is delivering on its commitment to bridge the digital divide by building the largest publicly owned MMBN in the nation. Launched under Senate Bill (SB) 156 (Committee on Budget and Fiscal Review, Chapter 112, Statutes of 2021) and supported by subsequent budget actions including Assembly Bill (AB) 102 (Ting, Chapter 38, Statutes of 2023), SB 104 (Skinner, Chapter 189, Statutes of 2023), and SB 108 (Wiener, Chapter 35, Statutes of 2024), this transformative investment prioritizes high-speed broadband access for the state's unserved and underserved communities, promotes digital equity, and strengthens economic resilience across all regions.

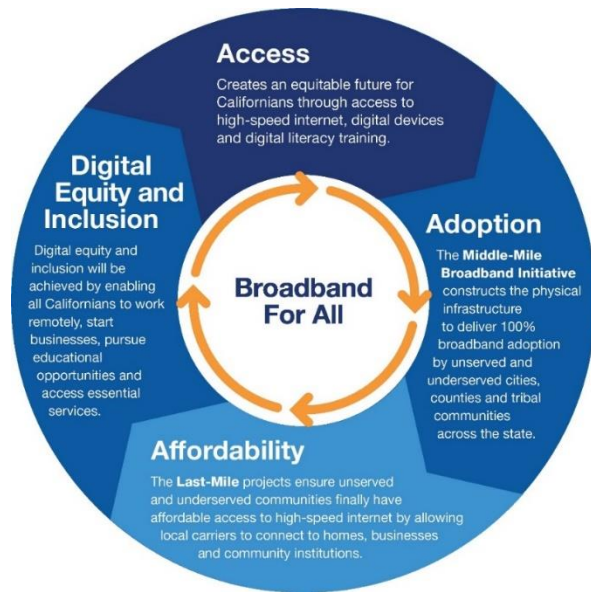
This report provides an update on progress achieved between January and June 2025. CDT, in collaboration with CPUC, Caltrans, local governments, tribal nations, and private sector partners, continues to drive strategic development and deployment of the open-access MMBN.

MMBI Key Accomplishments: January 2025 – June 2025

From January to June 2025, CDT and its partners made significant progress toward the implementation of the MMBN. Key accomplishments during this reporting period include:

- **Strategic Expansion of Network Partnerships** – CDT executed new government-to-government joint-build agreements with the Karuk Tribe, Gateway Cities Council of Governments, Los Angeles (LA) Bureau of Street Lighting, and City of Fort Bragg adding nearly 140 miles of critical infrastructure in historically underserved areas.
- CDT expanded its joint build contract with American Dark Fiber (ADF) by nearly 500 miles, bringing their total partnership to over 900 miles. This approach continues to blend public oversight with industry innovation to maximize efficiency and cost-effectiveness.
- **Accelerated Network Deployment** – Construction continued to progress rapidly with almost 1,000 new miles under active installation over the last six months (January 2025 – June 2025). To date, nearly half of the total planned network footprint — approximately 4,000 miles — is now in the installation phase.

- Release of Federal Funding Account (FFA) Pricing Caps** – CDT established FFA pricing caps for middle-mile services offered, ensuring affordability and fair market rates to enable local last-mile providers to deliver reliable service to households and businesses statewide.
- Continued Stakeholder Engagement** – CDT conducted extensive outreach to last-mile providers and FFA project awardees — engaging with more than 60 stakeholders to ensure that network design, capacity, and service offerings address the diverse needs of California’s communities.
- Data Center Deployment** – CDT recently hit a significant milestone by securing a strategic presence in two major data centers in California — Equinix (San Jose) and CoreSite (Los Angeles). CDT signed agreements with both data centers and began installation of critical network infrastructure at these data centers. By August 2025, these facilities will host critical network infrastructure, including Network Management System (NMS) servers and node equipment, enabling high-speed, reliable internet connectivity.



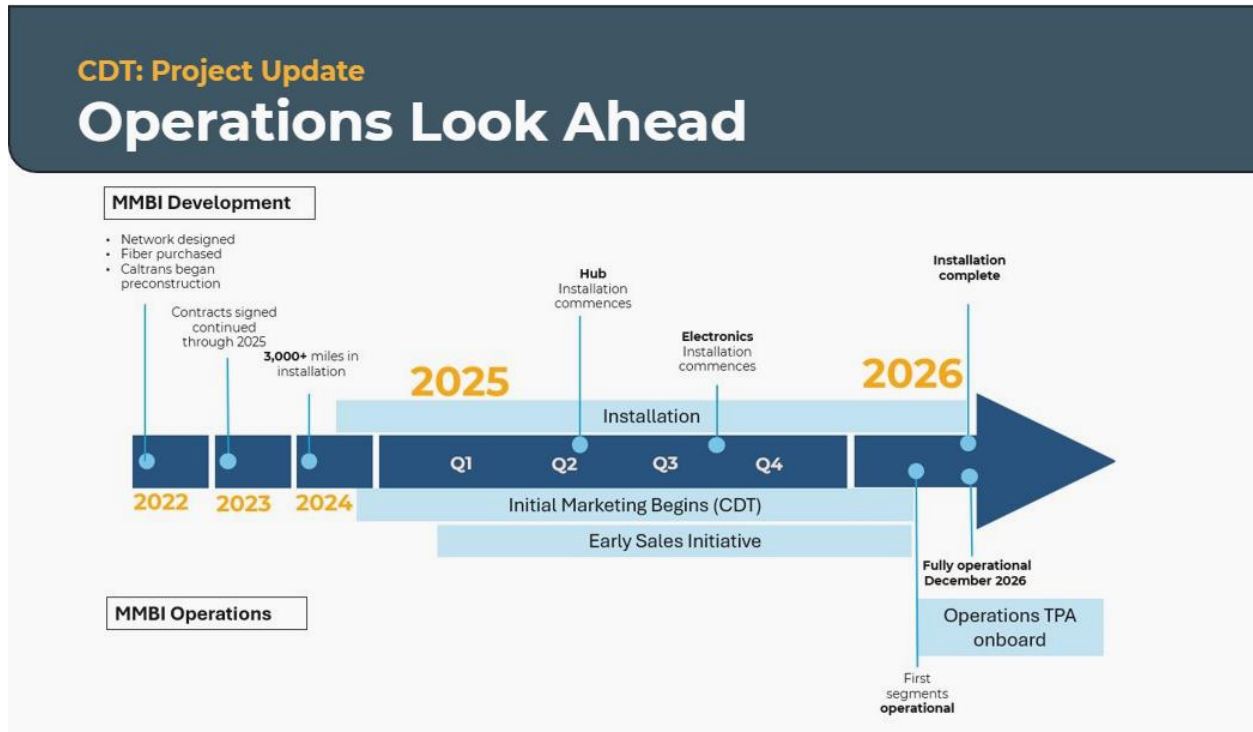
MMBI Project Timeline: On track for 2026 completion

In 2025, the initiative continued to make significant progress, with more than 8,100 miles of the network under contract and virtually all of the \$3.873 billion budget already at work, creating jobs and promising to deliver broadband to unserved and underserved California communities. The network is expanding rapidly, with nearly 4,000 miles of active installation through Caltrans construction, joint builds, and Indefeasible Rights of Use (IRU)/lease partnerships.

Looking ahead, CDT remains focused on delivering an operational, open-access network by the end of 2026. The MMBI is a cornerstone of California’s Broadband for All Action Plan, helping local communities build out last-mile connections that will unlock affordable, high-speed internet access for millions of Californians.

This report affirms CDT's commitment to transparent progress reporting, strong fiscal management, and effective partnerships, delivering on the vision to create a more connected, inclusive, and resilient California.

Figure 1: MMBI project timeline



Introduction

This report has been prepared pursuant to the MMBI reporting requirements of AB 102 (Ting, Chapter 38, Statutes of 2023) as amended by SB 104 (Skinner, Chapter 189, Statutes of 2023), and further amended by SB 108 (Wiener, Chapter 35, Statutes of 2024). 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 key metrics for the period between January 2025 and June 2025.

CDT has categorized the requirements from AB 102 (2023), SB 104 (2023), and SB 108 (2024) into two groups. The first category pertains to network development activities, such as new partnerships and map updates, covering the period from January 2025 to June 2025. This period leaves off from the activity updates reported March 2025 MMBI Legislative Report and includes the most recent significant updates on the MMBN development.

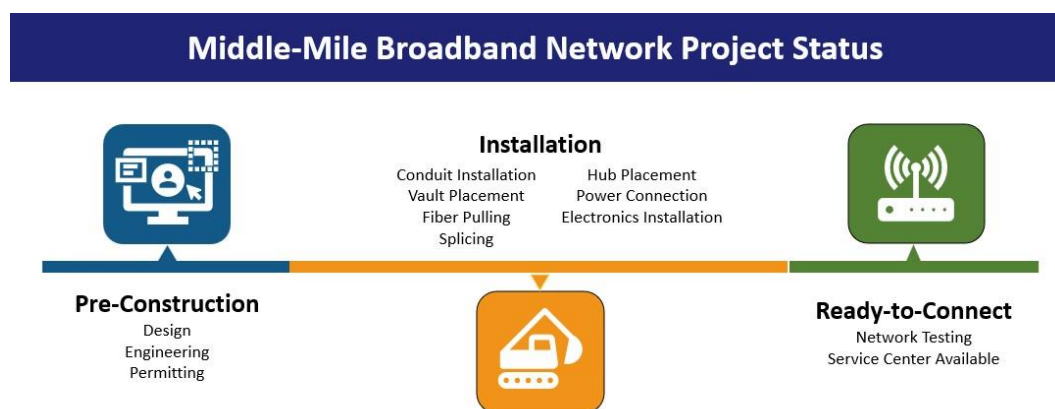
The second category addresses financial activities, including expenditure and fund encumbrances, covering the period from January 1, 2025, to June 30, 2025.

For the AB 102 (2023), SB 104 (2023), and SB 108 (2024) reporting requirements, please refer to Appendix B.

A note on terminology

The MMBI uses the following terms to describe project activity:

- **Pre-construction** includes design, engineering and permitting activities.
- **Installation** includes conduit installation, vault placement, fiber pulling, splicing, hub placement, power connection and electronics installation.
- **Ready-to-connect** status means the network service center is established and network testing confirms the segment is operational and secure.



To align with the terminology stated in Provision 4 of Item 7502-001-0001 of Chapter 35, Statutes of 2024 (SB 108), the following terms are used interchangeably in this report:

- Construction and installation.
- Activation and ready-to-connect.
- Projects, routes, and segments.

January 2025 – June 2025 MMBI Achievements

Between January and June 2025, CDT achieved key milestones advancing the State’s MMBI — a critical component of the State’s strategy to close the digital divide for California’s unserved and underserved communities. Highlights of this reporting period include:

New & Expanded Government-to-Government Partnerships

CDT finalized significant joint build agreements with the Karuk Tribe (approximately 45 miles through tribal lands in Humboldt County), Gateway Cities Council of Governments (~75 miles across Southeast LA County connecting 27 cities), the LA Bureau of Street Lighting (~13 miles through critical corridors in LA County) and the City of Fort Bragg (~ 4 miles along State Route 101). These partnerships demonstrate the State’s commitment to leveraging local leadership, cost-sharing, and streamlined permitting to expedite broadband deployment in historically underserved communities.

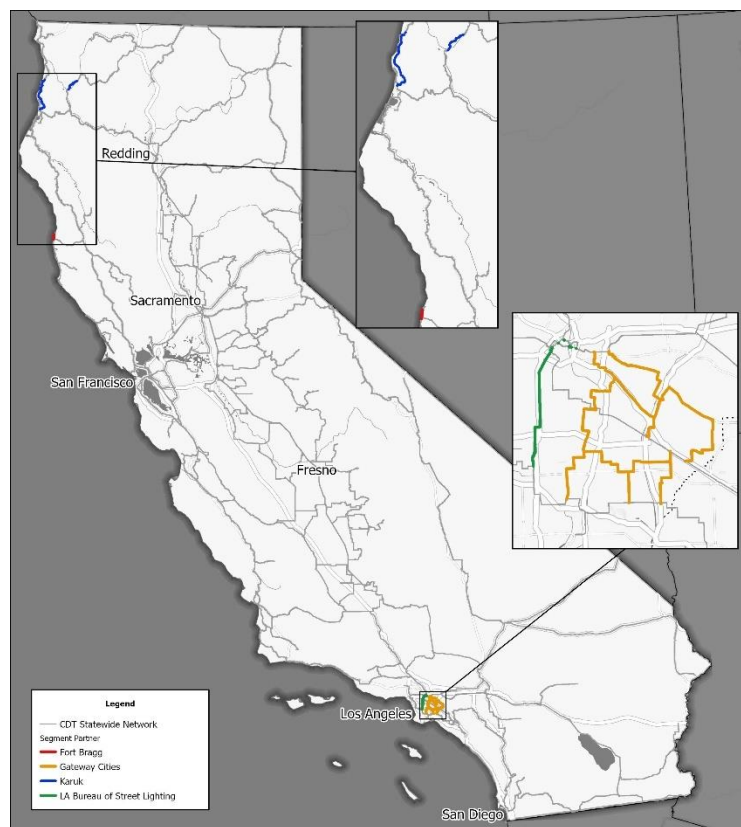


Figure 2: State Network Map highlighting Karuk, Gateway Cities Council of Governments, LA Bureau of Street Lighting, and Fort Bragg routes.

Middle-Mile Groundbreaking with Regional Partner

As part of ongoing implementation efforts under the MMBI, CDT participated in a significant groundbreaking ceremony in June 2025, signifying the start of construction on critical network segments.

On June 24, 2025, Vero Networks hosted a groundbreaking event at the Humboldt Bay Social Club on the Samoa Peninsula. This event marked the launch of a



Figure 3: Vero Networks Construction workers assisting with pulling the fiber rolls through the ground.

24-mile middle-mile fiber segment connecting McKinleyville to Eureka/Arcata. Funded in partnership with CPUC, Vero Networks' complementary last-mile infrastructure will connect directly into CDT's statewide network, creating a complete, end-to-end path for high-speed, affordable internet.

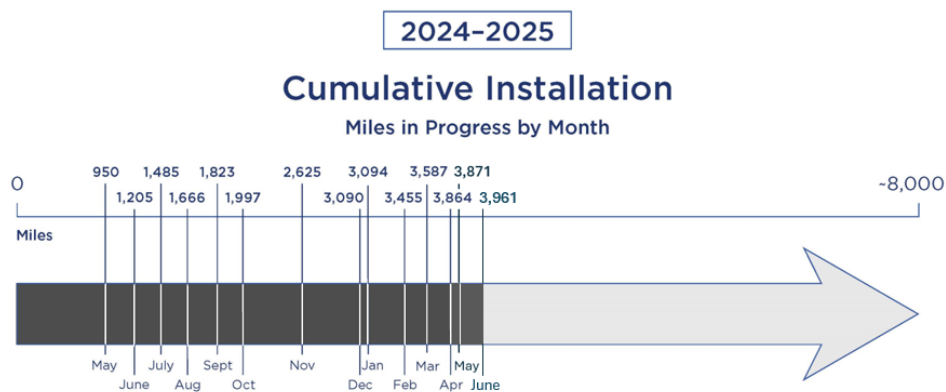


*Figure 4: The **Mayor of Arcata, Alexandra Stillman**, and the **Director of CDT, Liana Bailey-Crimmins** performing the ribbon-cutting at the Vero Groundbreaking Ceremony.*

This event represents tangible progress toward California's goal of delivering broadband for all and highlight the importance of public-private partnerships in closing the digital divide.

Active Installation of New Network Segments

In the past six months, CDT initiated installation on approximately 1,000 additional miles of network infrastructure, bringing the total miles under active installation to nearly 4,000, representing about half of the planned network footprint.



Strategic Expansion with Private Sector Partners

CDT expanded its joint build agreement with ADF, adding nearly 500 miles of network infrastructure. This is in addition to the existing agreement, bringing the total ADF partnership to approximately 900 miles. Partnering with ADF to joint construct these network miles benefits the State by leveraging industry partnerships and sharing construction costs, reinforcing the State's approach of blending public oversight with industry expertise to maximize efficiency and cost-effectiveness.

Release of FFA Pricing Caps

To support last-mile providers and communities, CDT published pricing caps for MMBN services, including internet access, wavelength, ethernet transport, and dark fiber offerings at bandwidths ranging from 1 Gbps to 100 Gbps. These caps were informed by comprehensive market research and stakeholder input, ensuring fair and competitive pricing that reflects California's diverse service areas.

CDT Establishes Core Infrastructure in Key California Data Centers

CDT has achieved a critical milestone in the implementation of the MMBI by securing a strategic presence in two of the State's premier data centers. CDT finalized agreements with Equinix in San Jose and CoreSite in Los Angeles, marking a significant step forward in deploying the foundational infrastructure necessary to support the statewide MMBN.



Figure 5: Equinix SV5 San Jose Data Center

Installation of essential network equipment is currently underway at both sites. By the end of August 2025, CDT is on track to complete the deployment of NMS servers, supporting both lab and production environments, as well as configuring and installing associated node equipment. These data center connections will serve as critical aggregation and peering points, necessary for the MMBI to deliver reliable, scalable high-speed internet access across California.

This development represents a major advancement in building the backbone of the State's broadband infrastructure, enabling improved connectivity for underserved and unserved communities statewide.



Figure 6: LA3 CoreSite Data Center in Los Angeles

Overview of MMBN Network Activities

The MMBI program utilizes joint builds, leases, and purchases where feasible to share construction costs. As a result of these partnerships, CDT has secured contracts for development of more than 7,800 miles of network with request for innovative ideas (RFI²) partners, at an average cost of approximately \$300,000

per mile.

From January 2025 to June 2025, CDT has collaborated on additional lease and joint build partnerships for nearly 140 of the ~7,800 RFI² partner miles. These strategic partnerships allow the State to share construction costs, enabling the deployment of the MMBN within budget.

Table 2 below provides a county-by-county breakdown of activities within lease, Caltrans construction, joint build, and purchase partnerships. Table 3 provides a list of all MMBI contracts with those partners by contract type. The financial encumbrances and expenditures of the MMBI funds can be found in the section "Financial Activities (January 2024 – June 2025)". A status update on the last-mile programs and activities is included in the section. "Middle-Mile Network Services: Connection Status".

Major Drivers that Impact Change

Changes to network miles include several major drivers:

- RFI² Partnerships New/Amended (IRU/Lease; Joint Build; Purchase):** Revisions to existing partnership contracts and newly signed partnerships converted approximately 140 miles to lease and joint build agreements. Among revisions to existing partnership contracts, CDT expanded its joint-build partnership with ADF, signing a contract agreement to build out nearly 500 miles of middle-mile network infrastructure. This is in addition to the existing agreement, bringing the total miles contracted to ADF to approximately 900. As of June 2025, CDT has signed IRU/lease, joint-build, and purchase agreements for approximately 7,800 miles of the network.
- Updated Engineering Work & Design Plans:** While CDT has developed an MMBN map reflecting over 8,100 miles, CDT 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 accelerate construction. Additionally, as partners complete their work, they report the actual number of miles installed, which CDT updates in the master mapping system. The actual mileage may differ slightly from the contracted

mileage due to various factors. 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 the previous reporting period ending in December 31, 2024, to the current reporting period ending in June 2025, for total miles of lease, Caltrans construction, joint-build, and purchase partnerships for the MMBI.

In January 2025, the MMBI had approximately 3,700 miles of leased network, 3,100 miles of joint-build partnerships, over 400 miles of purchases, and approximately 800 miles of Caltrans construction, totaling roughly 8,100 network miles. As of June 2025, the MMBN has more than 3,700 miles of leases, approximately 3,700 miles of joint-build partnerships, over 400 miles of purchases, and nearly 300 miles of Caltrans construction, resulting in a total network of more than 8,100 miles. Between January 2025 and June 2025, about 480 miles of Caltrans construction were shifted to joint build opportunities, and approximately 20 miles of Caltrans construction were shifted to lease partnerships. The remaining adjustments in lease, Caltrans construction, joint build miles were due to updated engineering work and design plans. Overall, the total difference in network miles between January 2024 and June 2025 is approximately 40 miles.

Table 1: Total Miles by Acquisition Method (January 2025 - June 2025)

Date	Lease	Caltrans	Joint Build	Purchase	Total
Jan 2025	3726.6	779.0	3189.6	423.1	8,118.3
Jun 2025	3752.7	266.6	3712.2	423.1	8154.6
Change	+26.1	-512.4	+522.6	0	+36.3

Total California MMBN Map

The map below shows approximately 8,100 miles of MMBN (in solid black lines) reaching approximately 60 FFA-awarded grant projects (in blue clusters).



MMBI Bi-Annual Reporting (AB 102 [2023] SB 104 [2023] / SB 108 [2024])

This section of the report, together with Appendix A and Appendix B, documents information required by AB 102 [2023], as amended by SB 104 [2023] and SB 108 (2024).

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 June 2025 (**Metrics a, b, c, and d of AB 102(2023), SB 104 (2023), and SB 108 (2024)**).

For additional details, please refer to Appendix A.

Table 2: Total Miles by County and Acquisition Method

County	Lease Miles Metric a	Caltrans Miles Metric b	Joint Build Miles Metric c	Purchase Miles Metric d	Total Miles
Alameda	53.8	20.6	32.3	0	106.7
Alpine	41	2.5	0	0	43.5
Amador	104.7	0	0.1	0	104.8
Butte	82.3	0	27.4	0	109.7
Calaveras	99.1	0	5	0	104.1
Colusa	3.5	0	39.9	0	43.4
Contra Costa	13.1	0	80.2	0	93.3
Del Norte	49.5	0	15.3	0	64.8

County	Lease Miles Metric a	Caltrans Miles Metric b	Joint Build Miles Metric c	Purchase Miles Metric d	Total Miles
El Dorado	54.9	32.1	33.1	0	120.1
Fresno	228.2	0	61.7	0	289.9
Glenn	10.5	4.6	34.2	0	49.3
Humboldt	76.5	0	176.5	0	253.0
Imperial	55.7	0	172.4	0	228.1
Inyo	0	0	0	147.2	147.2
Kern	309.1	0	113	31.5	453.6
Kings	98.5	0	27.8	0	126.3
Lake	0	6.1	83.8	0	89.9
Lassen	25.6	0	173.4	0	199.0
Los Angeles	105.4	15.6	302.5	0	423.5
Madera	64.9	0	26.5	0	91.4
Marin	0	0	40.6	0	40.6
Mariposa	59.4	0	31.1	0	90.5
Mendocino	0	10.1	238.0	0	248.1
Merced	86.0	0	43.5	0	129.5
Modoc	108.7	0	61.5	0	170.2
Mono	7.5	0	5	175.4	187.9

County	Lease Miles Metric a	Caltrans Miles Metric b	Joint Build Miles Metric c	Purchase Miles Metric d	Total Miles
Monterey	151.3	0	0.4	0	151.7
Napa	11.8	0	6	0	17.8
Nevada	45.9	8.2	26.4	0	80.5
Orange	0	0	95	0	95.0
Placer	25.6	17.8	77.4	0	120.8
Plumas	0	23.6	32.7	0	56.3
Riverside	146.2	17.7	91.9	0	255.8
Sacramento	35.8	5	116.3	0	157.1
San Benito	99.9	0	0	0	99.9
San Bernardino	17.9	0	497.2	69	584.1
San Diego	0	60.8	129.3	0	190.1
San Francisco	15.8	3.2	0	0	19.0
San Joaquin	112.3	0	63.1	0	175.4
San Luis Obispo	132.8	0	20.3	0	153.1
San Mateo	34.1	0	0	0	34.1
Santa Barbara	184.7	0	4.1	0	188.8
Santa Clara	69.5	0	42.3	0	111.8
Santa Cruz	4.8	0	2.8	0	7.6

County	Lease Miles Metric a	Caltrans Miles Metric b	Joint Build Miles Metric c	Purchase Miles Metric d	Total Miles
Shasta	128.4	7.9	18.2	0	154.5
Sierra	0	29.7	3.1	0	32.8
Siskiyou	82.6	0	206.7	0	289.3
Solano	17.7	0	43	0	60.7
Sonoma	0	0	127.3	0	127.3
Stanislaus	101.6	0	24.5	0	126.1
Sutter	69.0	0	0	0	69.0
Tehama	28.7	0	106.5	0	135.2
Trinity	72.4	0	0	0	72.4
Tulare	233.0	0	21.9	0	254.9
Tuolumne	39.2	0	42.1	0	81.3
Ventura	64.6	0	35.3	0	99.9
Yolo	42	1.1	53.6	0	96.7
Yuba	47.2	0	0	0	47.2
Grand Total Miles	3,752.7	266.6	3,712.2	423.1	8,154.6

MMBI Contracts by Partner & Acquisition Method

CDT has executed a broad portfolio of contracts to support the construction and operation of the statewide MMBN. These contracts span multiple

acquisition methods- lease, joint build, purchase, and direct Caltrans construction- reflecting a flexible and cost-conscious approach.

As of June 2025, CDT has entered into 18 contracts with public and private sector partners, collectively covering approximately 8,000 miles of network infrastructure across the state. Each contract has been structured to maximize value, accelerate deployment timelines, and ensure services reach into historically underserved communities.

Contract Highlights by Acquisition Method

Joint Build

CDT has executed 11 joint build agreements, comprising approximately 3,700 miles. These contracts leverage existing partner construction activities to reduce costs, streamline permitting, and accelerate delivery. CDT's Joint Build partners are Arcadian Infracom, ADF, Fort Bragg, Gateway Cities Council of Governments, Hoopa Valley Public Utilities District, Karuk, LA Bureau of Street Lighting, Lumen, Siskiyou Telephone Company (Siskiyou Tel), Vero Networks, and Zayo Group.

Lease

CDT maintains 5 lease agreements, totaling more than 3,700 miles. These partnerships primarily enable the use of existing fiber infrastructure, significantly reducing deployment timelines. Lease agreements reflect a balance of public oversight and private sector efficiency, offering a cost-effective option for high-priority routes. CDT's lease partners are Boldyn Networks, Central Valley Independent Network (CVIN), Lumen Technologies, Trans Pacific Networks (TPN)/ Digital 299, and Yurok Telecommunications Corporation (YTel)

Purchase

Through the Digital 395 purchase agreement, CDT has acquired approximately 400 miles of existing infrastructure to integrate into the state-owned MMBN. This approach ensures control over long-term access, pricing, and maintenance in strategic locations.

Caltrans Construction

Caltrans is actively constructing approximately 300 miles of middle-mile infrastructure. These segments are concentrated in corridors where state-led

construction is necessary due to the absence of viable partnership opportunities.

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 (2023), SB 104 (2023), and SB 108 (2024))**.

Table 3: MMBI Contracts by Partner and Acquisition Method

Partner	Type	Miles
ADF	Joint Build	900.3
Anticipated Partnerships (Joint Build)	Joint Build	78.5
Anticipated Partnerships (Lease)	Lease	81.5
Arcadian Infracom	Joint Build	1,011.5
Boldyn Networks	Lease	81.5
Caltrans	Caltrans Construction	266.6
City of Fort Bragg	Joint Build	4.3
CVIN	Lease	2,671.1
Digital 395	Purchase	423.1
Gateway Cities Council of Governments	Joint Build	75.6
Hoopa Valley Public Utilities District	Joint Build	22.4
Karuk Tribe	Joint Build	43.9
LA Bureau of Street Lighting	Joint Build	13.2
Lumen Technologies (Joint Build)	Joint Build	1,181.0
Lumen Technologies (Lease)	Lease	697.6
Siskiyou Tel	Joint Build	163.8
TPN	Lease	170.9
Vero Networks	Joint Build	23.8
YTel	Lease	50.1
Zayo Group	Joint Build	193.9
Total Miles		8,154.6

Contract Activities (January 2025 – June 2025)

Government-to-government partnerships remain a focus, leveraging existing broadband projects with local municipalities and tribal nations and aligning last-mile components with middle-mile infrastructure. Between January 2025 and June 2025, CDT made substantial progress in executing and expanding contracts, essential to building the statewide MMBN. CDT signed new joint build agreements with the Karuk Tribe, Gateway Cities Council of Governments, LA Bureau of Street Lighting, and the City of Fort Bragg. Over the next six months, CDT anticipates additional partnerships with other tribal entities and local municipalities to convert approximately 35 miles to joint build agreements, resulting in cost avoidance.

The State is already in negotiations with tribal communities, government-to-government partners, and FFA awardees, with agreements expected in the coming months. These partnerships maximize the mile-per-dollar output, enabling CDT to reach all FFA grant application locations within existing funding. The average cost per mile by partnership type as of June 2025 is as follows:

Table 4: Average Cost (per mile) by Acquisition Method

Cost Components		Revised Plan for \$3.87 Billion Base Budget		
		Miles (#)	Total Cost	Avg. Cost/Mile
RFI² Miles	IRU/Lease	3,752	\$1,042M	\$280K
	Joint-Build	3,711	\$1,149M	\$368K
	Purchase	424	\$31M	\$73K
	RFI² Total	7,887	\$2,221M	\$306K
Caltrans Miles		267	\$684M	\$880K
Materials, Admin, Contingency		N/A	\$968M	N/A
MMBI Total		8,154	\$3,873M	\$481K

CDT contract activities reflected in this report demonstrate CDT’s commitment

to strong procurement oversight and adaptive program management. By continually refining agreements based on evolving field realities and local partner input, CDT ensures that MMBI investments are responsibly managed and strategically targeted to areas of highest need.

Financial Activities (January 2025 – June 2025)

Between January 2025 and June 2025, CDT continued oversight of MMBI financial activities, focusing on aligning expenditures with program progress. Initially, through the 2021 Budget Act, \$3.25 billion in funding had been appropriated for the MMBI. Through subsequent budget actions, \$3.873 billion in funding had been appropriated to CDT for the MMBI. Of this, \$2.4 billion was from American Rescue Plan Act (ARPA) funding, \$1.4 billion was from the General Fund, and \$73 million was from middle-mile grant funding awarded by the National Telecommunications and Information Administration (NTIA).

As of January 2025, the MMBI is now funded almost entirely with General Fund. No funding is now coming from the ARPA/State Fiscal Recovery Funds (SFRF), and the only federal funding remaining for the \$3.873 billion project is a \$73 million grant from the NTIA awarded in 2023.

The MMBI was originally created by SB 156 [2021] and funded through a \$3.25 billion appropriation of ARPA/SFRF in the 2021 Budget Act. Per authority in the 2022 Budget Act, \$887 million of ARPA/SFRF was swapped out and replaced with General Fund. The remaining \$2.363 billion in ARPA/SFRF funding had been encumbered before the end of calendar year 2024 and was scheduled to be liquidated as components of the project were completed, before the end of calendar year 2026, per federal requirements.

In 2024, per authority in the 2024 Budget Act, the remaining \$2.363 billion in budget authority was swapped from ARPA/SFRF to General Fund. This ARPA/SFRF authority was moved to other projects that were previously General Funded, but which are also qualified uses of the federal ARPA/SFRF funding, consistent with U.S. Treasury guidelines.

Additional General Fund resources were appropriated through SB 189 [2022] (\$300 million in the 2023–2024 California Spending Plan and \$250 million in the 2024–2025 plan).

The following table provides a year-by-year summary of the MMBI's budgetary

activities as described above. These activities have provided the necessary resources for the development and deployment of the MMBN, supporting the State’s goal to build an affordable, open-access, statewide digital infrastructure.

Table 5: MMBI Budgetary Appropriations by Year

Source	2021	2022	2023	2024	Total
ARPA/SFRF	\$ 3.250B	\$ (0.887B)	\$ -	\$ (2.363B)	\$ -
General Fund	\$ -	\$ 0.887B	\$ 0.300B	\$ 2.613B	\$ 3.800B
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:

- 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. CDT expects to complete its first partial drawdown of NTIA funds before the end of the 2025 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.

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

The MMBI is now funded almost entirely with General Fund. No funding is now coming from ARPA/SFRF (**Metric f of SB 108 (2024)**).

Table 6: SFRF Encumbrance and Expenditures

Date	Encumbered	Expended
12/31/2024	(\$2.363 B)	(\$1.104 B)
6/30/2025	\$-	\$-
Difference	(\$2.363 B)	(\$1.104 B)

NTIA Federal Funding: Encumbered & Expended

In 2023, CDT was awarded \$73 million in NTIA Enabling Middle-Mile grant funding. CDT expects to complete its first partial drawdown of NTIA funds before the end of 2025. Although CDT was awarded \$73 million, no funds have been encumbered or expended as of June 2025 (**Metric g of AB 102 (2023), SB 104 (2023), and SB 108 (2024)**).

General Fund: Encumbered & Expended

Between January 2025 and June 2025, CDT has encumbered an additional \$550 million and expended an additional \$581 million from the General Fund. The table below presents the total encumbrances and expenditures of General Fund resources from January 2025 to June 2025 (**Metric h of AB 102 (2023), SB 104 (2023), and SB 108 (2024)**).

Table 7: General Fund Encumbrance and Expenditures

Date	Encumbered	Expended
12/31/2024	\$2.920 B	\$2.256 B
6/30/2025	\$3.660 B	\$2.512 B
Difference	\$0.740 B	\$0.256 B

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 (2023) and SB 108 (2024)**).

Customer Sounding for Last-Mile Customers and Projects:

Last year, CDT conducted a customer sounding effort to engage with last-mile entities anticipated to benefit most from the MMBI. This effort was distinct from the Market Sounding effort, 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 TPA to provide ongoing operational services for the MMBN. On July 9, 2025, CDT cancelled the Request for Proposal (RFP) for Operations, Maintenance, Administration, Financing and Cost Recovery (RFP #23-0148501). However, the State's procurement efforts remain ongoing in seeking to obtain a service provider for the Operations & Maintenance of the Middle-Mile Broadband Network.

The objective of the customer sounding effort was to understand how stakeholders intend to use the MMBI, confirm and solicit feedback on the range of services that would best meet community needs, and establish a communication channel to ensure continuous feedback loops.

Customer Outreach for Last-Mile Customers and FFA Entities:

This year, CDT conducted extensive outreach to last-mile providers and FFA project awardees — engaging with more than 60 stakeholders that intend to connect to the MMBN.

The objective of this customer outreach is to meet with all stakeholders intending to connect and:

- Understand what services they need;
- Identify target interconnection points; and,

- Identify timing of when services are needed.

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 more than 8,100 miles at an average cost of approximately \$300,000 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.

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 joint build agreement with Karuk 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, continuing to engage with last-mile customers and FFA entities, and operational readiness. The ongoing customer outreach efforts aim to gather valuable feedback from stakeholders, ensuring that the MMBN 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.

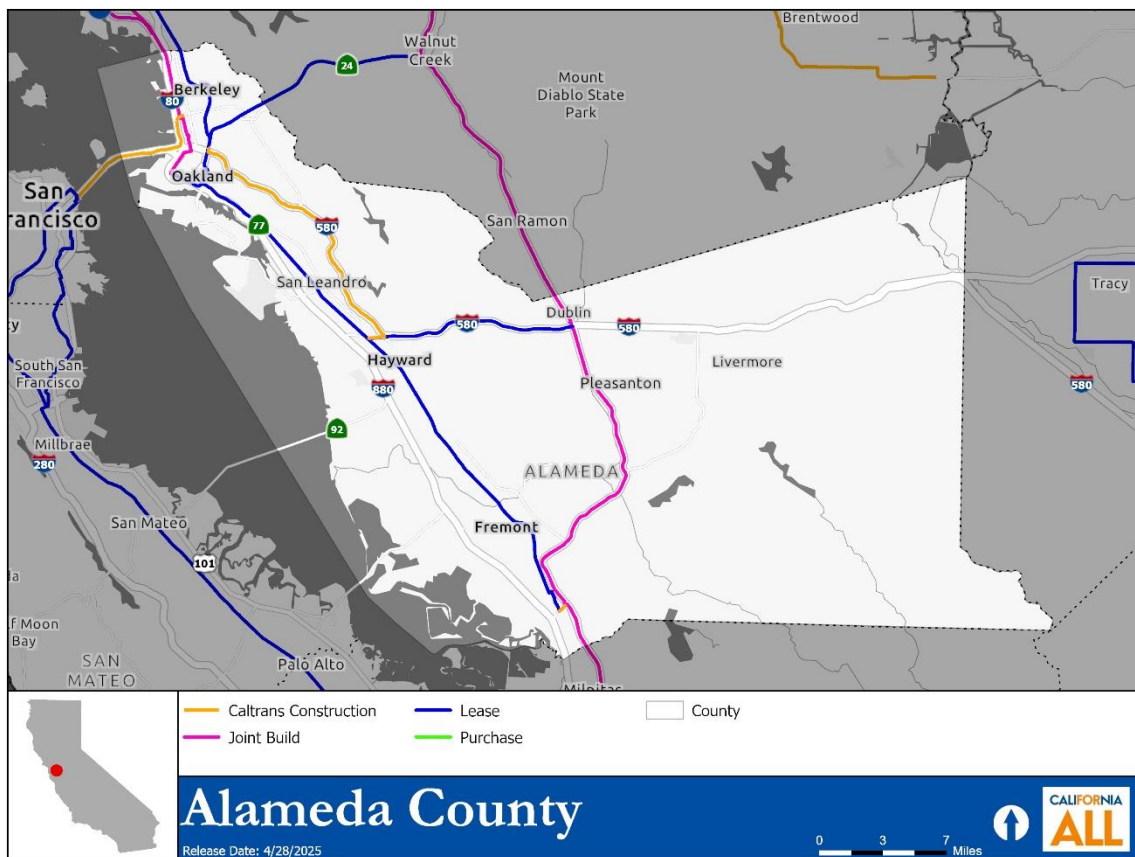
Appendix A: Delta of Map Changes by County

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 January 2025 and June 2025, illustrating each partnership category's net change in miles. Additionally, detailed explanations are provided to account for these changes, new partnerships, and updated engineering work and design plans.

Updated Engineering Work & Design Plans: CDT 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 CDT updates. The actual mileage may differ slightly from the contracted mileage due to various technical factors. Occasionally, updates are made to address minor data errors. All route adjustments are reflected in the GIS system.

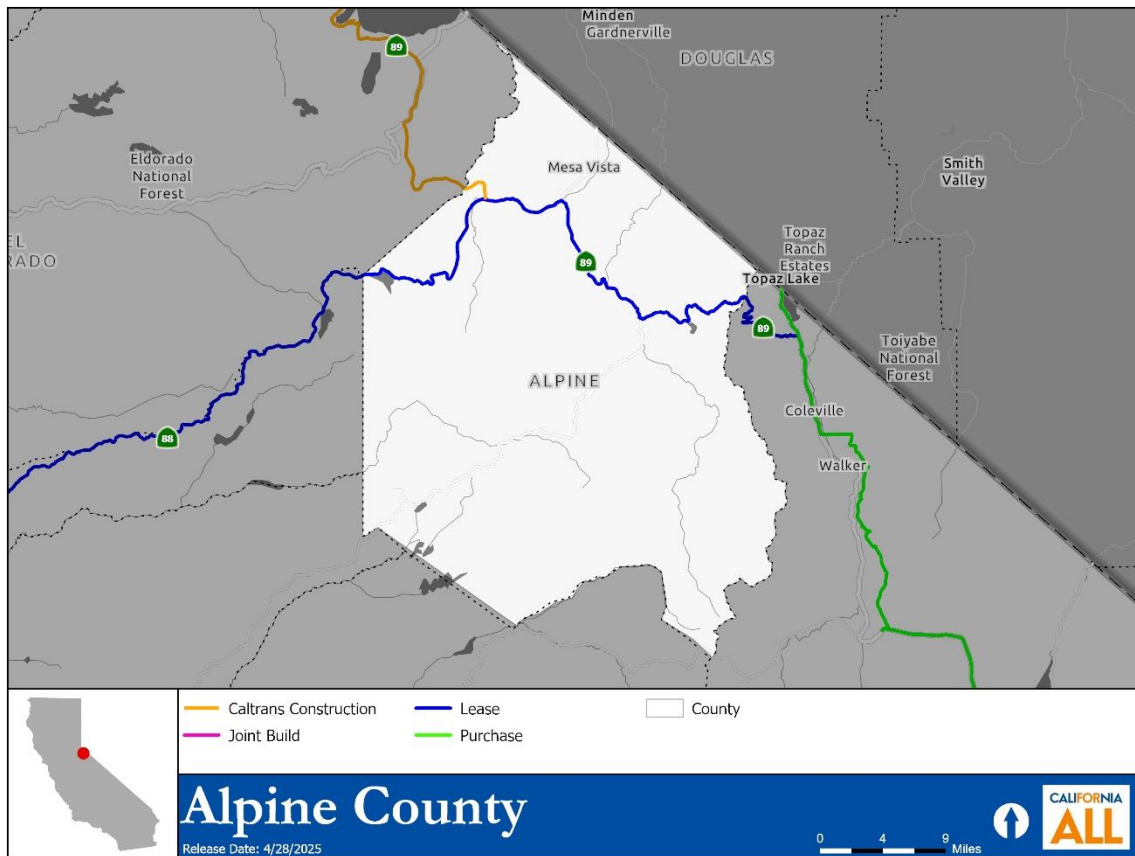
Alameda County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	54.4	20.2	31.7	0.0	106.3	Due to updated engineering and design plans, ~0.6 miles were reduced from Lease, ~0.4 miles were added to Caltrans construction, and ~0.6 miles were added to Joint Build.
Jun 2025	53.8	20.6	32.3	0.0	106.7	
Change	-0.6	+0.4	+0.6	0.0	+0.4	



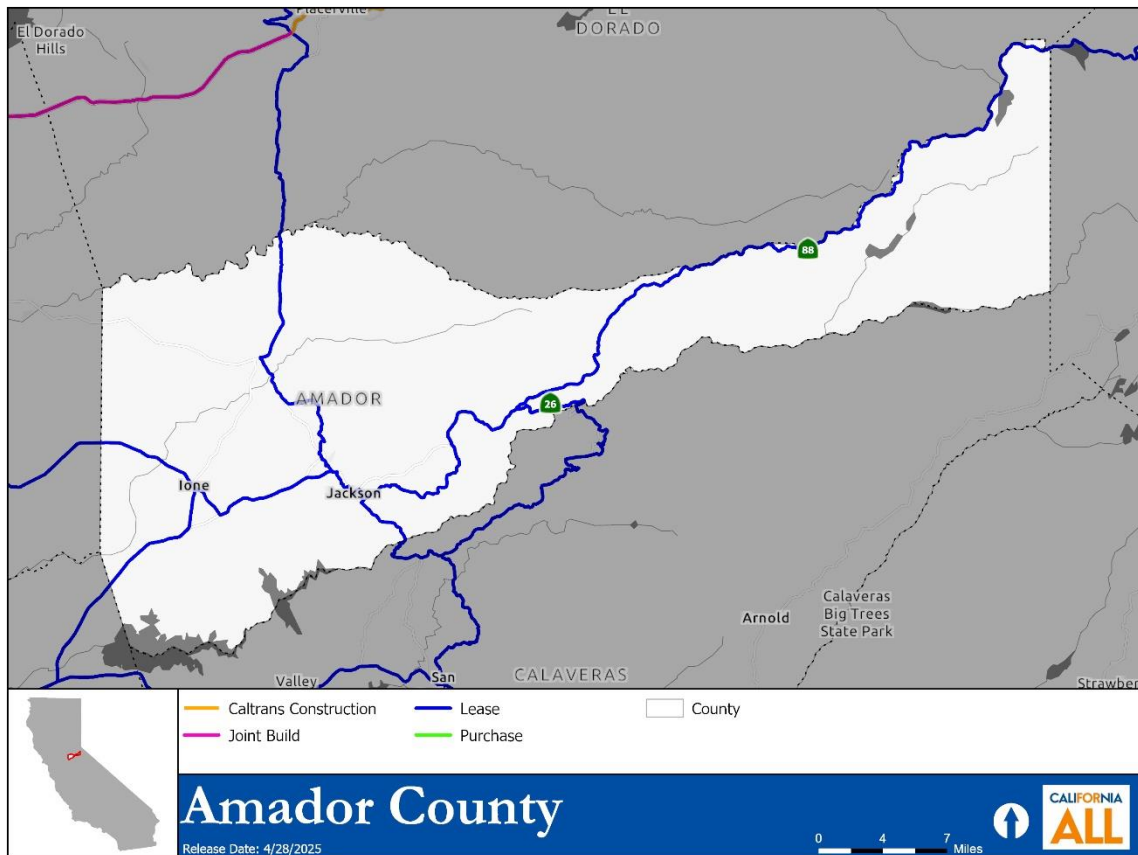
Alpine County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	41.0	2.6	0.0	0.0	43.6	Approximately 0.1 miles were reduced from Caltrans construction due to updated engineering & design plans.
Jun 2025	41.0	2.5	0.0	0.0	43.5	
Change	0.0	-0.1	0.0	0.0	-0.1	



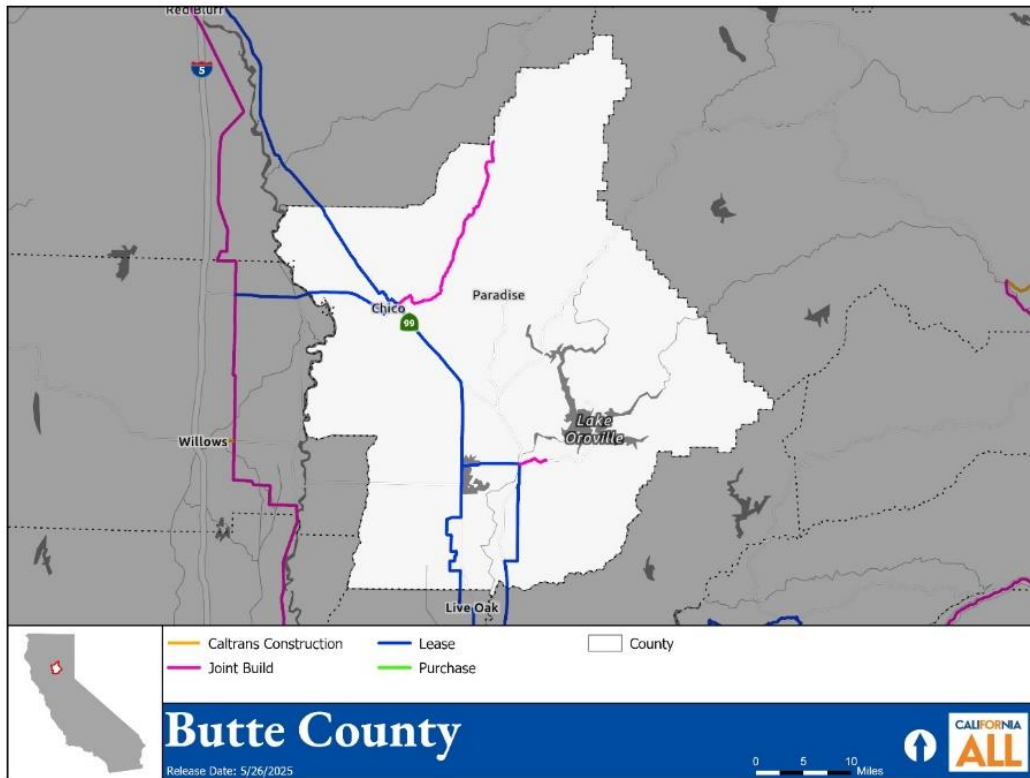
Amador County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	105.0	0.0	0.1	0.0	105.1	Approximately 0.3 miles were reduced from Lease due to updated engineering & design plans.
Jun 2025	104.7	0.0	0.1	0.0	104.8	
Change	-0.3	0.0	0.0	0.0	-0.3	



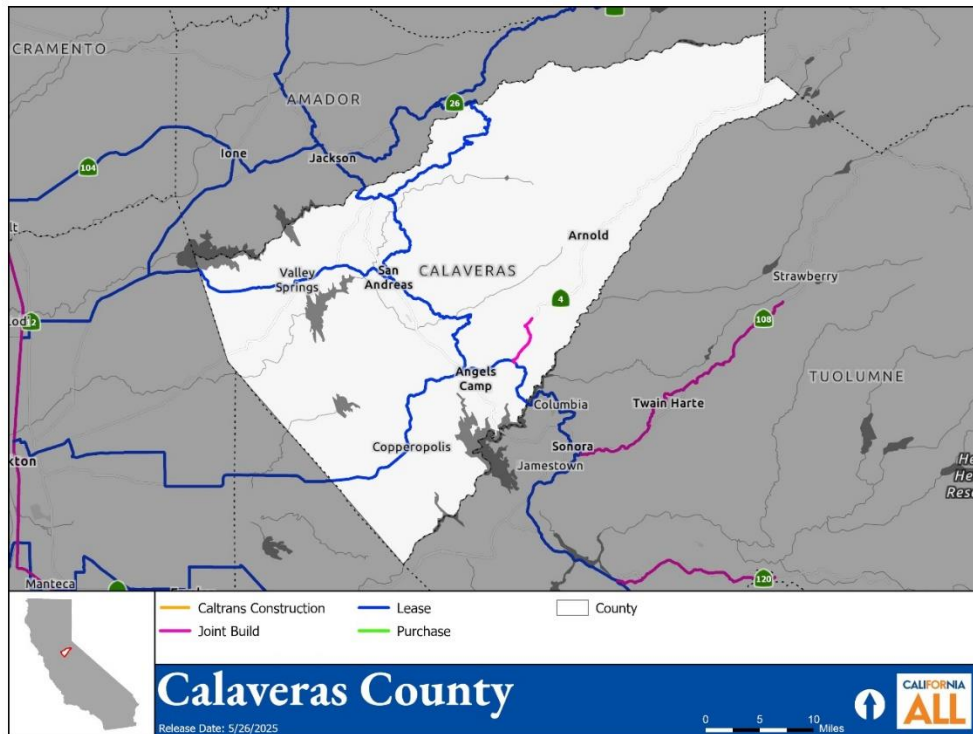
Butte County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	85.4	23.0	0.0	0.0	108.4	Approximately 23.3 Caltrans construction miles, and ~3.1 Lease miles, were shifted to Joint Build opportunities to reflect contract amendments with ADF and an anticipated lease partnership. In addition, due to updated engineering and design plans, ~0.3 miles were added to Caltrans construction, and ~1 mile was added to Joint Build.
Jun 2025	82.3	0.0	27.4	0.0	109.7	
Change	-3.1	-23.0	+27.4	0.0	+1.3	



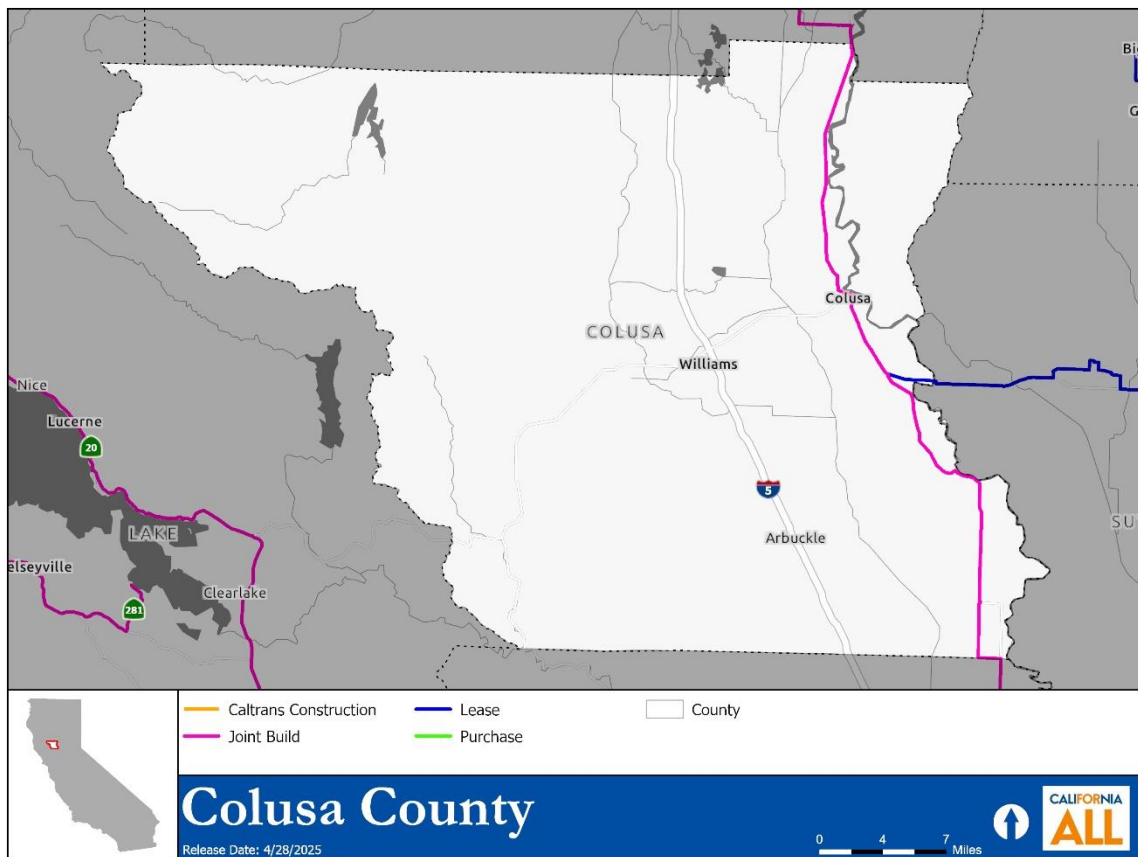
Calaveras County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	99.2	4.7	0.0	0.0	103.9	Approximately 4.7 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment added ~0.3 miles to Joint Build due to updated engineering work and design plans. The remaining 0.1 miles were reduced from Lease due to updated engineering work and design plans.
Jun 2025	99.1	0.0	5.0	0.0	104.1	
Change	-0.1	-4.7	+5.0	0.0	+0.2	



Colusa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	3.5	0.0	39.8	0.0	43.3	Approximately 0.1 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	3.5	0.0	39.9	0.0	43.4	
Change	0.0	0.0	+0.1	0.0	+0.1	



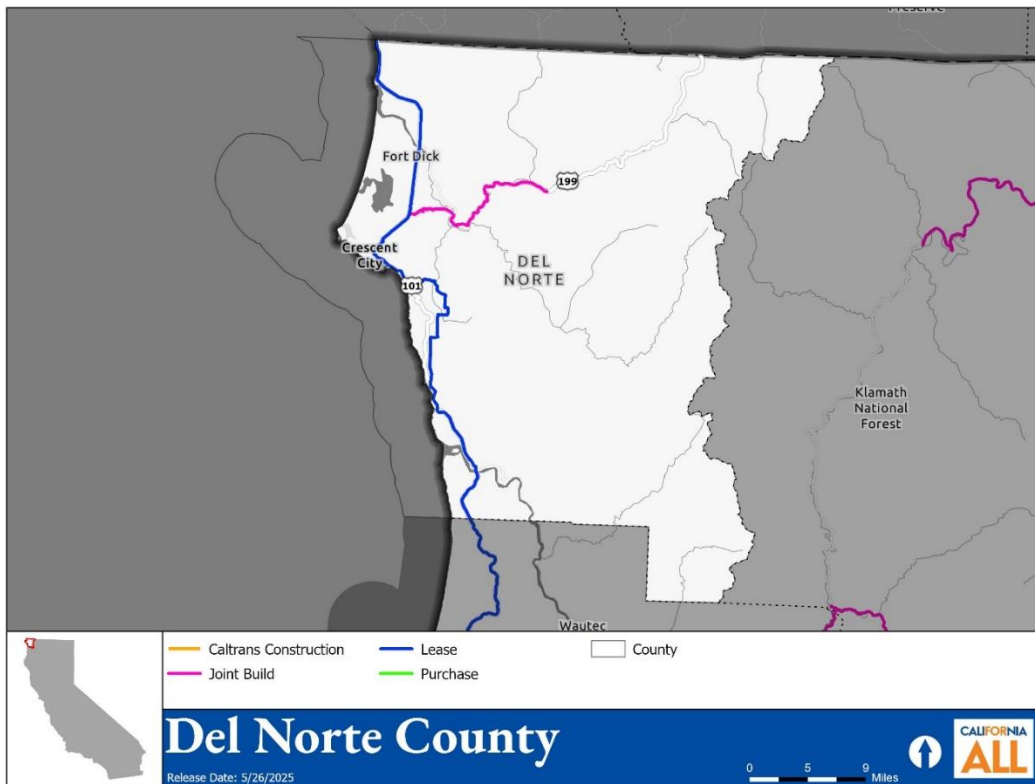
Contra Costa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	13.1	15.2	64.4	0.0	92.7	Approximately 15.2 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. Additionally, ~0.6 miles were added to Joint Build due to updated engineering work and design plans.
Jun 2025	13.1	0.0	80.2	0.0	93.3	
Change	0.0	-15.2	+15.8	0.0	+0.6	



Del Norte County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	29.5	35.7	0.0	0.0	65.2	Approximately 35.3 Caltrans construction miles were shifted to Lease (~20 mi) and Joint Build (~15.3) opportunities to reflect ADF contract amendment. The remaining ~0.4 miles were reduced from Caltrans construction due to updated engineering work and design plans.
Jun 2025	49.5	0.0	15.3	0.0	64.8	
Change	+20.0	-35.7	+15.3	0.0	-0.4	



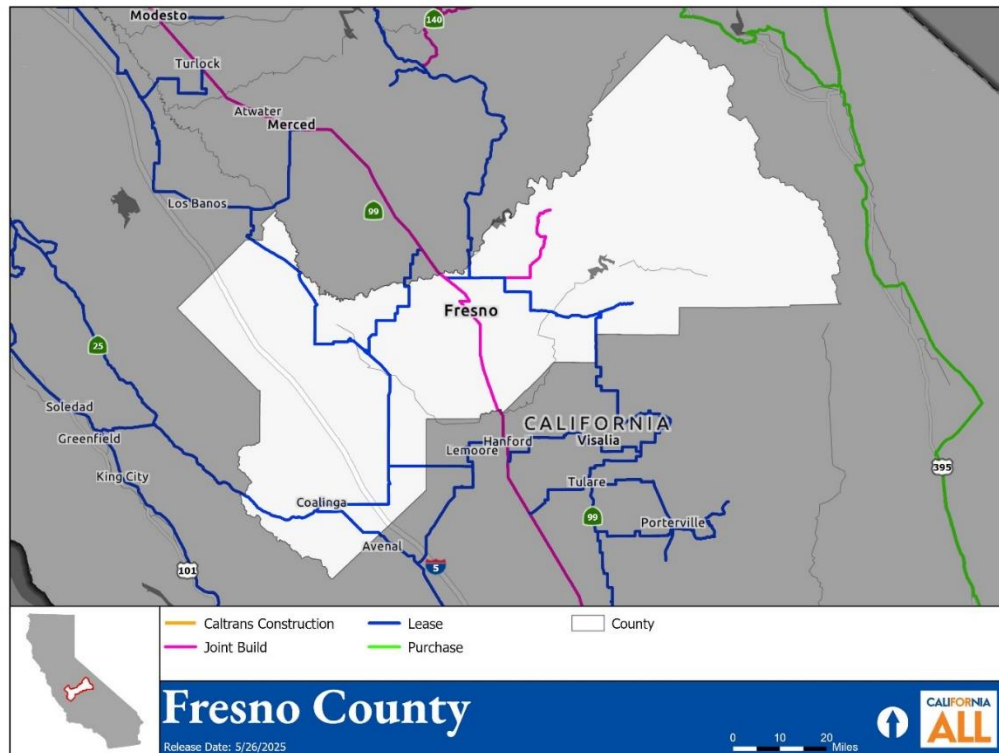
El Dorado County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	55.1	47.9	14.9	0.0	117.9	Approximately 15.8 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment added ~2.4 miles to Joint Build due to updated engineering work and design plans. The remaining 0.2 miles were reduced from Lease due to updated engineering work and design plans.
Jun 2025	54.9	32.1	33.1	0.0	120.1	
Change	-0.2	-15.8	+18.2	0.0	+2.2	



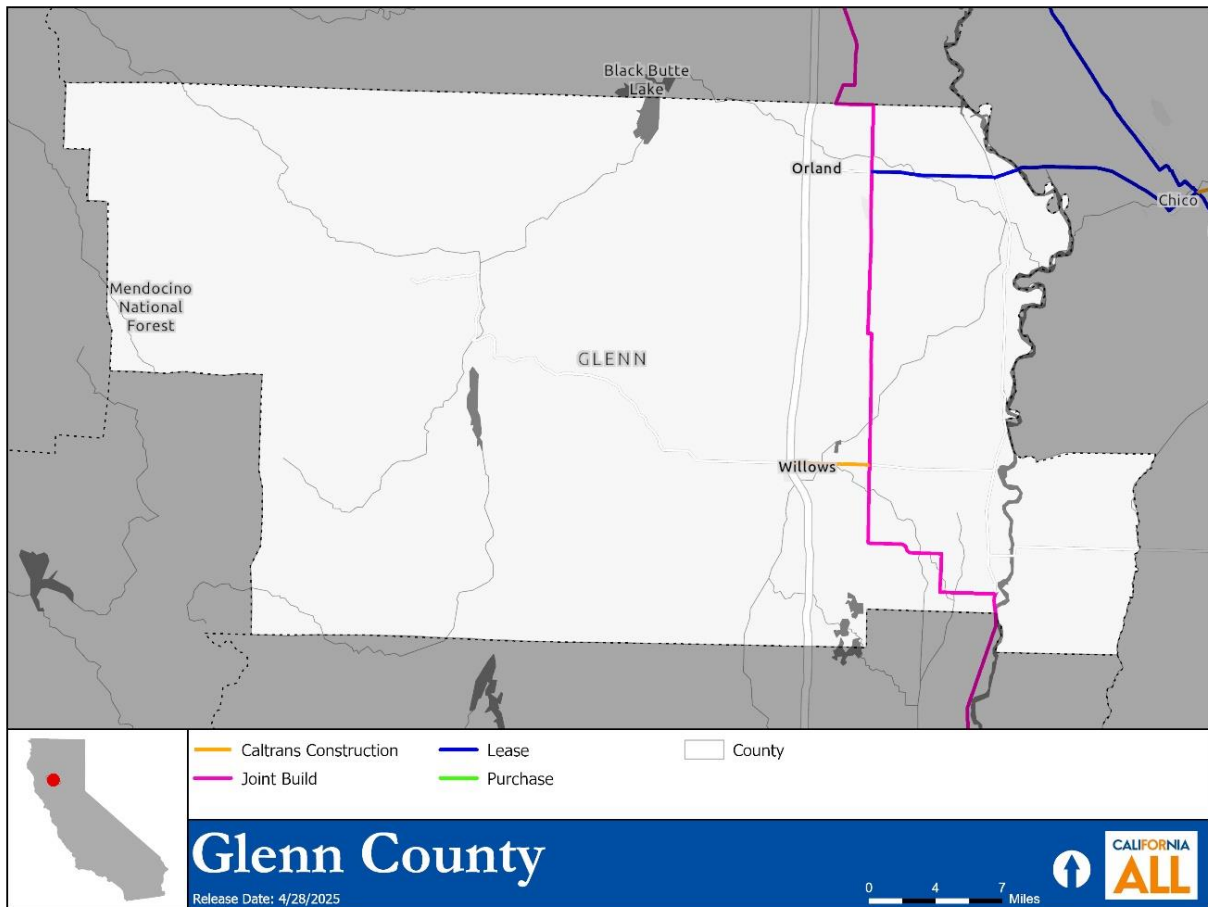
Fresno County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	229.5	25.8	36.7	0.0	292.0	Approximately 25.8 miles were shifted from Caltrans construction to Joint Build opportunities to reflect ADF contract amendment. Due to updated engineering and design plans, ~2.1 miles were reduced from Lease (~1.3 mi) and Joint Build (~0.8 mi).
Jun 2025	228.2	0.0	61.7	0.0	289.9	
Change	-1.3	-25.8	+25.0	0.0	-2.1	



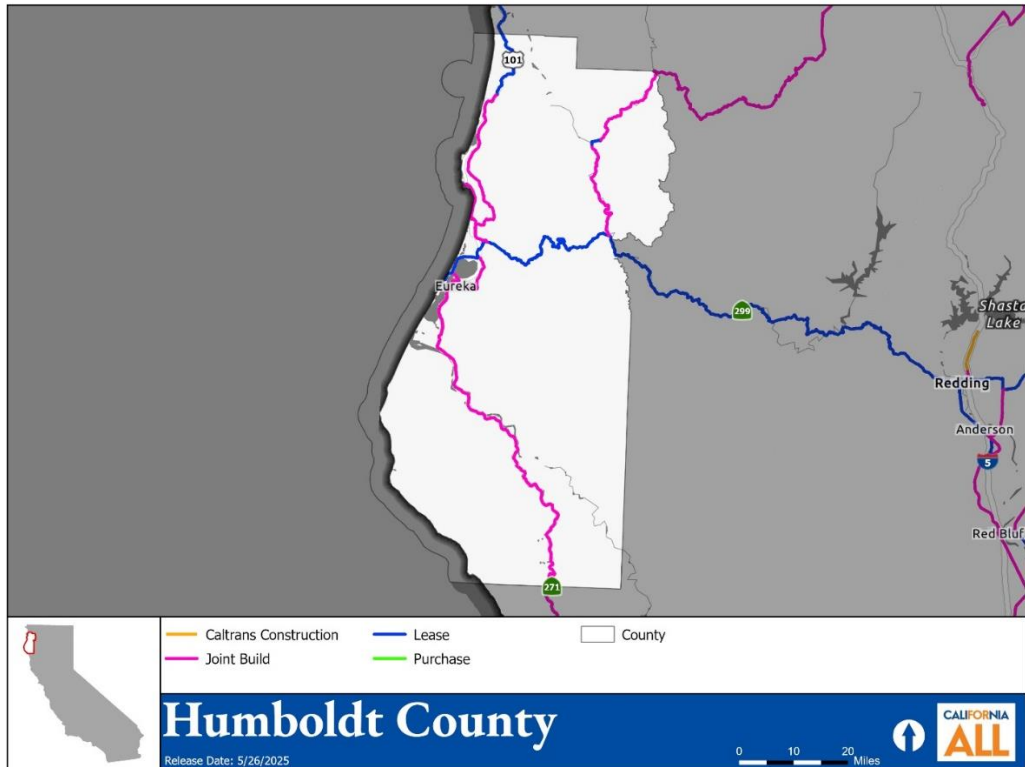
Glenn County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	10.5	4.3	34.2	0.0	49.0	Approximately 0.3 miles were added to Caltrans construction to reflect updated engineering and design plans.
Jun 2025	10.5	4.6	34.2	0.0	49.3	
Change	0.0	+0.3	0.0	0.0	+0.3	



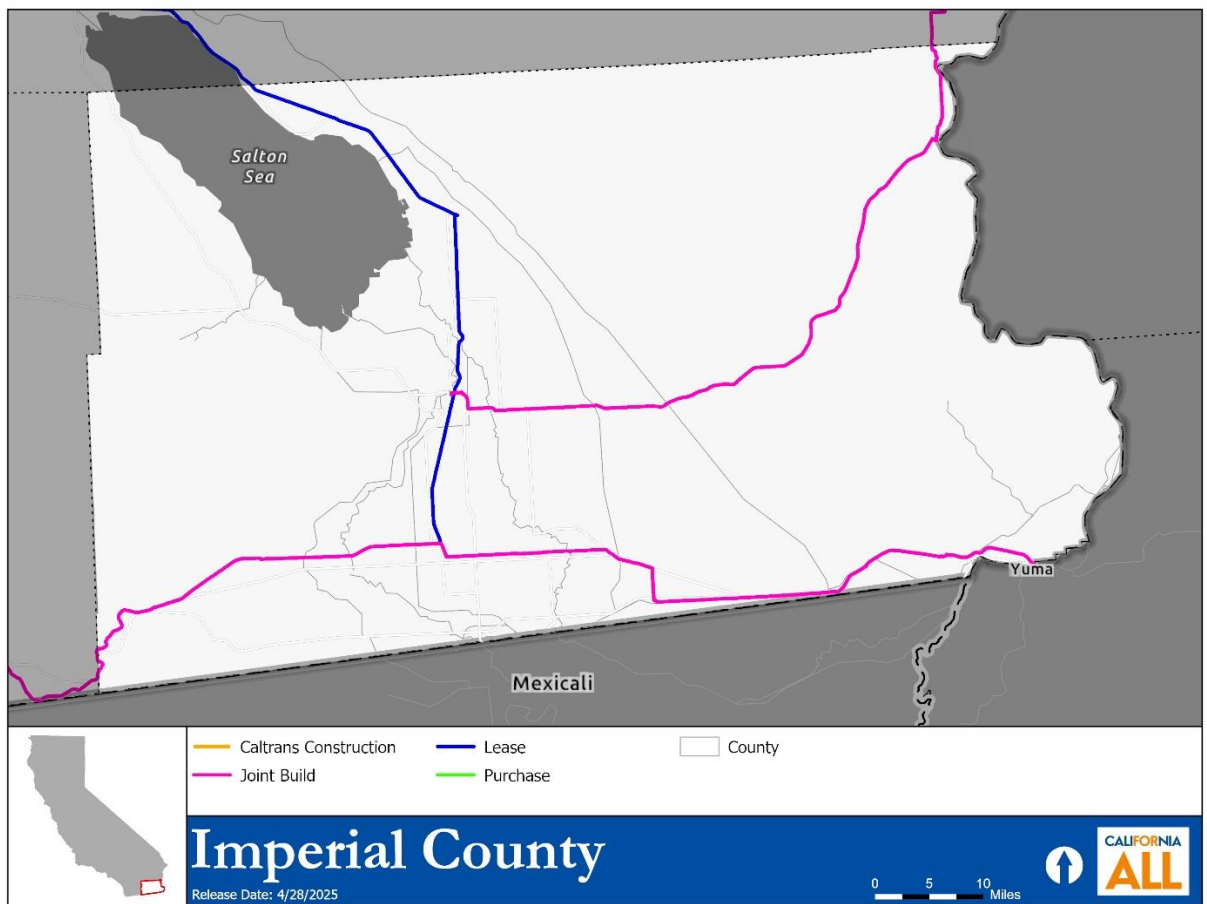
Humboldt County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	76.7	0.3	180.3	0.0	257.3	Due to updated engineering and design plans, approximately 0.2 miles were reduced from Lease, ~0.3 miles were reduced from Caltrans construction, and ~3.8 miles were reduced from Joint Build.
Jun 2025	76.5	0.0	176.5	0.0	253	
Change	-0.2	-0.3	-3.8	0.0	-4.3	



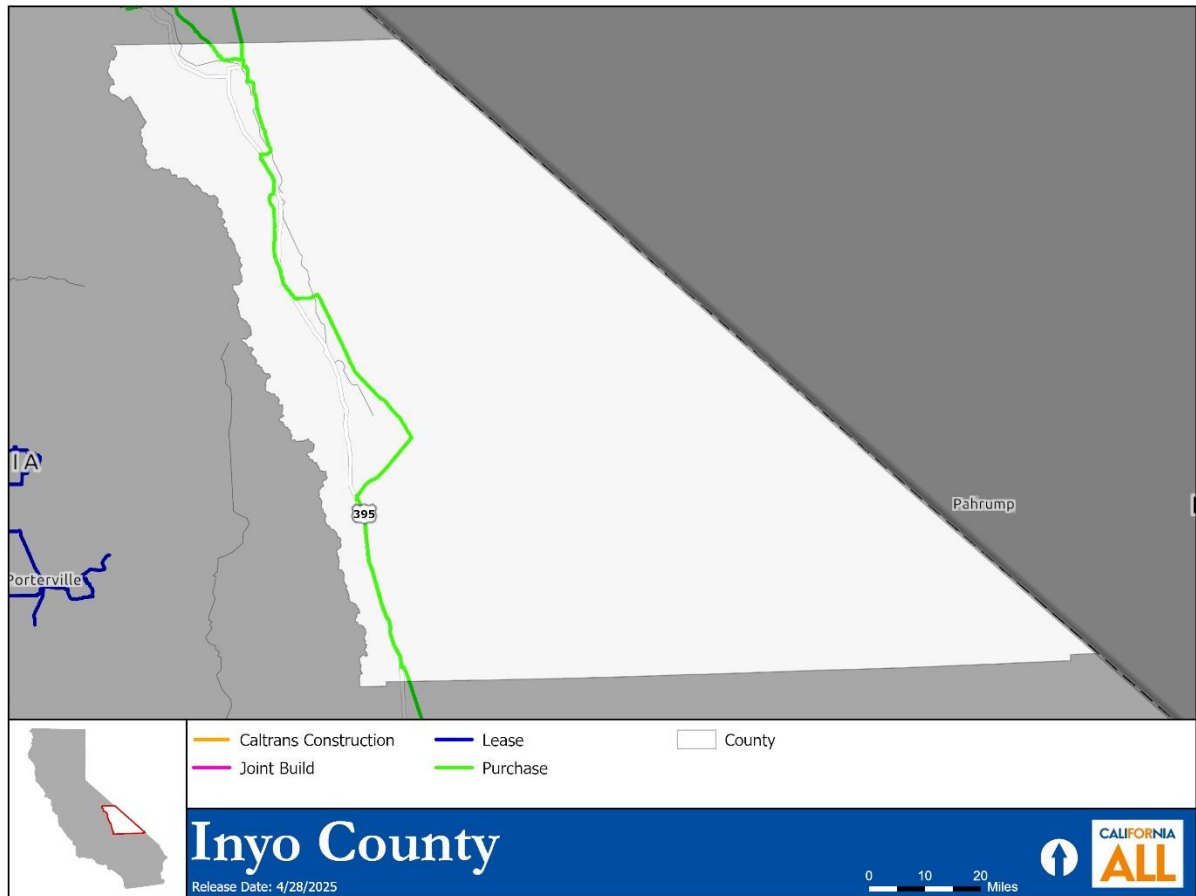
Imperial County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	55.9	0.0	172.2	0.0	228.1	Approximately 0.2 Lease miles were reassigned to Joint Build due to updated engineering and design plans.
Jun 2025	55.7	0.0	172.4	0.0	228.1	
Change	-0.2	0.0	+0.2	0.0	0.0	



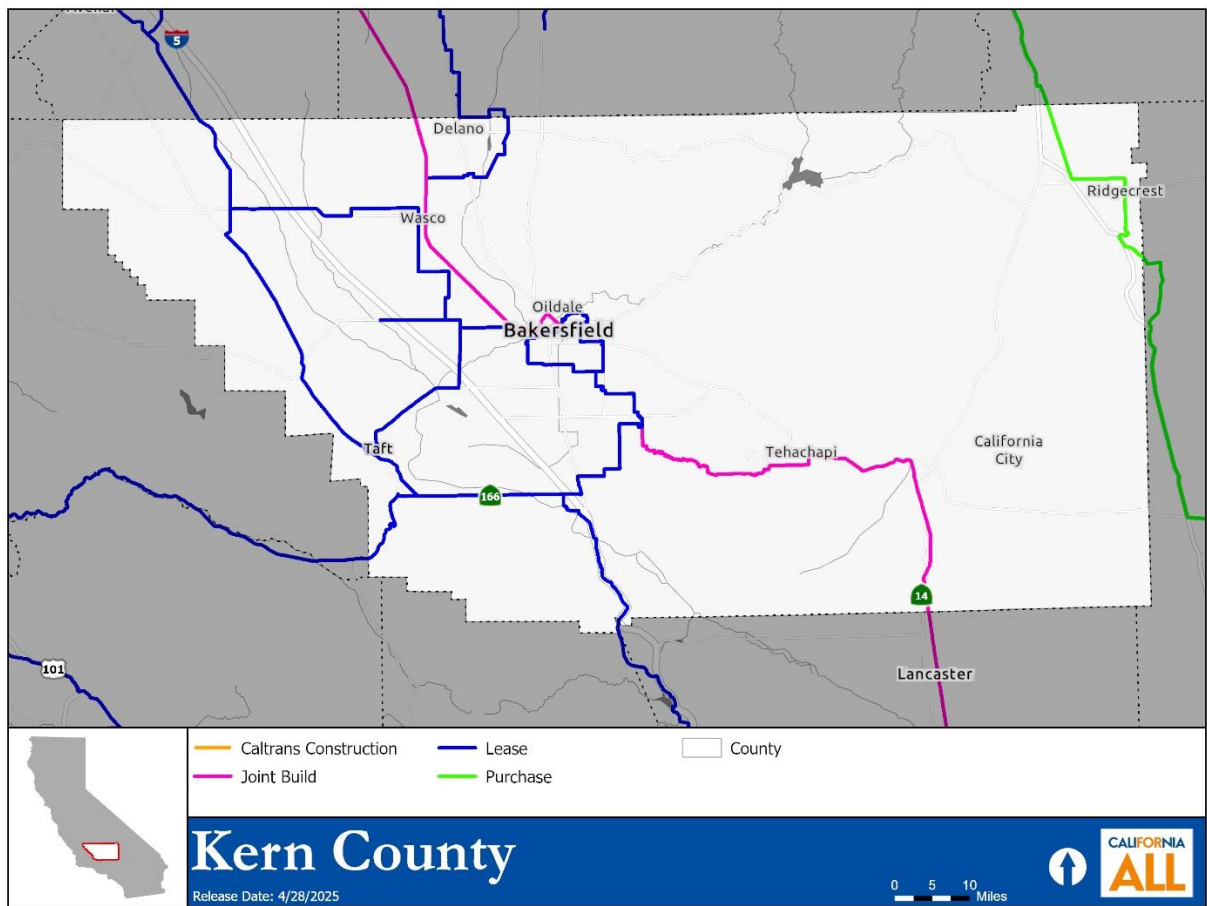
Inyo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	0.0	0.0	147.2	147.2	No Changes to report
Jun 2025	0.0	0.0	0.0	147.2	147.2	
Change	0.0	0.0	0.0	0.0	0.0	



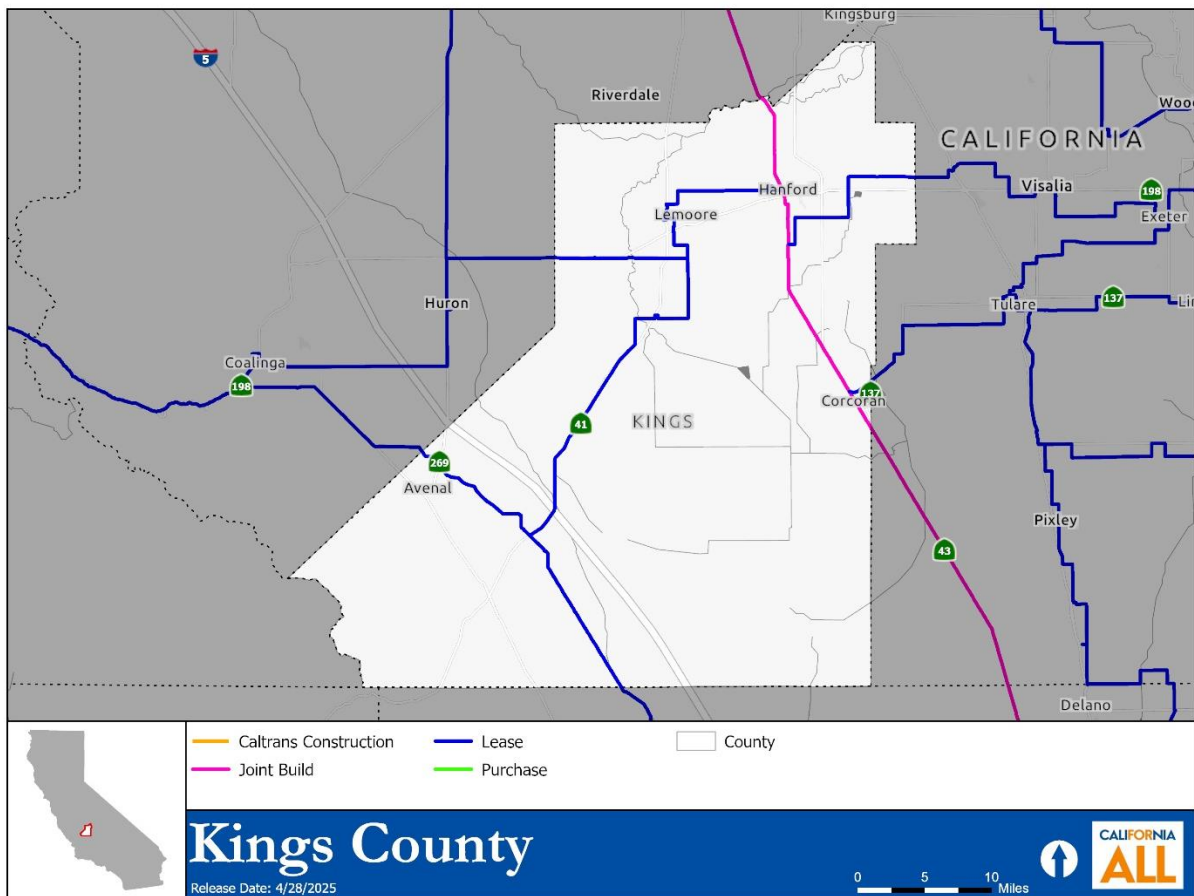
Kern County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	309.9	0.0	113.1	31.5	454.5	Due to updated engineering and design plans, approximately 4.9 miles were added to Lease and ~0.1 miles were reduced from Joint Build.
Jun 2025	314.8	0.0	113.0	31.5	459.3	
Change	+4.9	0.0	-0.1	0.0	+4.8	



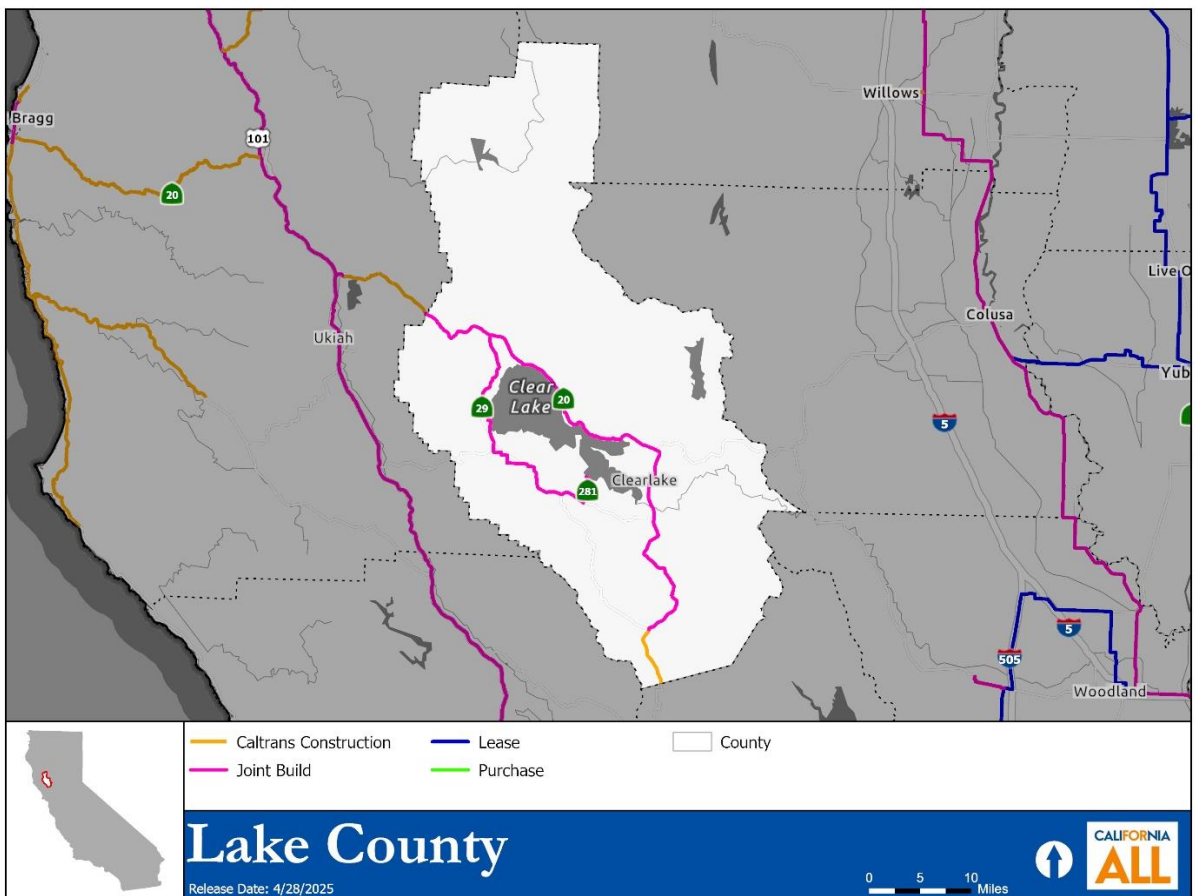
Kings County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	96.8	0.0	27.8	0.0	124.6	Approximately 1.7 miles were added to Lease due to updated engineering and design plans.
Jun 2025	98.5	0.0	27.8	0.0	126.3	
Change	+1.7	0.0	0.0	0.0	+1.7	



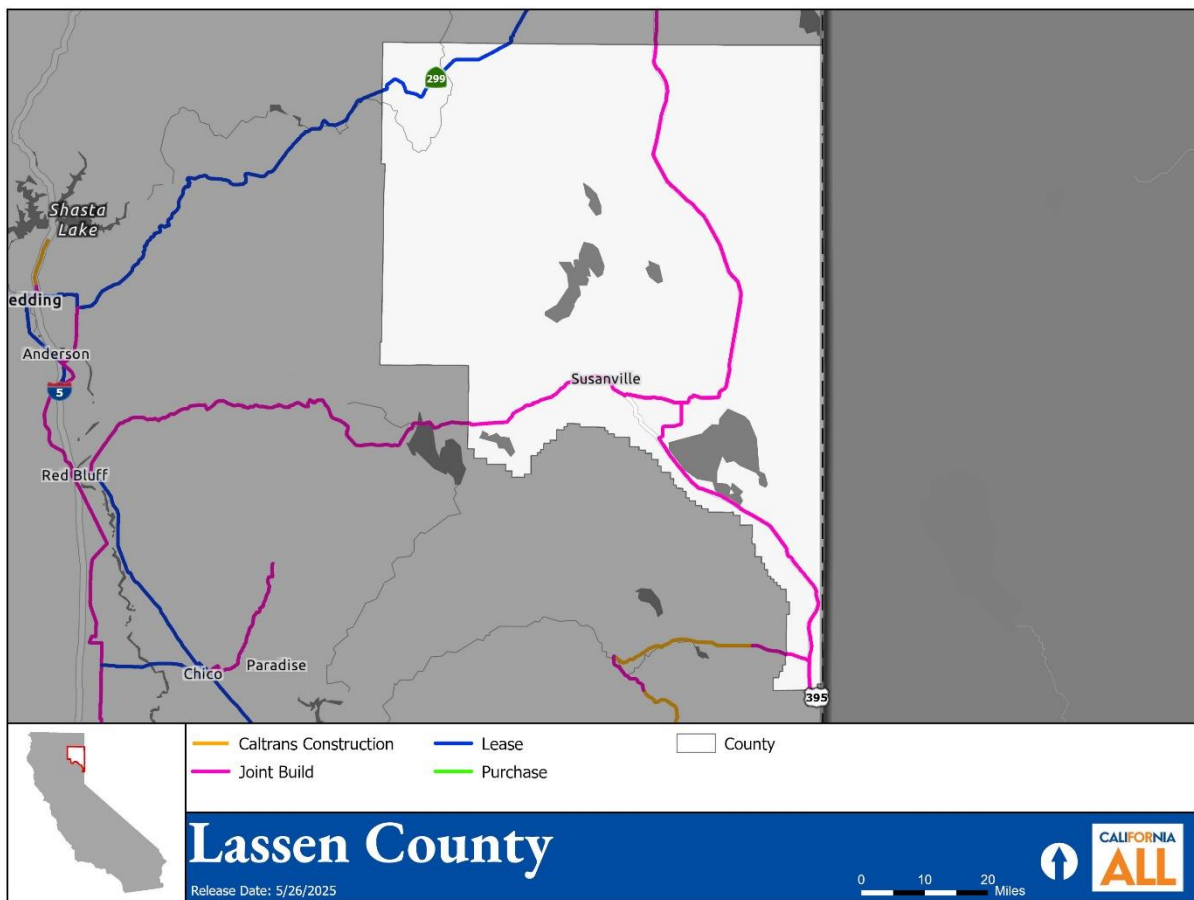
Lake County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	6.1	83.7	0.0	89.8	Approximately 0.1 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	0.0	6.1	83.8	0.0	89.9	
Change	0.0	0.0	+0.1	0.0	+0.1	



Lassen County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	25.6	3.8	169.6	0.0	199.0	Approximately 3.8 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment.
Jun 2025	25.6	0.0	173.4	0.0	199.0	
Change	0.0	-3.8	+3.8	0.0	0.0	



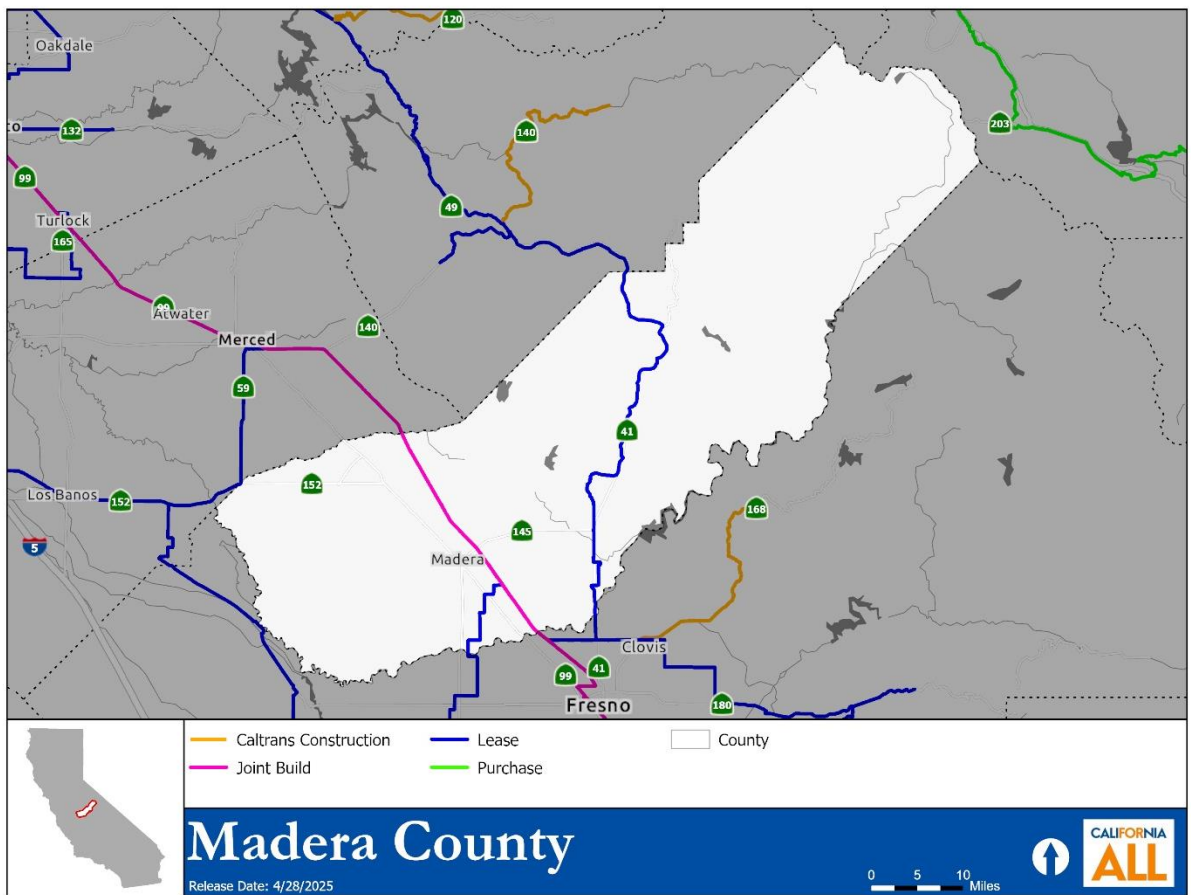
Los Angeles County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	105.3	15.6	300.8	0.0	421.7	Approximately 1.8 miles were added to Lease (~0.1 mi) and Joint Build (~1.7 mi) due to updated engineering and design plans.
Jun 2025	105.4	15.6	302.5	0.0	423.5	
Change	+0.1	0.0	+1.7	0.0	+1.8	



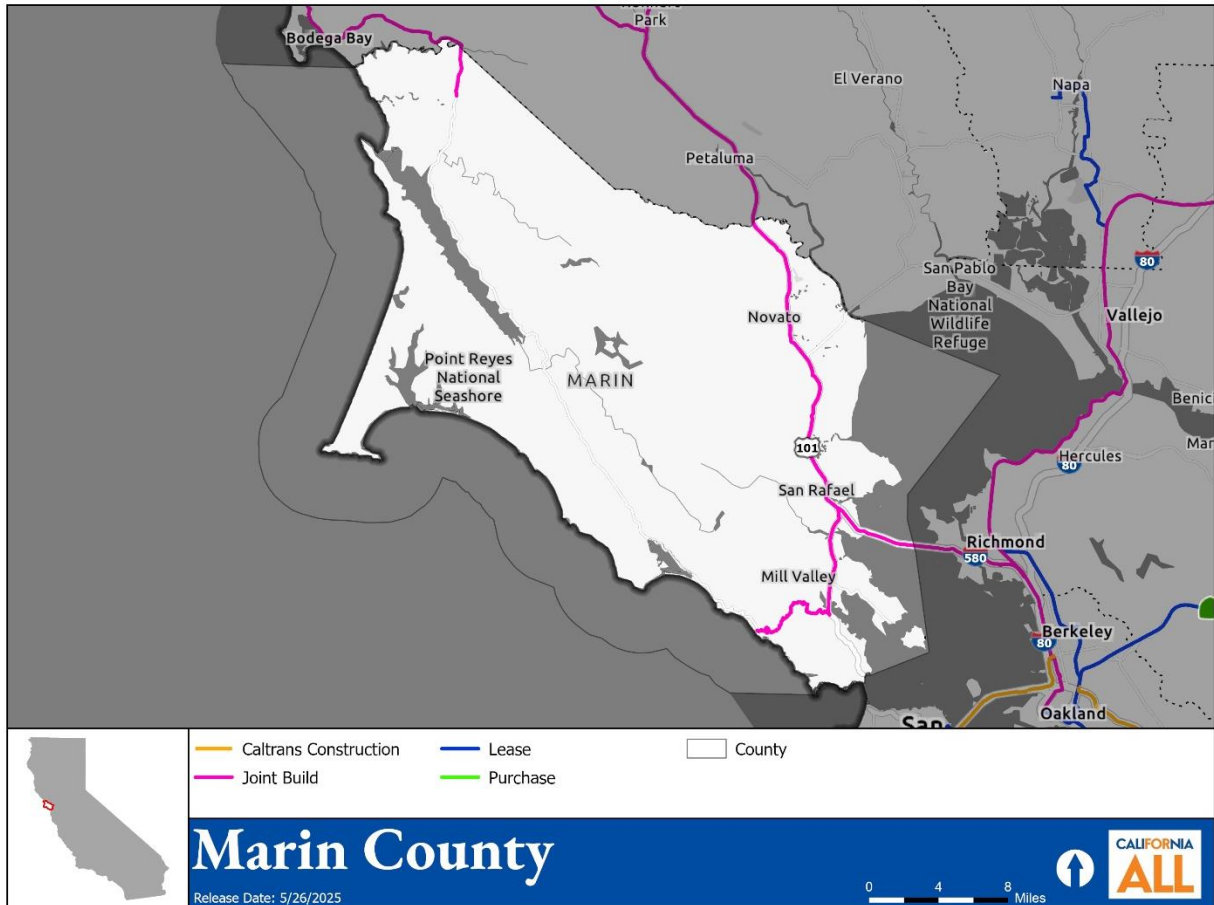
Madera County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	64.9	0.0	26.5	0.0	91.4	No Changes to report
Jun 2025	64.9	0.0	26.5	0.0	91.4	
Change	0.0	0.0	0.0	0.0	0.0	



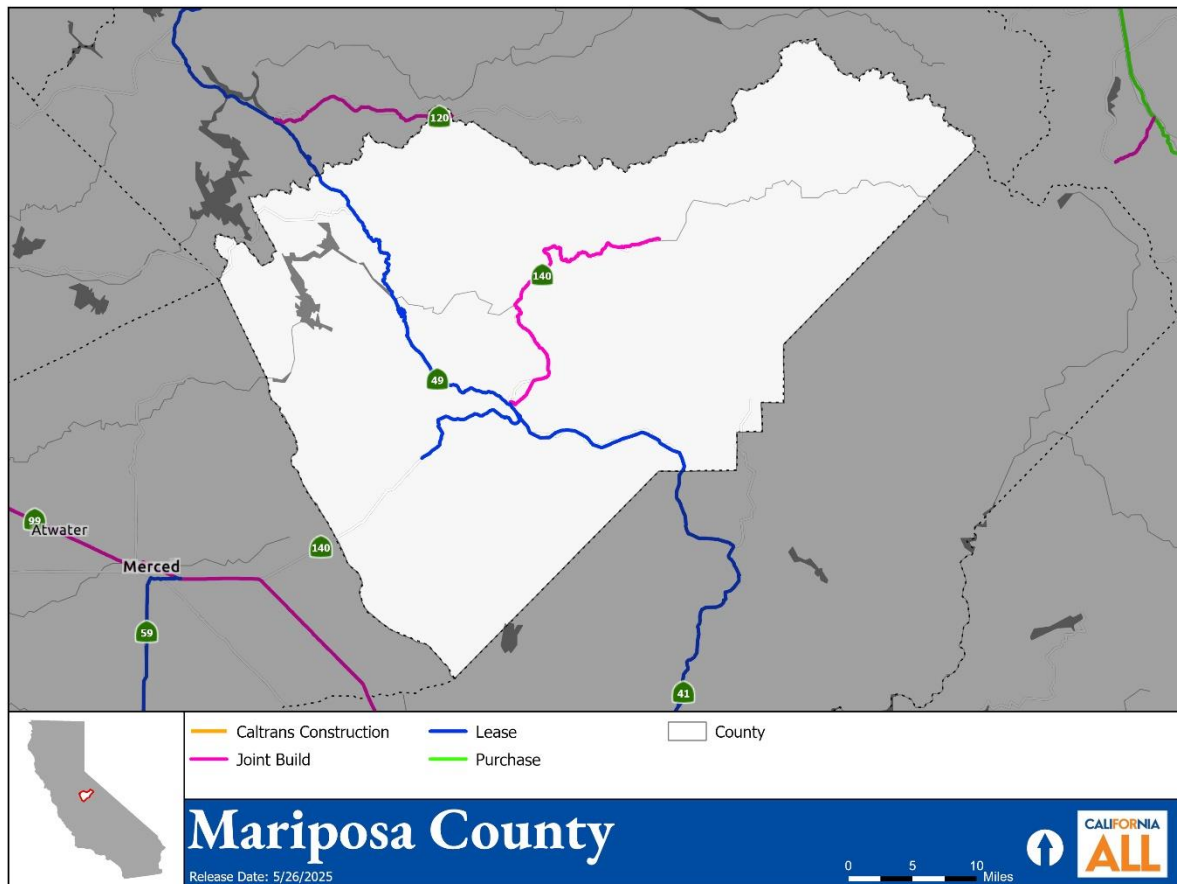
Marin County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	9.7	28.2	0.0	37.9	Approximately 9.7 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. Roughly 2.7 miles were added to Joint Build due to updated engineering work and design plans.
Jun 2025	0.0	0.0	40.6	0.0	40.6	
Change	0.0	-9.7	+12.4	0.0	+2.7	



Mariposa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	59.4	31.6	0.0	0.0	91.0	Approximately 31.6 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment removed ~0.5 miles from Joint Build due to updated engineering work and design plans.
Jun 2025	59.4	0.0	31.1	0.0	90.5	
Change	0.0	-31.6	+31.1	0.0	-0.5	



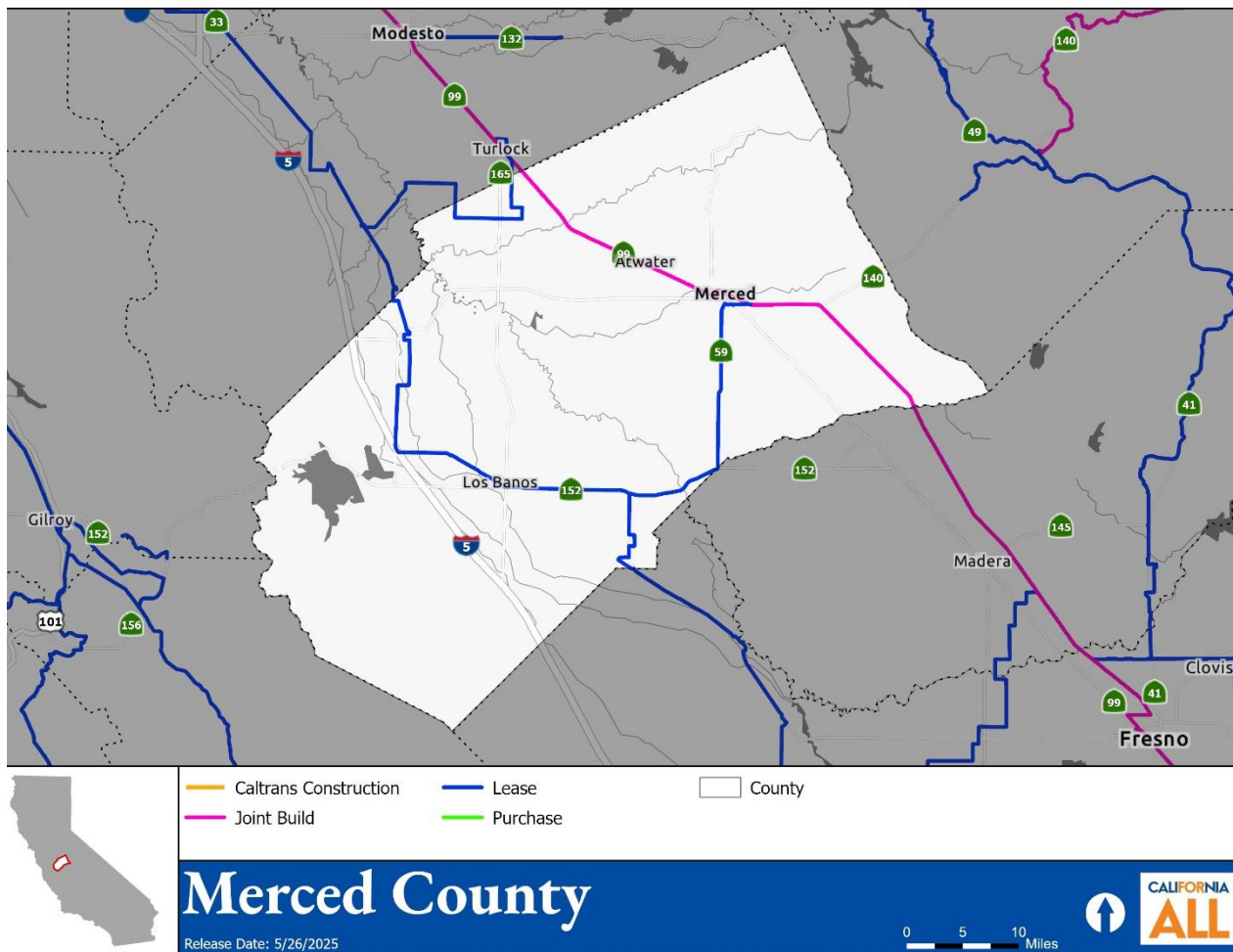
Mendocino County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	144.3	110.4	0.0	254.7	Approximately 134.1 miles were shifted from Caltrans construction to Joint Build opportunities to reflect ADF contract amendment. Due to updated engineering and design plans, ~6.5 miles were reduced from Joint Build and ~ 0.1 miles were removed from Caltrans construction.
Jun 2025	0.0	10.1	238.0	0.0	248.1	
Change	0.0	-134.2	+127.6	0.0	-6.6	



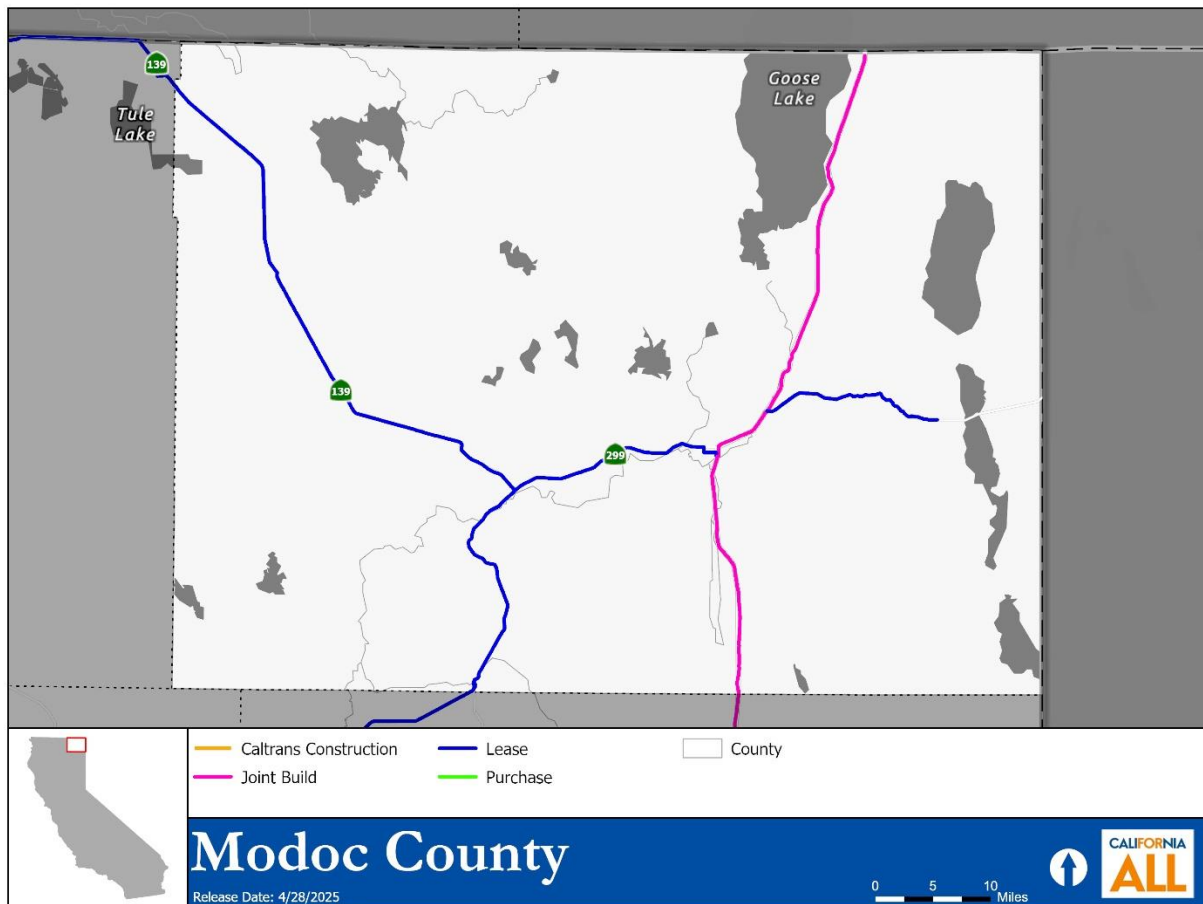
Merced County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	93.9	0.0	43.5	0.0	137.4	Approximately 7.9 miles were reduced from Lease due to updated engineering and design plans.
Jun 2025	86.0	0.0	43.5	0.0	129.5	
Change	-7.9	0.0	0.0	0.0	-7.9	



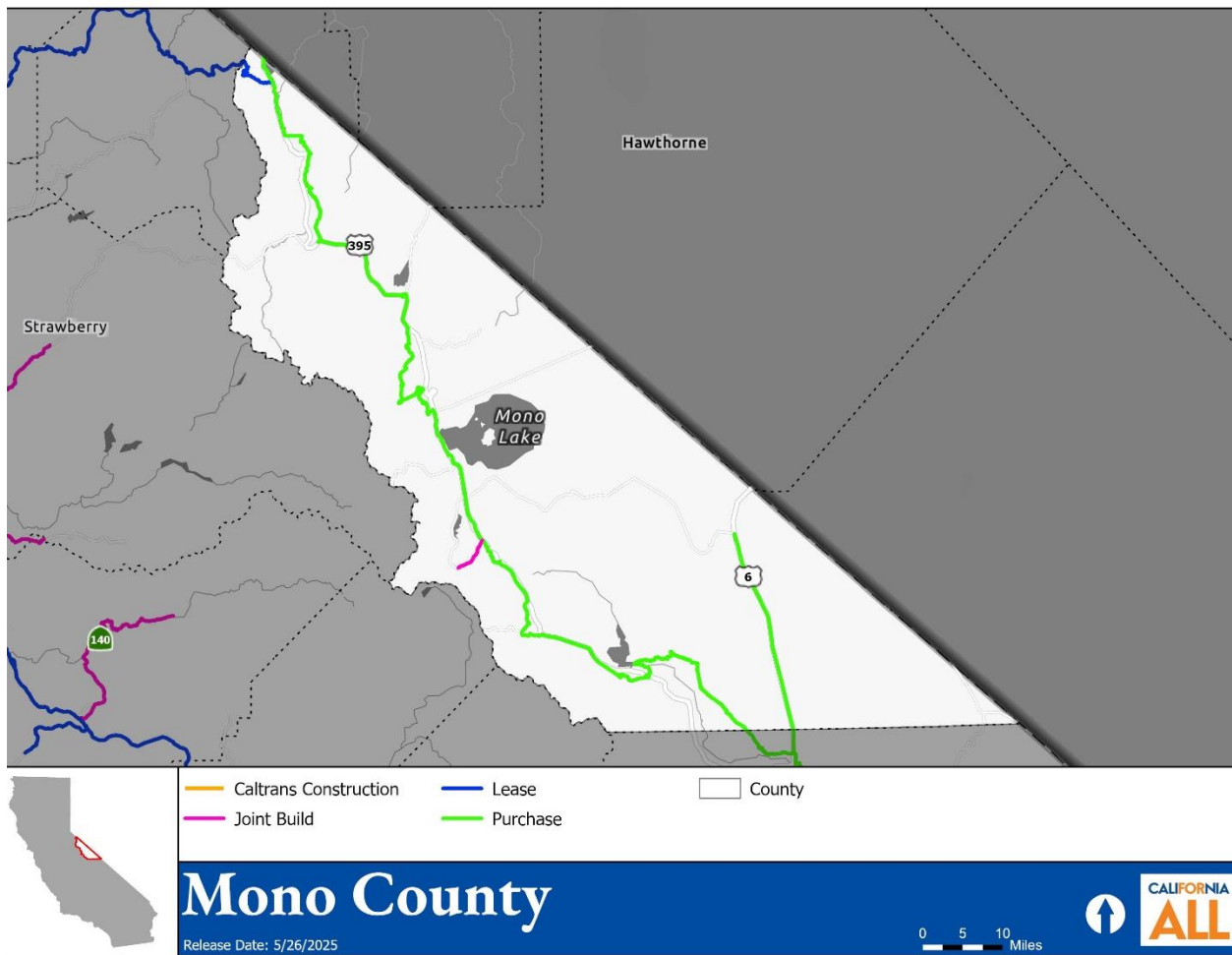
Modoc County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	108.5	0.0	61.5	0.0	170	Approximately 0.2 miles were added to Lease due to updated engineering and design plans.
Jun 2025	108.7	0.0	61.5	0.0	170.2	
Change	+0.2	0.0	0.0	0.0	+0.2	



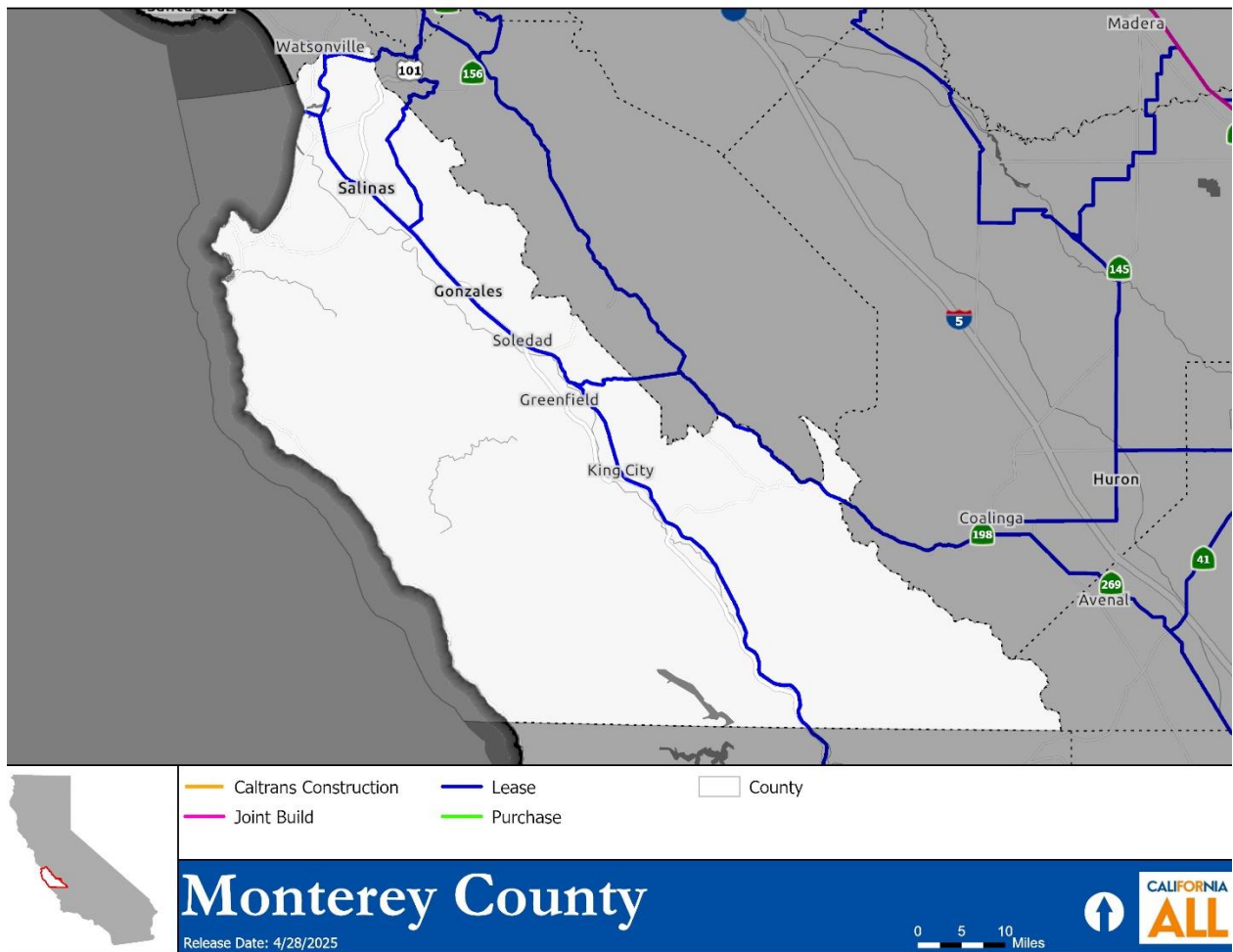
Mono County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	7.5	0.0	0.0	175.4	182.9	Approximately 5 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	7.5	0.0	5.0	175.4	187.9	
Change	0.0	0.0	+5.0	0.0	+5.0	



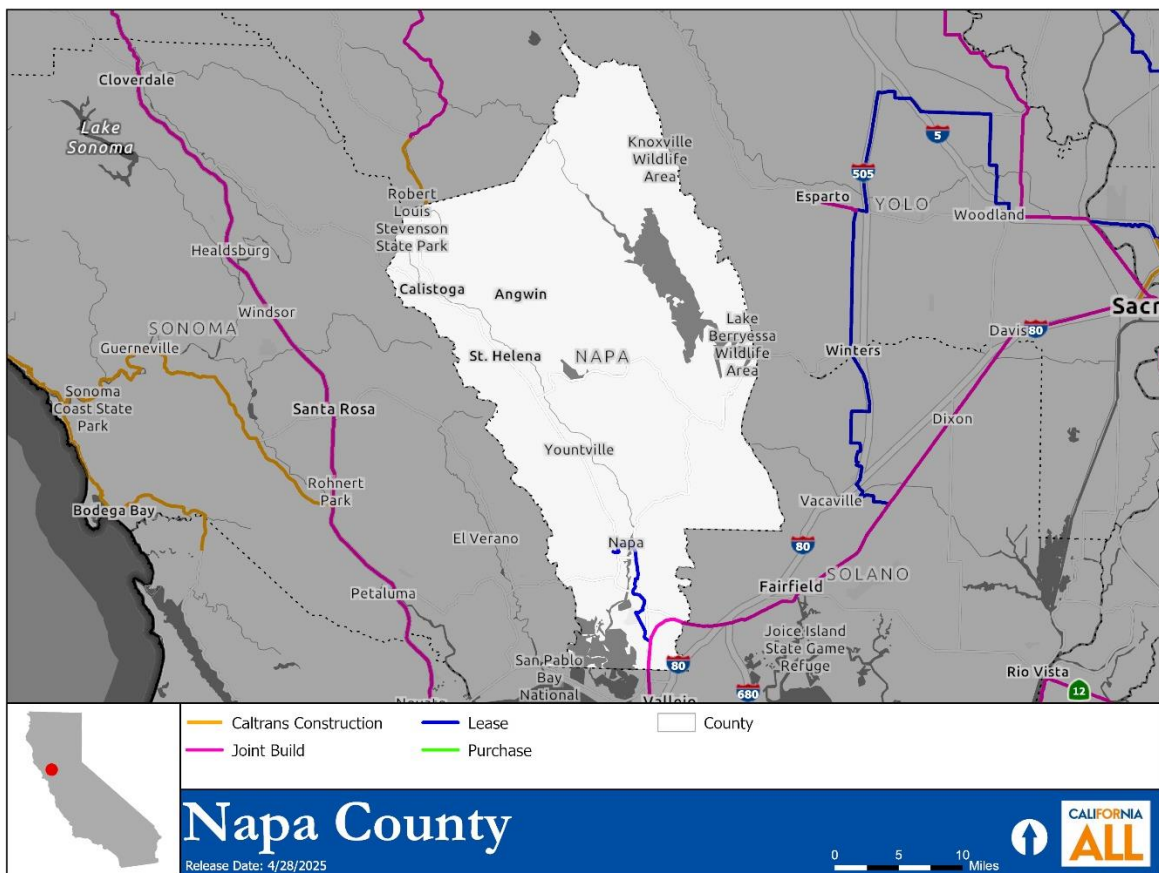
Monterey County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	151.6	0.0	0.4	0.0	152	Approximately -0.3 miles were reduced from Lease due to updated engineering and design plans.
Jun 2025	151.3	0.0	0.4	0.0	151.7	
Change	-0.3	0.0	0.0	0.0	-0.3	



Napa County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	11.8	0.0	5.8	0.0	17.6	Approximately ~0.2 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	11.8	0.0	6.0	0.0	17.8	
Change	0.0	0.0	+0.2	0.0	+0.2	



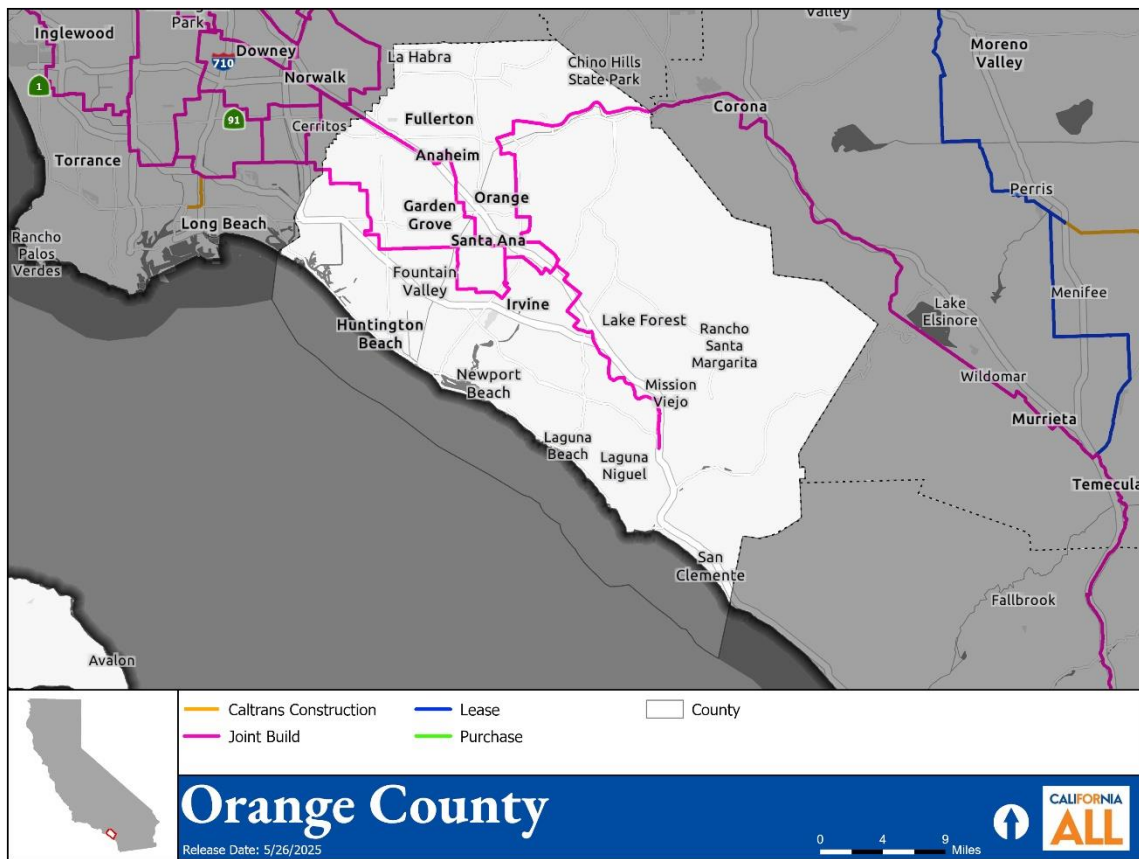
Nevada County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	45.9	8.2	22.2	0.0	76.3	Approximately 4.2 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	45.9	8.2	26.4	0.0	80.5	
Change	0.0	0.0	+4.2	0.0	+4.2	



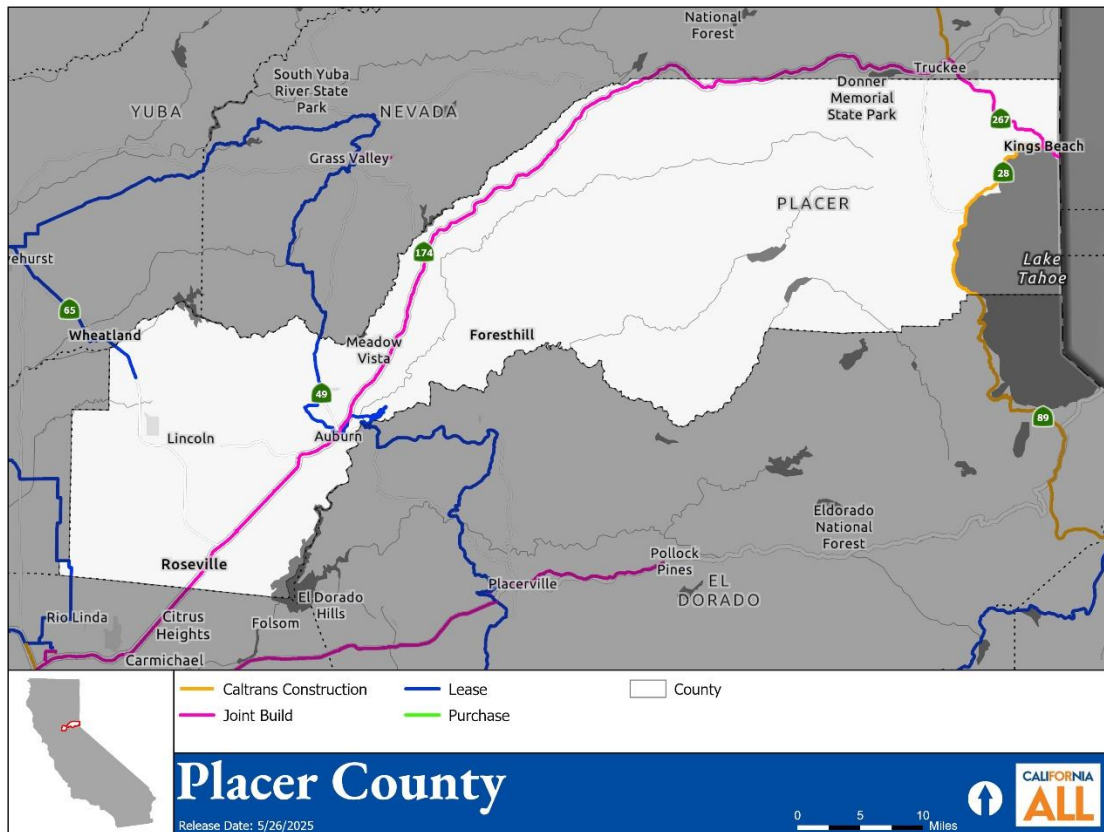
Orange County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	15.4	74.6	0.0	90.0	Approximately 15.4 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment added ~5 miles to Joint Build due to updated engineering work and design plans.
Jun 2025	0.0	0.0	95.0	0.0	95.0	
Change	0.0	-15.4	+20.4	0.0	+5.0	



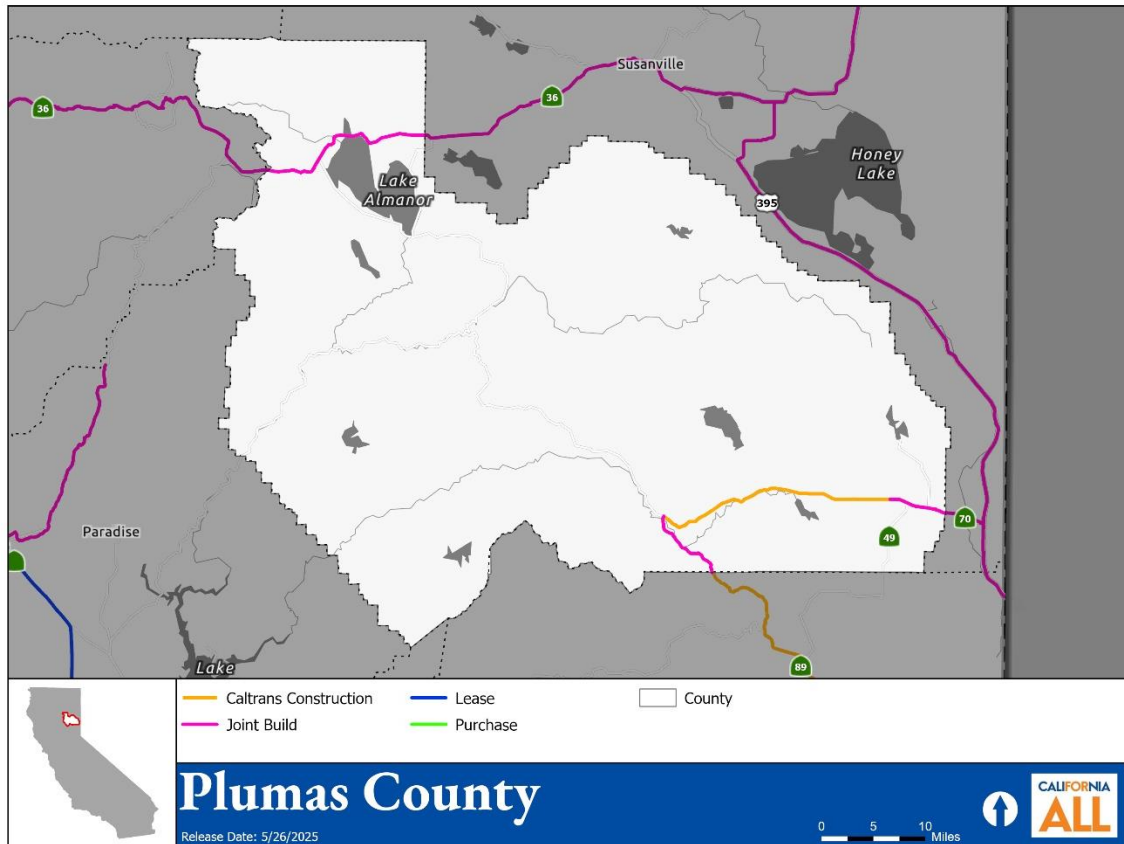
Placer County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	25.3	17.8	77.2	0.0	120.3	Approximately 0.5 miles were added to Lease (~0.3 mi) and Joint Build (~0.2 mi) due to updated engineering and design plans.
Jun 2025	25.6	17.8	77.4	0.0	120.8	
Change	+0.3	0.0	+0.2	0.0	+0.5	



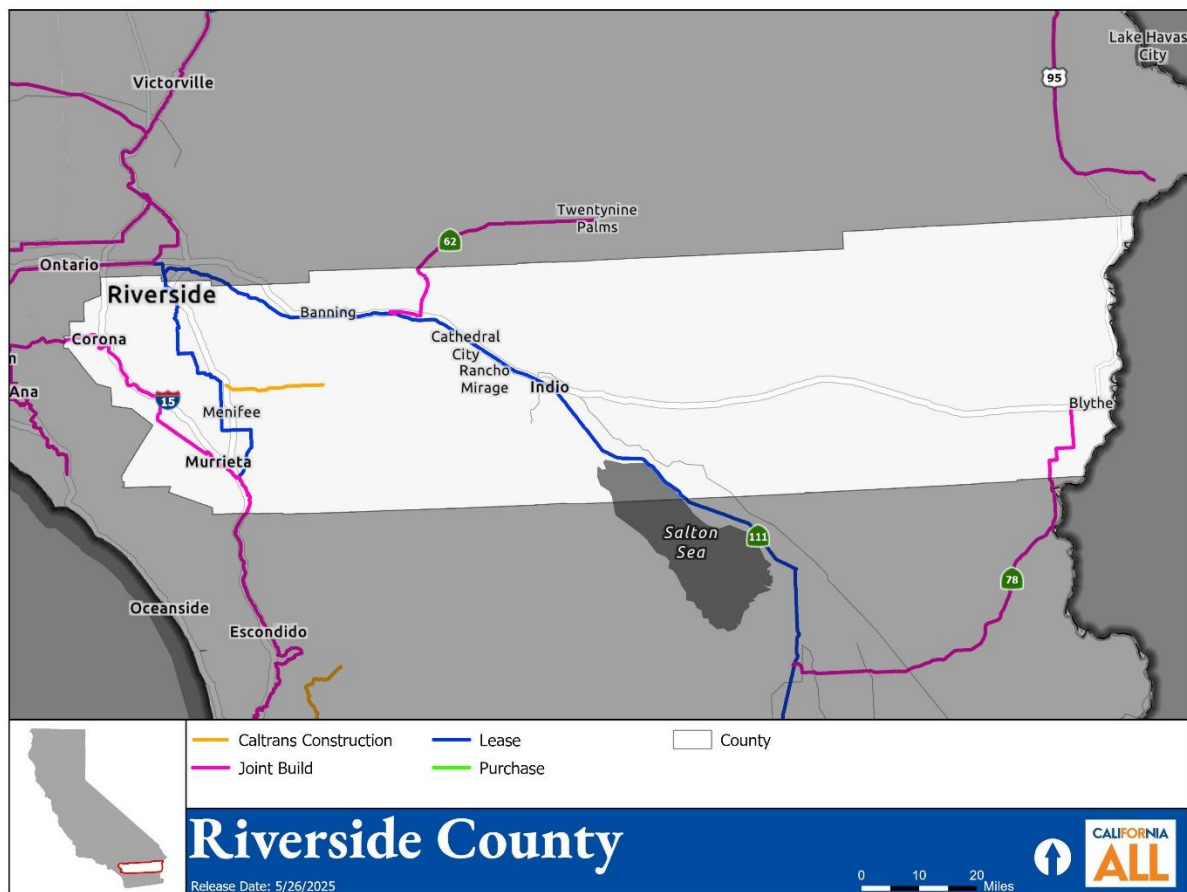
Plumas County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	37.4	19.1	0.0	56.5	Approximately 13.8 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment removed ~0.2 miles from Joint Build due to updated engineering work and design plans.
Jun 2025	0.0	23.6	32.7	0.0	56.3	
Change	0.0	-13.8	+13.6	0.0	-0.2	



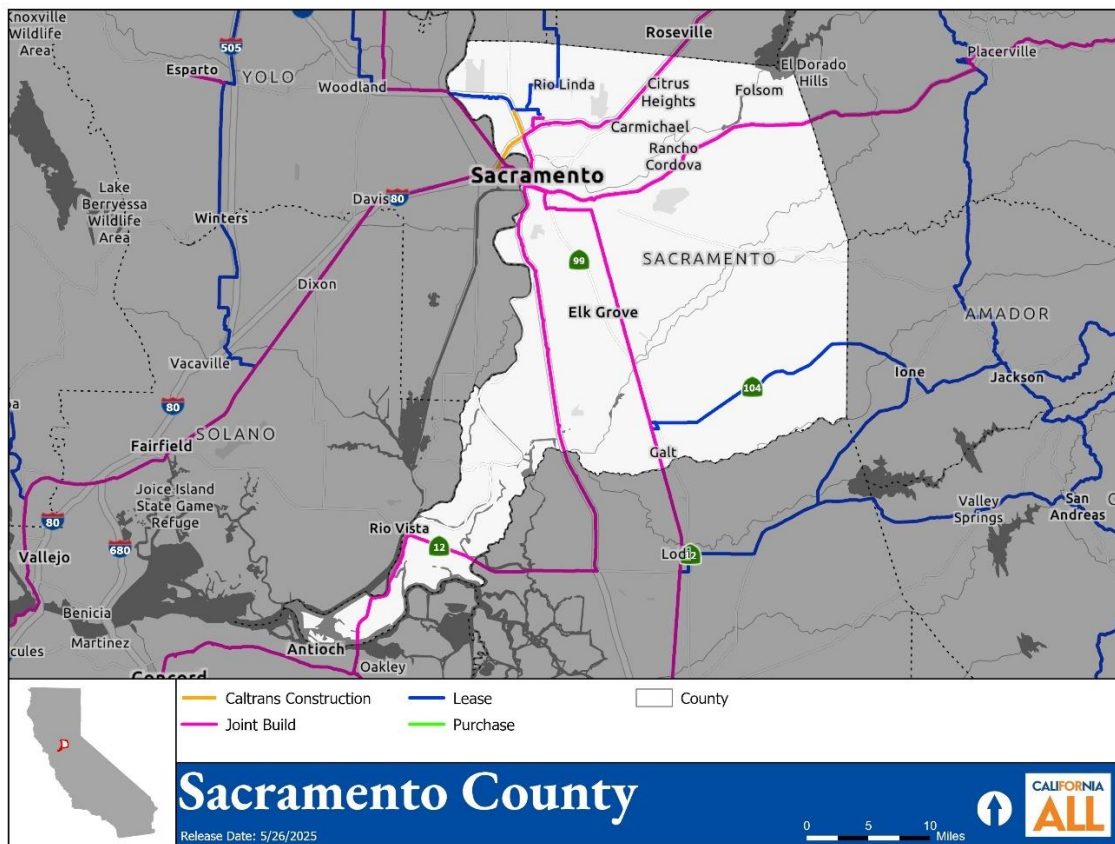
Riverside County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	145.6	19.8	91.4	0.0	256.8	Approximately 2.1 Caltrans construction miles were shifted to Lease (~0.6 mi) and Joint Build (~1.5) opportunities to reflect contract amendments with ADF and an anticipated lease partnership. Approximately ~1 mile was reduced due to updated engineering work and design plans.
Jun 2025	146.2	17.7	91.9	0.0	255.8	
Change	+0.6	-2.1	+0.5	0.0	-1.0	



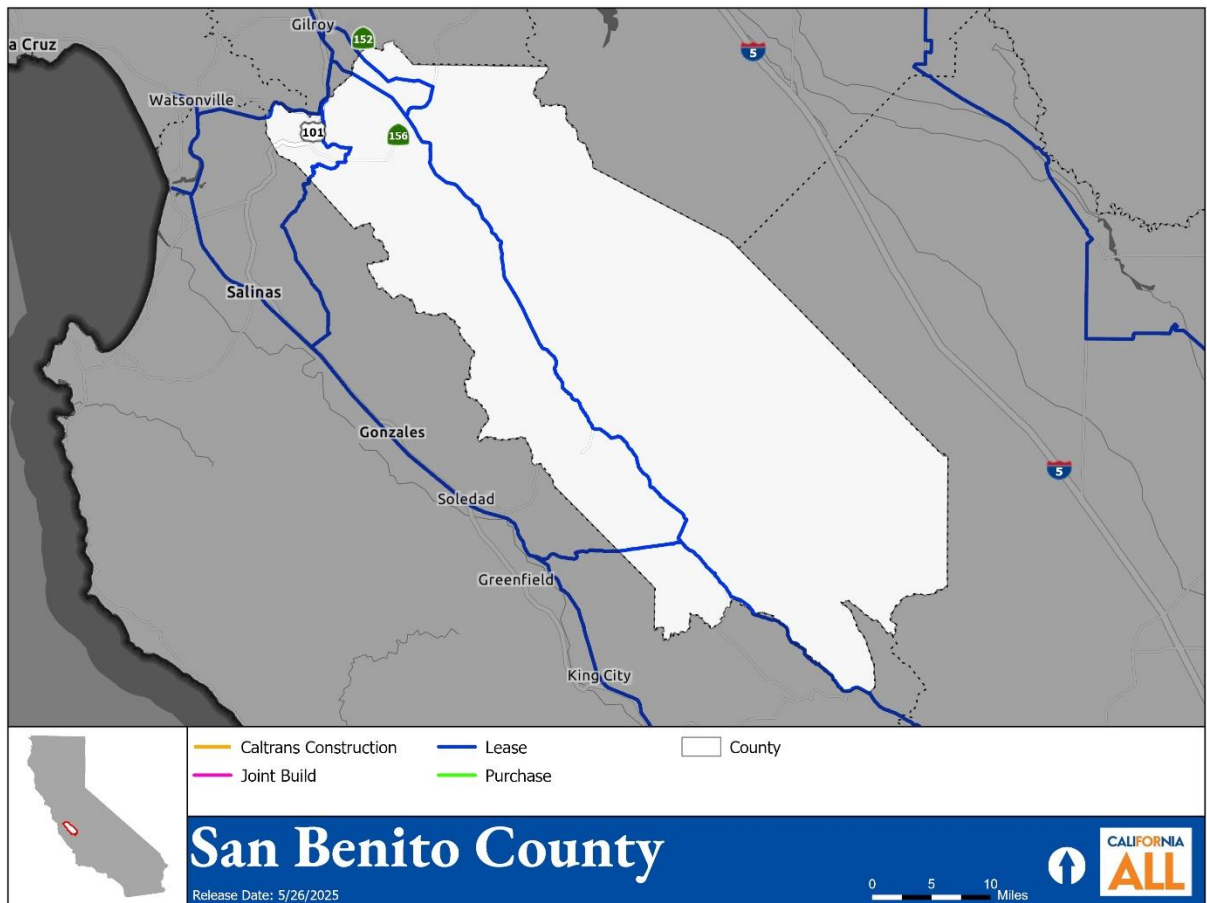
Sacramento County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	35.7	5.1	115.0	0.0	155.8	Due to updated engineering and design plans, ~0.1 miles were added to Lease, ~0.1 miles were reduced from Caltrans construction, and ~1.3 miles were added to Joint Build.
Jun 2025	35.8	5.0	116.3	0.0	157.1	
Change	+0.1	-0.1	+1.3	0.0	+1.3	



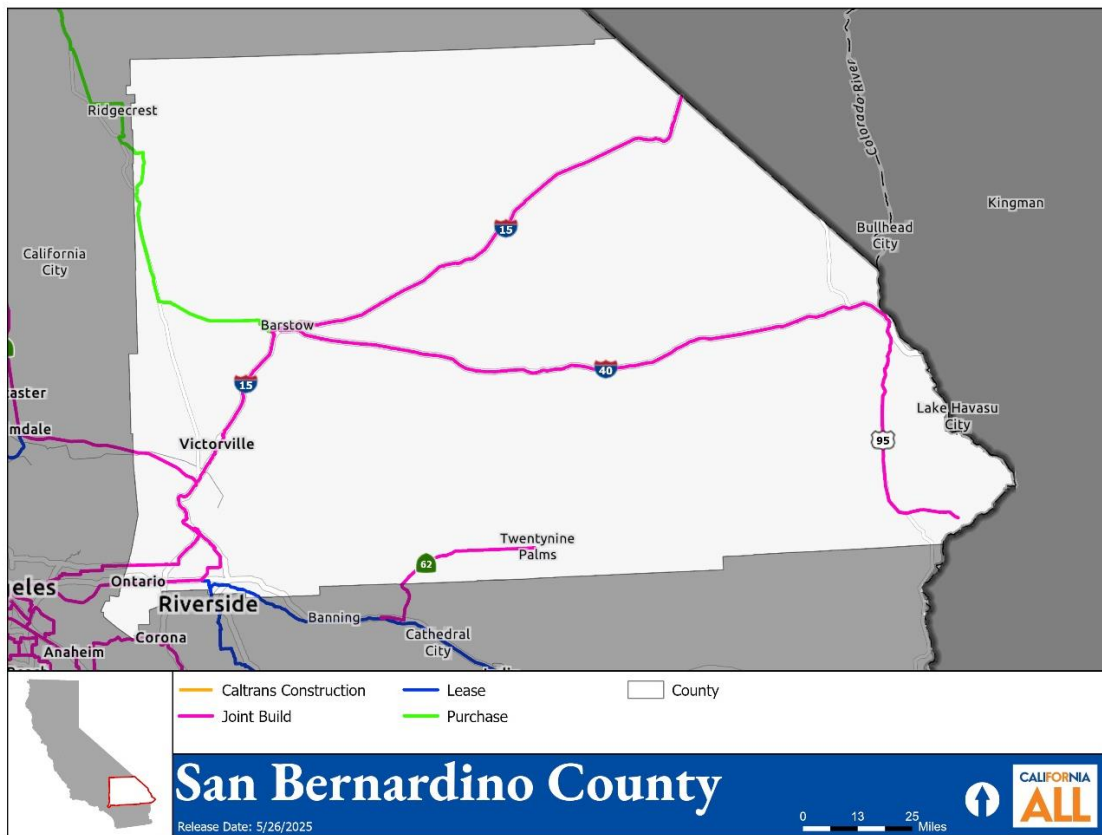
San Benito County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	94.8	0.0	0.0	0.0	94.8	Approximately ~5.1 miles were added to Lease due to updated engineering and design plans.
Jun 2025	99.9	0.0	0.0	0.0	99.9	
Change	+5.1	0.0	0.0	0.0	+5.1	



San Bernardino County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	17.9	0.5	493.6	69.0	581.0	Due to updated engineering and design plans, ~0.5 miles were reduced from Caltrans construction and ~3.6 miles were added to Joint Build.
Jun 2025	17.9	0.0	497.2	69.0	584.1	
Change	0.0	-0.5	+3.6	0.0	+3.1	



San Diego County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	61.8	128.9	0.0	190.7	Due to updated engineering and design plans, approximately 1 mile was reduced from Caltrans construction and ~0.4 miles were added to Joint Build.
Jun 2025	0.0	60.8	129.3	0.0	190.1	
Change	0.0	-1.0	+0.4	0.0	-0.6	



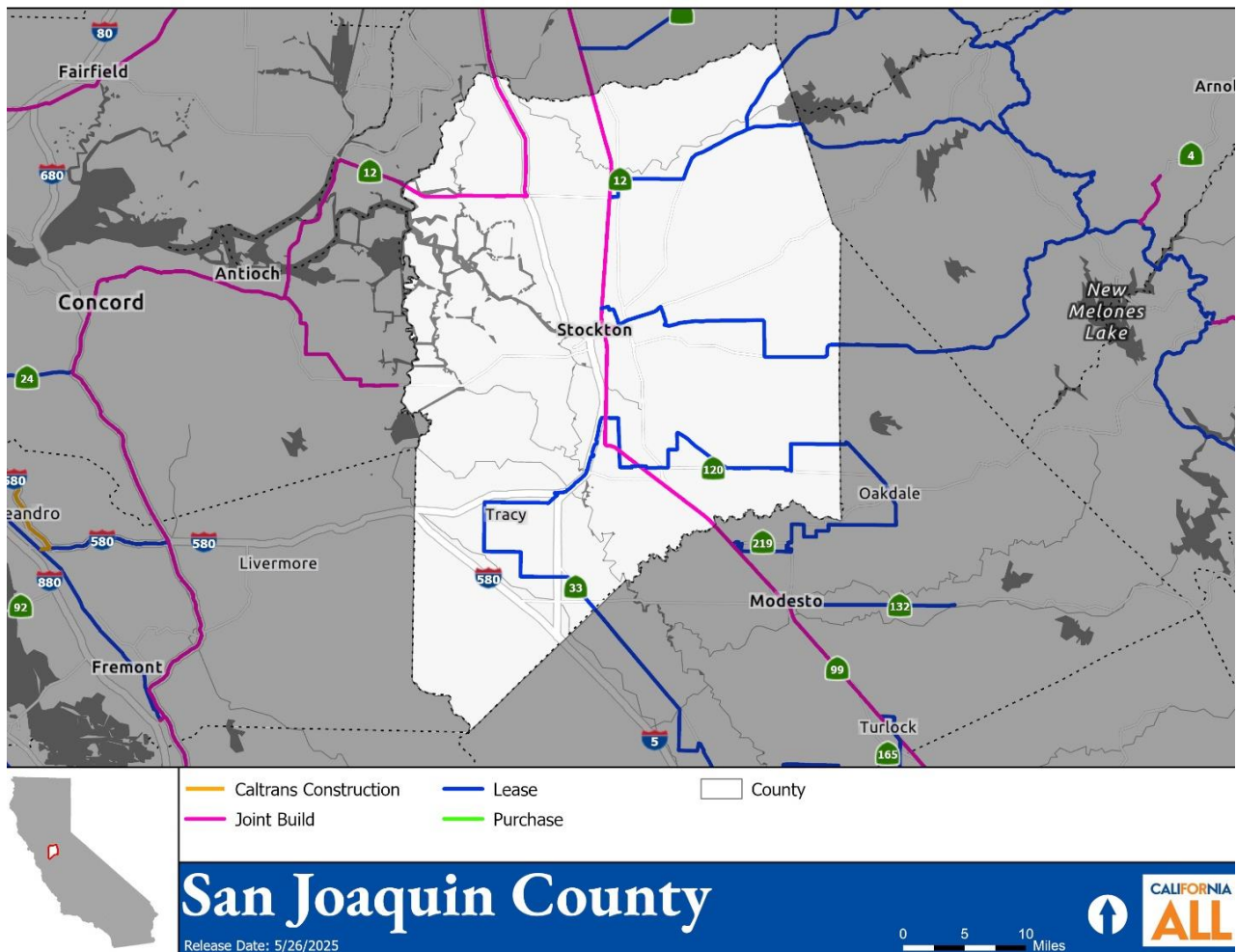
San Francisco County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	15.8	3.2	0.0	0.0	19	No Changes to report
Jun 2025	15.8	3.2	0.0	0.0	19	
Change	0.0	0.0	0.0	0.0	0.0	



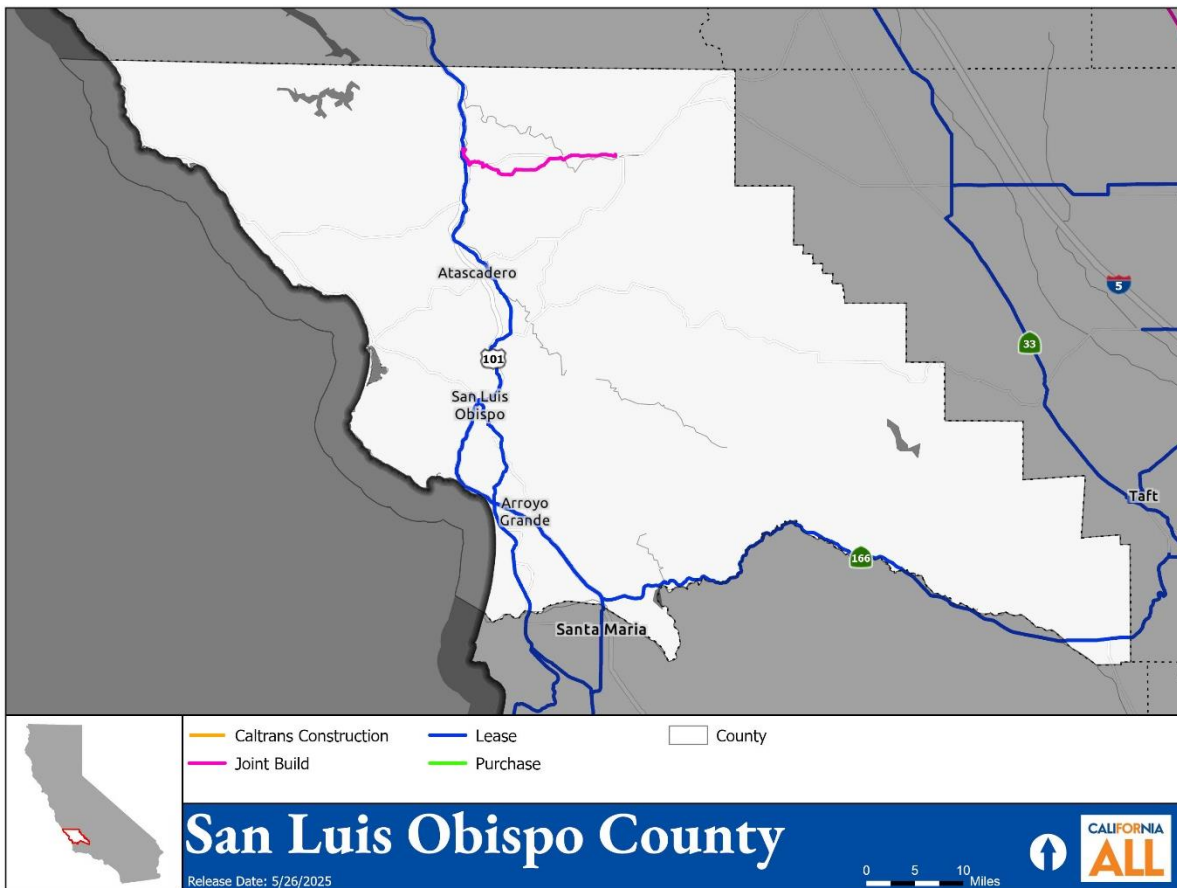
San Joaquin County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	112.0	0.0	63.0	0.0	175.0	Approximately 0.4 miles were added to Lease (~0.3 mi) and Joint Build (~0.1 mi) due to updated engineering and design plans.
Jun 2025	112.3	0.0	63.1	0.0	175.4	
Change	+0.3	0.0	+0.1	0.0	+0.4	



San Luis Obispo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	132.8	0.0	19.4	0.0	152.2	Approximately 0.9 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	132.8	0.0	20.3	0.0	153.1	
Change	0.0	0.0	+0.9	0.0	+0.9	



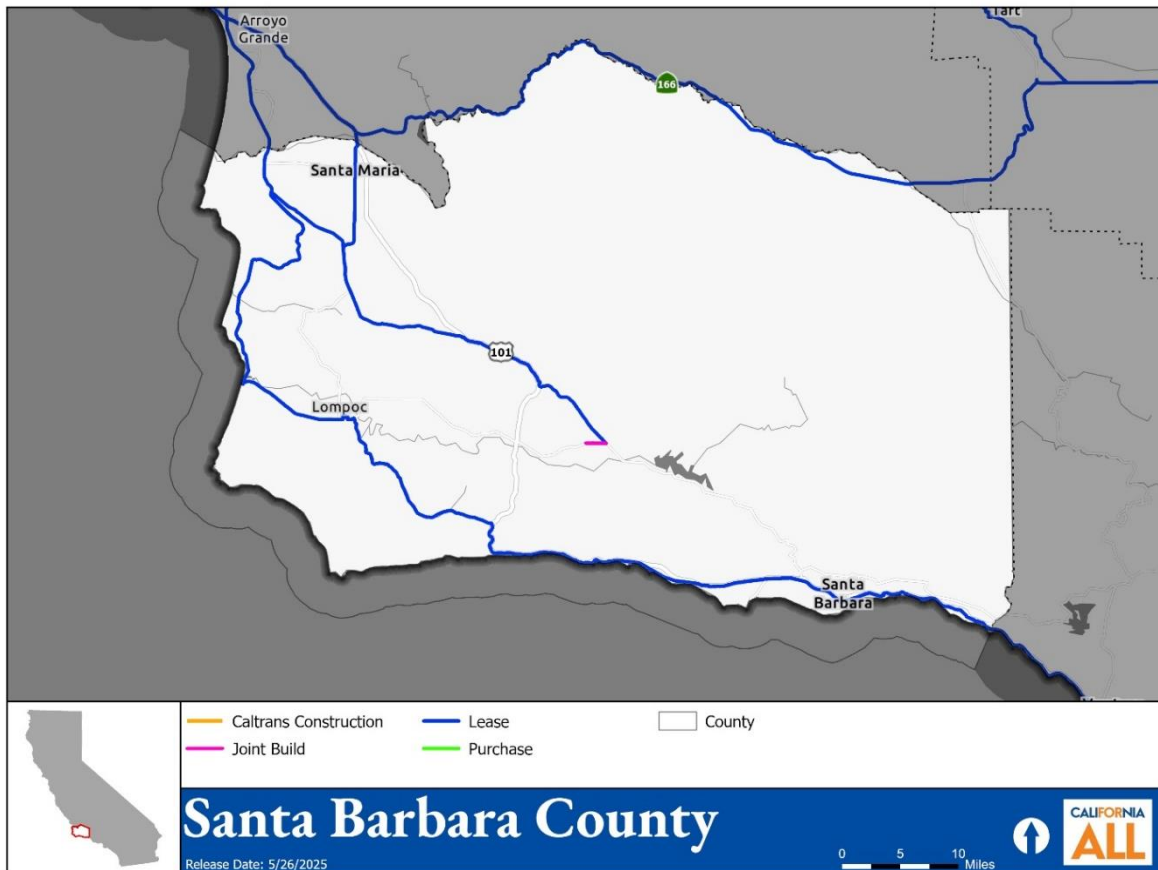
San Mateo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	34.1	0.0	0.0	0.0	34.1	No changes to report
Jun 2025	34.1	0.0	0.0	0.0	34.1	
Change	0.0	0.0	0.0	0.0	0.0	



Santa Barbara County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	187.0	0.0	2.3	0.0	189.3	Approximately 2.3 Lease miles were shifted to Joint Build opportunities. Roughly ~0.5 miles were reduced from Joint Build due to updated engineering and design plans.
Jun 2025	184.7	0.0	4.1	0.0	188.8	
Change	-2.3	0.0	+1.8	0.0	-0.5	



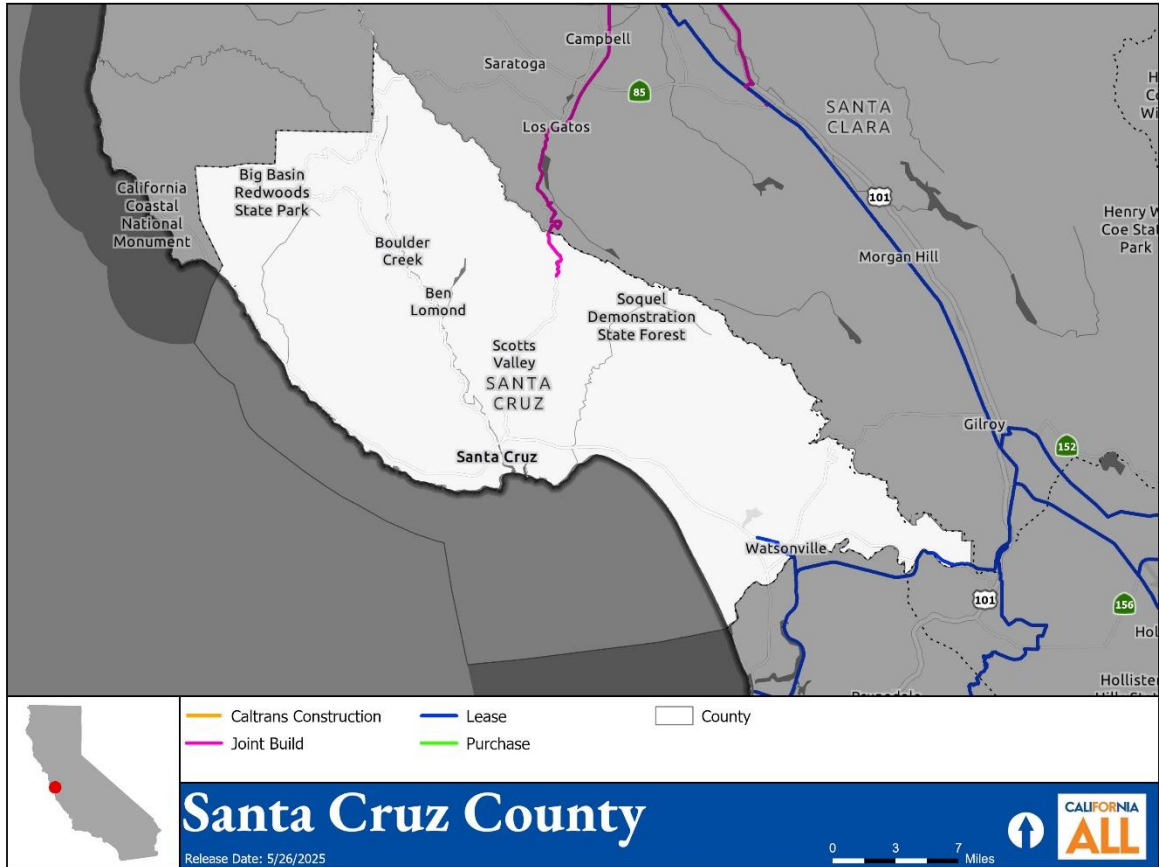
Santa Clara County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	76.6	19.2	19	0.0	114.8	Approximately 26.3 miles were shifted from Lease (~7.1 mi) and Caltrans construction (~19.2 mi) to Joint Build opportunities to reflect contract amendments with ADF and anticipated lease partnerships. Approximately ~3 miles were reduced from Joint Build due to updated engineering and design plans.
Jun 2025	69.5	0.0	42.3	0.0	111.8	
Change	-7.1	-19.2	+23.3	0.0	-3.0	



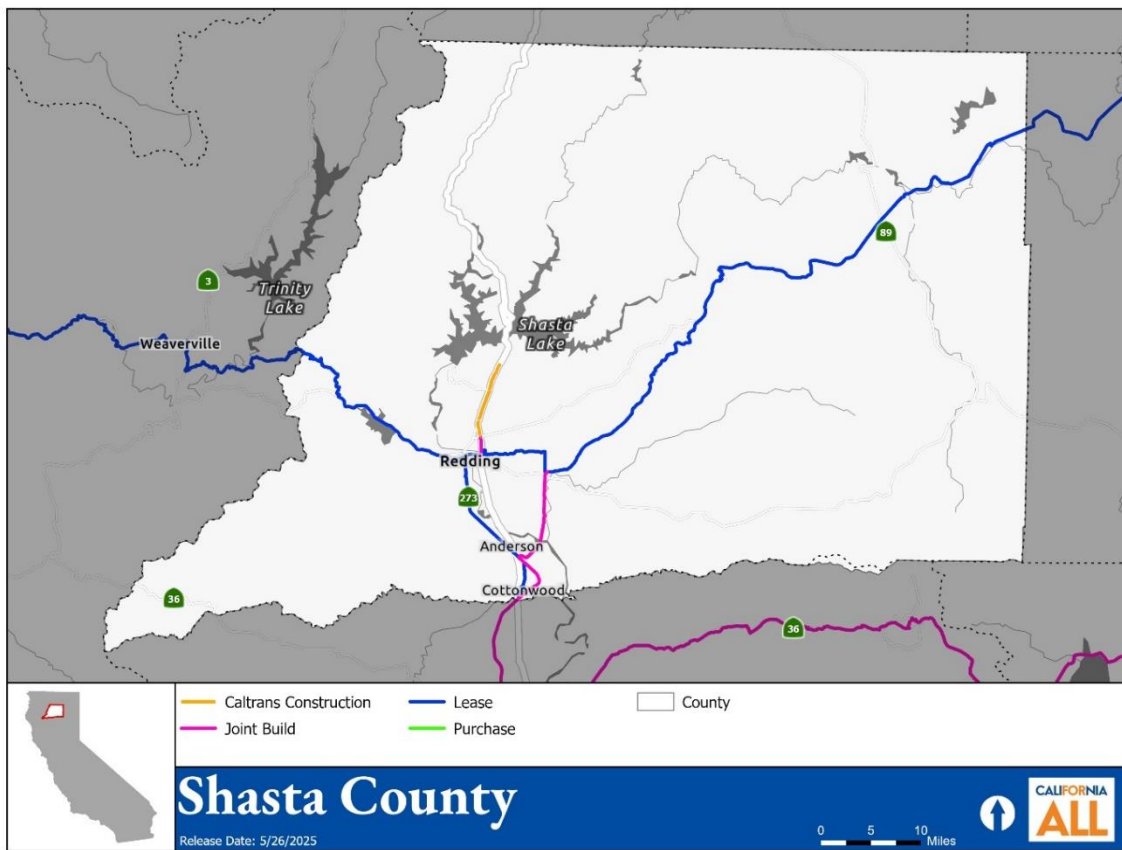
Santa Cruz County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	5.2	2.8	0.0	0.0	8.0	Approximately 2.8 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. Roughly 0.4 miles were reduced from Lease due to updated engineering work and design plans.
Jun 2025	4.8	0.0	2.8	0.0	7.6	
Change	-0.4	-2.8	+2.8	0.0	-0.4	



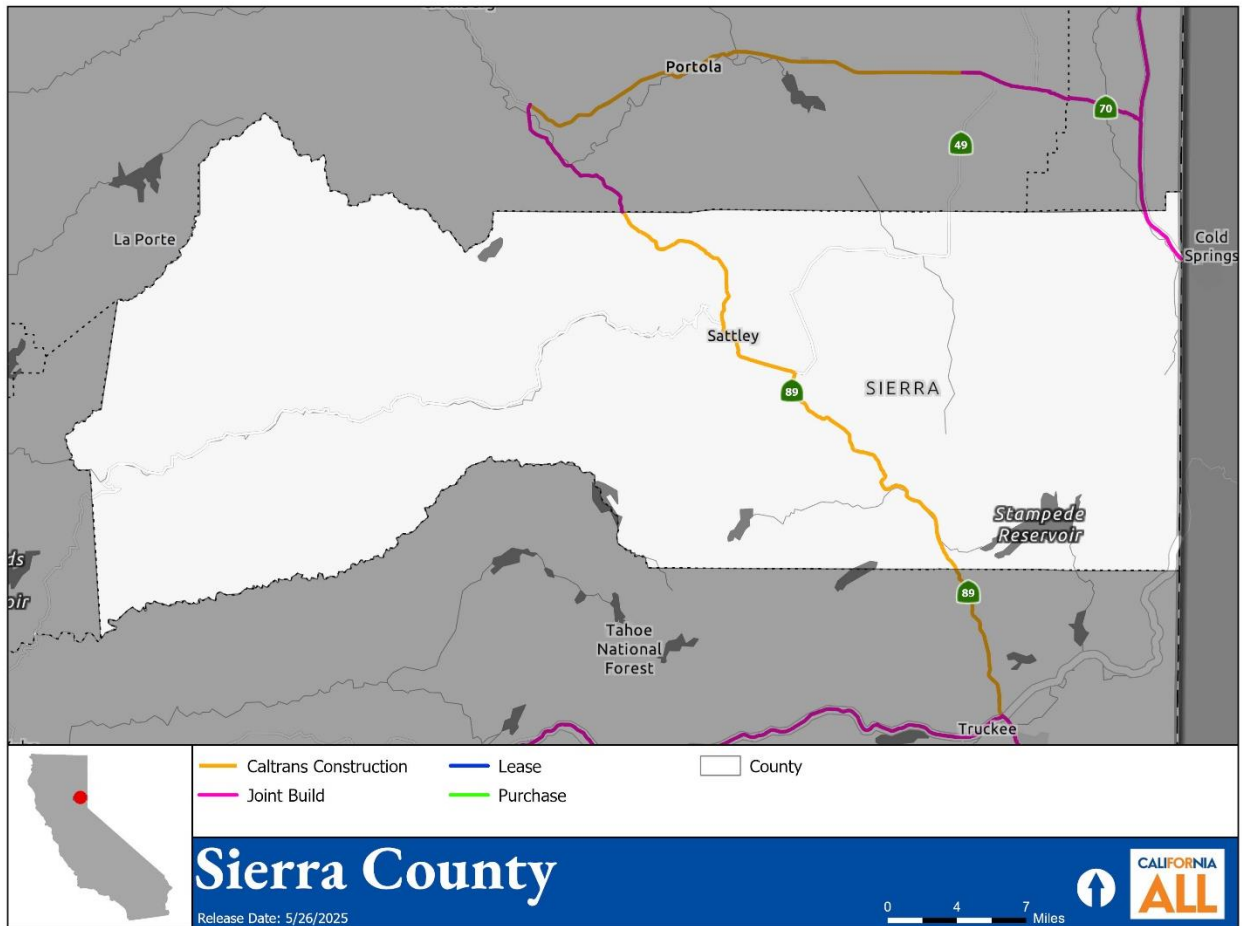
Shasta County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	128.3	9.6	16.4	0.0	154.3	Approximately 1.7 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment added ~0.1 miles from Joint Build due to updated engineering work and design plans. The remaining 0.1 miles were added to Lease due to updated engineering work and design plans.
Jun 2025	128.4	7.9	18.2	0.0	154.5	
Change	+0.1	-1.7	+1.8	0.0	+0.2	



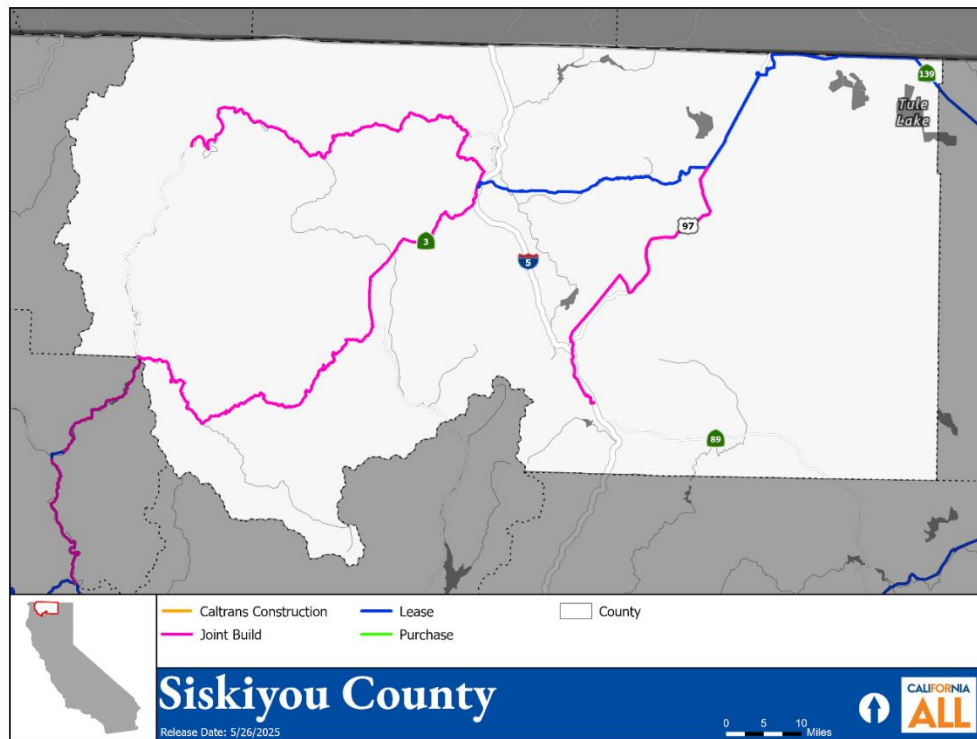
Sierra County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	29.8	3.1	0.0	32.9	Approximately ~0.1 miles were reduced from Caltrans construction due to updated engineering and design plans.
Jun 2025	0.0	29.7	3.1	0.0	32.8	
Change	0.0	-0.1	0.0	0.0	-0.1	



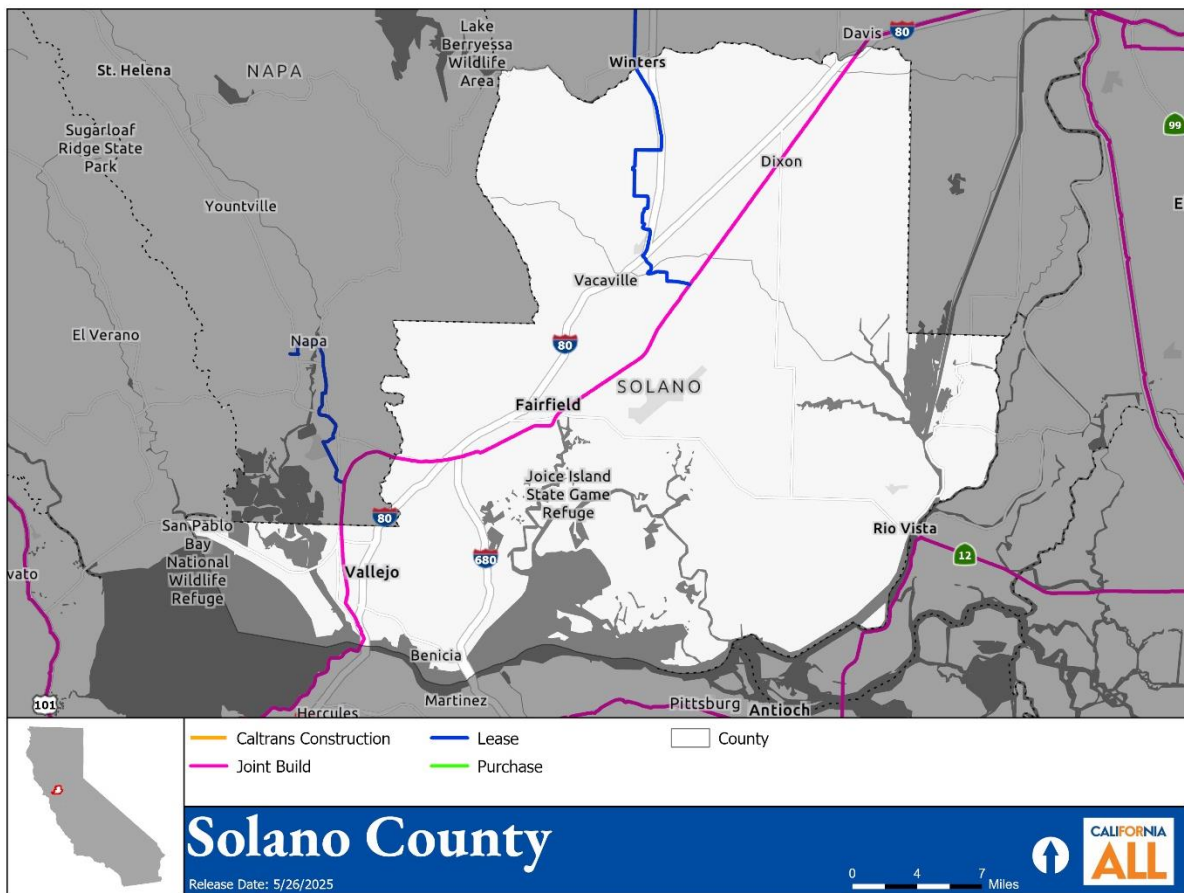
Siskiyou County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	80.8	44.1	158.7	0.0	283.6	Approximately 44.1 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. In addition, approximately 1.8 miles were added to Lease as a result of a contract amendment with anticipated lease partnerships. The remaining ~3.9 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	82.6	0.0	206.7	0.0	289.3	
Change	+1.8	-44.1	+48	0.0	+5.7	



Solano County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	17.5	0.0	43.2	0.0	60.7	Approximately 0.2 Joint Build miles were shifted to Joint Build to Lease due to updated engineering and design plans.
Jun 2025	17.7	0.0	43.0	0.0	60.7	
Change	+0.2	0.0	-0.2	0.0	0.0	



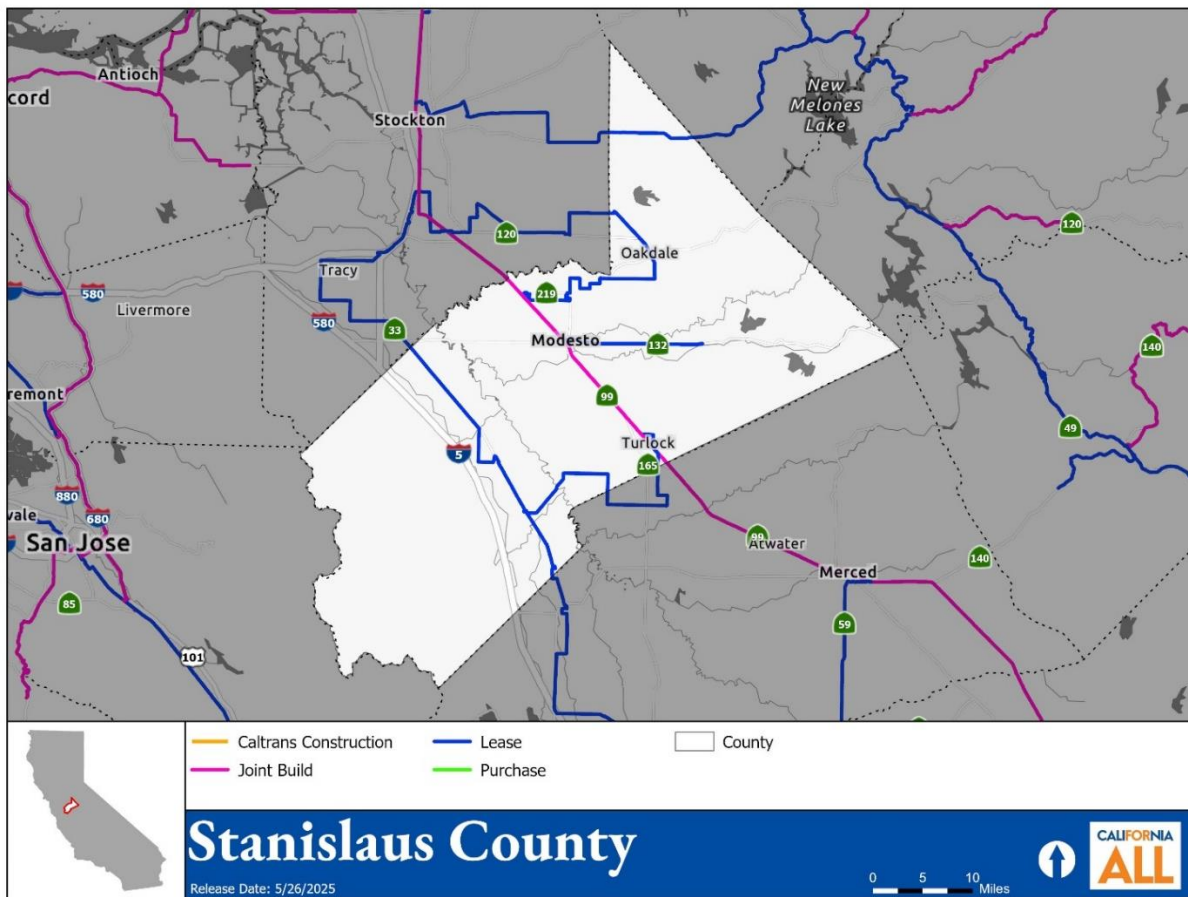
Sonoma County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	0.0	69.8	56.1	0.0	125.9	Approximately 69.8 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment added ~1.4 miles to Joint Build due to updated engineering work and design plans.
Jun 2025	0.0	0.0	127.3	0.0	127.3	
Change	0.0	- 69.8	+71.2	0.0	+1.4	



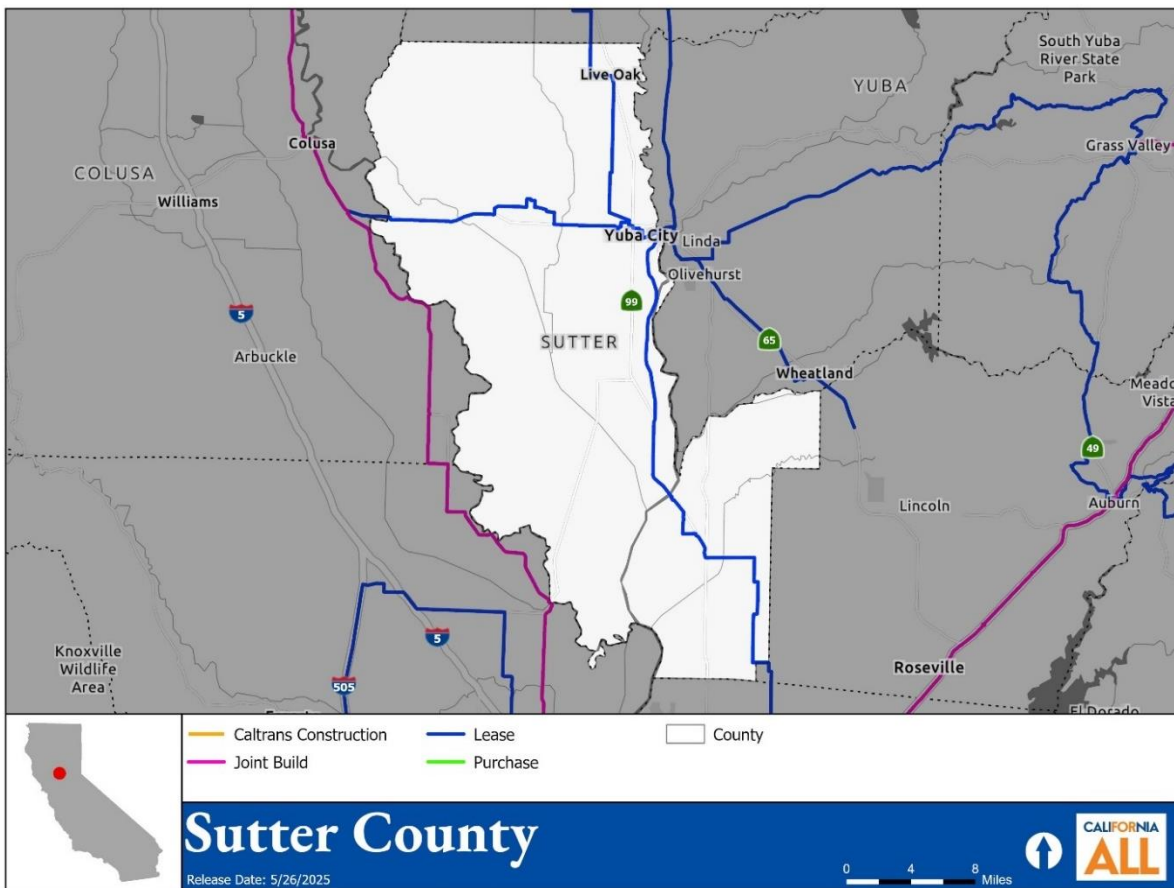
Stanislaus County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	87.2	0.0	24.9	0.0	112.1	Approximately 0.4 miles were removed from Joint Build as a result of a contract amendment with anticipated joint build partnerships. Roughly 14.4 miles were added to Lease due to updated engineering and design plans.
Jun 2025	101.6	0.0	24.5	0.0	126.1	
Change	+14.4	0.0	-0.4	0.0	+14.0	



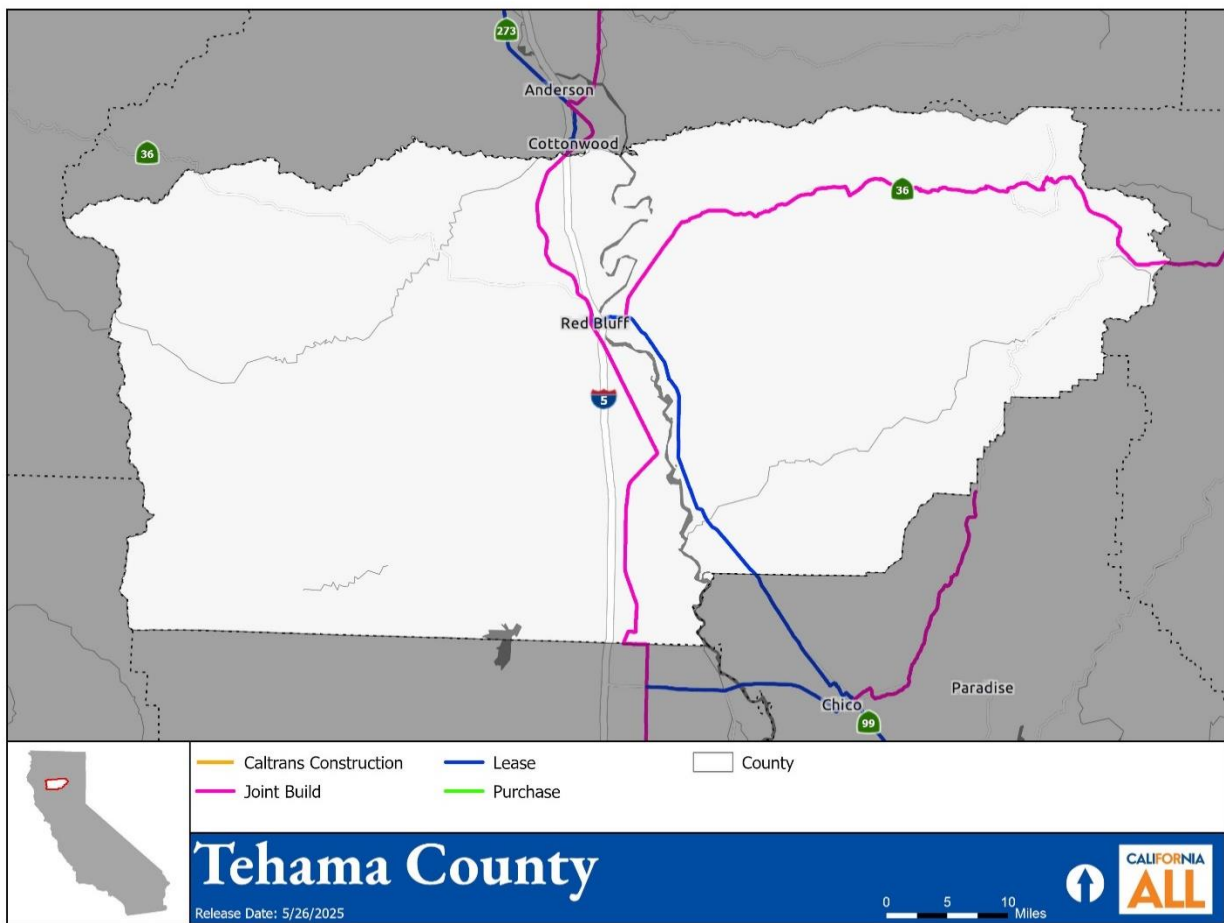
Sutter County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	69.0	0.0	0.0	0.0	69.0	No changes to report
Jun 2025	69.0	0.0	0.0	0.0	69.0	
Change	0.0	0.0	0.0	0.0	0.0	



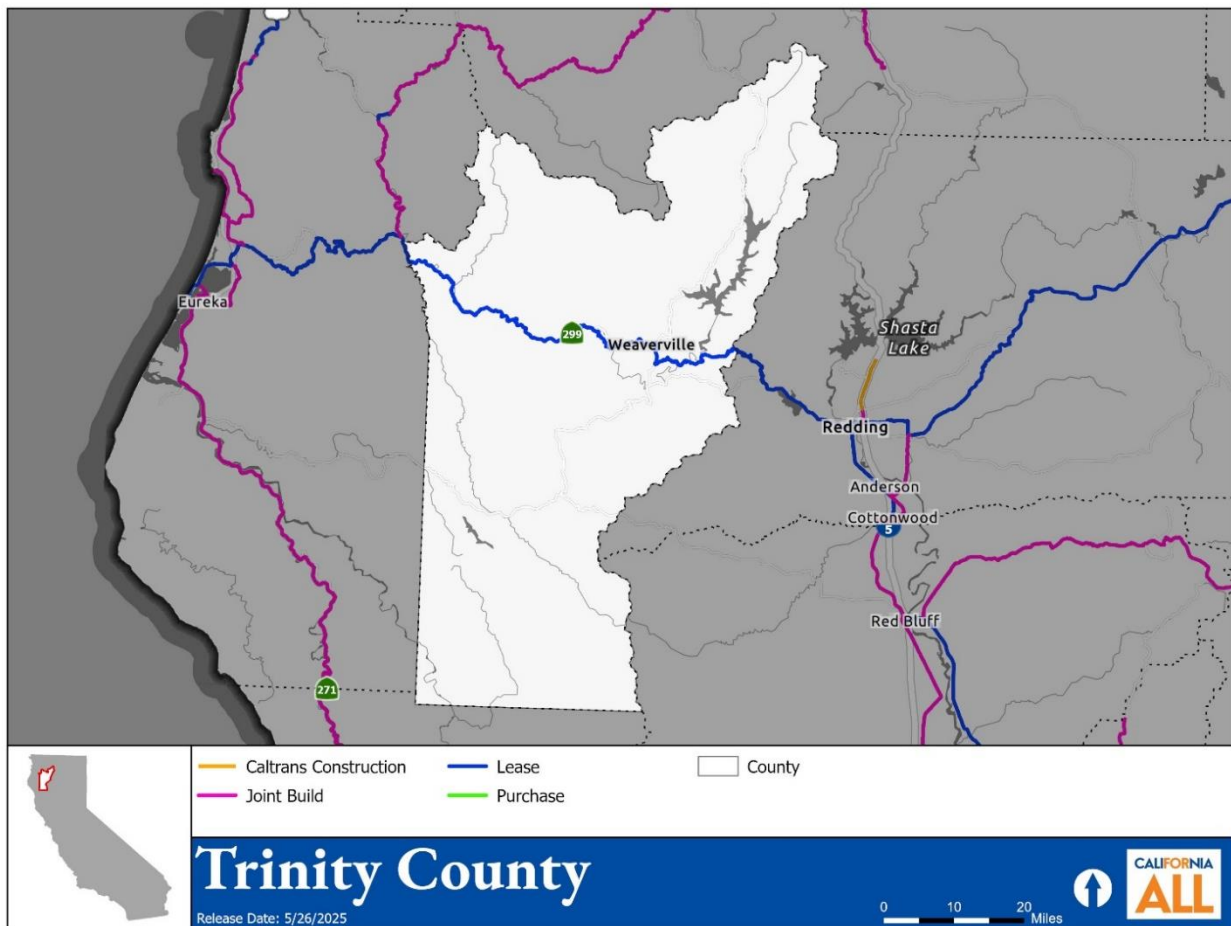
Tehama County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	28.7	0.0	105.1	0.0	133.8	Approximately 1.4 miles were added to Joint Build due to updated engineering and design plans.
Jun 2025	28.7	0.0	106.5	0.0	135.2	
Change	0.0	0.0	+1.4	0.0	+1.4	



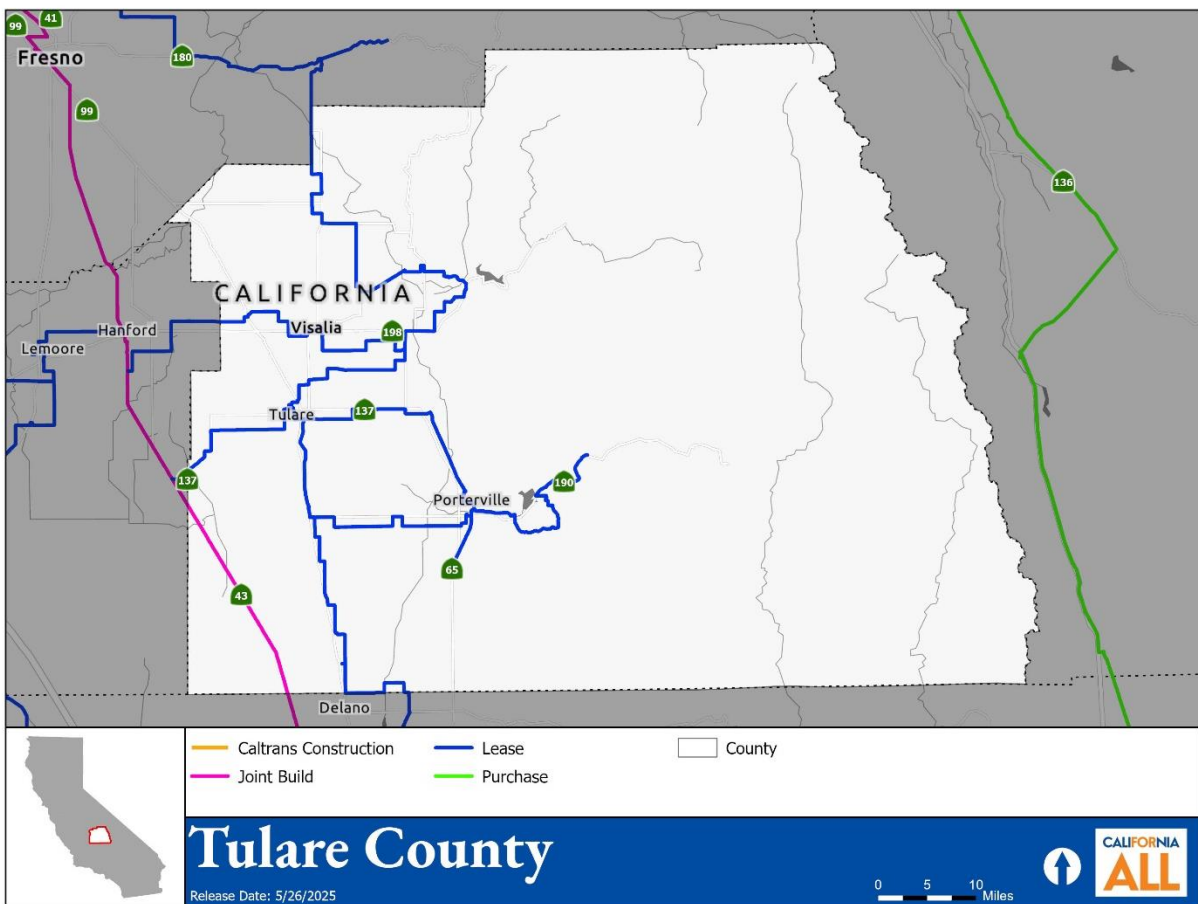
Trinity County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	72.4	0.0	0.1	0.0	72.5	Approximately 0.1 miles were reduced from Joint Build due to updated engineering and design plans.
Jun 2025	72.4	0.0	0.0	0.0	72.4	
Change	0.0	0.0	-0.1	0.0	-0.1	



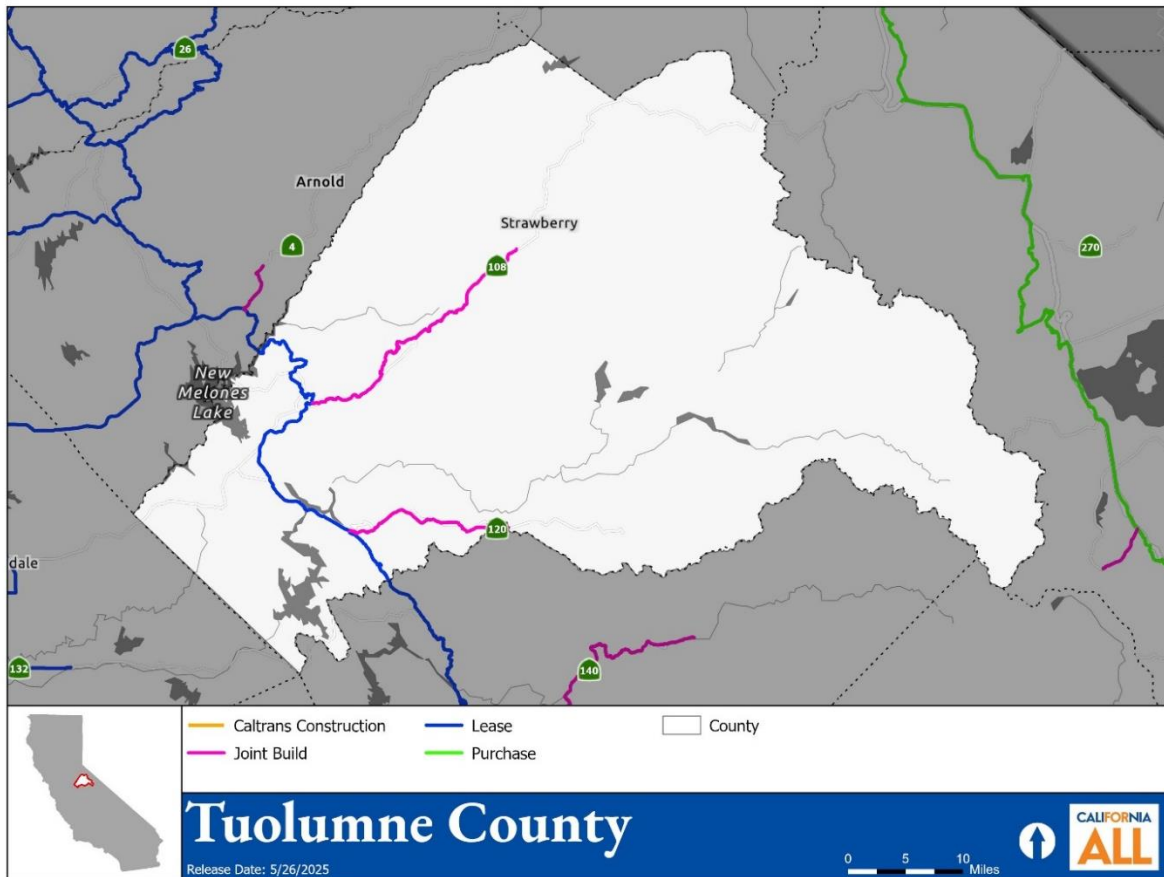
Tulare County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	232.8	0.0	21.9	0.0	254.7	Approximately 0.2 miles were added to Lease due to updated engineering and design plans.
Jun 2025	233.0	0.0	21.9	0.0	254.9	
Change	+0.2	0.0	0.0	0.0	+0.2	



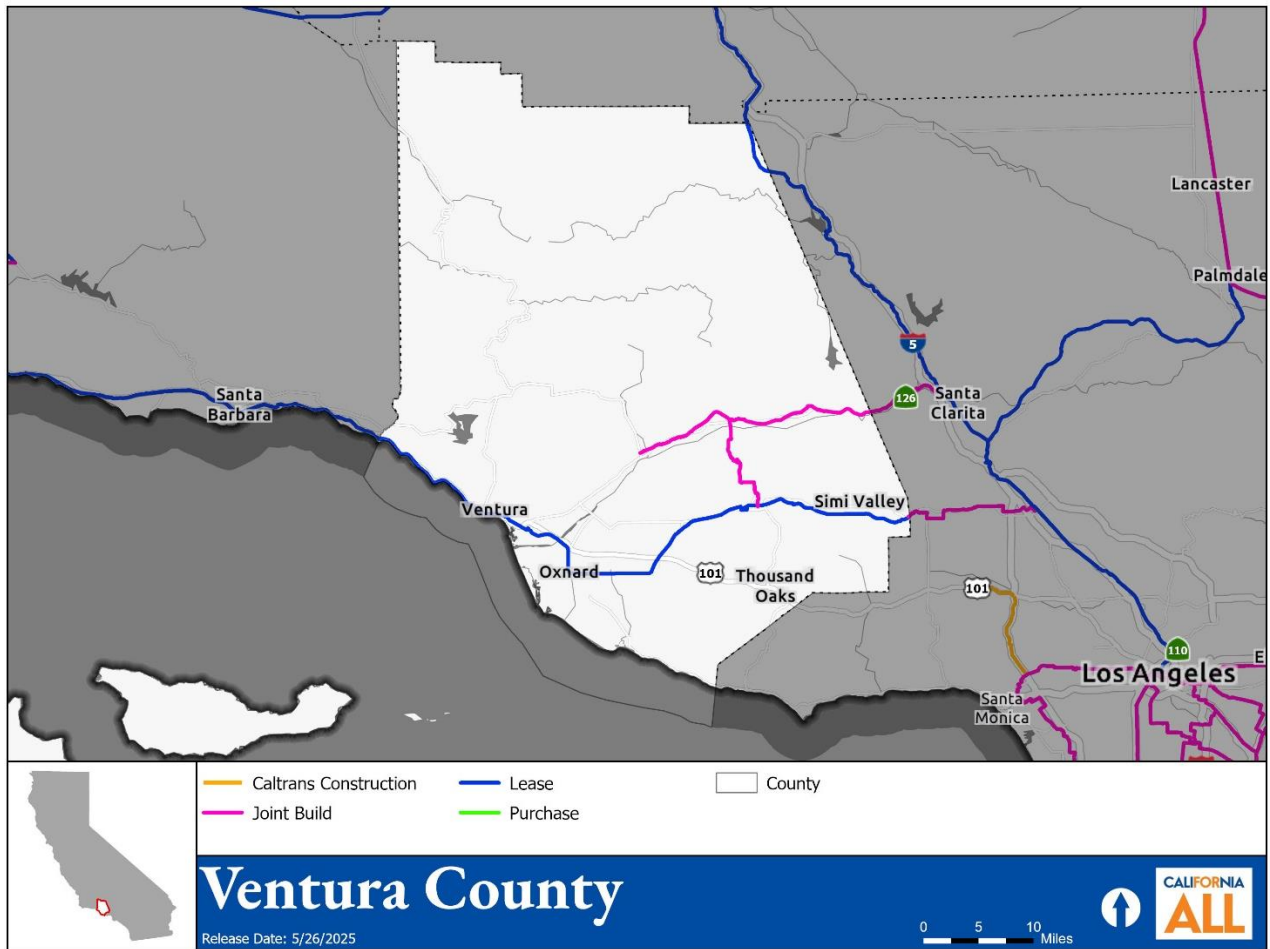
Tuolumne County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	39.2	42.6	0.0	0.0	81.8	Approximately 42.6 Caltrans construction miles were shifted to Joint Build opportunities to reflect ADF contract amendment. This reassignment removed ~0.5 miles from Joint Build due to updated engineering work and design plans.
Jun 2025	39.2	0.0	42.1	0.0	81.3	
Change	0.0	-42.6	+42.1	0.0	-0.5	



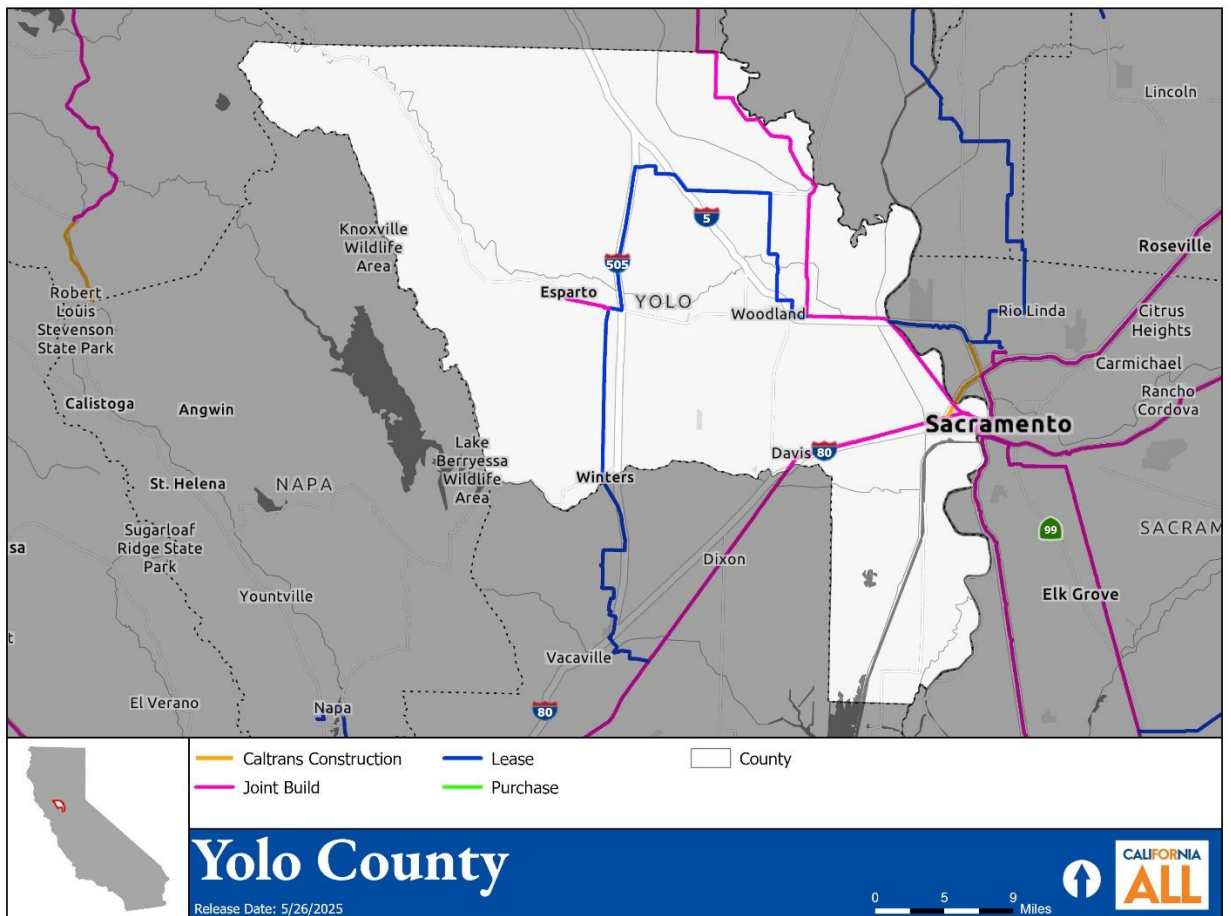
Ventura County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	64.6	0.0	35.3	0.0	99.9	No changes to report
Jun 2025	64.6	0.0	35.3	0.0	99.9	
Change	0.0	0.0	0.0	0.0	0.0	



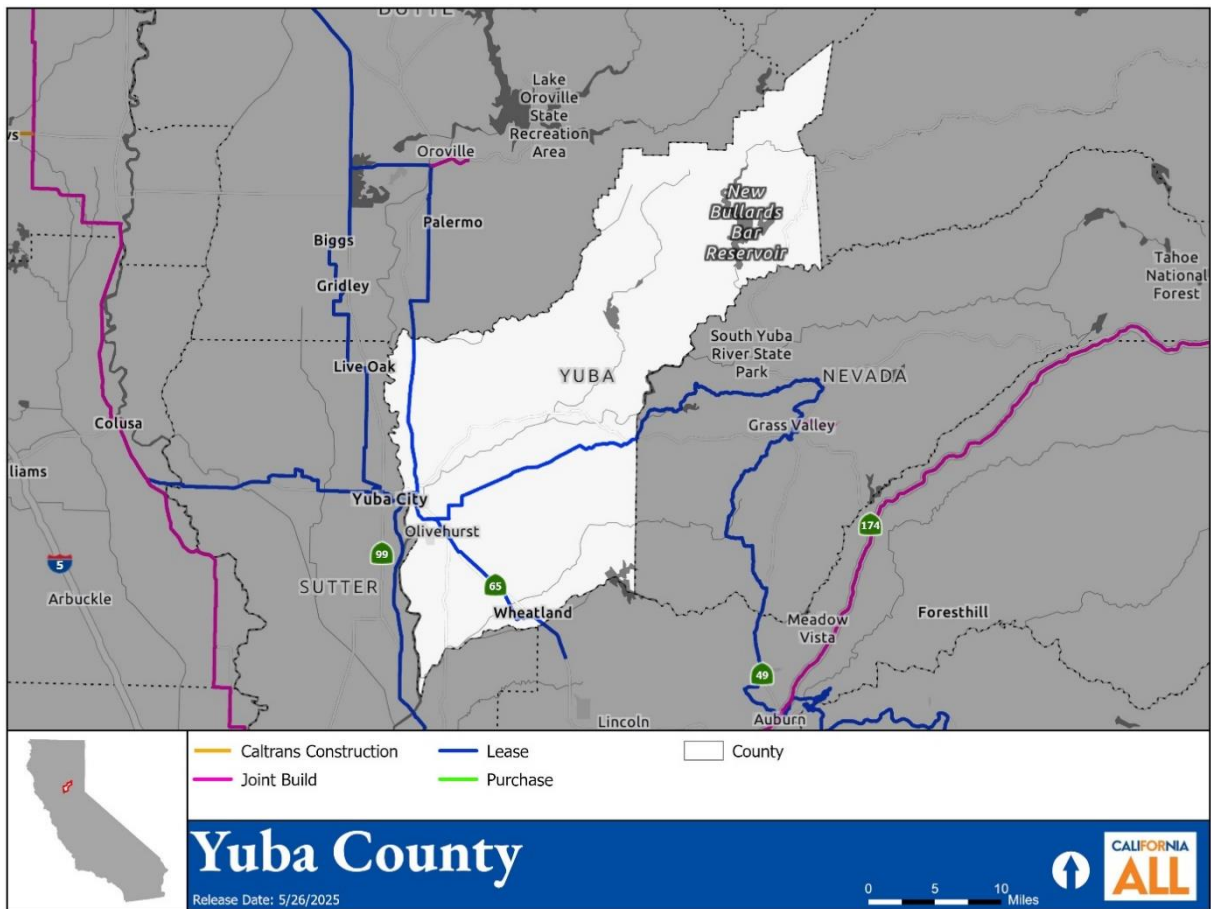
Yolo County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	41.6	1.1	53.5	0.0	96.2	Approximately 0.5 miles were added to Lease (~0.4 mi) and Joint Build (~0.1 mi) due to updated engineering and design plans.
Jun 2025	42	1.1	53.6	0.0	96.7	
Change	0.4	0.0	+0.1	0.0	0.5	



Yuba County

Date	Lease	Caltrans	Joint Build	Purchase	Total	Comment
Jan 2025	47.2	0.0	0.0	0.0	47.2	No changes to report
Jun 2025	47.2	0.0	0.0	0.0	47.2	
Change	0.0	0.0	0.0	0.0	0.0	



Appendix B: Statutory Requirement Crosswalk

AB 102 [2023]

Statutory requirement ¹	Page number in this report
(a) The total number of MMBN miles leased or to be leased, by county.	18 - 21
(b) The total number of MMBN miles constructed or to be constructed as standalone projects built by the Department of Transportation (Caltrans), by county.	18 - 21
(c) The total number of MMBN miles jointly constructed or to be jointly constructed by Caltrans and other entities, by county.	18 - 21
(d) The total number of MMBN miles purchased or to be purchased, by county.	18 - 21
(e) All contracts executed by the administration for the MMBN, listed by network acquisition method – that is, by leases, standalone construction projects, joint-build construction projects, and/or purchases.	21 - 24
(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.	28
(g) The amount of federal funding from the Enabling Middle-Mile Broadband Infrastructure Program, as authorized by the Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58), encumbered and expended on CDT's MMBI.	28
(h) The amount of General Fund funds encumbered and expended on CDT's MMBI.	28

SB 104 [2023] / SB 108 [2024]

Statutory requirement ²	Page number in the report
(a) The total number of MMBN miles leased or to be leased, by county.	18 - 21
(b) The total number of MMBN miles constructed or to be constructed as standalone projects built by the Department of Transportation (Caltrans), by county.	18 - 21

¹ AB 102, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB102.

² SB 104, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB104 and SB 108, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB108.

Statutory requirement ²	Page number in the report
(c) The total number of MMBN miles jointly constructed or to be jointly constructed by Caltrans and other entities, by county.	18 - 21
(d) The total number of MMBN miles purchased or to be purchased, by county.	18 - 21
(e) All contracts executed by the administration for the MMBN, listed by network acquisition method, such as by leases, standalone construction projects, joint-build construction projects, and purchases.	21 - 24
(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.	28
(g) The amount of federal funding from the Enabling Middle-Mile Broadband Infrastructure Program, as authorized by the Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58), encumbered and expended on the Department of Technology's MMBI.	28
(h) The amount of General Fund funds encumbered and expended on the Department of Technology's MMBI.	28
(i) Status of last-mile customers and projects connected to broadband service using Middle Mile Network services.	29