

Middle-Mile Broadband Initiative

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Gavin Newsom

Governor, State of California

Nick Maduros

Secretary, California Government Operations Agency

Liana Bailey-Crimmins

State Chief Information Officer and Director California Department of Technology



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Executive Summary

This report is submitted pursuant to the statutory reporting requirements established in Senate Bill (SB) 156 [2021], Assembly Bill (AB) 127 [2023], and SB 189 [2022] for the Annual Legislative Report, and AB 102 [2023], SB 104 [2023], and SB 108 [2024] for the Biannual Legislative Report.

The Middle-Mile Broadband Initiative: A key enabler of the state’s Broadband for All vision

The Middle-Mile Broadband Initiative (MMBI) is a key component of California’s Broadband For All Action Plan (introduced through Executive Order N-73-20), which set a long-term goal of ensuring that “all Californians have high-performance broadband available at home, schools, libraries, and businesses.”

In July 2021, California enacted SB 156 which established the MMBI, a landmark component of the State’s Broadband for All agenda. Under SB 156, the California Department of Technology (CDT) is tasked with acquiring, constructing, operating and maintaining a statewide open-access middle-mile broadband network (MMBN) to serve communities that are unserved or underserved by high-performance internet. The bill allocates \$3.25 billion for the middle-mile network and complements additional investments for last-mile infrastructure, technical assistance, and financing support. The network is designed to provide equitable access for homes, schools, libraries, businesses and tribal communities by enabling broadband providers to interconnect under open nondiscriminatory terms. Implementation of SB 156 is managed by the CDT in partnership with the California Public Utilities Commission (CPUC) and the California Department of Transportation (Caltrans), through a Middle-Mile Advisory Committee (MMAC). As part of the program’s development phase, CDT engaged GoldenStateNet (GSN), a subsidiary of CENIC, as the program administrator responsible for coordinating network

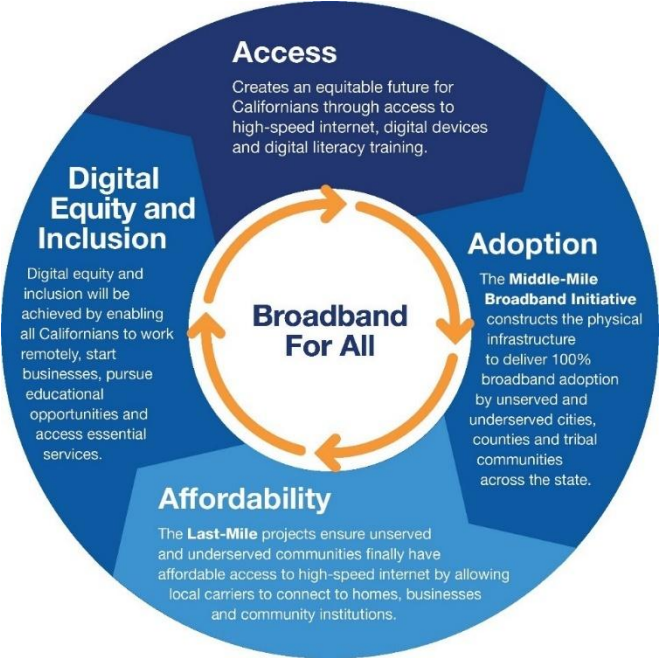


Figure 1: Broadband for All Framework

development, supporting partner engagement, and facilitating early planning and engineering of the open-access network. To support the long-term operation of the statewide network beyond construction, in 2025, CDT began the process of acquiring a dedicated third-party network operator. A Request for Proposal (RFP) was issued in October 2025, launching the process to identify an entity that will maintain and operate the statewide open-access network.

2025 MMBI Key Achievements

In 2025, CDT and its partners made significant progress toward the implementation of the network including:

- **Strategic Expansion of Network Partnerships** – CDT expanded government-to-government agreements and joint-build partnerships statewide, executing new agreements with tribal, local, and regional partners, and formalizing agreements on nearly 160 miles of planned broadband infrastructure. CDT also expanded its partnership with American Dark Fiber, including additional contract mileage and construction support for select segments such as Fort Bragg and the Gateway Cities region.
- **Continued Network Deployment** – CDT advanced construction statewide, with nearly 1,300 miles entering active installation over the past year and approximately 4,350 miles of the planned network now underway. This represents more than half of the approximately 8,100 miles of the project.
- **Continued Stakeholder Engagement** – CDT conducted outreach to last-mile providers and Federal Funding Account (FFA) project awardees, engaging with more than 60 stakeholders to ensure that the network design, capacity, and service offerings addressed the diverse needs of California's communities.
- **Highway 395 Electronics Installation Completed** – CDT completed the electronics installation, configuration, and testing to get the 423-mile Digital 395 route ready to be activated, marking the first operational segment of the MMBN. CDT will begin delivering service along the U.S. 395 corridor, and the Bishop Paiute Tribe will be the first community to connect.
- **Achieved Nearly \$60 million in Cost Avoidance** – CDT shifted MMBN hub construction to a more cost-efficient joint build approach with American Dark Fiber.
- **Data Center Deployment** – CDT initiated installation of network infrastructure

to support core network operations by securing connections to two major California data centers: Equinix San Jose and CoreSite Los Angeles.

- **Network Hut Deployment Milestones** – CDT and American Dark Fiber broke ground on the first set of network huts¹ that will house the electronics necessary to operate the statewide open-access network.
- **Third-Party Network Operator Request for Proposal** – CDT is in the process of contracting with an operator who will ensure that the MMBI network reaches full operational readiness. CDT expects to have the operator onboarded and operational in 2026.

This report reflects continued progress under the MMBI, including additional middle-mile construction activities undertaken in 2025 with the Yurok Tribe, Hoopa Valley Tribe, and Vero Networks. These activities, initiated through coordinated groundbreaking events, build on ongoing statewide construction efforts, and extend the middle-mile network into regions that lacked broadband infrastructure. Collectively, this work strengthens the foundation of California's open-access middle-mile network and positions the program to support future last-mile connectivity and long-term network operations.



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

¹ Network huts are durable, climate-controlled structures that serve as backbone support points to house electronics for the MMBN.

MMBI Annual Reporting (SB 156 [2021] / AB 127 [2023])

Pursuant to SB 156 [2021] and AB 127 [2023], this section of the report addresses the following metrics:

1. The total length of the statewide open-access MMBN.
2. The length of the portion of the statewide open-access MMBN constructed in the preceding year, reported by quarter.
3. The number of Internet Service Providers (ISP) using the statewide open-access MMBN.
4. The number of households projected to connect to the statewide open-access MMBN.
5. Total project expenditures, reported by quarter.
6. Projected goals for each of the metrics listed above for the 18-month period following the reporting period.

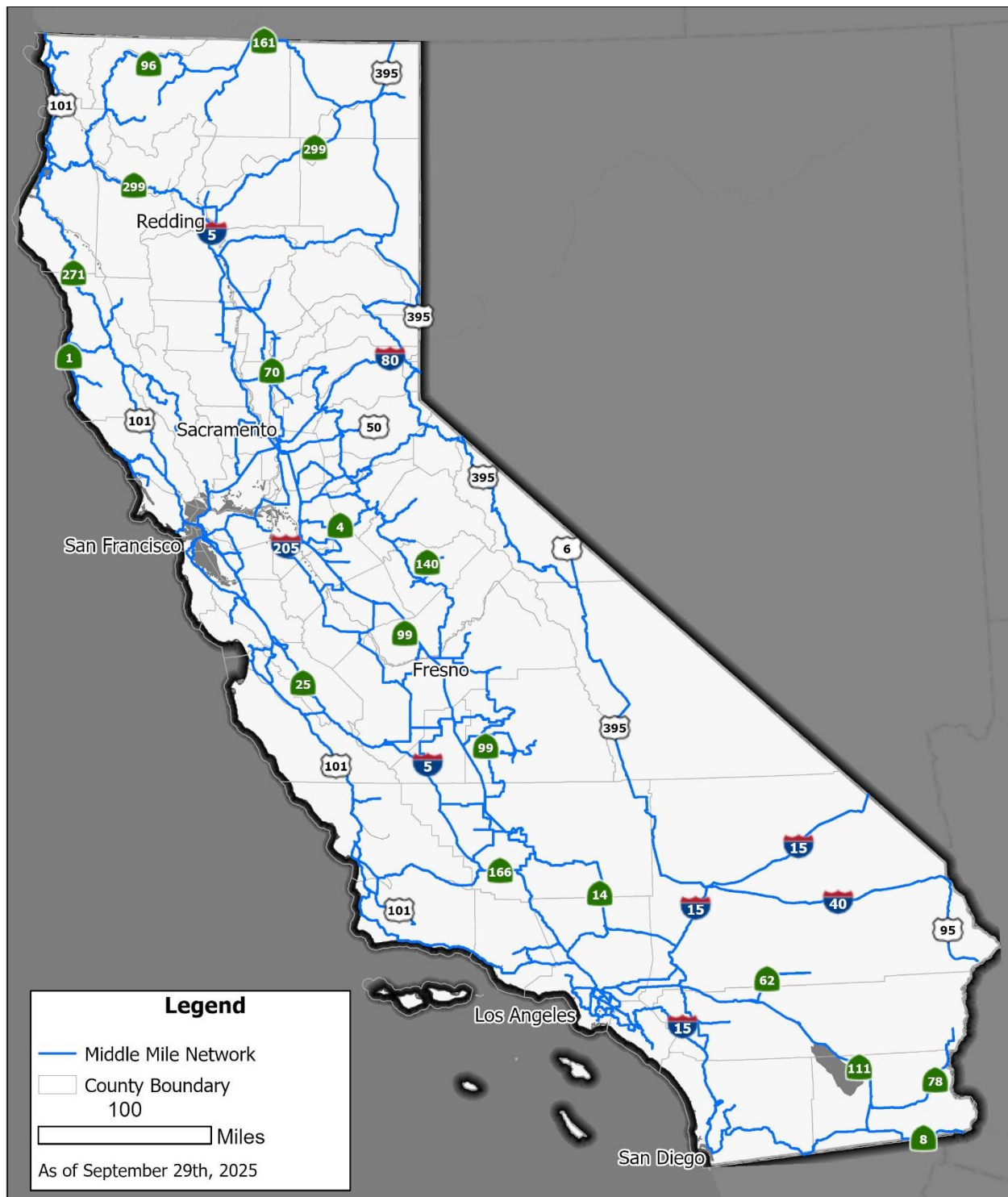
The analysis in this report is based on construction and operational data up to September 30, 2025. The reporting period for the next annual report will be October 2025 to September 2026; future reports will follow the same cycle. Consistent with CDT’s standard financial practices, the financial data in the report is presented on a fiscal year basis.

SB 156 [2021]/AB 127 [2023] Metrics

Total length of the MMBN: The total length of the MMBN is approximately 8,100 miles, (see Figure 2). SB 156 required CPUC to identify routes within California that the MMBN would need to reach. In 2021, CPUC held a public proceeding to gather input from local governments, community organizations, and private sector stakeholders to understand the unique needs and challenges faced in different regions by a variety of populations and potential end users and customers.

This collaborative approach has remained central to ensuring the MMBN reflects local needs and advances equitable broadband access. The quarterly MMAC meetings and continued stakeholder outreach efforts have created public forums that serve as key channels for gathering feedback and building consensus around the MMBI’s execution.

Figure 2: MMBN Map Displaying Approximately 8,100 Miles of Planned Constructed Fiber Routes



Length of MMBN Constructed in 2025, by Quarter (Q): In 2025, through new arrangements with joint-build partners and lease arrangements secured through the Request for Innovative Ideas (RFI²) process, CDT streamlined its approach to maximize and accelerate construction. These partnerships enabled faster implementation, lowered capital expenditures, and provided CDT with more efficient pathways to build the network statewide than traditional construction alone.

In Q1 2025, which spans from January through March, MMBI completed construction of approximately 400 miles of middle-mile infrastructure. In Q2 2025, from April through June, approximately 500 miles were constructed. In Q3, from July through September, approximately 400 miles were constructed. In total, from Q1 to Q3 2025, MMBI completed approximately 1,300 miles of construction.

Table 1: Length of MMBN constructed in 2025

| Miles | 2025 Q1 (Jan – March) | 2025 Q2 (April – June) | 2025 Q3 (July – Sept) | Total |
|-------|-----------------------|------------------------|-----------------------|-------|
| | 400 | 500 | 400 | 1,300 |

Number of ISPs using the MMBN: As of September 30, 2025, the statewide open-access MMBN remains under construction and is not yet in active service for ISPs. The next steps required to enable ISP connections include completing construction of key segments, preparing the network for service, and coordinating with last-mile entities. As these efforts progress and the network becomes operational, ISPs will be able to access and utilize the statewide middle-mile network.

Number of households projected to be served by the MMBN: The MMBN has been designed to serve the entire State and will run through every county in California. Access to the statewide middle-mile network enables a broad range of state and local broadband efforts, including CPUC-funded last-mile projects intended to reach unserved and underserved households. Statewide broadband planning conducted by CPUC through its California Broadband Investment Model² identifies approximately 996,000 unserved locations across

² See California Broadband Investment Model (April 2023), https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/communications-division/documents/broadband-implementation-for-california/ffa-webpages/ca-broadband-investment-model_04212023.pdf

California.

The State middle-mile network will provide the potential to enable last-mile connections to other customers and entities far beyond the immediate region and will increase reliability, affordability, and competition in these areas. This will allow for greater access for more Californians at a reasonable cost.

Total MMBI expenditures by quarter (Fiscal Year 2024-25):

The MMBI was established with an initial \$3.25 billion appropriation from the State Fiscal Recovery Fund (SFRF) under the American Rescue Plan Act (ARPA). Under the 2022 Budget Act, \$887 million of ARPA/SFRF authority was replaced with General Fund.

Additional General Funds were appropriated through SB 189 (2022) and subsequent budget acts, including \$300 million in the 2023–24 California Spending Plan and \$250 million in the 2024–25 plan. CDT also secured a \$73 million federal Enabling Middle-Mile Grant from the National Telecommunications and Information Administration (NTIA) in 2023. Together, these appropriations have brought the program's total budget to \$3.873 billion.

In 2024, per authority in the 2024 California Budget Act, the remaining \$2.363 billion in ARPA/SFRF funds were fully swapped to General Fund. As a result, the MMBI is now funded almost entirely with California General Fund, with the NTIA grant representing the only remaining federal funding component.

As of October 31, 2025, \$3.818 billion has been encumbered under binding contracts with CDT's joint build, Indefeasible Rights of Use (IRU)/lease, purchase partners, and Caltrans. Of this amount, \$2.257 billion has already been liquidated, and the remaining encumbrances will be liquidated as partners reach contract milestones. The remaining unencumbered balance, approximately \$55 million, has been earmarked for future essential activities such as the Network Operator, hut-entry and interconnection segments, and interconnections between partner-owned fiber segments. These activities are essential to make the statewide network functional for operational readiness.

With the program-wide financial position established, Table 2 summarizes liquidated expenditures for Fiscal Year (FY) 2024–25. These expenditures reflect actual costs invoiced and paid from July 2024 through June 2025 across Caltrans pre-construction and construction activities, joint build agreements, IRU/lease acquisitions, purchases, materials, and administration. The fiscal year

liquidated total of \$741,792,305 captures resources deployed during the year. This consolidated view illustrates how project resources were allocated across the primary components of the MMBI during FY 2024–25.

Table 2: MMBI quarterly expenditures (liquidated) by category (FY 2024-25)

| Category | FY 2024-25 Q1 (Jul – Sept) | FY 2024-25 Q2 (Oct - Dec) | FY 2024-25 Q3 (Jan - Mar) | FY 2024-25 Q4 (Apr - Jun) | Total |
|---|----------------------------|---------------------------|---------------------------|---------------------------|----------------------|
| Caltrans Pre-construction (planning, designing, and permitting) | \$8,826,519 | \$0 | \$61,840,938 | \$6,222,893 | \$76,890,351 |
| Caltrans Construction | \$7,466,915 | \$0 | \$24,081,583 | \$1,453,462 | \$33,001,960 |
| Joint build | \$32,178,571 | \$4,219,935 | \$22,324,568 | \$13,185,382 | \$71,908,456 |
| IRU/lease | \$27,279,631 | \$182,078,122 | \$63,865,210 | \$123,758,560 | \$396,981,524 |
| Purchase | \$0 | \$27,900,000 | \$0 | \$0 | \$27,900,000 |
| Materials | \$2,958,652 | \$12,275,803 | \$776,000 | \$779,000 | \$16,789,456 |
| Administration | \$20,987,435 | \$14,536,469 | \$66,998,193 | \$15,902,724 | \$118,424,821 |
| Total | \$99,697,723 | \$241,010,329 | \$239,886,492 | \$161,302,022 | \$741,896,567 |

Figure 3 provides a summary by percentage of the total MMBI expenditures for FY 2024–25 by project category. The pie chart reflects the cumulative annual spending shown in Table 2 and illustrates the relative proportion of program resources allocated to Caltrans pre-construction and construction activities, joint build efforts, leases and purchases, materials, and administration. This visualization offers a consolidated view of how funds were distributed across the primary components of the MMBN.

Figure 3: MMBI Expenditure by project category (FY 2024-25)

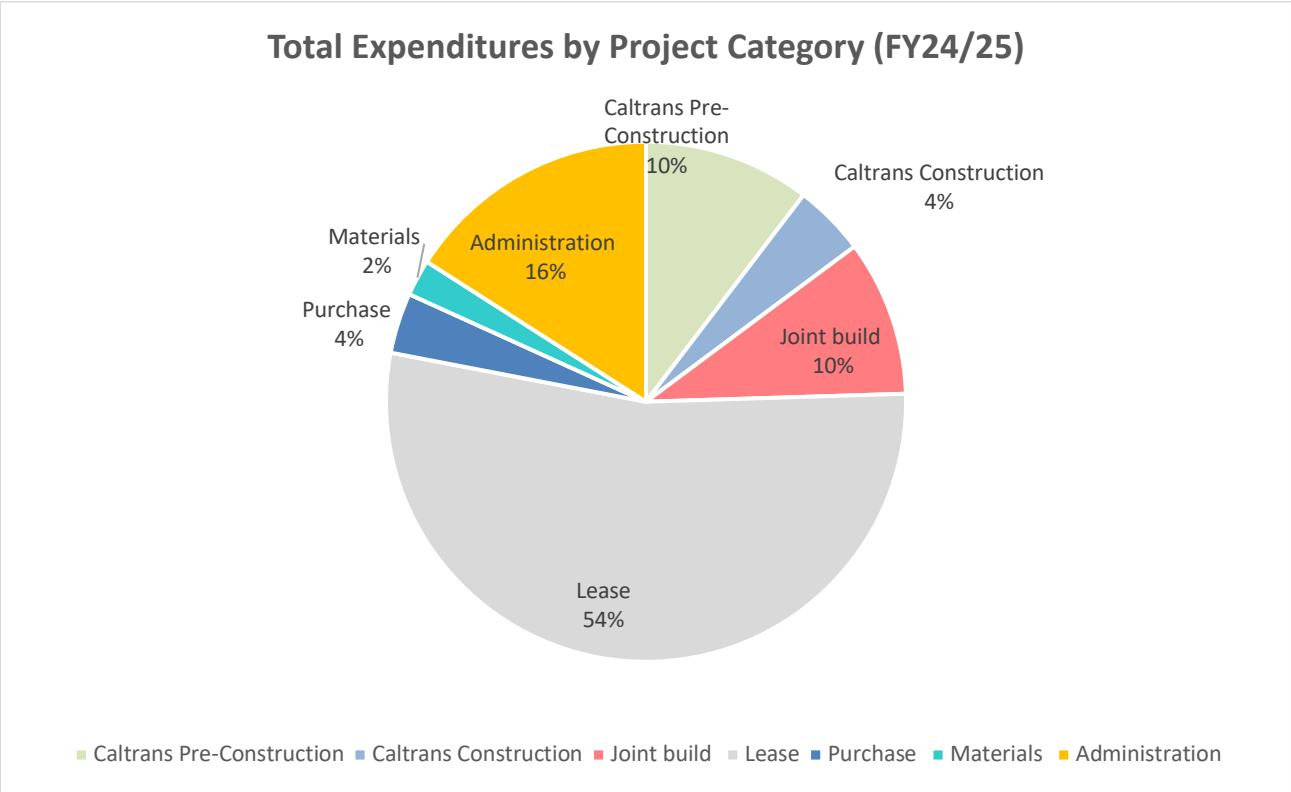
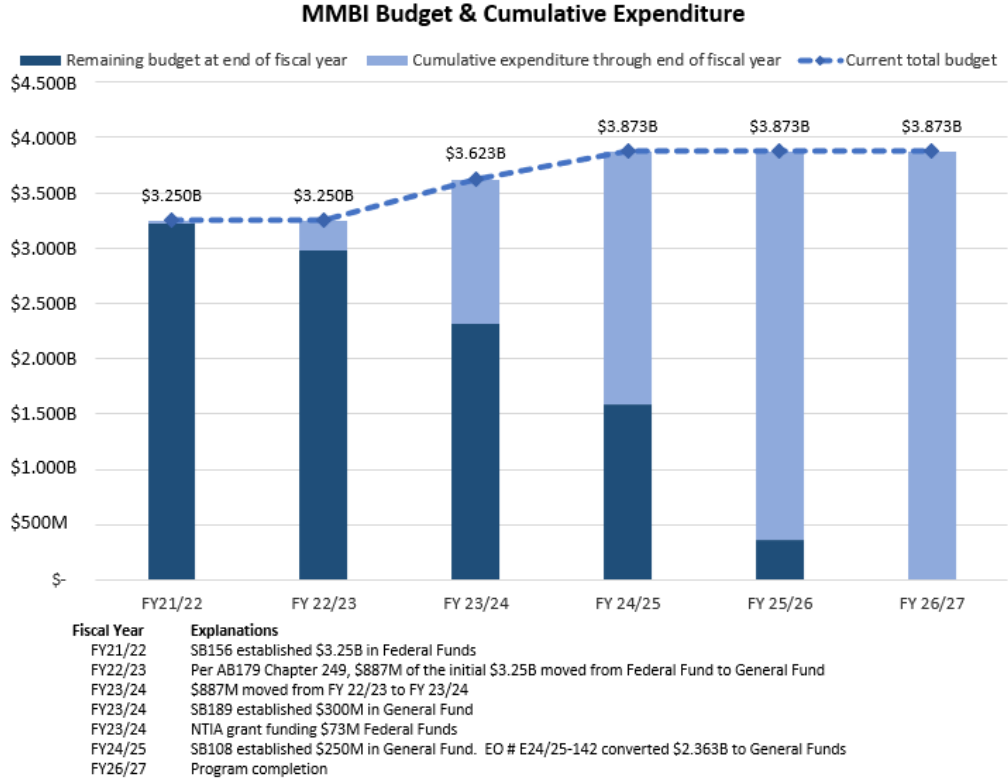


Figure 4 illustrates the MMBI's budget and cumulative expenditure across fiscal years, distinguishing between liquidated expenditures and the remaining budget at the close of each fiscal year. The light-blue portion of each bar represents the cumulative liquidated expenditures through the end of that fiscal year, while the dark-blue portion shows the funds that remained available in the budget at the fiscal year's close. Together, these elements depict both the pace of expenditure and the corresponding decline in available budget authority as project delivery progressed.

The dotted line represents the MMBI's current total budget, reflecting statutory adjustments, fund swaps, and supplemental appropriations made between FY 2021–22, FY 2023–24, and FY 2024–25. The figure also includes projected cumulative expenditures for the subsequent 18-month period, beginning at the end of FY 2024–25, based on current construction schedules, pending invoices, and anticipated contract liquidation timelines.

Figure 4: MMBI cumulative expenditure projection (\$3.873 billion funding)



Projected MMBI construction outlook for the next 18 months

Construction Completion:

In 2025, CDT identified that federal and state permitting challenges were beginning to impact the pace of construction of the MMBN. To address this, the Administration has taken several steps towards streamlining the permitting process, including making modifications to Caltrans' encroachment permit processes, forming a strike team to clarify requirements and accelerate approvals, and providing direct assistance to partners to complete permit applications. These efforts have contributed to improvements in the permit issuance rates.

While permitting challenges may continue to affect project timelines in some areas, the MMBI remains focused on maintaining construction momentum statewide. Over the next 18 months, from Q4 2025 through Q1 2027, the MMBI anticipates continued progress toward construction completion. Based on current schedules and projected construction activity, the program estimates that more than 5,300 miles of the MMBN are expected to reach construction completion by the end of 2026. In addition, the MMBN continues to work towards meeting last-mile FFA grantees as they become ready to connect to

the network.

Projected Network Length:

The total length of the statewide open-access middle-mile network is projected to remain consistent during this period at more than 8,100 miles, as no major changes to the planned system footprint are anticipated.

ISP Adoption:

The network remains in the construction and installation phase, and middle-mile segments have not yet been interconnected with last-mile infrastructure.

Because these connections are still forthcoming, CDT does not yet have a firm estimate of the number of ISPs expected to utilize the network by early 2027.

However, ISP interest continues to grow as construction progresses and additional segments approach service-ready status. In parallel, CDT and GSN are actively engaging with numerous broadband providers across the state, including FFA grantee awardees whose last-mile projects are moving forward in parallel with middle-mile deployment. As deployment advances and more information becomes available, CDT expects to refine ISP participation projections and provide updated estimates in future reporting.

Projected Household Reach:

CDT is coordinating closely with CPUC to align middle-mile availability with planned last-mile builds. However, because many of the last-mile projects that will rely on the MMBI backbone are still in planning, procurement, or early construction stages, a reliable projection of the number of households that will connect within the next 18 months is not yet available. As these last-mile deployments mature and CPUC finalizes the associated service-area data, CDT will be able to provide a more refined estimate in future reporting cycles.

MMBI Annual Reporting (SB 189 [2022])

This section of the report addresses the reporting requirements established in SB 189 [2022] and includes the following required metrics:

1. Total funds expended on the MMBI.
2. Total miles of the statewide open-access MMBN constructed.
3. Total miles of the statewide open-access MMBN leased.
4. The remaining number of miles required to reach full construction of the statewide open-access network.

SB 189 [2022] Metrics

Total funds expended: As of September 30, 2025 (Q3), the total funds expended (liquidated) on the MMBI project amounted to \$2.191 billion.

Total miles constructed: As of September 30, 2025, approximately 4,350 miles were in active installation. Active installation is a combination of areas where construction is complete as well as areas where miles are undergoing installation activities such as fiber splicing, hub placement, power connection, and electronics installation, which collectively prepare the network for service. Of the 4,350 miles, approximately 3,000 miles of construction have been completed with ~1,330 miles completed during the 2025 (Q1-Q3) calendar period.

Total miles leased: As of September 30, 2025, the MMBN includes 3,717 leased miles.

Remaining number of miles until total network completion: The MMBN spans more than 8,100 miles. Construction has been completed on nearly 3,000 miles. As a result, more than 5,000 miles remain to be constructed before the network reaches full construction completion.

MMBI Biannual Reporting (AB 102 [2023], SB 104 [2023] / SB108 [2024])

This section fulfills the biannual reporting requirements established by AB 102 [2023], SB 104 [2023], and SB 108 [2024] and address the following metrics:

1. The total number of MMBN miles:
 - a. Leased or to be leased, by county
 - b. Constructed or to be constructed as standalone projects built by Caltrans, by county.
 - c. Jointly constructed or to be jointly constructed by Caltrans and other entities, by county.
 - d. Purchased or to be purchased, by county.
2. All contracts executed by the administration for the MMBN, listed by network acquisition methods, that is, by leases, standalone construction projects, joint build construction projects, and/or purchases.
3. Status of last-mile customers and projects connected to broadband service using Middle Mile Network services.

Financial reporting in this section includes funding metrics for the MMBI, including:

4. The amount of federal funding from SFRF, as authorized by the ARPA of 2021 (P.L. 117-2), encumbered and expended on CDT's MMBI.
5. 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.
6. The amount of General Fund funds encumbered and expended on CDT's MMBI.

The biannual reporting in this report provides a point-in-time snapshot of programmatic progress based on construction and operational data through December 31, 2025. Federal funding metrics reflect activity through December 31, 2025, while General Fund encumbrances and expenditures reflect the most recent valid data available for this reporting cycle, with a financial data cut-off of October 31, 2025, to support timely publication in alignment with statutory

reporting timelines.

Network Miles Constructed, Joint Built, Leased, or Purchased by County

This section provides the total number of MMBN miles by county, organized by acquisition method: Caltrans-constructed segments, joint-build segments, leased segments, and purchased segments.

For each county, the tables present mileage in two categories: pre-construction and installation. Pre-construction reflects the network miles planned or “to be” delivered under each agreement type. Installation reflects network miles that are actively under construction or are construction complete. Together, these two categories provide a full view of network miles both delivered and in progress.

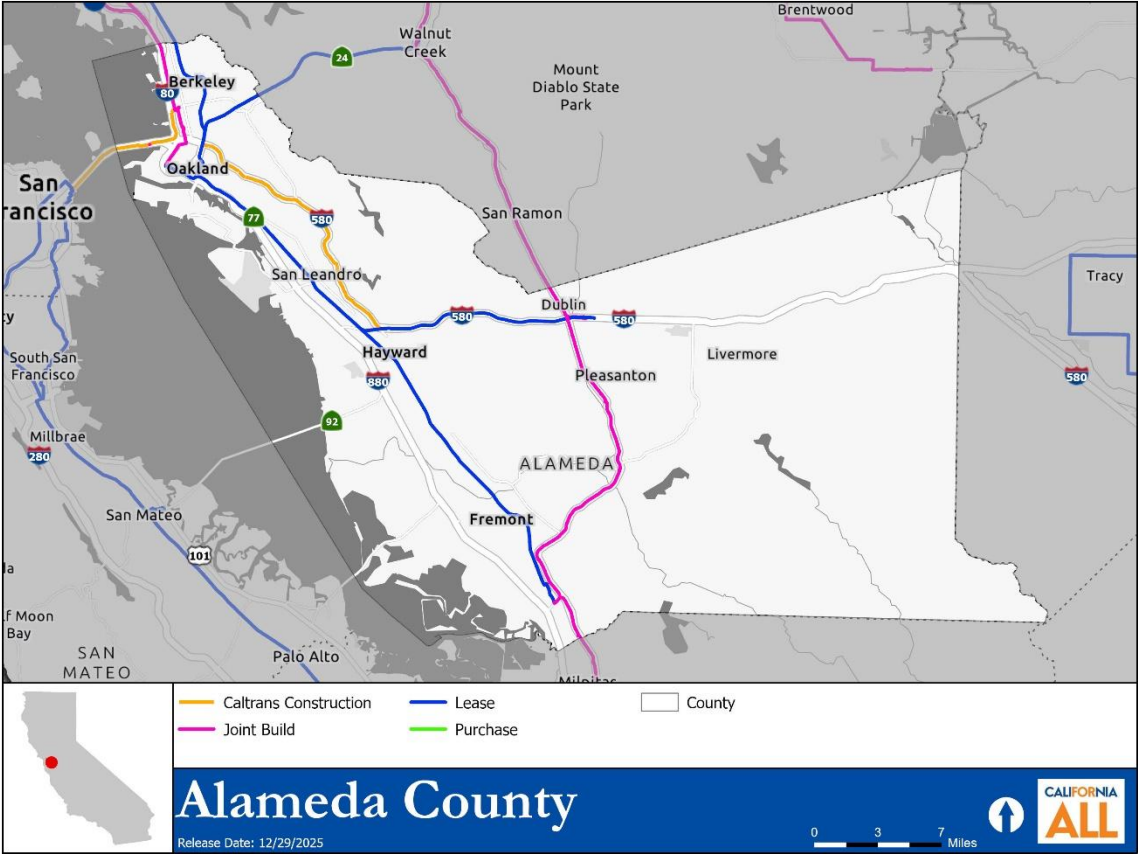
Alameda County

A total of 108.8 miles of network within Alameda County are in either pre-construction or installation. Of this, 35.2 miles are in pre-construction, and 73.6 miles are in installation.

By delivery type:

- **Caltrans:** 10.1 miles (pre-construction), 10.5 miles (installation) – 20.6 total
- **Joint Build:** 25.1 miles (pre-construction), 7.3 miles (installation) – 32.4 total
- **Lease:** 0 miles (pre-construction), 55.8 miles (installation) – 55.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 5: Alameda County by Agreement type and construction status



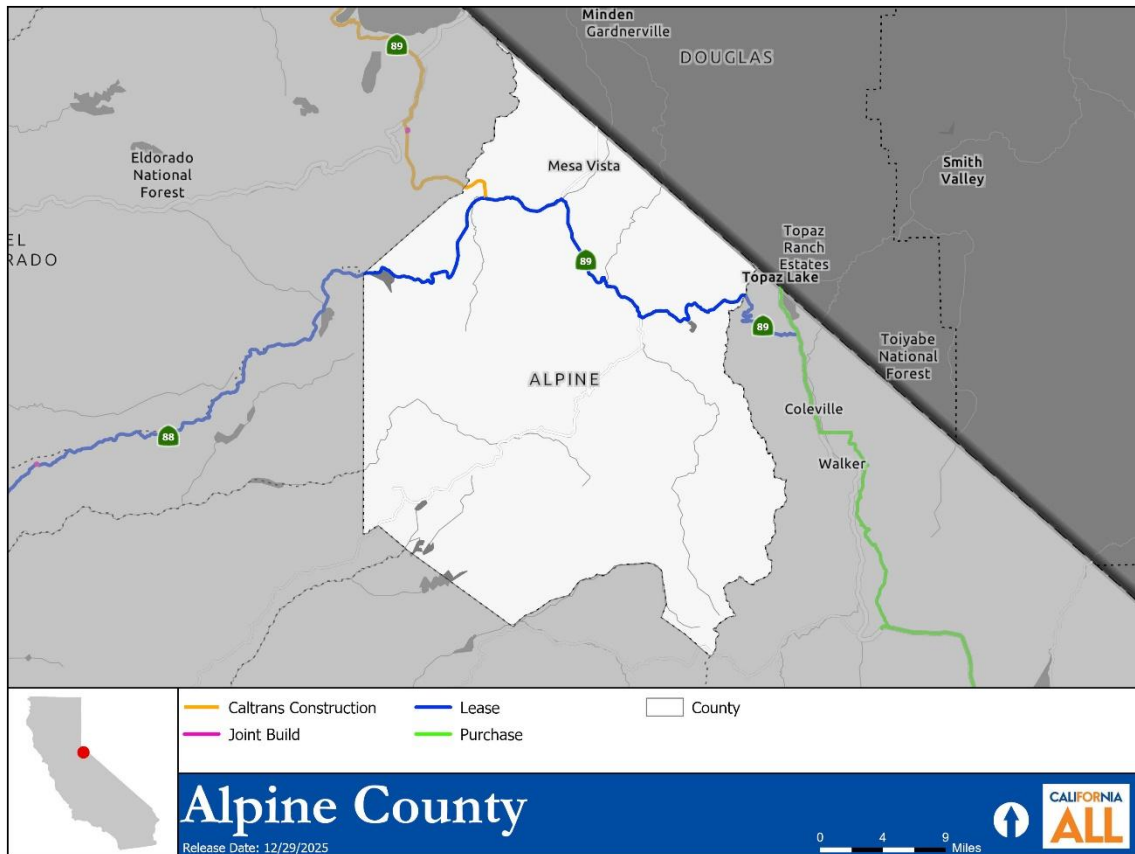
Alpine County

A total of 43.5 miles of network within Alpine County are in either pre-construction or installation. Of this, 41 miles are in pre-construction, and 2.5 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 2.5 miles (installation) – 2.5 total
- **Joint Build:** 0 miles (pre-construction and installation) – 0 total
- **Lease:** 41 miles (pre-construction), 0 miles (installation) – 41 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 6: Alpine County by Agreement type and construction status



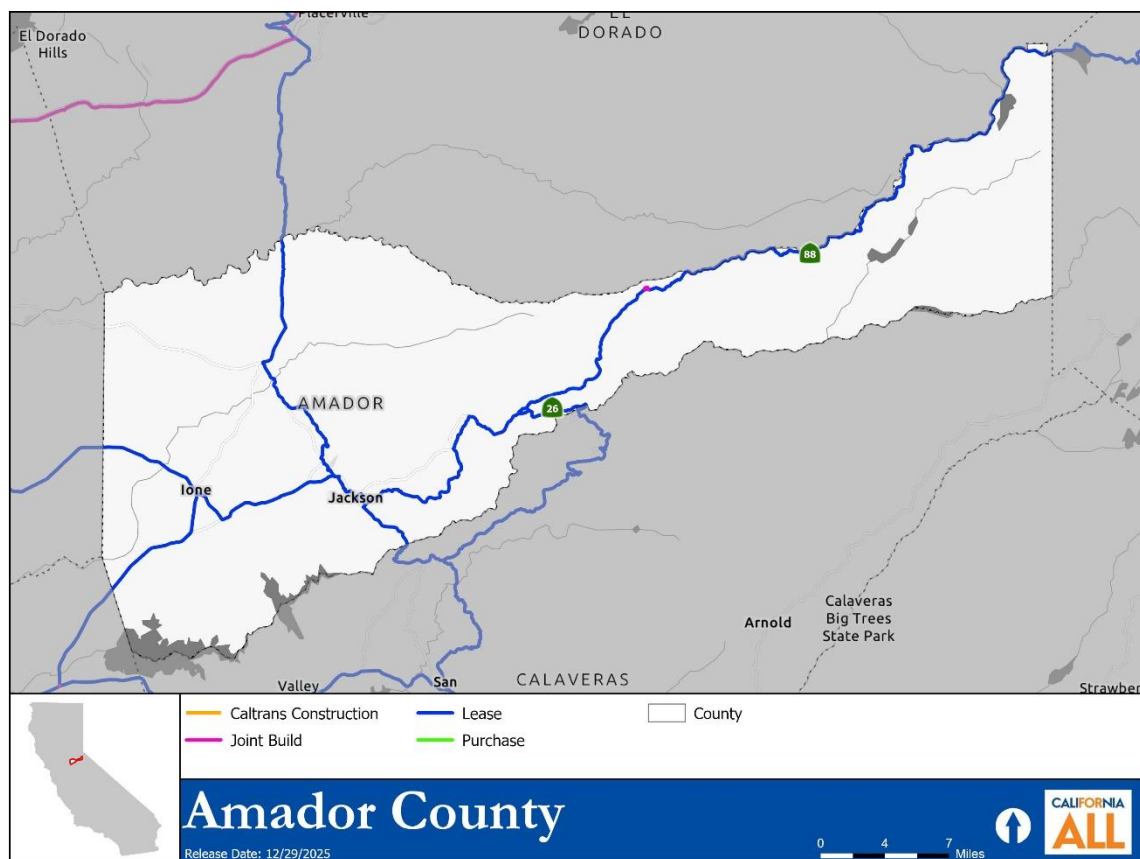
Amador County

A total of 104.8 miles of network within Amador County are in either pre-construction or installation. Of this, all 104.8 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.6 miles (pre-construction), 0 miles (installation) – 0.6 total
- **Lease:** 104.2 miles (pre-construction), 0 miles (installation) – 104.2 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 7: Amador County by Agreement type and construction status



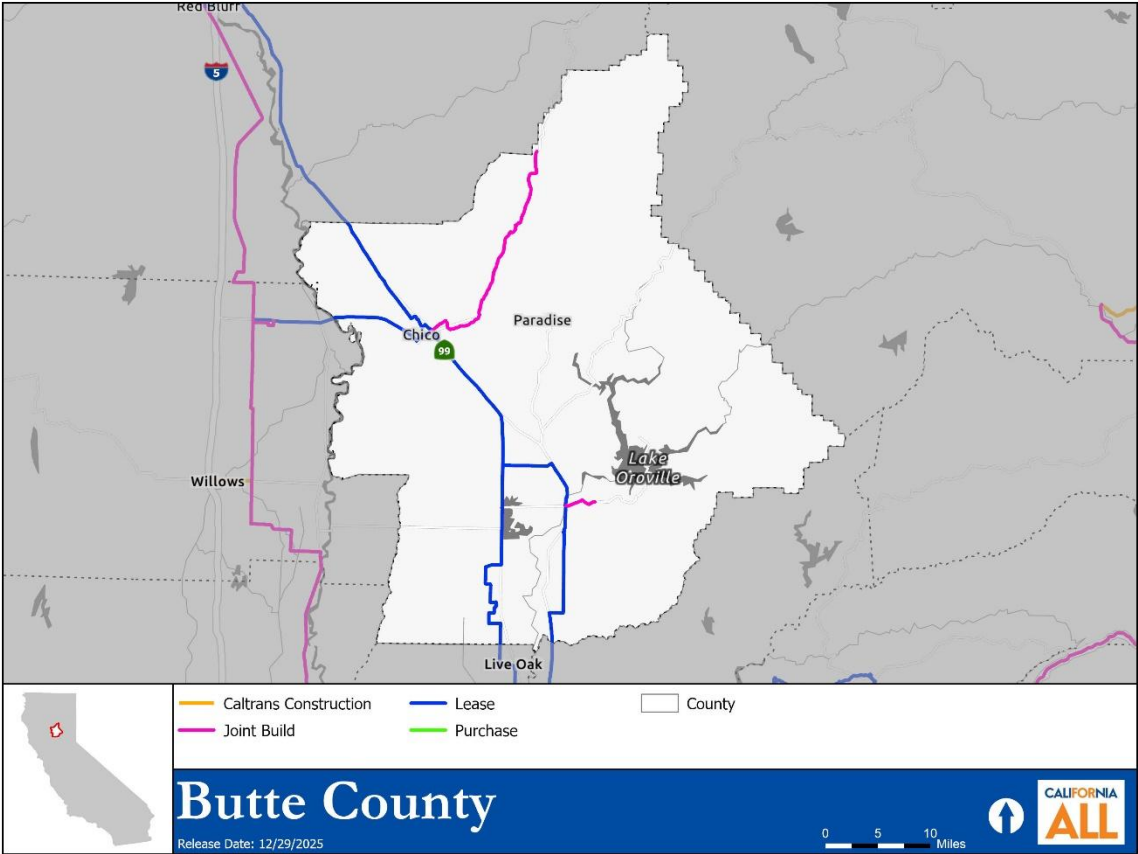
Butte County

A total of 112.9 miles of network within Butte County are in pre-construction or installation. Of this, all 112.9 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 27.5 miles (pre-construction), 0 miles (installation) – 27.5 total
- **Lease:** 85.4 miles (pre-construction), 0 miles (installation) – 85.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 8: Butte County by Agreement type and construction status



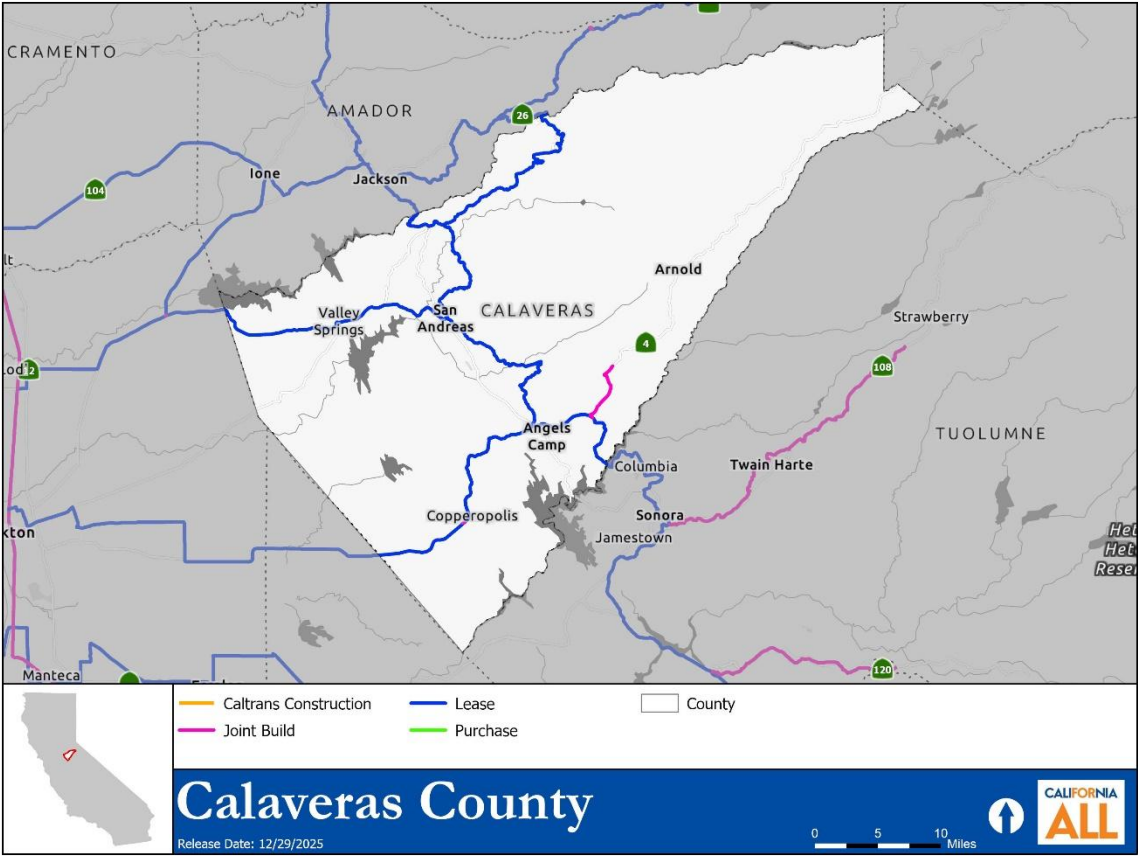
Calaveras County

A total of 104.1 miles of network within Calaveras County are in either pre-construction or installation. Of this, 99.1 miles are in pre-construction, and 5 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 0 miles (pre-construction), 5 miles (installation) – 5 total
- **Lease:** 99.1 miles (pre-construction), 0 miles (installation) – 99.1 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 9: Calaveras County by Agreement type and construction status



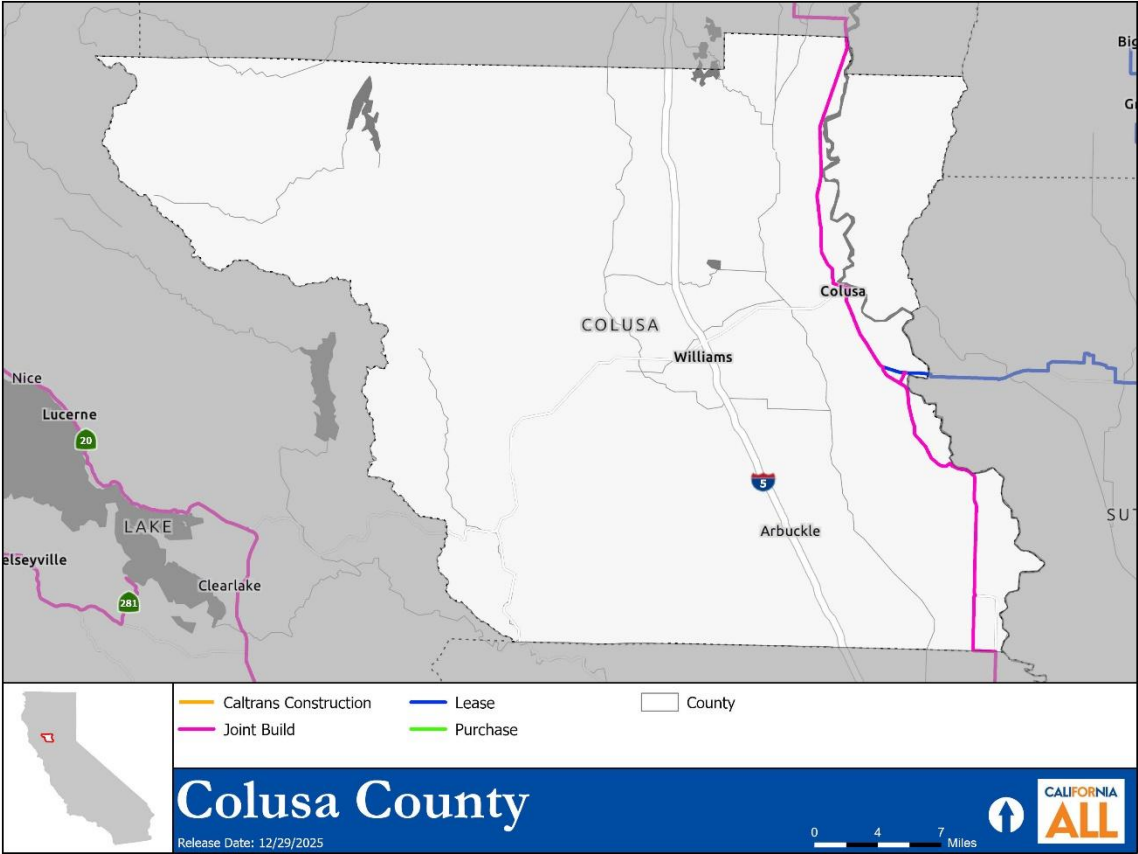
Colusa County

A total of 43.3 miles of network within Colusa County are in either pre-construction or installation. Of this, 3.5 miles are in pre-construction, and 39.8 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 0.9 miles (pre-construction), 39.8 miles (installation) – 40.7 total
- **Lease:** 2.6 miles (pre-construction), 0 miles (installation) – 2.6 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 10: Colusa County by Agreement type and construction status



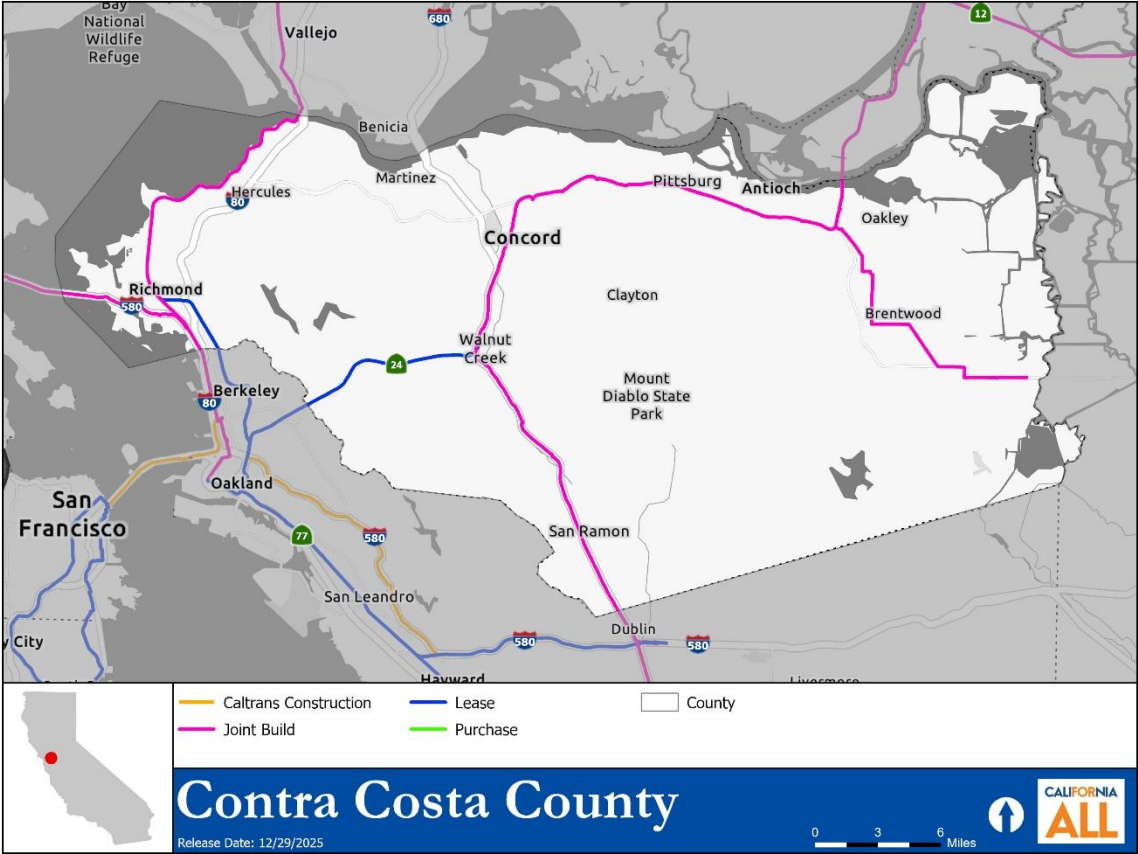
Contra Costa County

A total of 93.6 miles of network within Contra Costa County are in either pre-construction or installation. Of this, 62.9 miles are in pre-construction, and 30.7 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 62.9 miles (pre-construction), 17.3 miles (installation) – 80.2 total
- **Lease:** 0 miles (pre-construction), 13.4 miles (installation) – 13.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 11: Contra Costa County by Agreement type and construction status



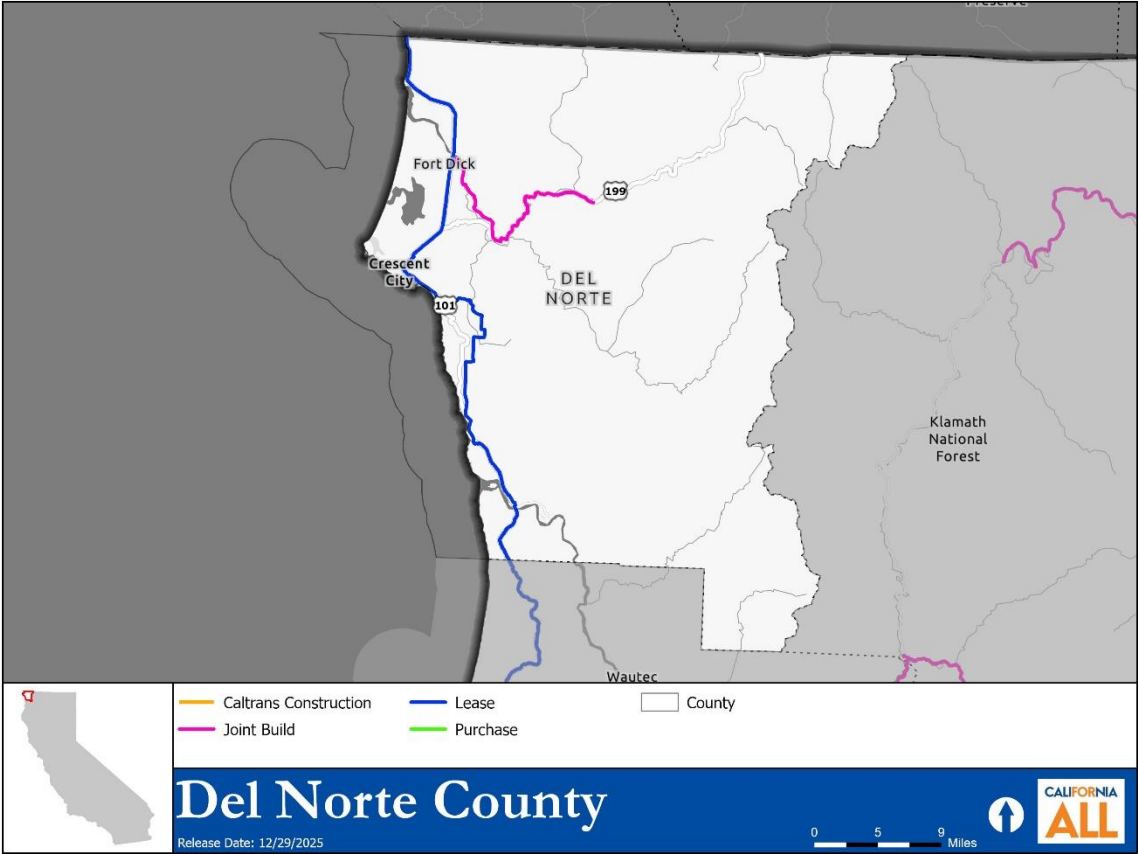
Del Norte County

A total of 67.8 miles of network within Del Norte County are in either pre-construction or installation. Of this, 57.8 miles are in pre-construction, and 10 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 18.4 miles (pre-construction), 0 miles (installation) – 18.4 total
- **Lease:** 39.4 miles (pre-construction), 10 miles (installation) – 49.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 12: Del Norte County by Agreement type and construction status



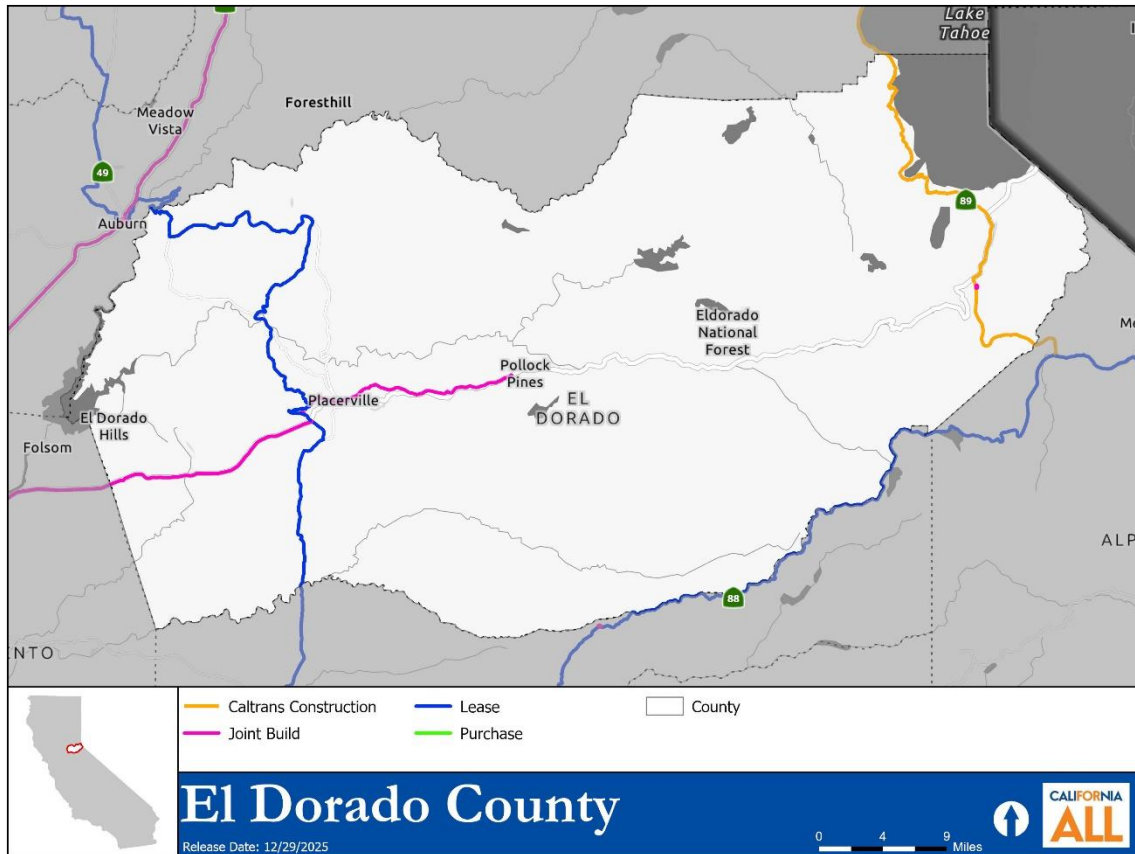
El Dorado County

A total of 120.1 miles of network within El Dorado County are in either pre-construction or installation. Of this, 88 miles are in pre-construction, and 32.1 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 32.1 miles (installation) – 32.1 total
- **Joint Build:** 33.3 miles (pre-construction), 0 miles (installation) – 18.4 total
- **Lease:** 54.7 miles (pre-construction), 0 miles (installation) – 4.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 13: El Dorado County by Agreement type and construction status



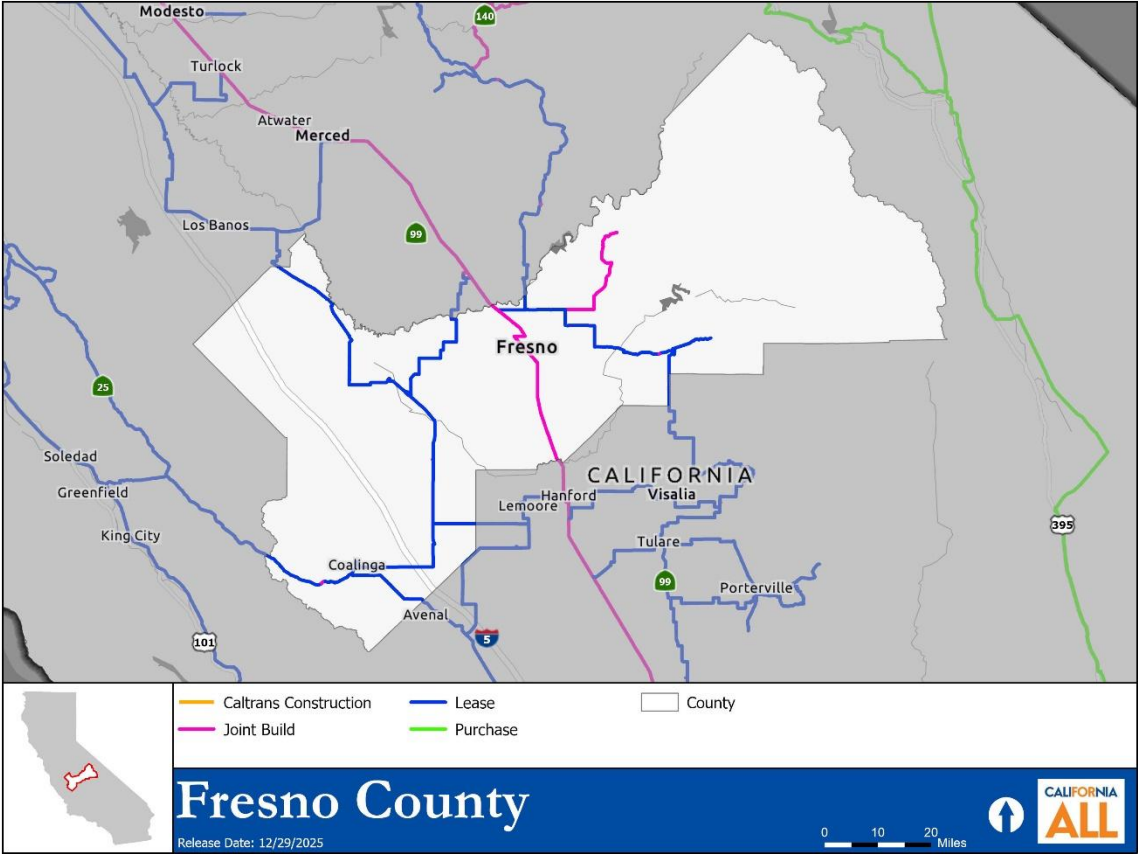
Fresno County

A total of 290.4 miles of network within Fresno County are in either pre-construction or installation. Of this, 192.4 miles are in pre-construction, and 98 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 25.6 miles (pre-construction), 36.7 miles (installation) – 62.3 total
- **Lease:** 166.8 miles (pre-construction), 61.3 miles (installation) – 228.1 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 14: Fresno County by Agreement type and construction status



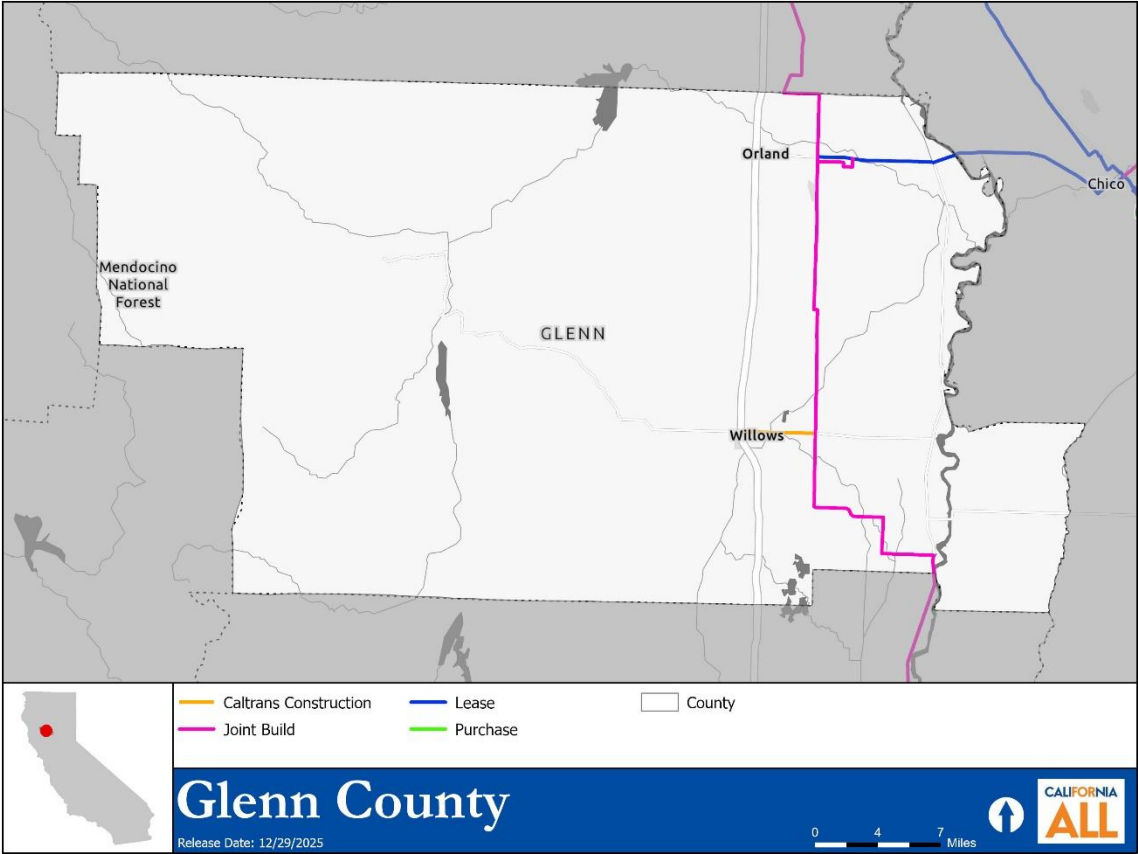
Glenn County

A total of 49.2 miles of network within Glenn County are in either pre-construction or installation. Of this, 10.5 miles are in pre-construction, and 38.7 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 4.6 miles (installation) – 4.6 total
- **Joint Build:** 2.7 miles (pre-construction), 34.1 miles (installation) – 36.8 total
- **Lease:** 7.8 miles (pre-construction), 0 miles (installation) – 7.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 15: Glenn County by Agreement type and construction status



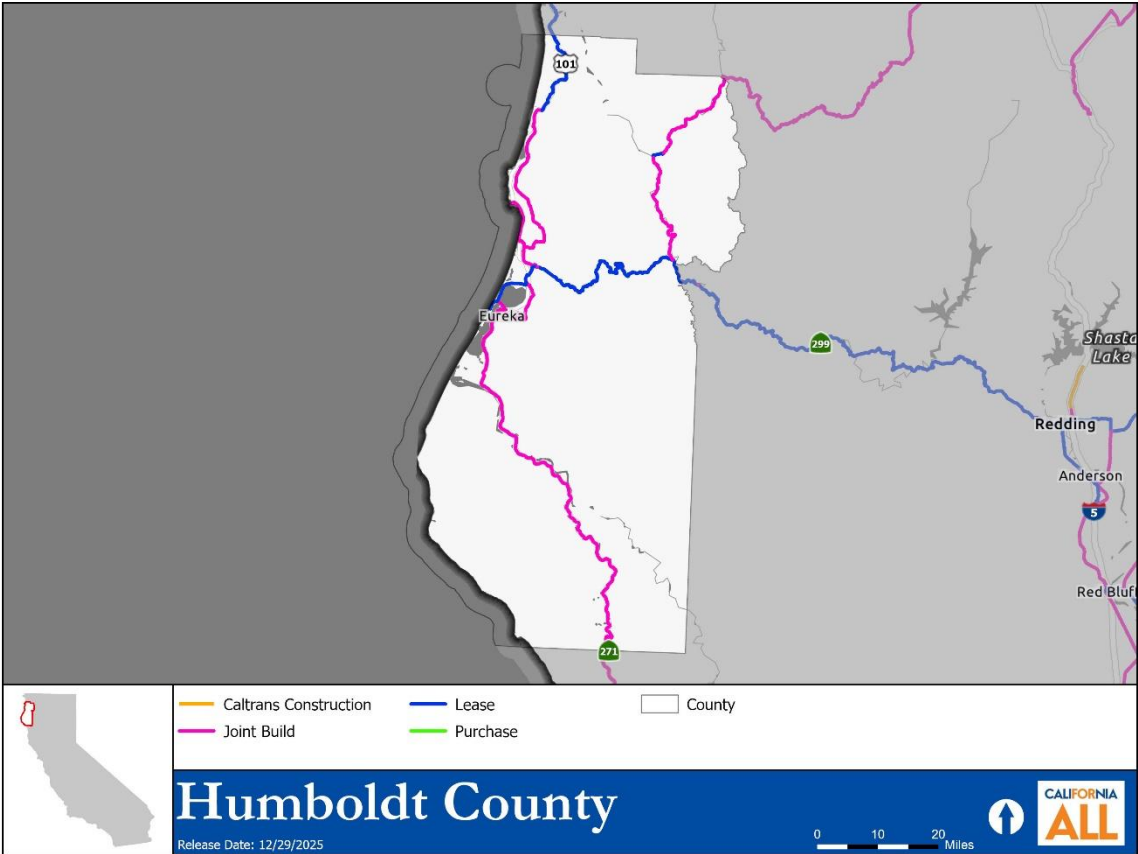
Humboldt County

A total of 252.7 miles of network within Humboldt County are in either pre-construction or installation. Of this, 132.7 miles are in pre-construction, and 120 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 130 miles (pre-construction), 46.4 miles (installation) – 176.4 total
- **Lease:** 2.7 miles (pre-construction), 73.6 miles (installation) – 76.3 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 16: Humboldt County by Agreement type and construction status



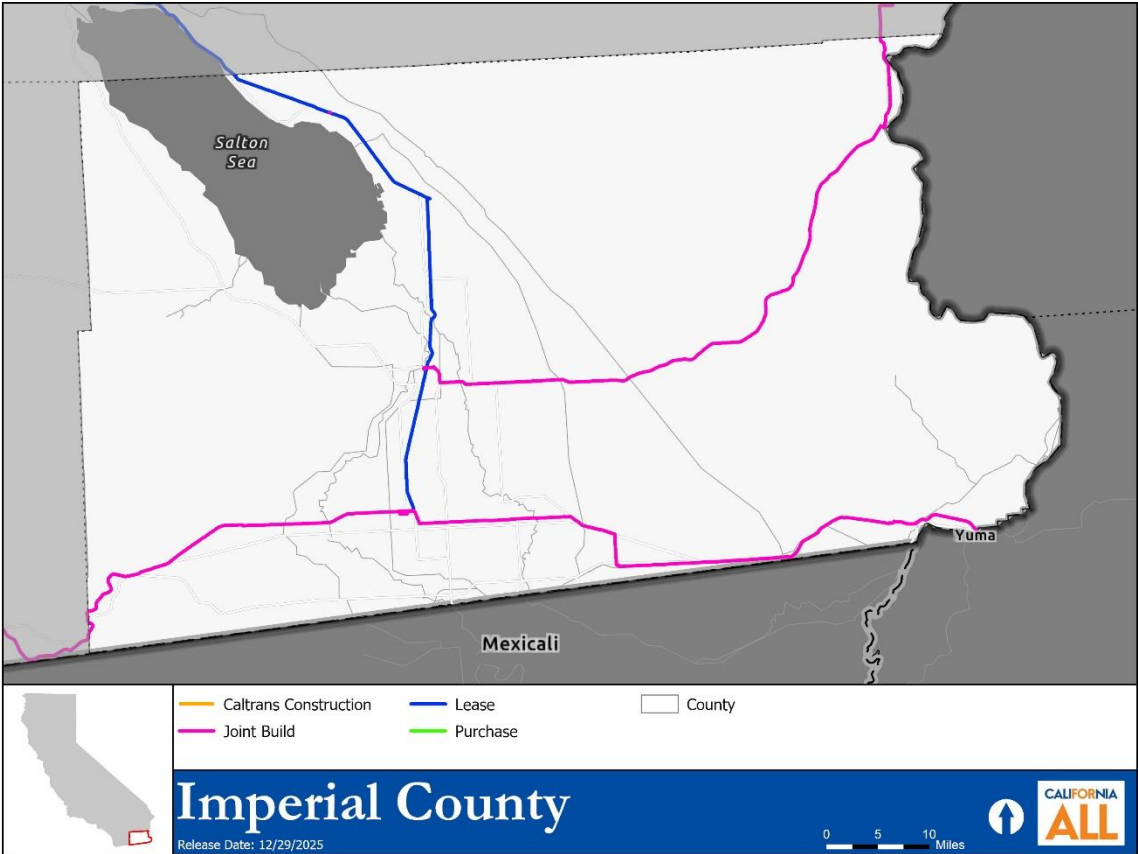
Imperial County

A total of 228.8 miles of network within Imperial County are in either pre-construction or installation. Of this, 3.7 miles are in pre-construction, and 228.8 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 3.5 miles (pre-construction), 169.6 miles (installation) – 173.1 total
- **Lease:** 0.2 miles (pre-construction), 55.5 miles (installation) – 55.7 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 17: Imperial County by Agreement type and construction status



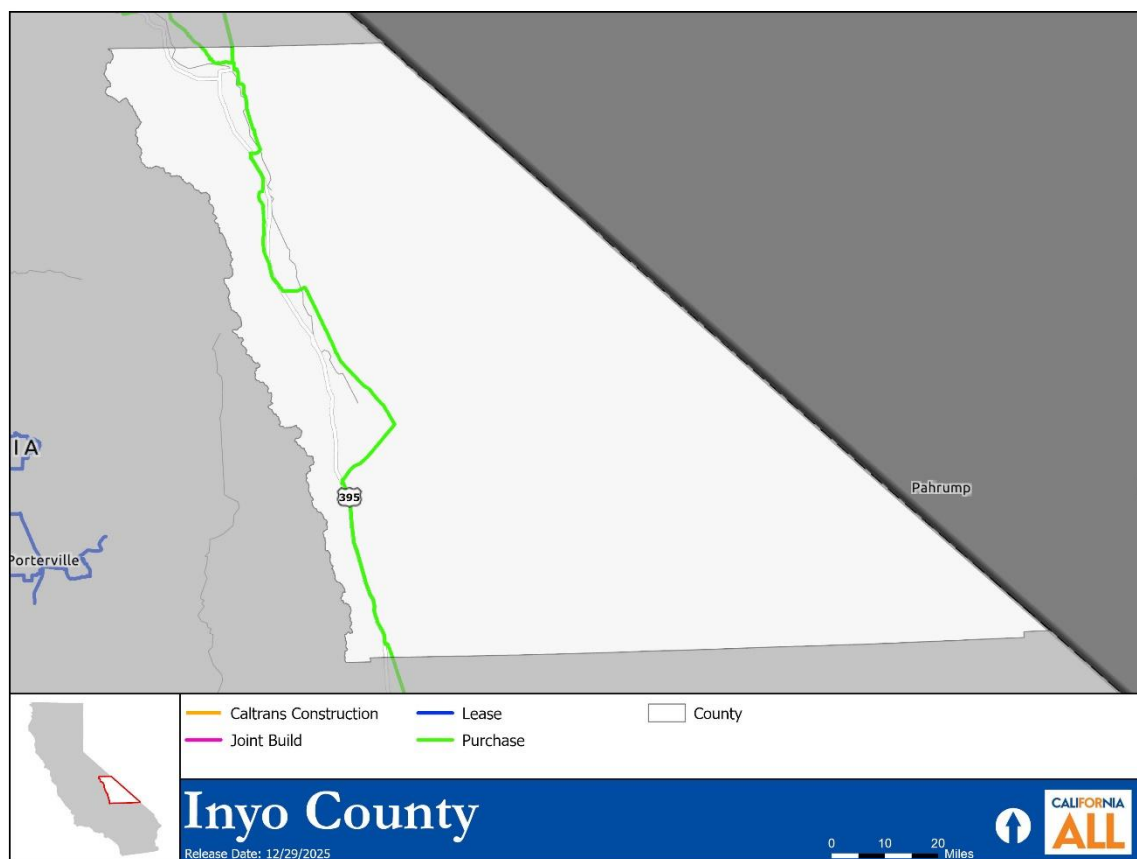
Inyo County

A total of 147.2 miles of network within Inyo County are in either pre-construction or installation. Of this, all 147.2 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Lease:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Purchase:** 147.2 miles (pre-construction and installation) – 147.2 total

Figure 18: Inyo County by Agreement type and construction status



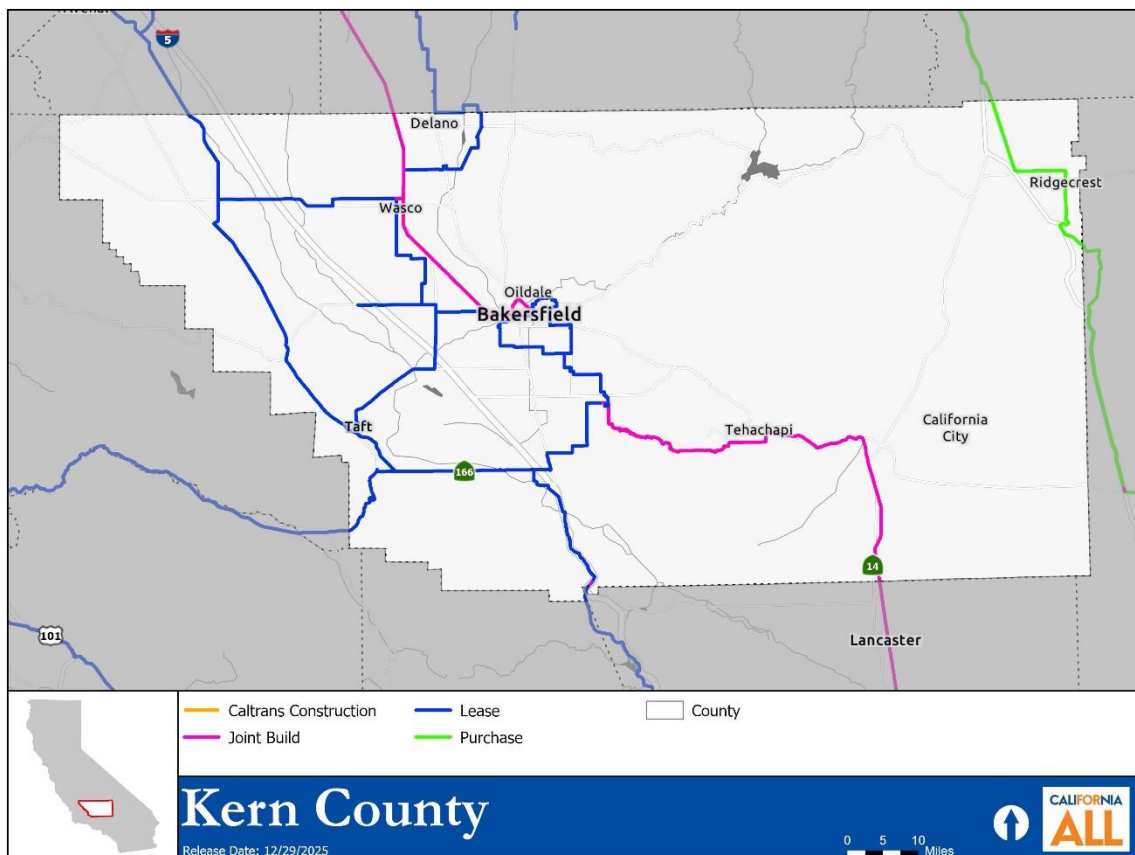
Kern County

A total of 452.5 miles of network within Kern County are in either pre-construction or installation. Of this, 178.4 miles are in pre-construction, and 274.1 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 4.2 miles (pre-construction), 112.2 miles (installation) – 116.4 total
- **Lease:** 174.2 miles (pre-construction), 130.4 miles (installation) – 304.6 total
- **Purchase:** 0 miles (pre-construction), 31.5 miles (installation) – 31.5 total

Figure 19: Kern County by Agreement type and construction status



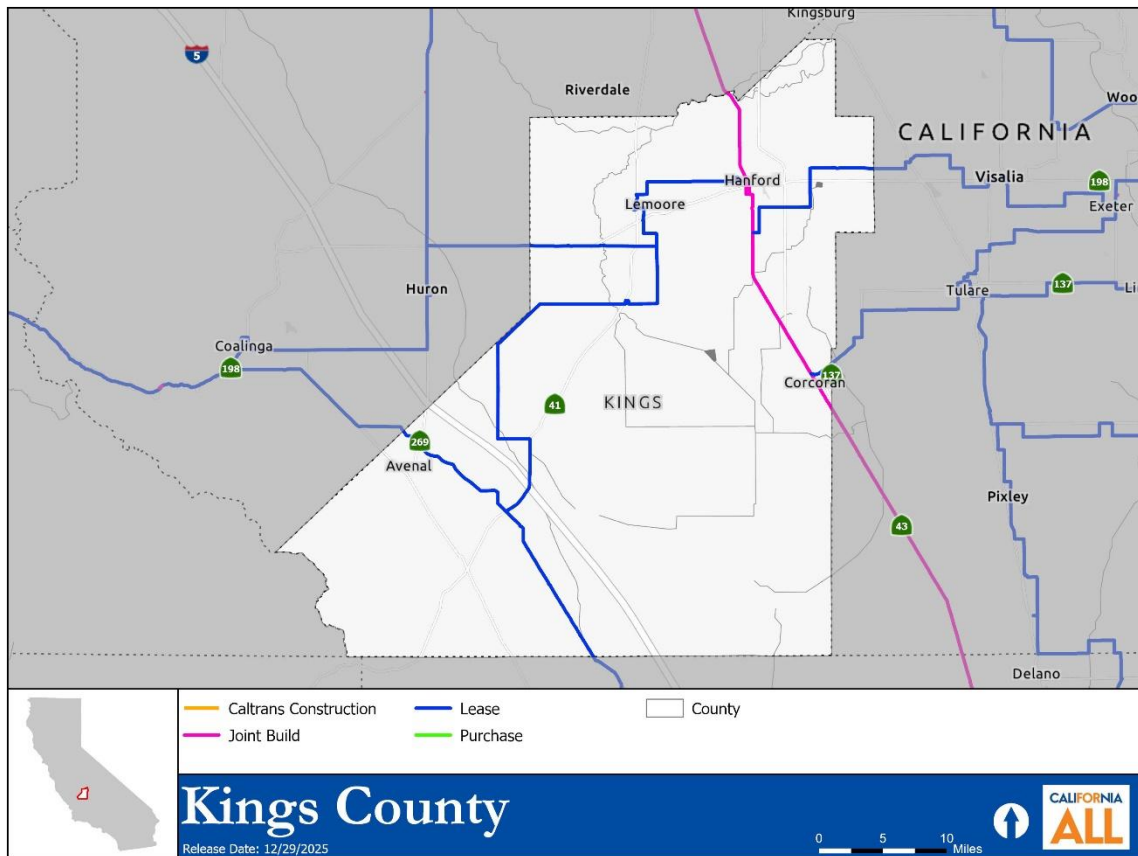
Kings County

A total of 132.4 miles of network within Kings County are in either pre-construction or installation. Of this, 4 miles are in pre-construction, and 128.4 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 0 miles (installation) – 0 total
- **Joint Build:** 2.1 miles (pre-construction), 27.2 miles (installation) – 29.3 total
- **Lease:** 1.9 miles (pre-construction), 101.2 miles (installation) – 103.1 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 20: Kings County by Agreement type and construction status



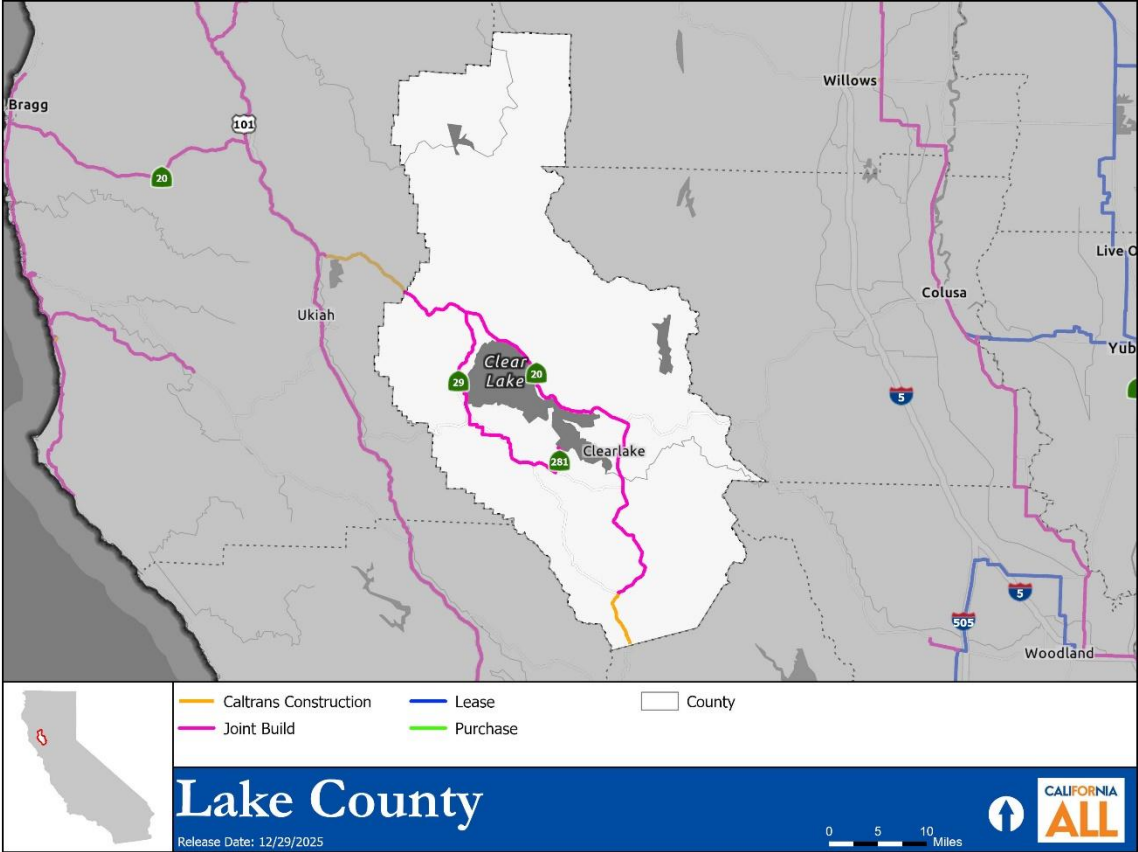
Lake County

A total of 89.7 miles of network within Lake County are in either pre-construction or installation. Of this, all 89.7 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 5.9 miles (installation) – 5.9 total
- **Joint Build:** 0 miles (pre-construction), 83.8 miles (installation) – 83.8 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 21: Lake County by Agreement type and construction status



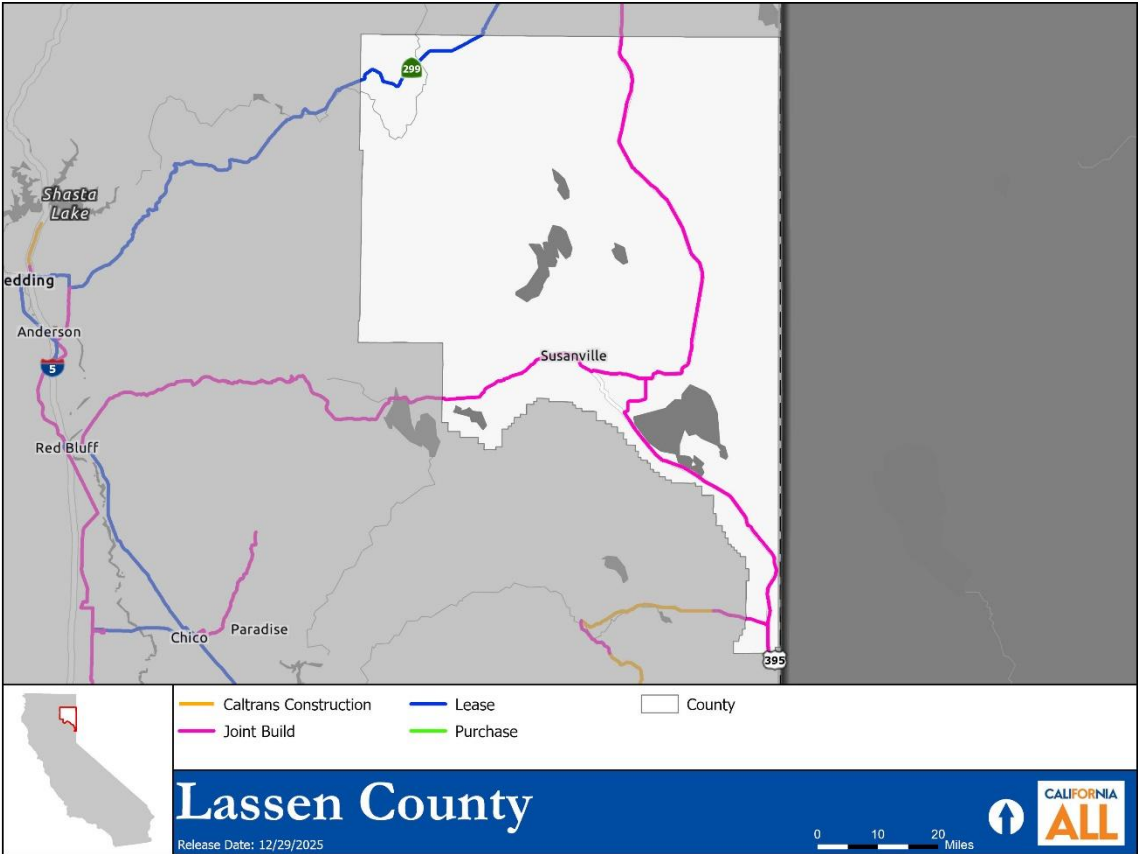
Lassen County

A total of 197.9 miles of network within Lassen County are in either pre-construction or installation. Of this, 29.8 miles are in pre-construction, and 168.1 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 4.1 miles (pre-construction), 168.1 miles (installation) – 172.2 total
- **Lease:** 25.7 miles (pre-construction), 0 miles (installation) – 25.7 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 22: Lassen County by Agreement type and construction status



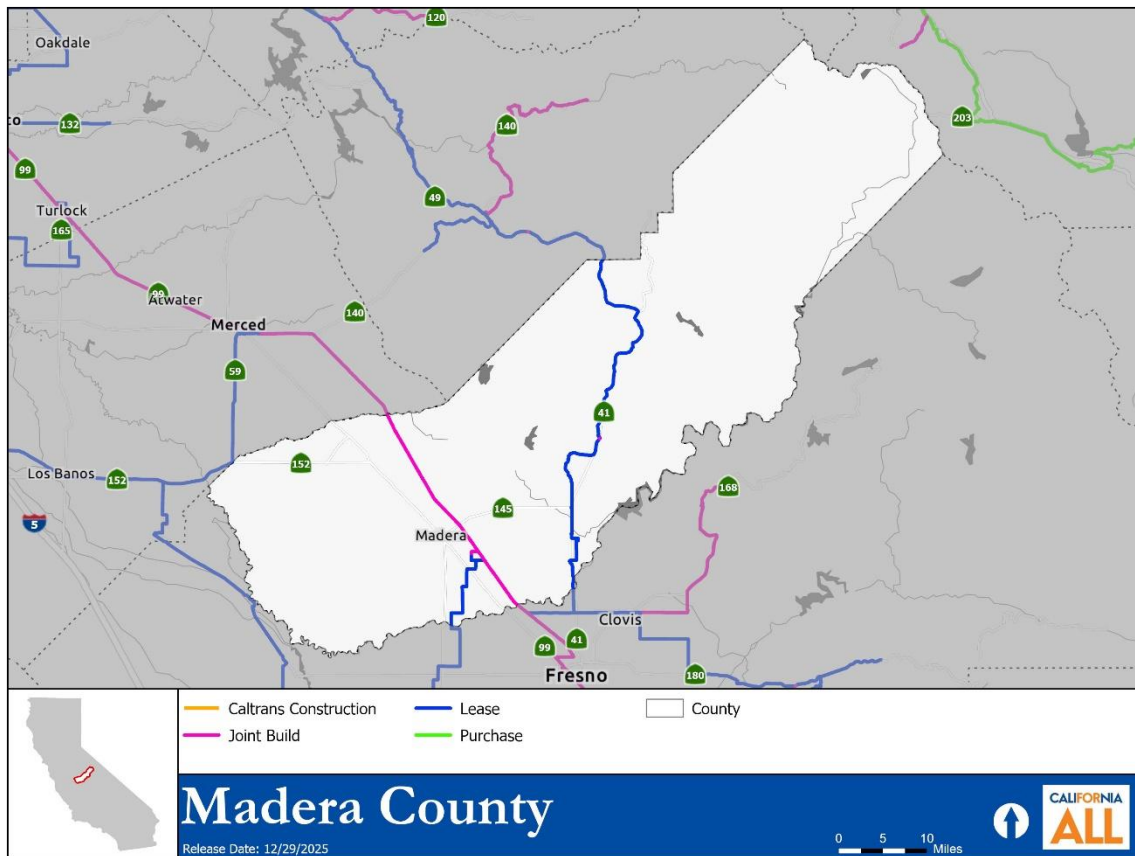
Madera County

A total of 91.5 miles of network within Madera County are in either pre-construction or installation. Of this, 64.9 miles are in pre-construction, and 26.6 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 2.3 miles (pre-construction), 26.6 miles (installation) – 28.9 total
- **Lease:** 62.6 miles (pre-construction), 0 miles (installation) – 62.6 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 24: Madera County by Agreement type and construction status



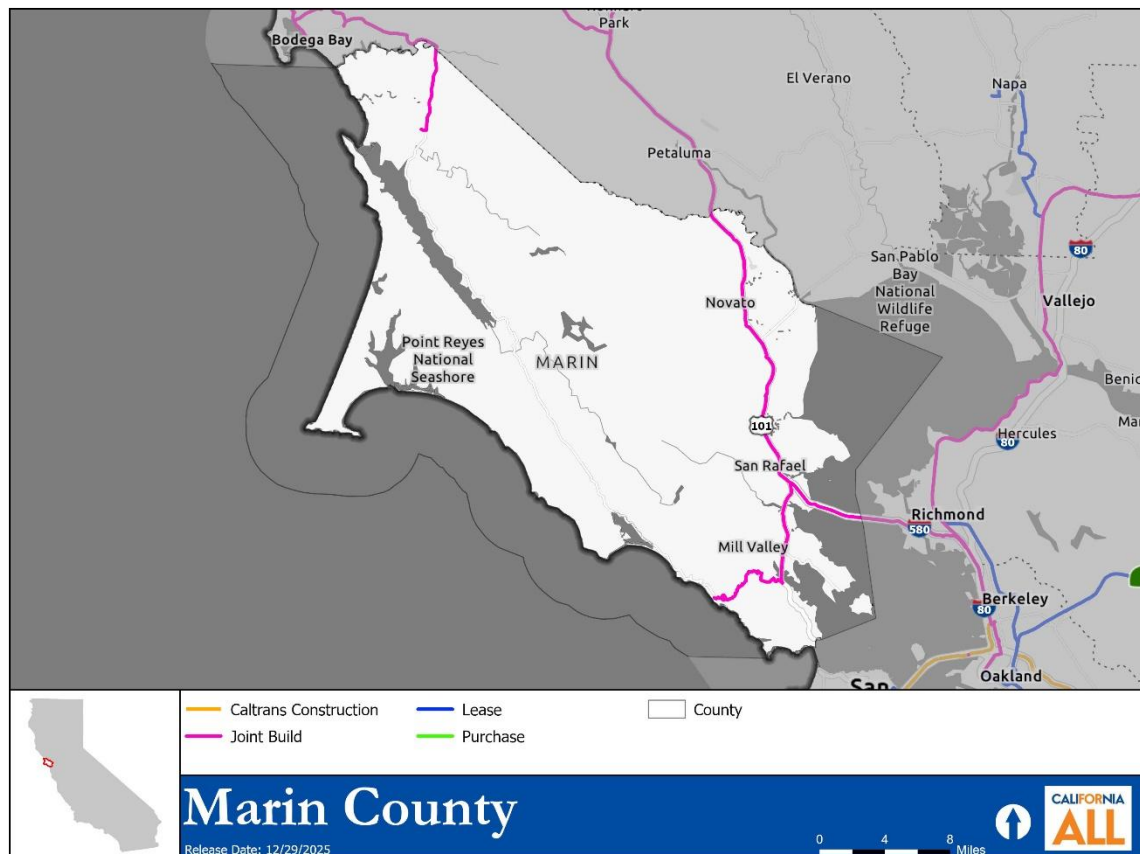
Marin County

A total of 40.6 miles of network within Marin County are in either pre-construction or installation. Of this, all 40.6 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 40.6 miles (pre-construction), 0 miles (installation) – 40.6 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 25: Marin County by Agreement type and construction status



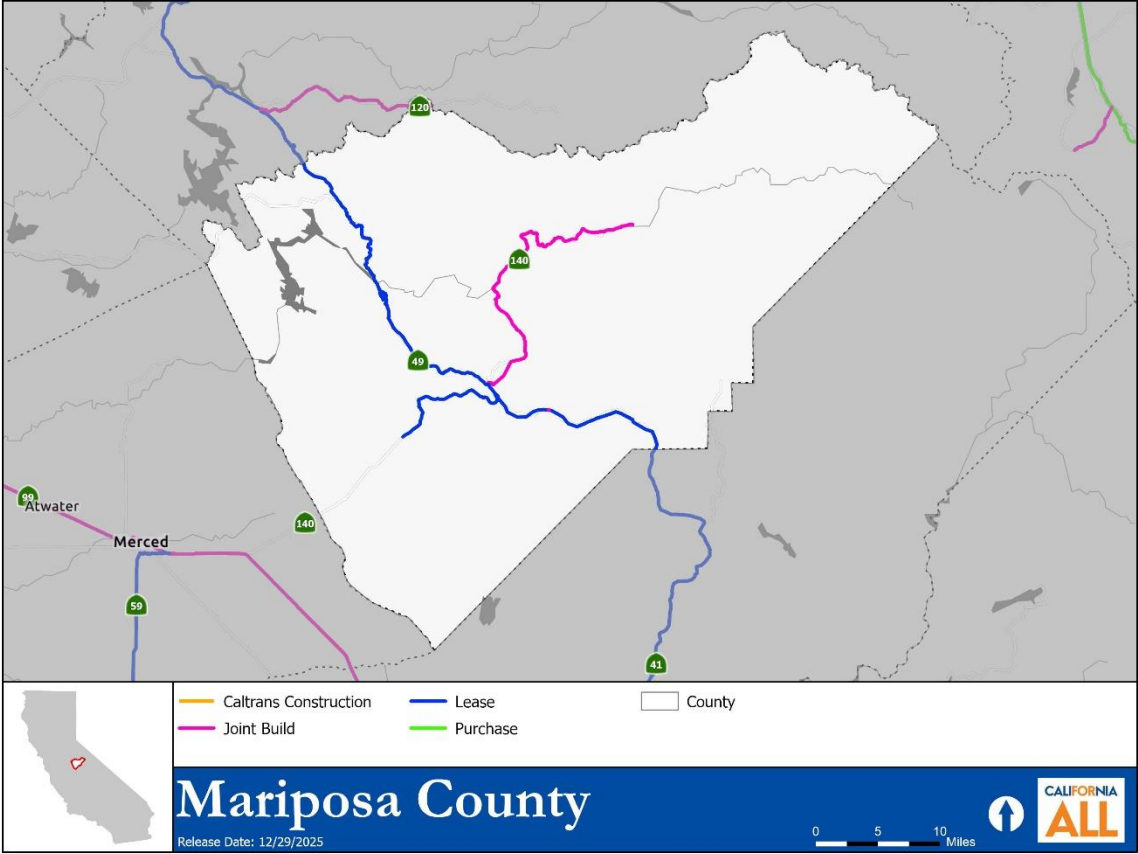
Mariposa County

A total of 90.5 miles of network within Mariposa County are in either pre-construction or installation. Of this, all 90.5 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 31.1 miles (pre-construction), 0 miles (installation) – 31.1 total
- **Lease:** 59.4 miles (pre-construction), 0 miles (installation) – 59.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 26: Mariposa County by Agreement type and construction status



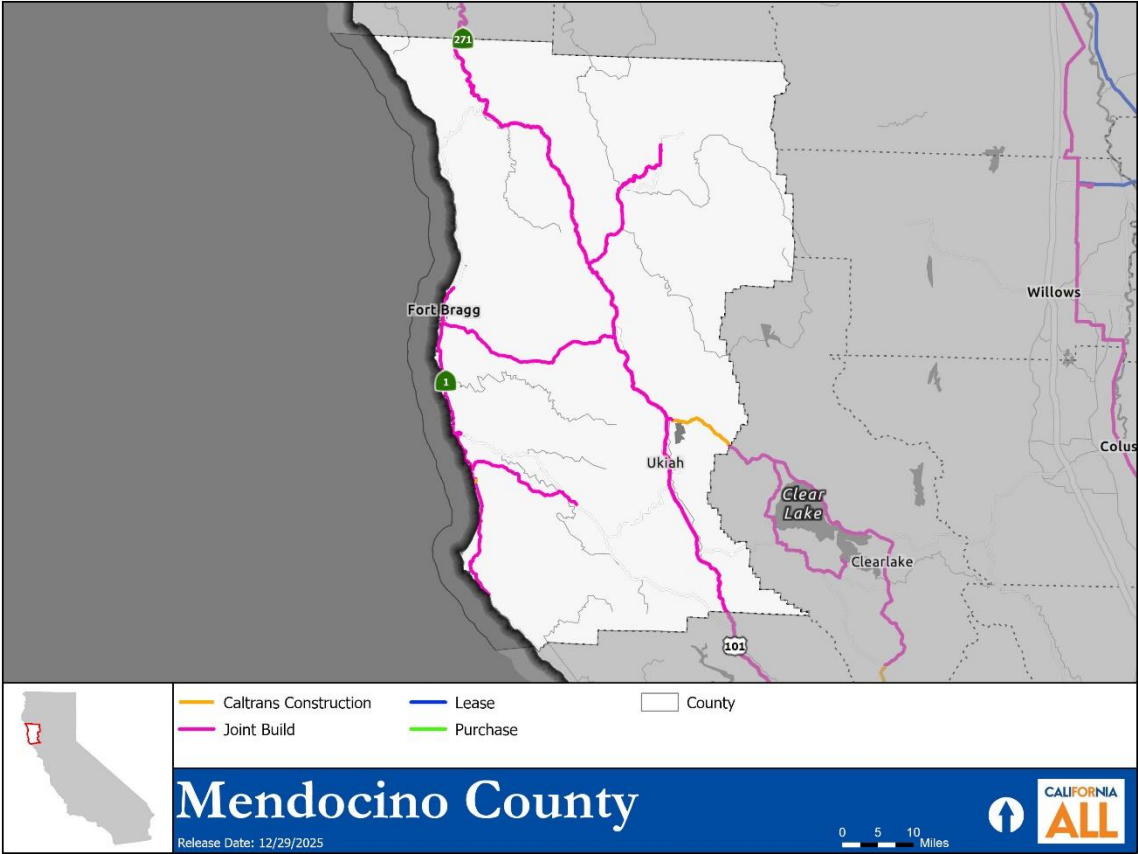
Mendocino County

A total of 249.5 miles of network within Mendocino County are in either pre-construction or installation. Of this, 237 miles are in pre-construction, and 12.5 miles are in installation.

By delivery type:

- **Caltrans:** 0.1 miles (pre-construction), 10.5 miles (installation) – 10.6 total
- **Joint Build:** 236.9 miles (pre-construction), 2 miles (installation) – 238.9 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 27: Mendocino County by Agreement type and construction status



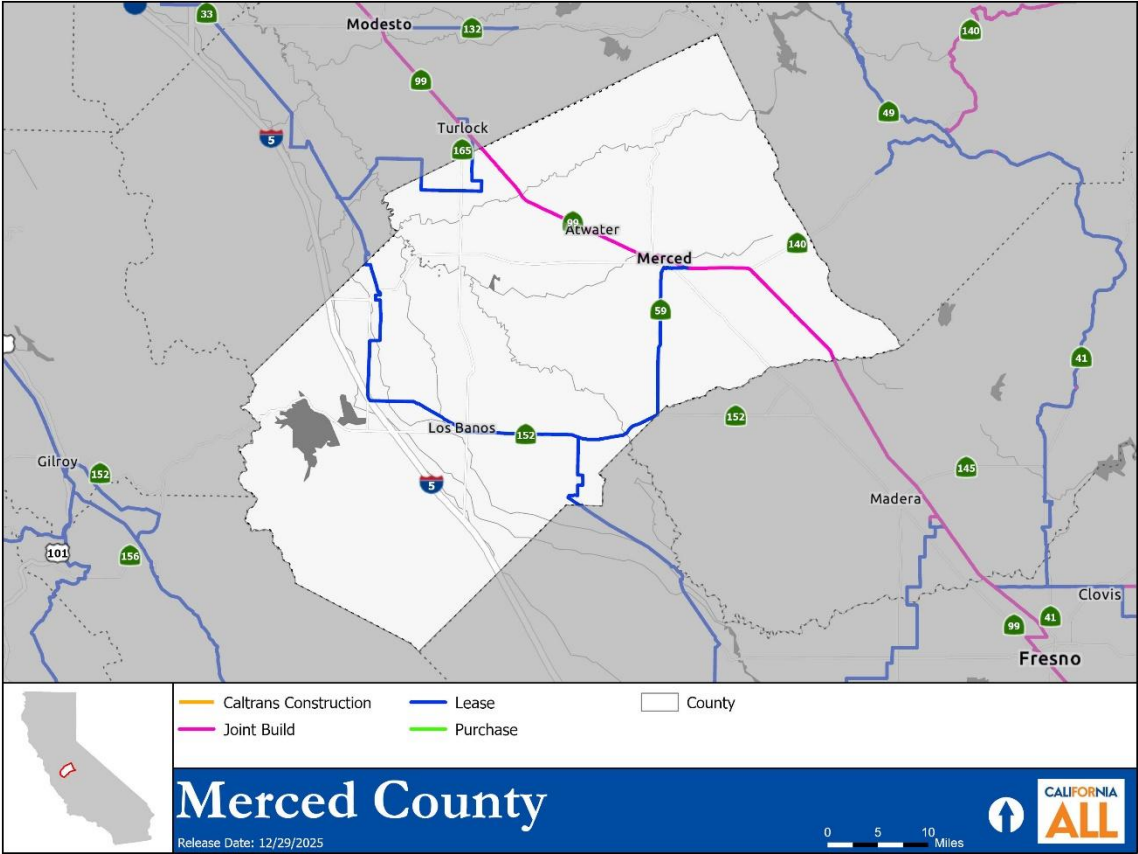
Merced County

A total of 130.2 miles of network within Merced County are in either pre-construction or installation. Of this, 86.6 miles are in pre-construction, and 43.6 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.6 miles (pre-construction), 43.6 miles (installation) – 44.2 total
- **Lease:** 86.6 miles (pre-construction), 0 miles (installation) – 86.6 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 28: Merced County by Agreement type and construction status



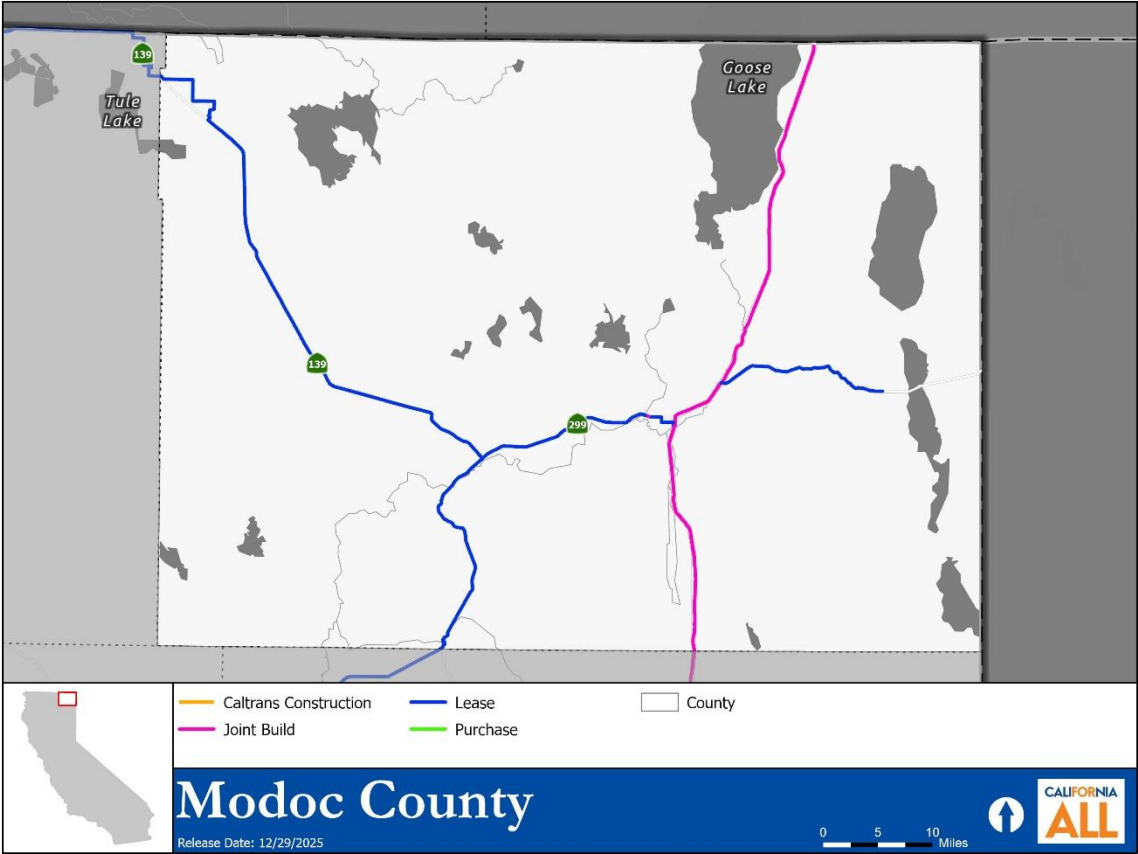
Modoc County

A total of 173.2 miles of network within Modoc County are in either pre-construction or installation. Of this, 112 miles are in pre-construction, and 61.2 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.2 miles (pre-construction), 61.2 miles (installation) – 61.4 total
- **Lease:** 111.8 miles (pre-construction), 0 miles (installation) – 111.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 29: Modoc county by Agreement type and construction status



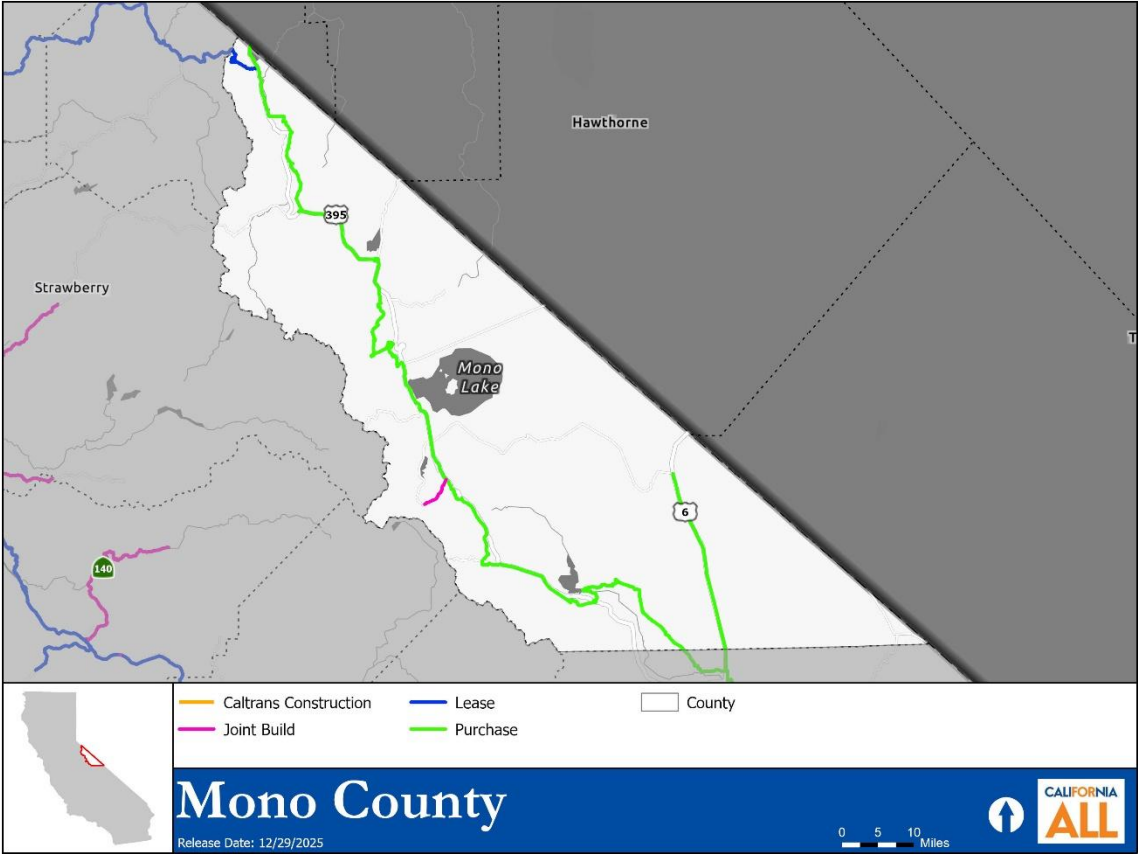
Mono County

A total of 187.9 miles of network within Mono County are in either pre-construction or installation. Of this, 12.5 miles are in pre-construction, and 175.4 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 5 miles (pre-construction), 0 miles (installation) – 5 total
- **Lease:** 7.5 miles (pre-construction), 0 miles (installation) – 7.5 total
- **Purchase:** 0 miles (pre-construction), 175.4 miles (installation) – 175.4 total

Figure 30: Mono county by Agreement type and construction status



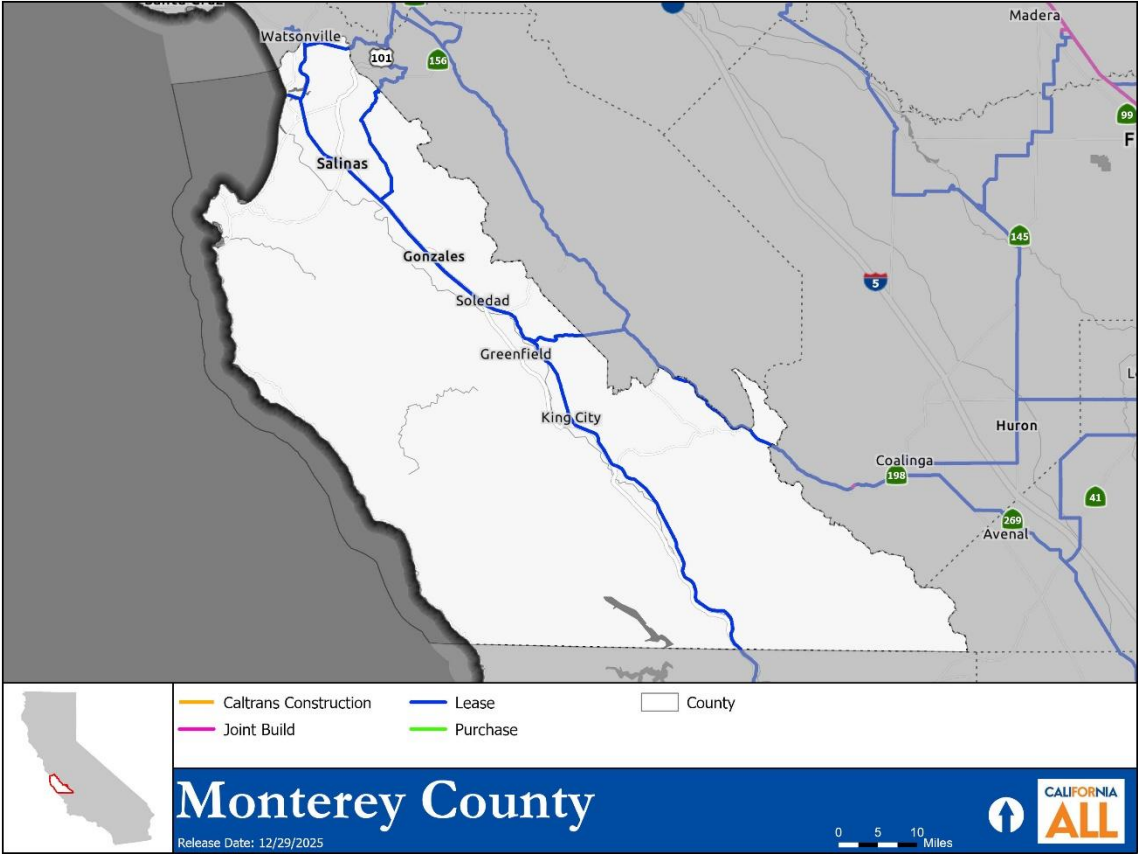
Monterey County

A total of 151.5 miles of network within Monterey County are in either pre-construction or installation. Of this, 9.9 miles are in pre-construction, and 141.6 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 1.2 miles (pre-construction), 0 miles (installation) – 1.2 total
- **Lease:** 8.7 miles (pre-construction), 141.6 miles (installation) – 150.3 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 31: Monterey County by Agreement type and construction status



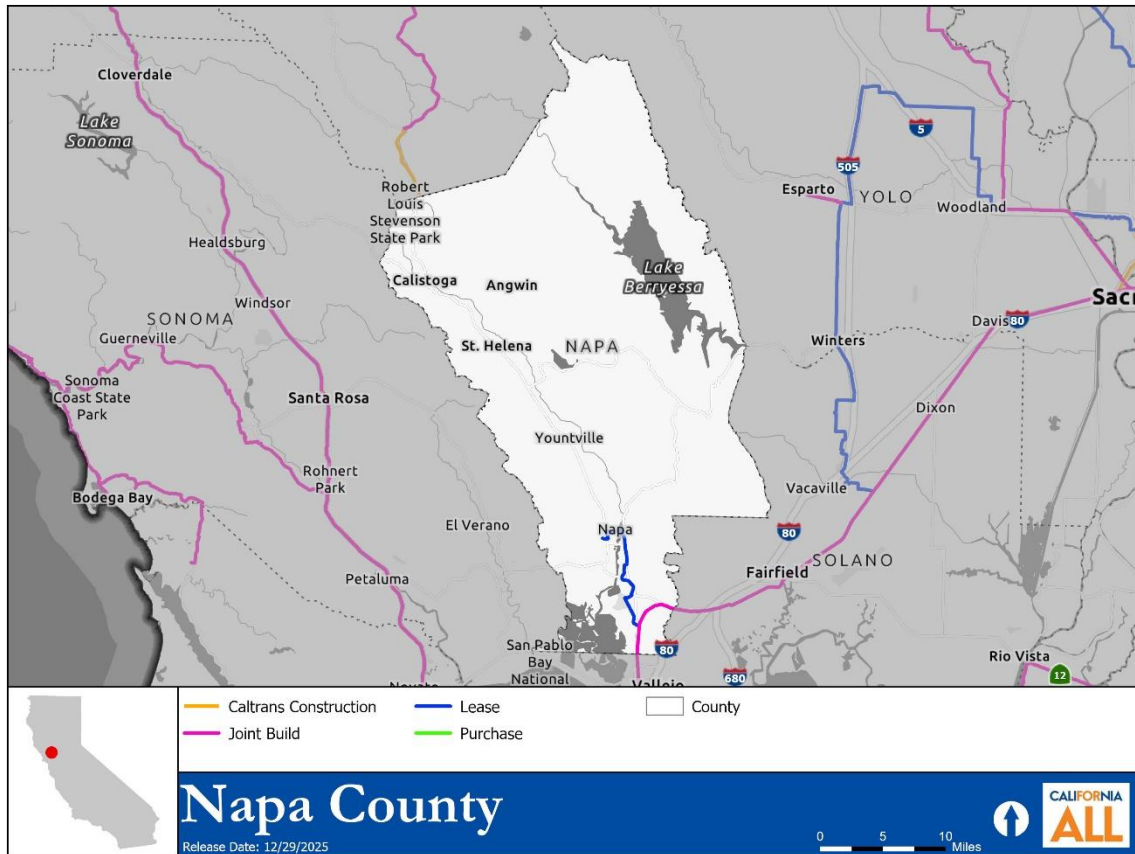
Napa County

A total of 17.8 miles of network within Napa County are in either pre-construction or installation. Of this, 9.9 miles are in pre-construction, and 141.6 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction), 6 miles (installation) – 6 total
- **Lease:** 0 miles (pre-construction), 11.8 miles (installation) – 11.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 32: Napa County by Agreement type and construction status



Nevada County

A total of 80.5 miles of network within Nevada County are in either pre-construction or installation. Of this, 72.3 miles are in pre-construction, and 8.2 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 8.2 miles (installation) – 8.2 total
- **Joint Build:** 26.4 miles (pre-construction), 0 miles (installation) – 26.4 total
- **Lease:** 45.9 miles (pre-construction), 0 miles (installation) – 45.9 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 33: Nevada county by Agreement type and construction status



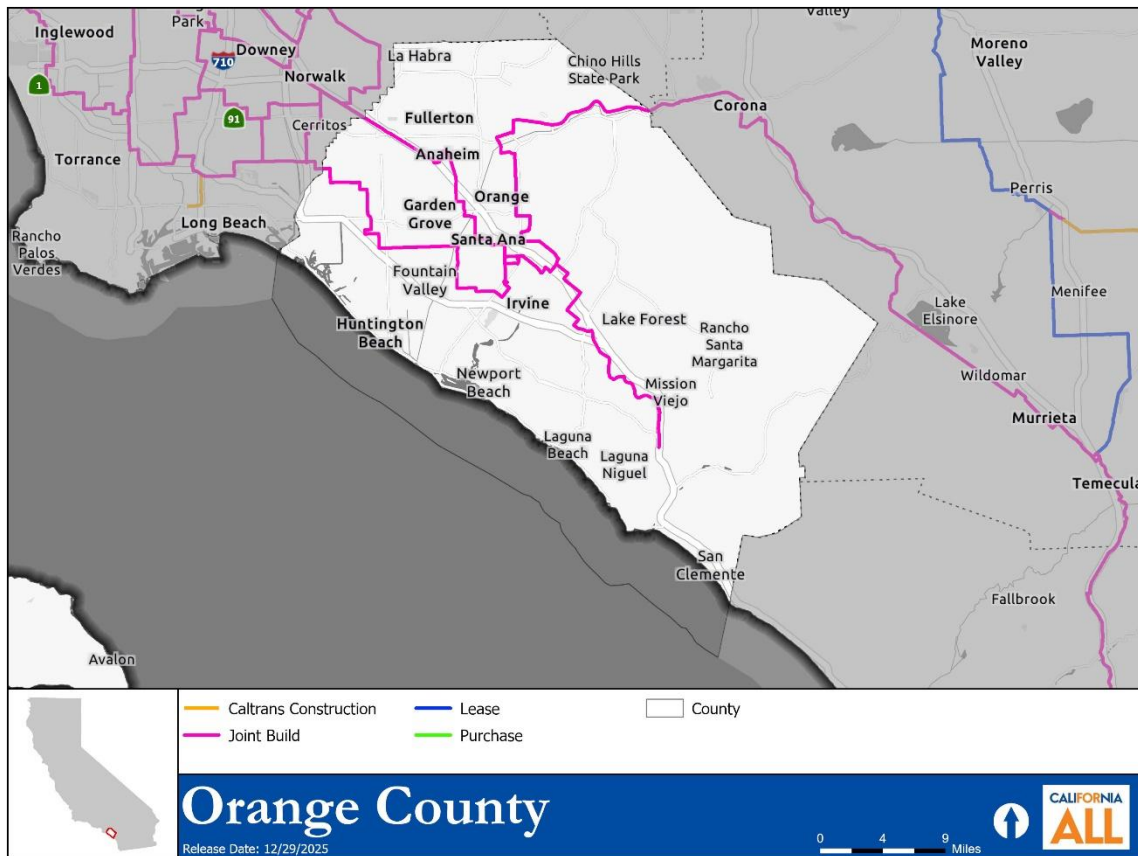
Orange County

A total of 95 miles of network within Orange County are in either pre-construction or installation. Of this, 22 miles are in pre-construction, and 73 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 22 miles (pre-construction), 73 miles (installation) – 95 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 34: Orange County by Agreement type and construction status



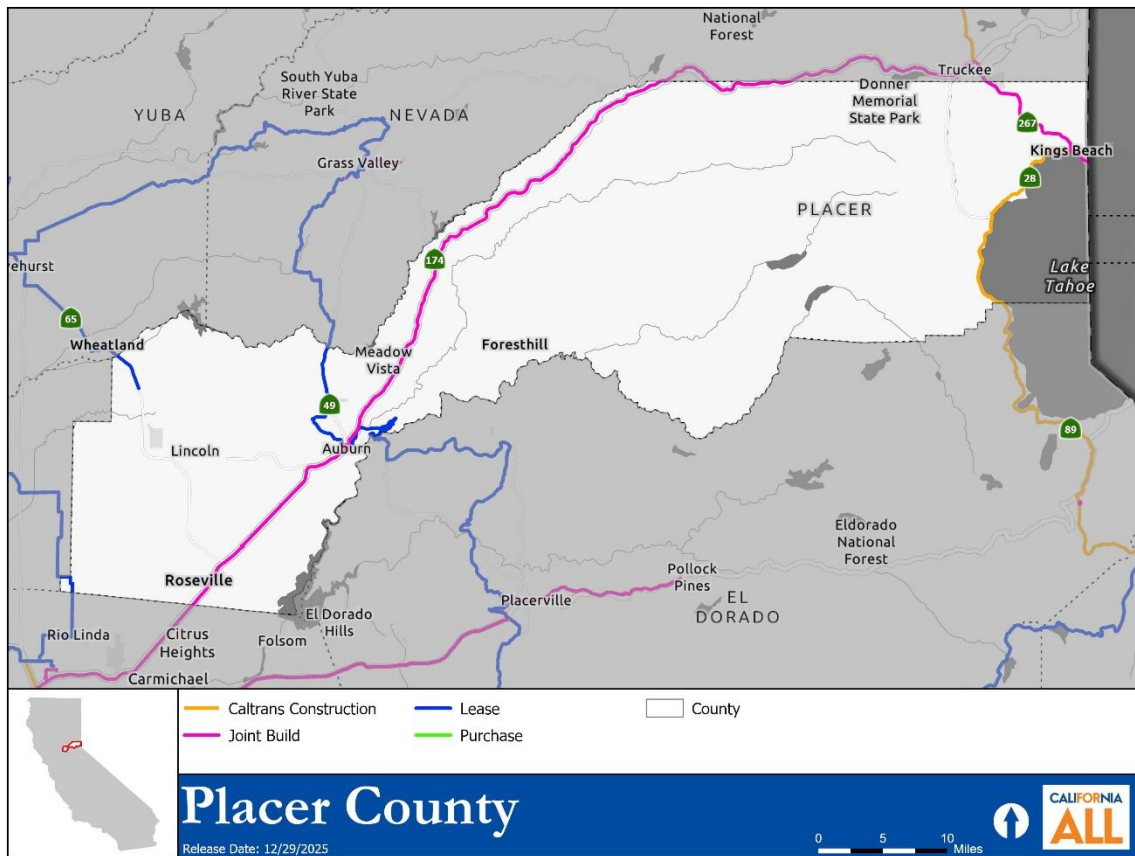
Placer County

A total of 120.8 miles of network within Placer County are in either pre-construction or installation. Of this, 22 miles are in pre-construction, and 73 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 17.8 miles (installation) – 17.8 total
- **Joint Build:** 78.7 miles (pre-construction), 0 miles (installation) – 78.7 total
- **Lease:** 24.3 miles (pre-construction), 0 miles (installation) – 24.3 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 35: Placer County by Agreement type and construction status



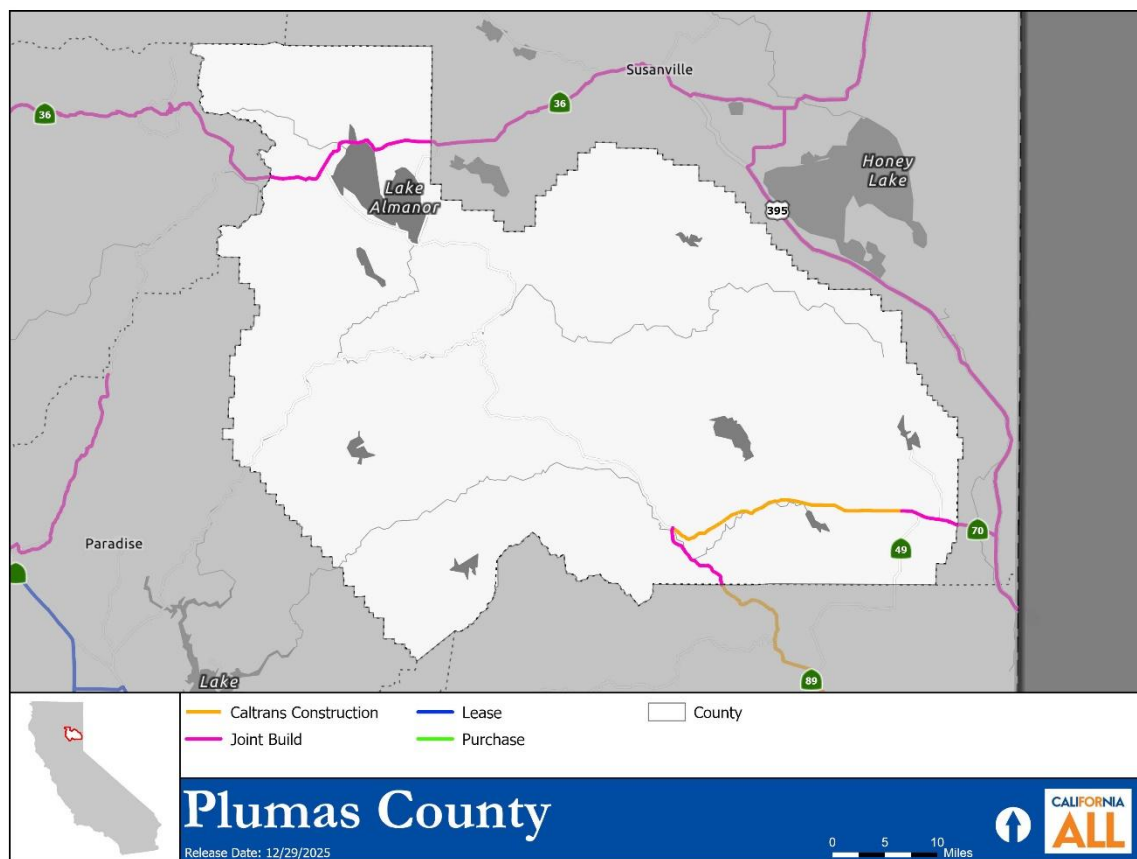
Plumas County

A total of 56.1 miles of network within Plumas County are in either pre-construction or installation. Of this, 14.1 miles are in pre-construction, and 42 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 23.4 miles (installation) – 23.4 total
- **Joint Build:** 14.1 miles (pre-construction), 18.6 miles (installation) – 42 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 36: Plumas County by Agreement type and construction status



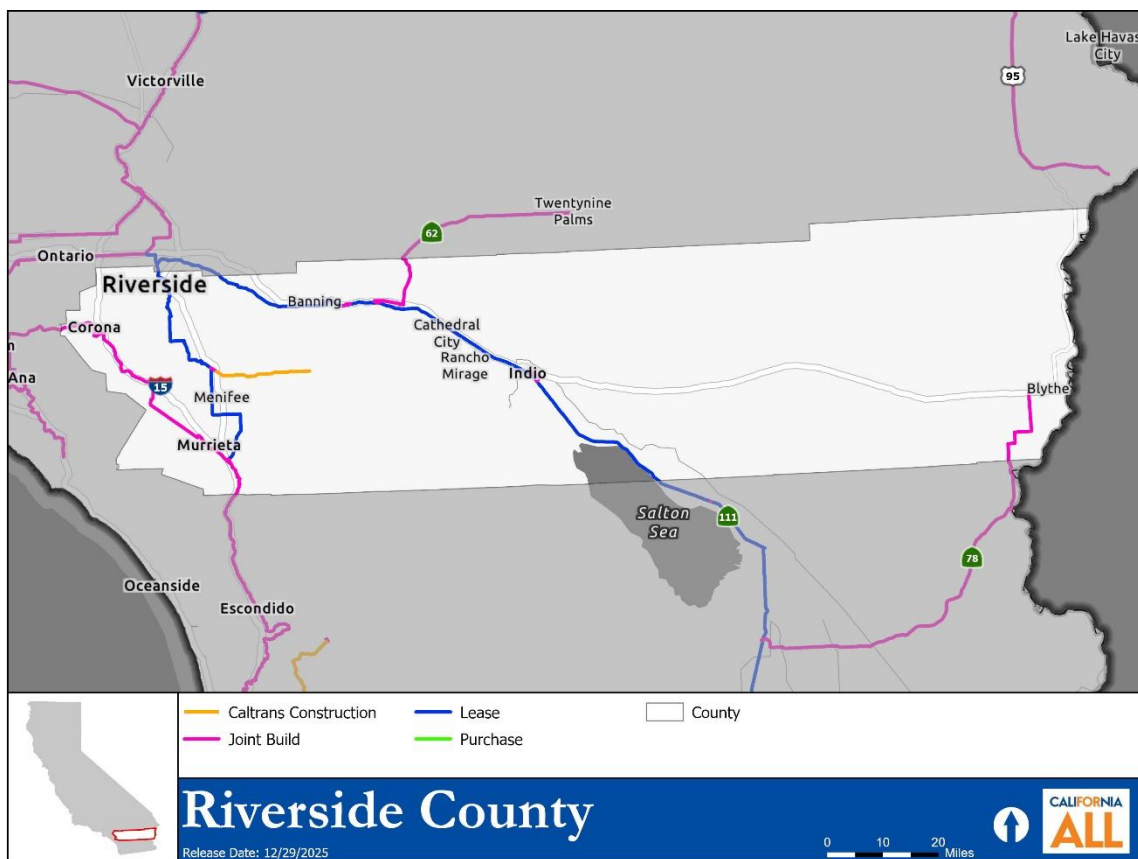
Riverside County

A total of 255 miles of network within Riverside County are in either pre-construction or installation. Of this, 12.1 miles are in pre-construction, and 242.9 miles are in installation.

By delivery type:

- **Caltrans:** 7 miles (pre-construction), 10.7 miles (installation) – 17.7 total
- **Joint Build:** 5.1 miles (pre-construction), 89 miles (installation) – 94.1 total
- **Lease:** 0 miles (pre-construction), 143.2 miles (installation) – 143.2 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 37: Riverside County by Agreement type and construction status



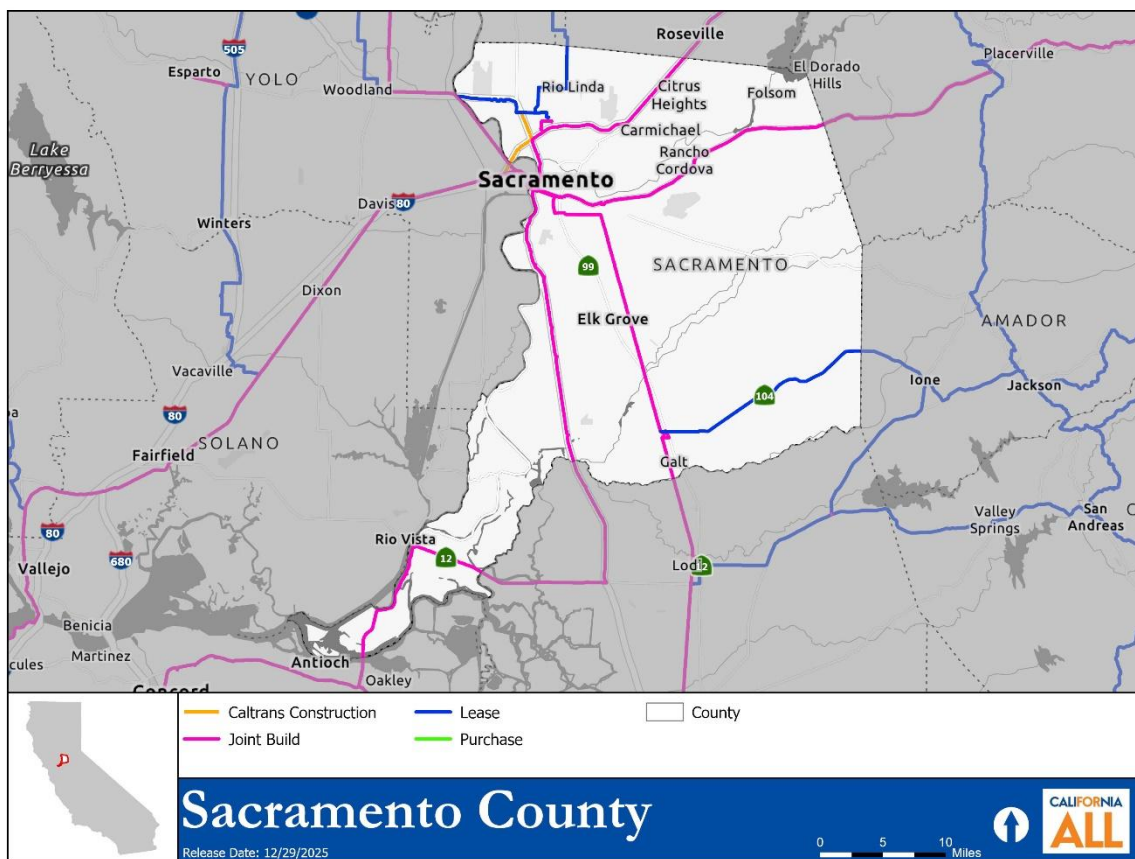
Sacramento County

A total of 157.3 miles of network within Sacramento County are in either pre-construction or installation. Of this, 121.3 miles are in pre-construction, and 36 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 5 miles (installation) – 5 total
- **Joint Build:** 86.5 miles (pre-construction), 31 miles (installation) – 117.5 total
- **Lease:** 34.8 miles (pre-construction), 0 miles (installation) – 34.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 38: Sacramento County by Agreement type and construction status



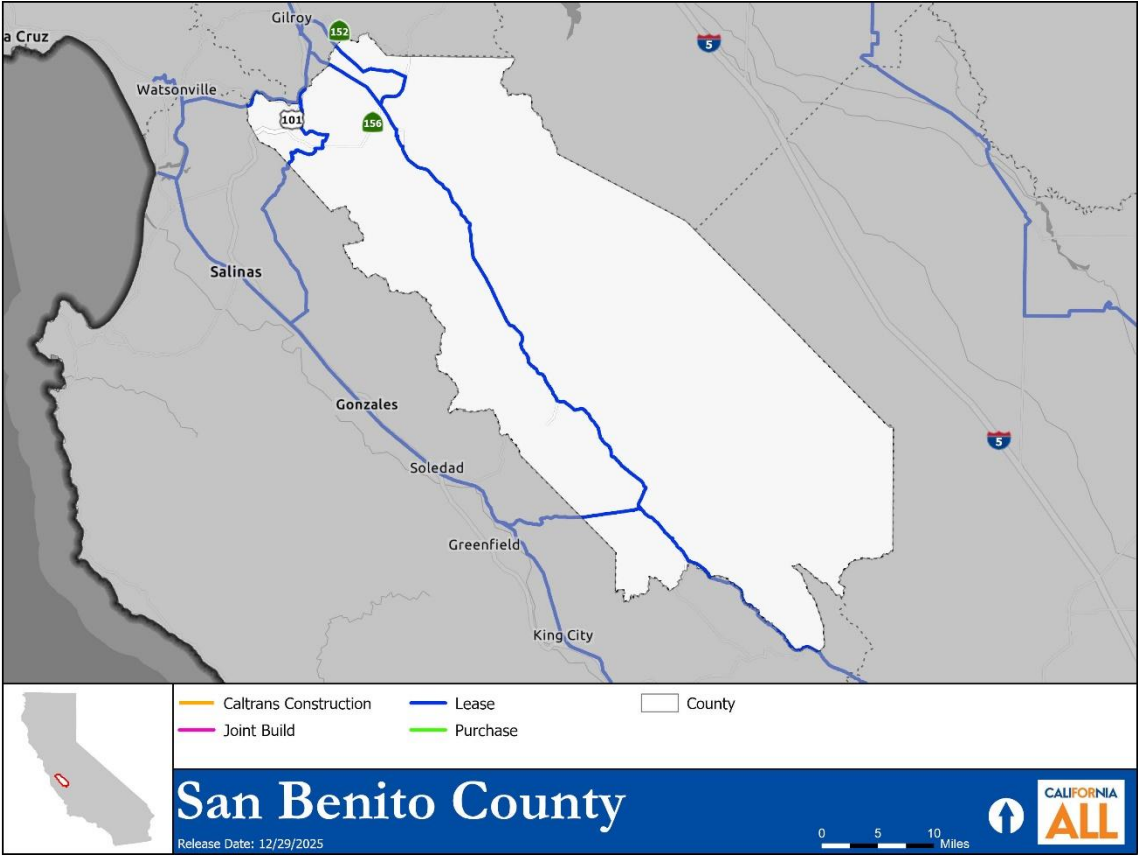
San Benito County

A total of 100 miles of network within San Benito County are in either pre-construction or installation. Of this, 58.7 miles are in pre-construction, and 41.3 miles are in installation.

By delivery type:

- **Caltrans:** 7 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.2 miles (pre-construction), 0 miles (installation) – 0.2 total
- **Lease:** 58.5 miles (pre-construction), 41.3 miles (installation) – 41.3total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 39: San Benito County by Agreement type and construction status



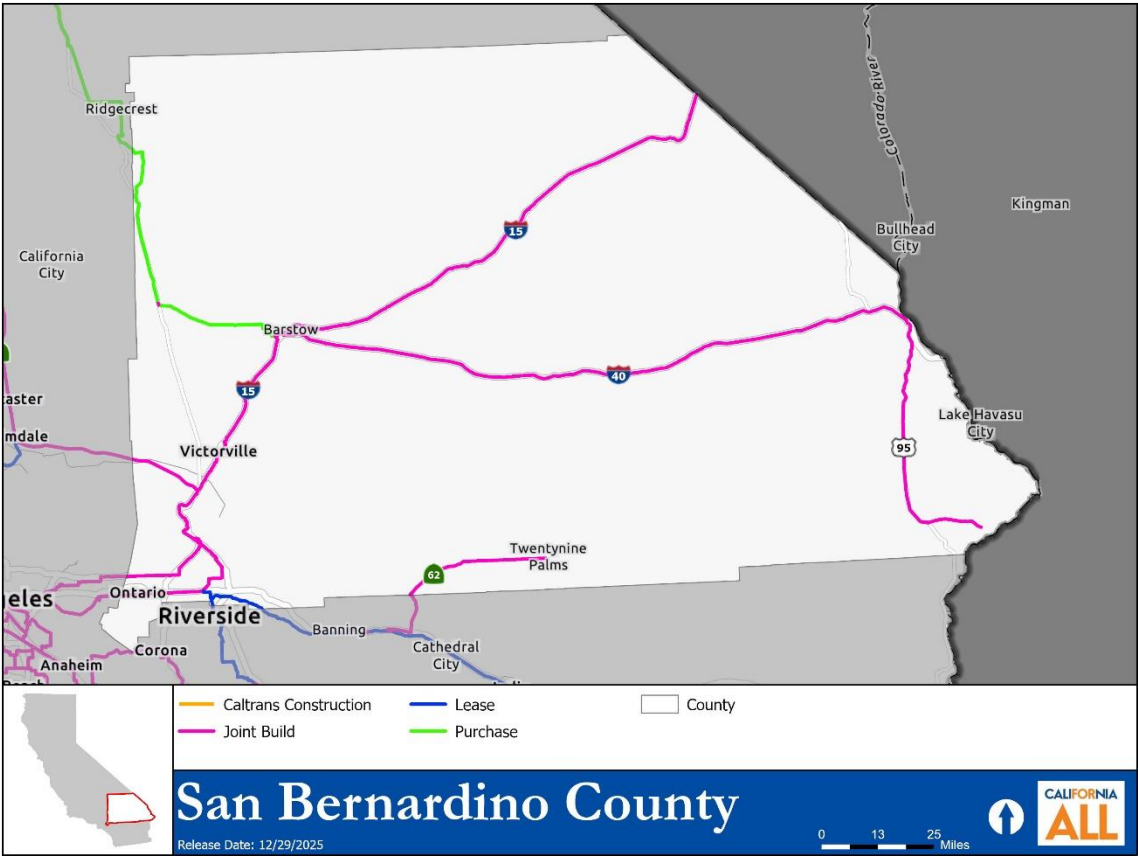
San Bernardino County

A total of 585.3 miles of network within San Bernardino County are in either pre-construction or installation. Of this, 134.4 miles are in pre-construction, and 450.9 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 133.1 miles (pre-construction), 365.3 miles (installation) – 498.4 total
- **Lease:** 1.3 miles (pre-construction), 16.6 miles (installation) – 17.9 total
- **Purchase:** 0 miles (pre-construction), 69 (installation) – 69 total

Figure 40: San Bernardino County by Agreement type and construction status



San Diego County

A total of 190.2 miles of network within San Diego County are in either pre-construction or installation. Of this, 1.1 miles are in pre-construction, and 189.1 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 60.8 miles (installation) – 60.8 total
- **Joint Build:** 1.1 miles (pre-construction), 128.3 miles (installation) – 129.4 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 41: San Diego County by Agreement type and construction status



San Francisco County

A total of 18.9 miles of network within San Francisco County are in either pre-construction or installation. Of this, 3.2 miles are in pre-construction, and 15.7 miles are in installation.

By delivery type:

- **Caltrans:** 3.2 miles (pre-construction), 0 miles (installation) – 3.2 total
- **Joint Build:** 0 miles (pre-construction and installation) – 0 total
- **Lease:** 0 miles (pre-construction), 15.7 miles (installation) – 15.7 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 42: San Francisco County by Agreement type and construction status



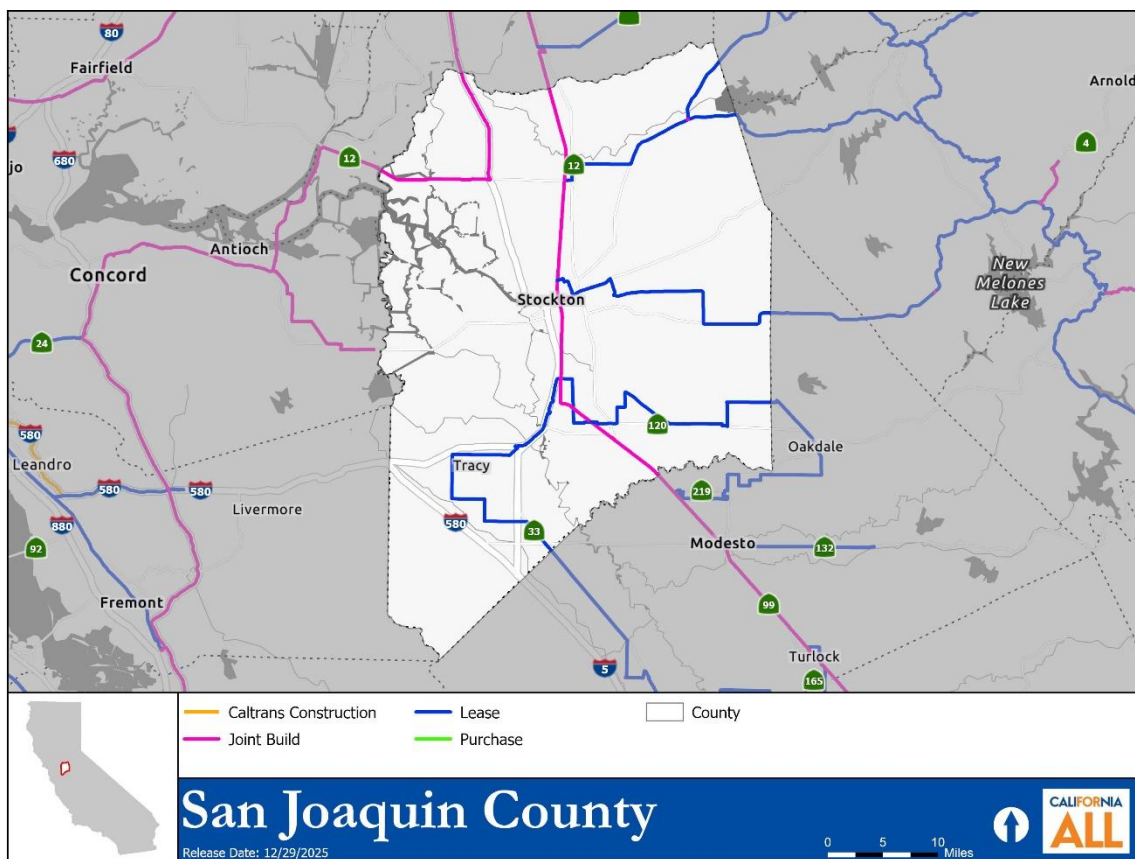
San Joaquin County

A total of 175.2 miles of network within San Joaquin County are in either pre-construction or installation. Of this, 133.3 miles are in pre-construction, and 41.9 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 21.1 miles (pre-construction), 41.9 miles (installation) – 63 total
- **Lease:** 112.2 miles (pre-construction), 0 miles (installation) – 112.2 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 43: San Joaquin County by Agreement type and construction status



San Luis Obispo County

A total of 153.1 miles of network within San Luis Obispo County are in either pre-construction or installation. Of this, 12.1 miles are in pre-construction, and 242.9 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.2 miles (pre-construction), 20.2 miles (installation) – 20.3 total
- **Lease:** 65.5 miles (pre-construction), 67.3 miles (installation) – 132.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 44: San Luis Obispo County by Agreement type and construction status



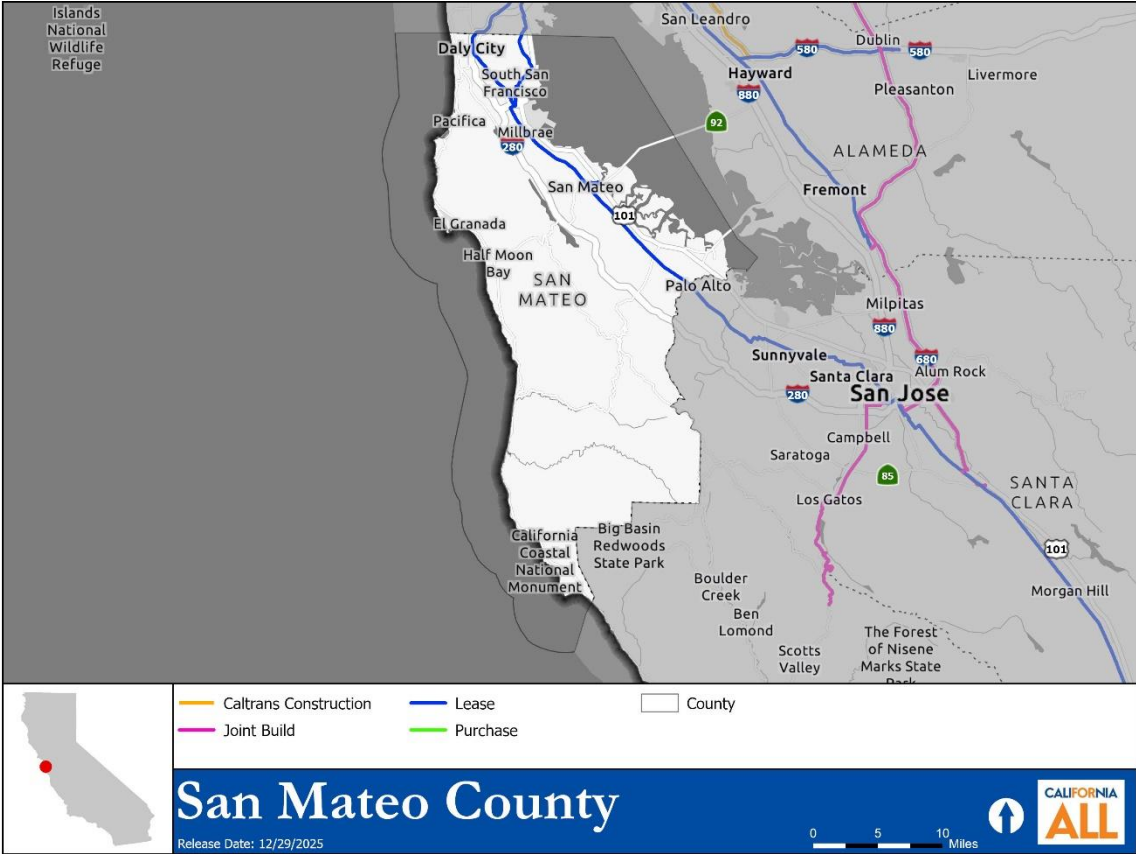
San Mateo County

A total of 34 miles of network within San Mateo County are in either pre-construction or installation. Of this, 2.2 miles are in pre-construction, and 31.8 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 5.1 miles (pre-construction and installation) – 0 total
- **Lease:** 2.2 miles (pre-construction), 31.8 miles (installation) – 34 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 45: San Mateo County by Agreement type and construction status



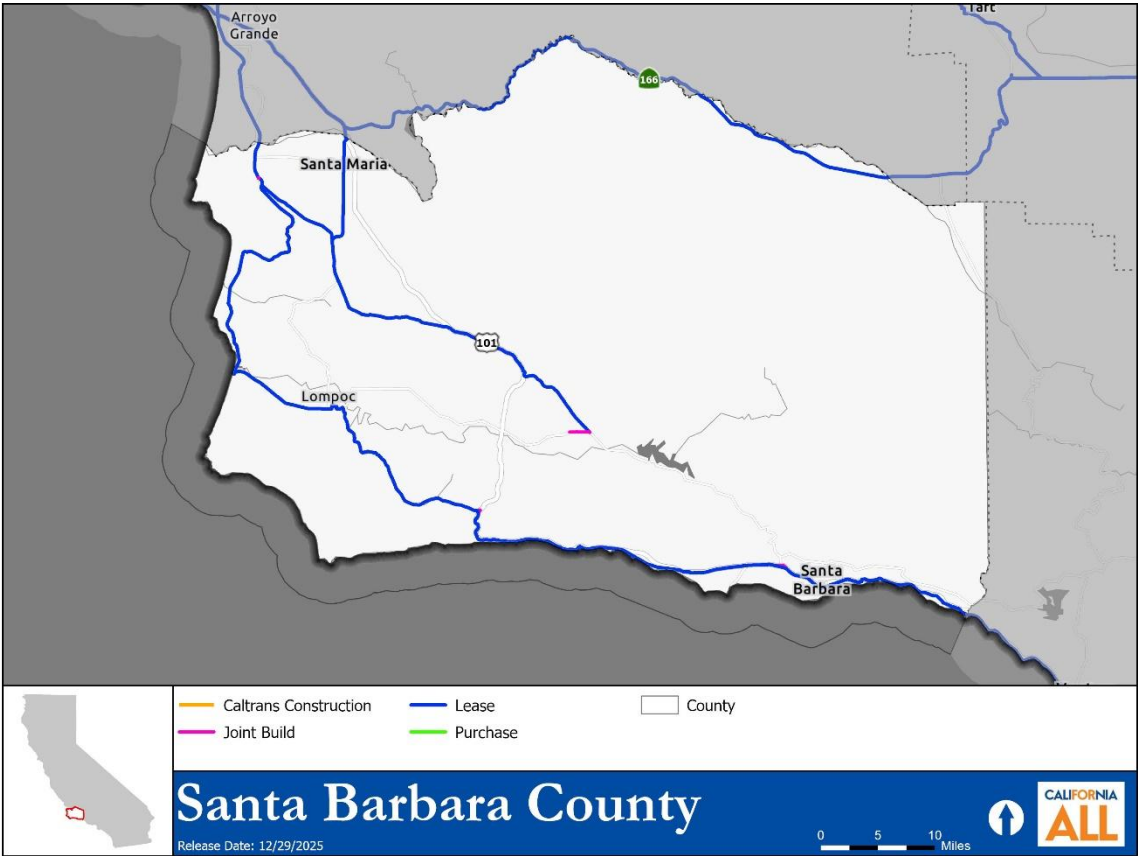
Santa Barbara County

A total of 188.8 miles of network within Santa Barbara County are in either pre-construction or installation. Of this, 83.5 miles are in pre-construction, and 105.3 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 4.1 miles (pre-construction), 0 miles (installation) – 4.1 total
- **Lease:** 0 miles (pre-construction), 143.2 miles (installation) – 143.2 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 46: Santa Barbara County by Agreement type and construction status



Santa Clara County

A total of 111.5 miles of network within Santa Clara County are in either pre-construction or installation. Of this, 45 miles are in pre-construction, and 66.5 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 42.2 miles (pre-construction), 1.4 miles (installation) – 43.6 total
- **Lease:** 2.8 miles (pre-construction), 65.1 miles (installation) – 67.9 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 47: Santa Clara County by Agreement type and construction status



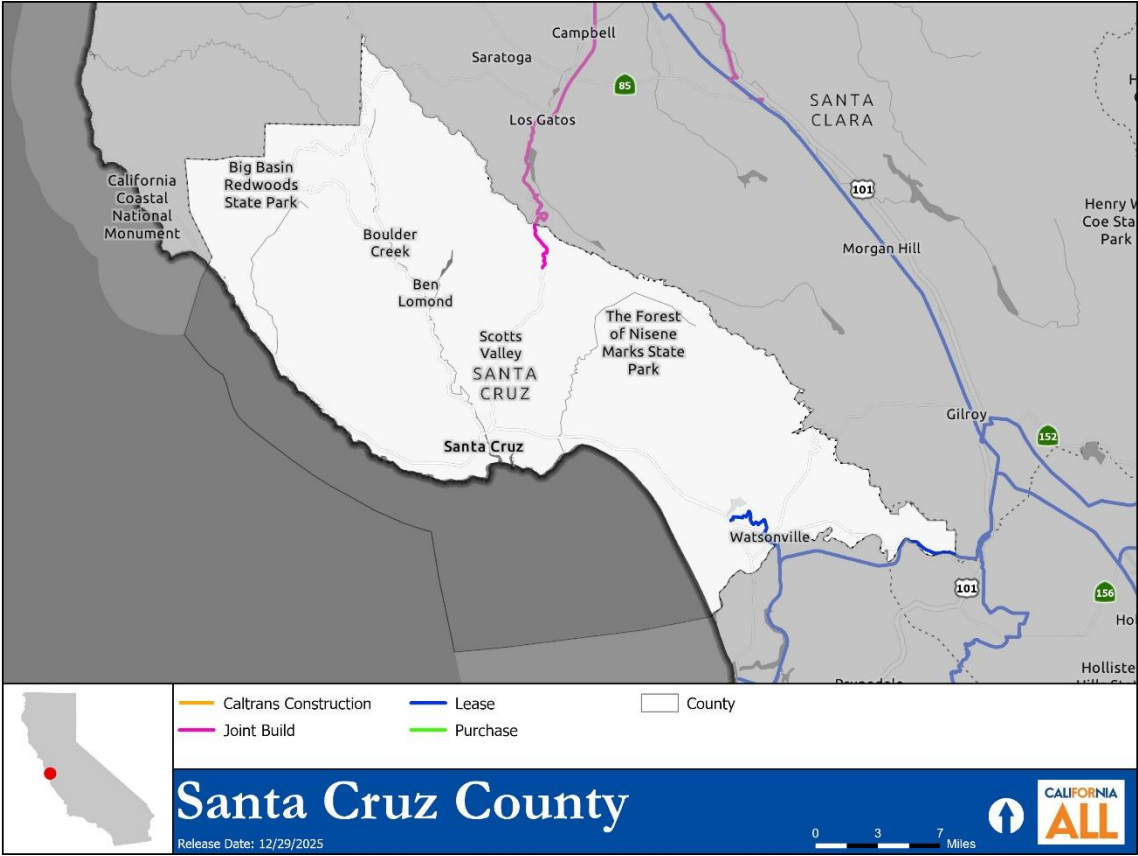
Santa Cruz County

A total of 10.1 miles of network within Santa Cruz County are in either pre-construction or installation. Of this, 2.8 miles are in pre-construction, and 7.3 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 2.8 miles (pre-construction), 0 miles (installation) – 2.8 total
- **Lease:** 0 miles (pre-construction), 7.3 miles (installation) – 7.3 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 48: Santa Cruz County by Agreement type and construction status



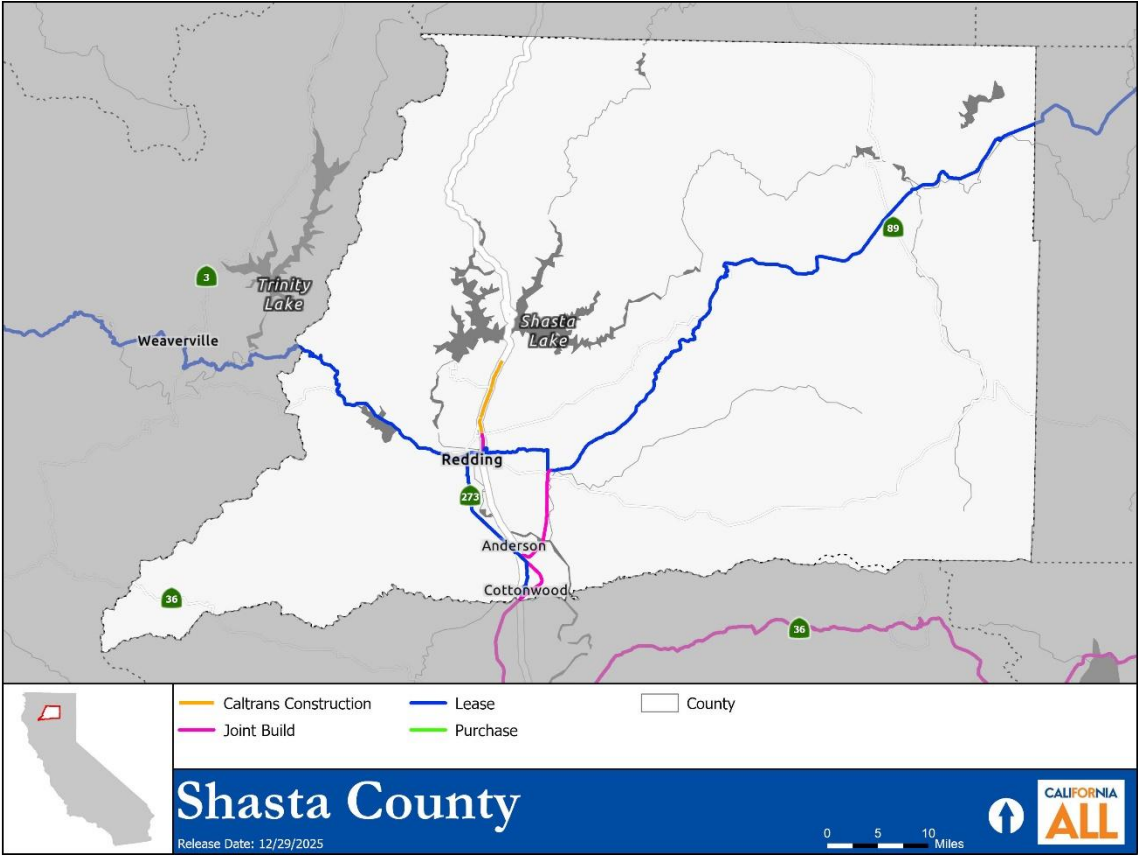
Shasta County

A total of 154.4 miles of network within Shasta County are in either pre-construction or installation. Of this, 88.7 miles are in pre-construction, and 65.7 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 7.9 miles (installation) – 7.9 total
- **Joint Build:** 2.1 miles (pre-construction), 16.4 miles (installation) – 18.5 total
- **Lease:** 86.6 miles (pre-construction), 41.4 miles (installation) – 128 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 49: Shasta County by Agreement type and construction status



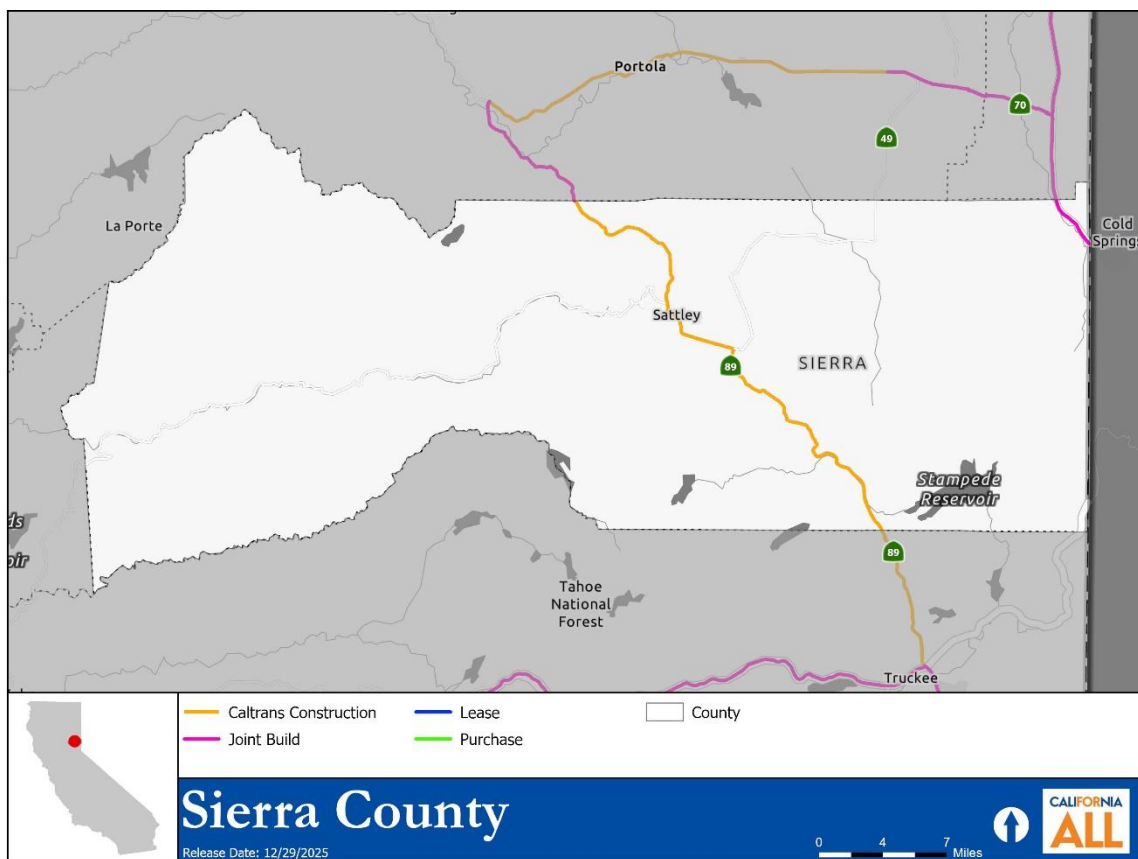
Sierra County

A total of 255 miles of network within Sierra County are in either pre-construction or installation. Of this, 12.1 miles are in pre-construction, and 242.9 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 29.7 miles (installation) – 29.7 total
- **Joint Build:** 0 miles (pre-construction), 3.1 miles (installation) – 3.1 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 50: Sierra County by Agreement type and construction status



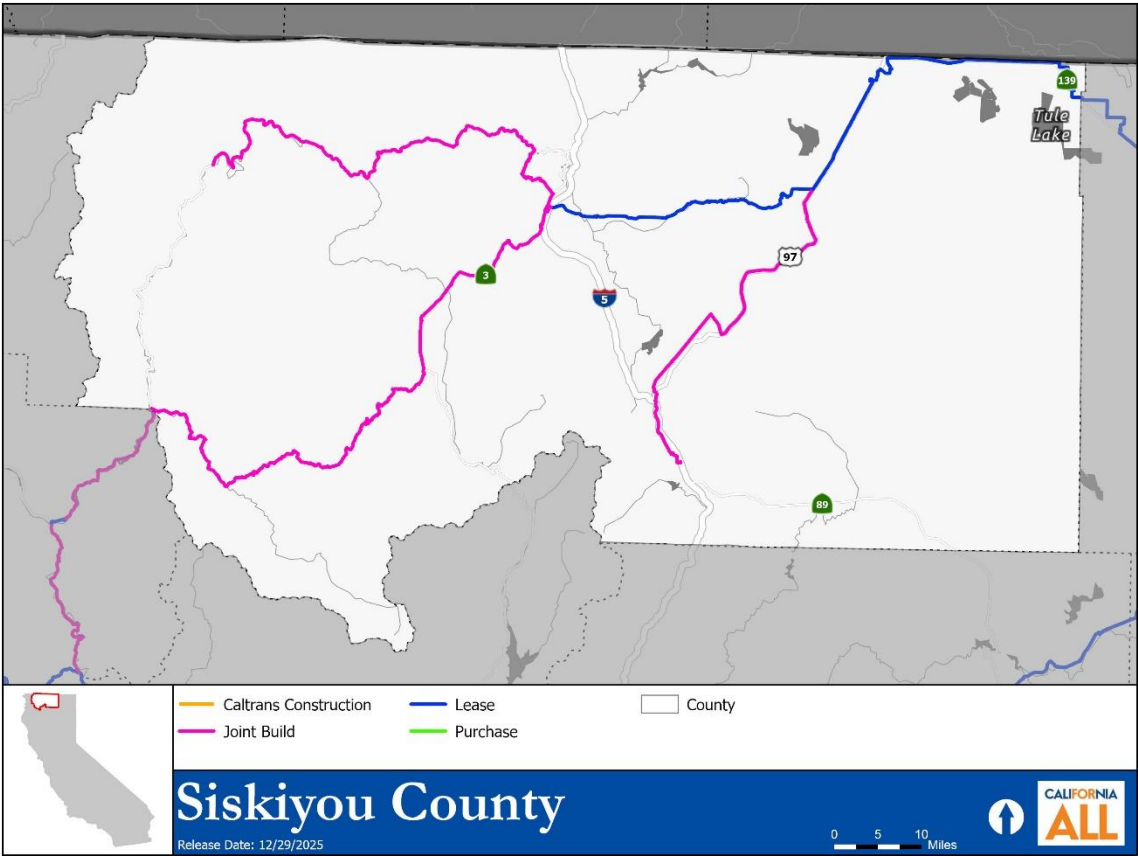
Siskiyou County

A total of 292.9 miles of network within Siskiyou County are in either pre-construction or installation. Of this, 217.6 miles are in pre-construction, and 75.3 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 134.8 miles (pre-construction), 75.3 miles (installation) – 210.1 total
- **Lease:** 82.8 miles (pre-construction), 0 miles (installation) – 82.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 51: Siskiyou County by Agreement type and construction status



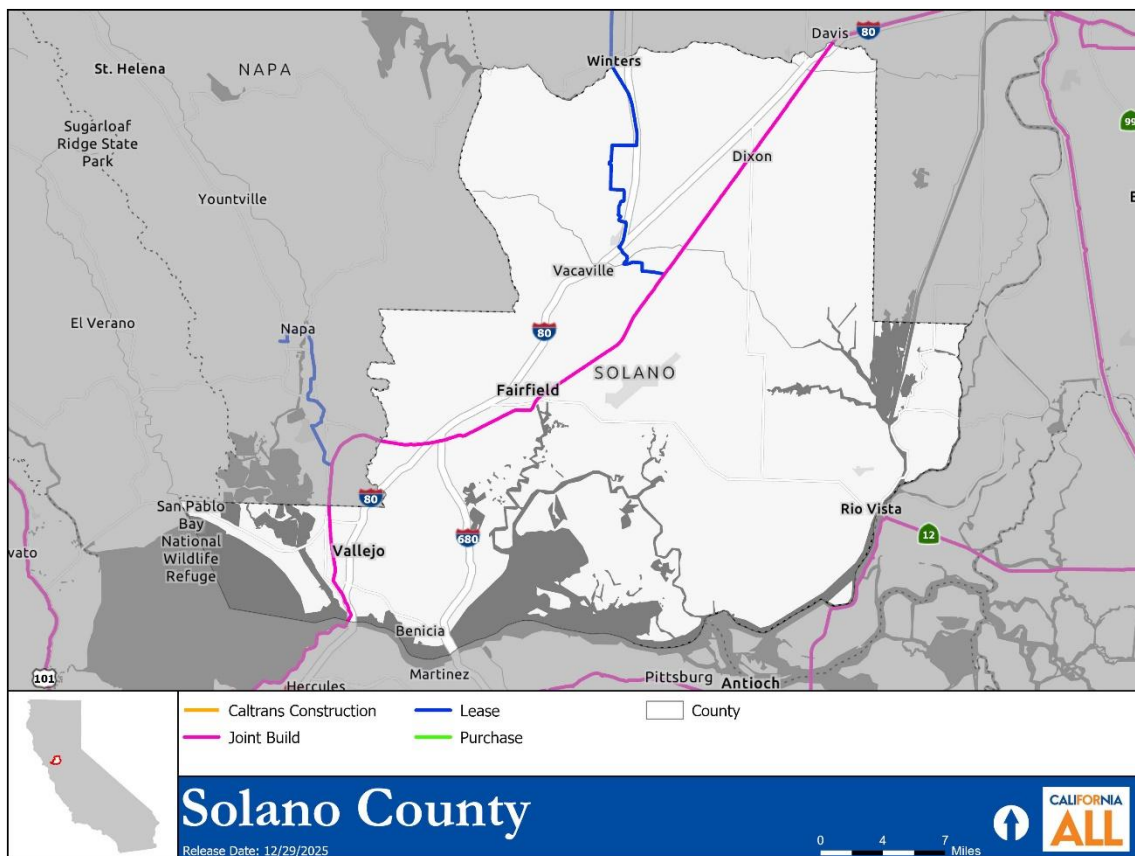
Solano County

A total of 60.7 miles of network within Solano County are in either pre-construction or installation. Of this, 17.7 miles are in pre-construction, and 43 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction), 43 miles (installation) – 43 total
- **Lease:** 17.7 miles (pre-construction), 0 miles (installation) – 17.7 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 52: Solano County by Agreement type and construction status



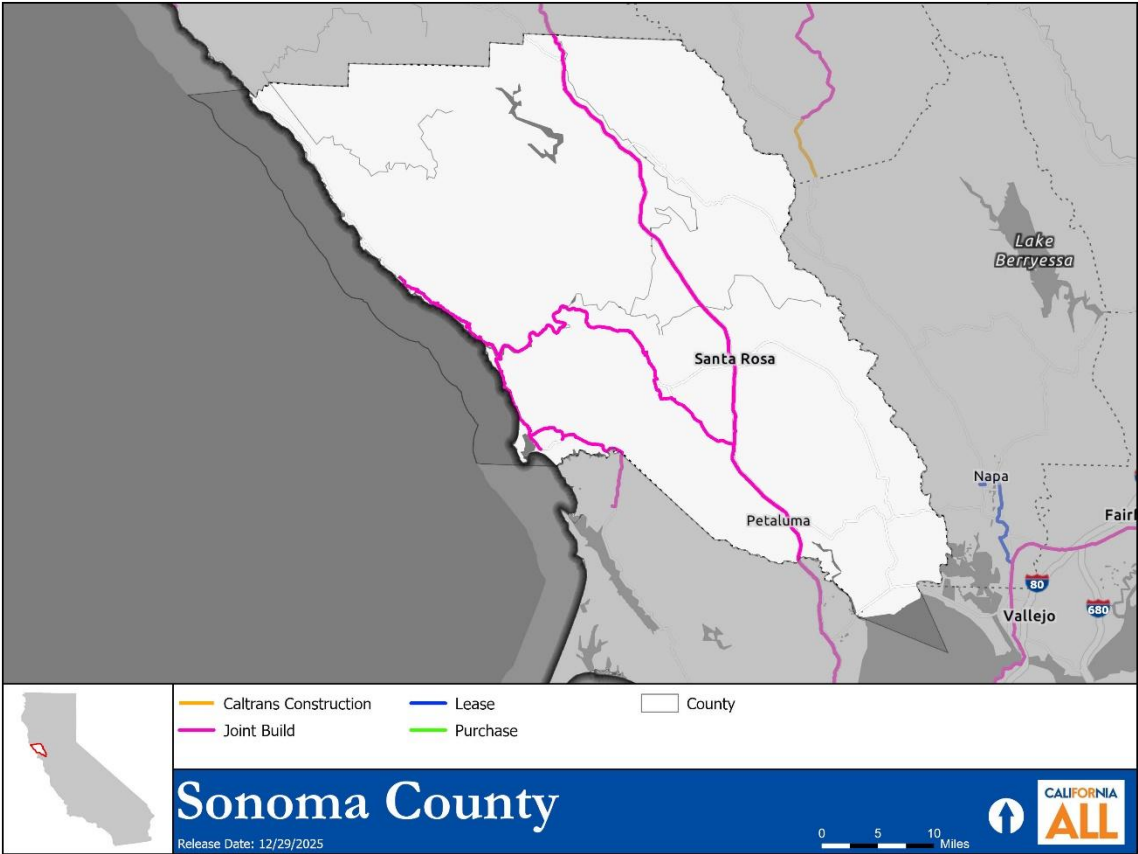
Sonoma County

A total of 128.6 miles of network within Sonoma County are in either pre-construction or installation. Of this, all 128.6 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 128.6 miles (pre-construction), 0 miles (installation) – 128.6 total
- **Lease:** 0 miles (pre-construction and installation) – 0 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 53: Sonoma County by Agreement type and construction status



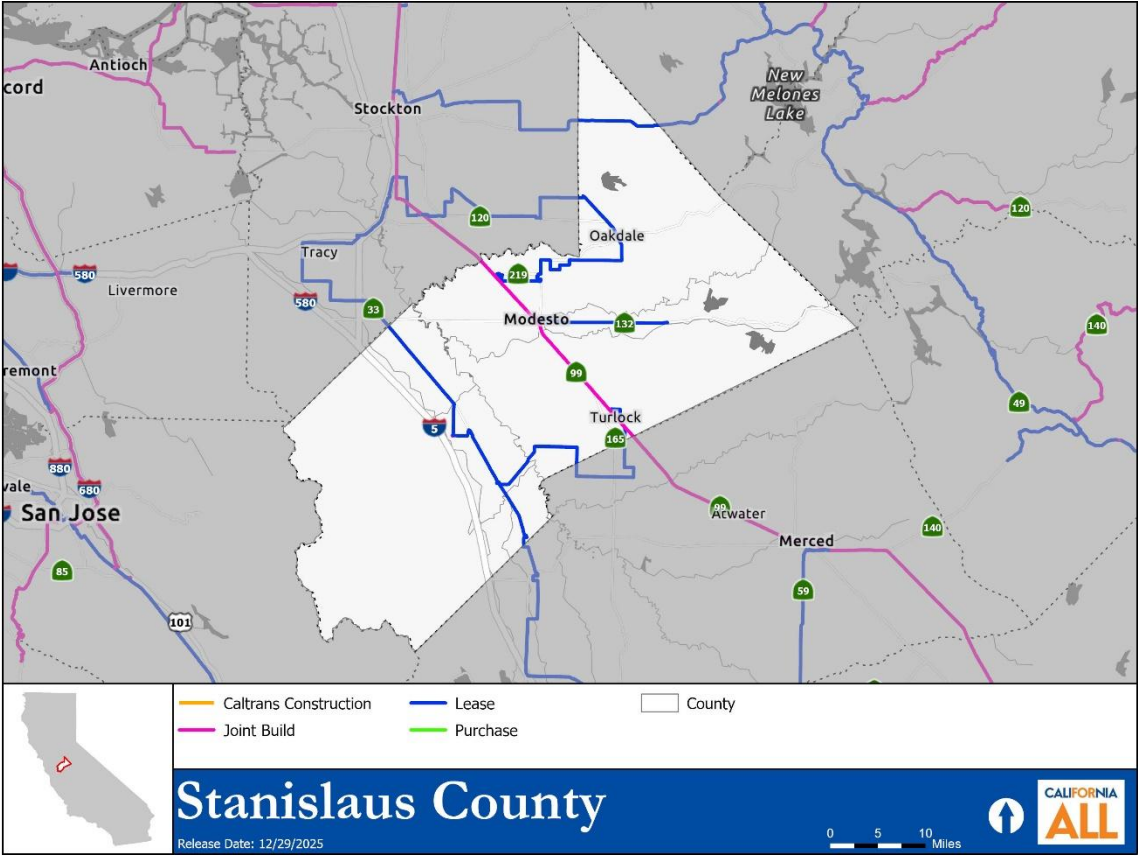
Stanislaus County

A total of 125.9 miles of network within Stanislaus County are in either pre-construction or installation. Of this, 101.4 miles are in pre-construction, and 24.5 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.5 miles (pre-construction), 24.5 miles (installation) – 25 total
- **Lease:** 100.9 miles (pre-construction), 0 miles (installation) – 100.9 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 54: Stanislaus County by Agreement type and construction status



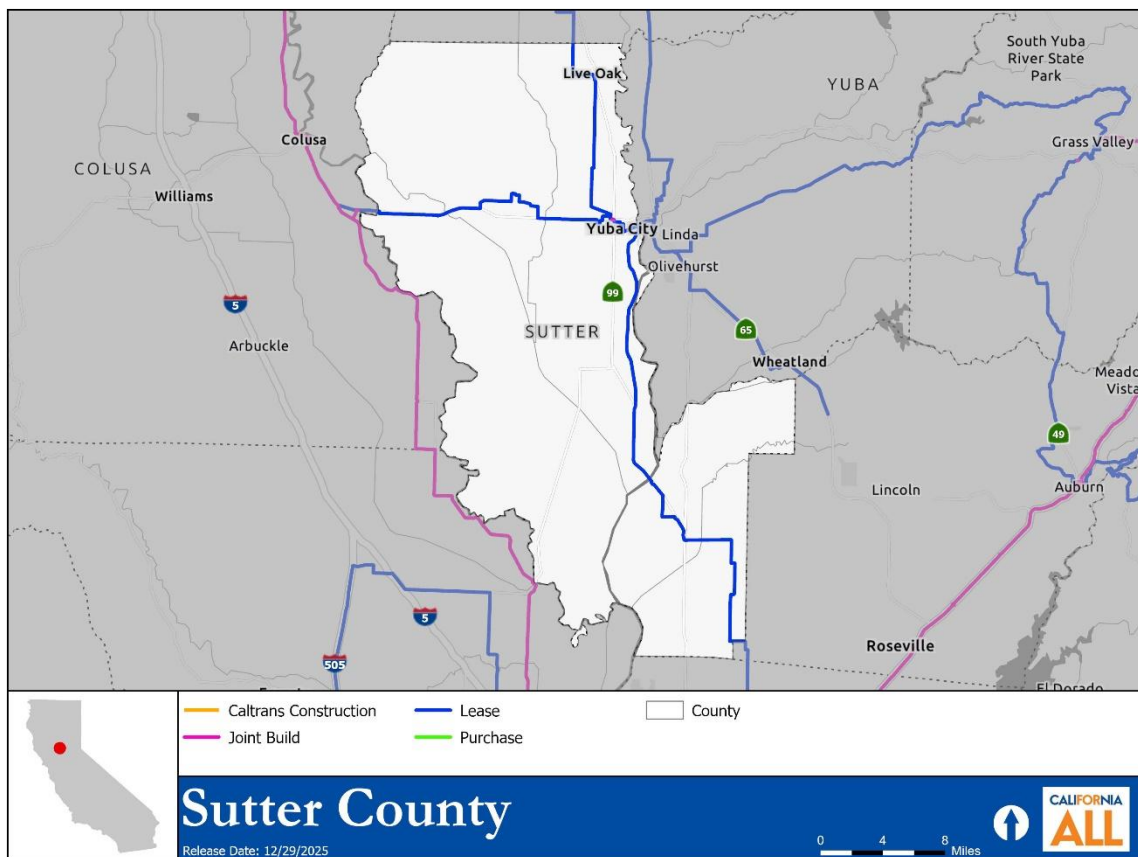
Sutter County

A total of 69 miles of network within Sutter County are in either pre-construction or installation. Of this, all 69 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.1 miles (pre-construction), 0 miles (installation) – 0.1 total
- **Lease:** 68.9 miles (pre-construction), 0 miles (installation) – 68.9 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 55: Sutter County by Agreement type and construction status



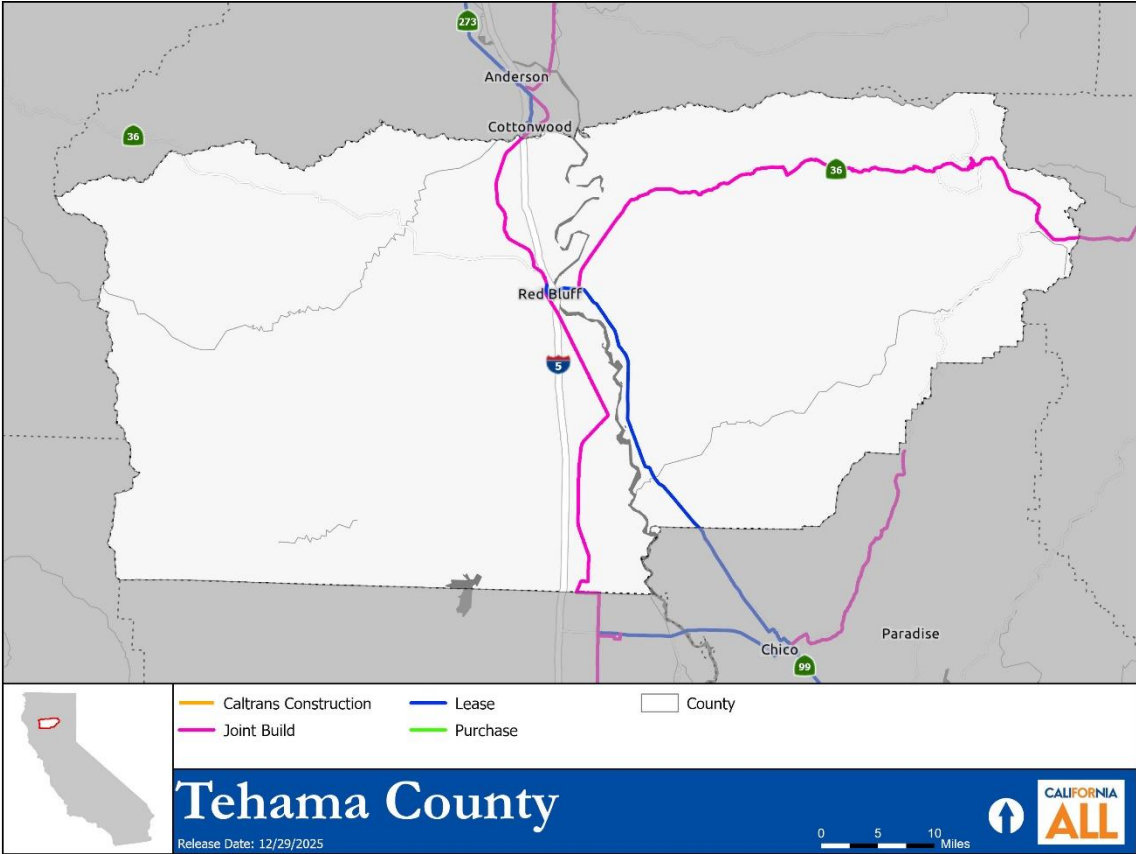
Tehama County

A total of 135.6 miles of network within Tehama County are in either pre-construction or installation. Of this, 28.8 miles are in pre-construction, and 106.8 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction), 106.8 miles (installation) – 106.8 total
- **Lease:** 28.8 miles (pre-construction), 0 miles (installation) – 28.8 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 56: Tehama County by Agreement type and construction status



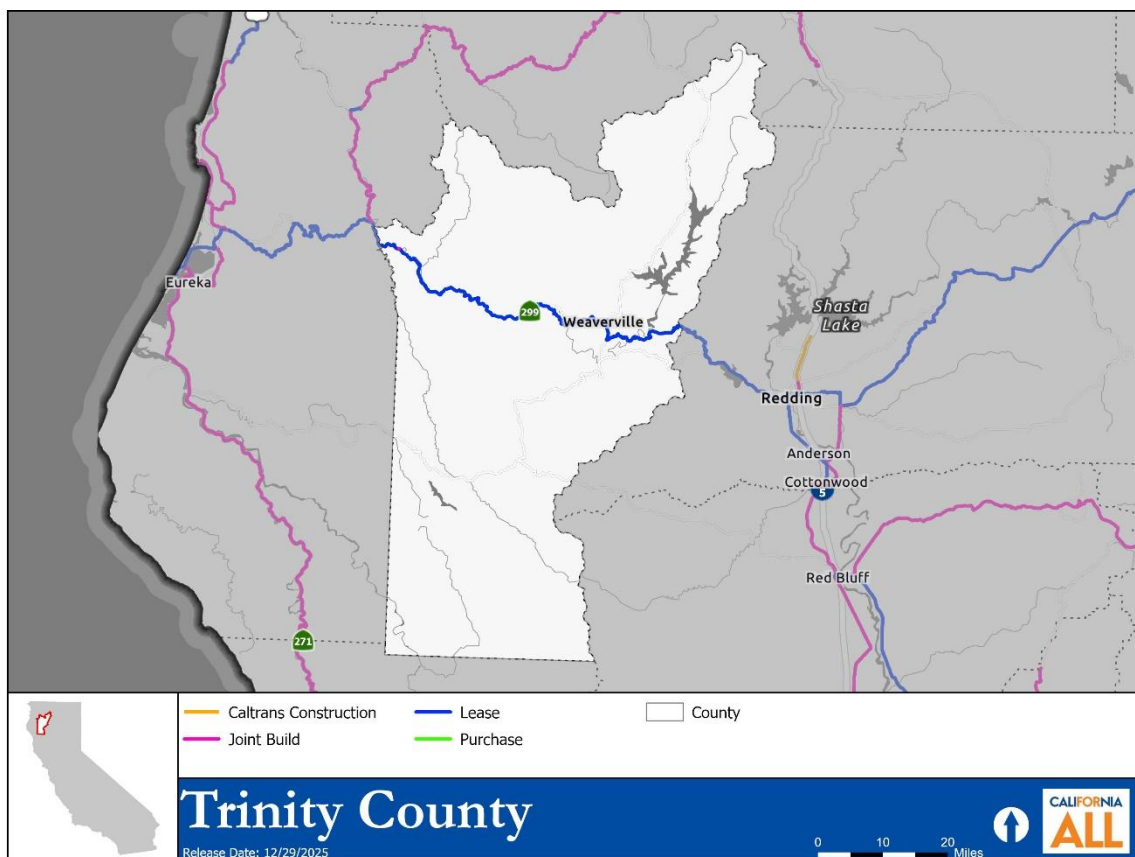
Trinity County

A total of 72.5 miles of network within Trinity County are in either pre-construction or installation. Of this, 0 miles are in pre-construction, and 72.5 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction and installation) – 0 total
- **Lease:** 0 miles (pre-construction), 72.5 miles (installation) – 72.5 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 57: Trinity County by Agreement type and construction status



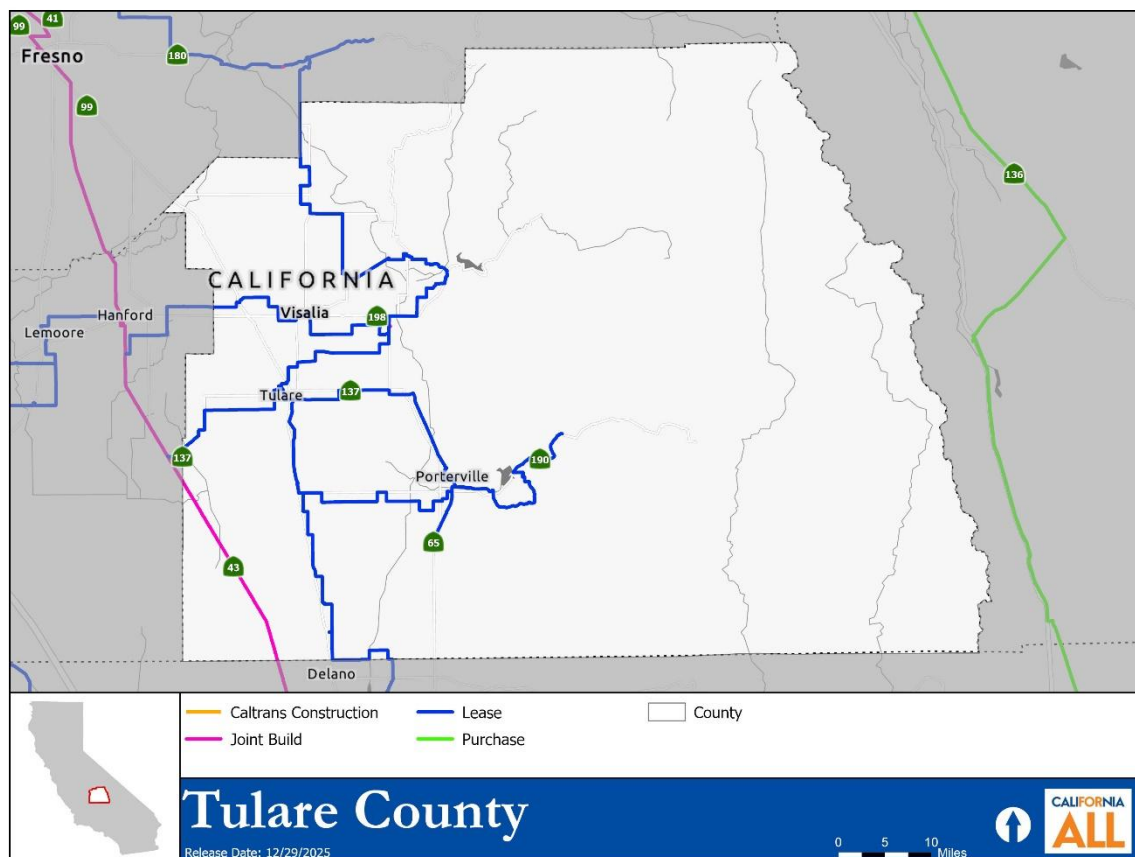
Tulare County

A total of 256.7 miles of network within Tulare County are in either pre-construction or installation. Of this, 129.1 miles are in pre-construction, and 127.6 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0.3 miles (pre-construction), 21.9 miles (installation) – 22.2 total
- **Lease:** 128.8 miles (pre-construction), 105.7 miles (installation) – 234.5 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 58: Tulare County by Agreement type and construction status



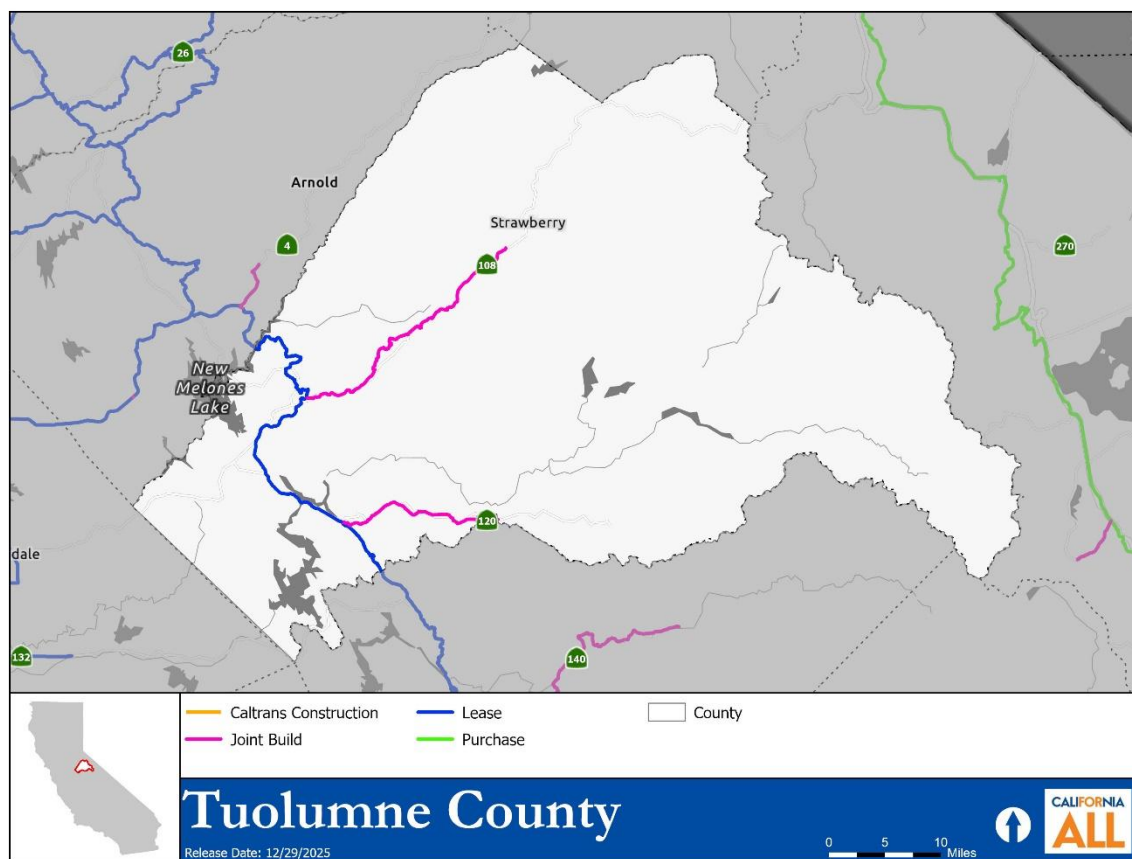
Tuolumne County

A total of 81.3 miles of network within Tuolumne County are in either pre-construction or installation. Of this, all 81.3 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 42.1 miles (pre-construction), 0 miles (installation) – 42.1 total
- **Lease:** 39.2 miles (pre-construction), 0 miles (installation) – 39.2 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 59: Tuolumne County by Agreement type and construction status



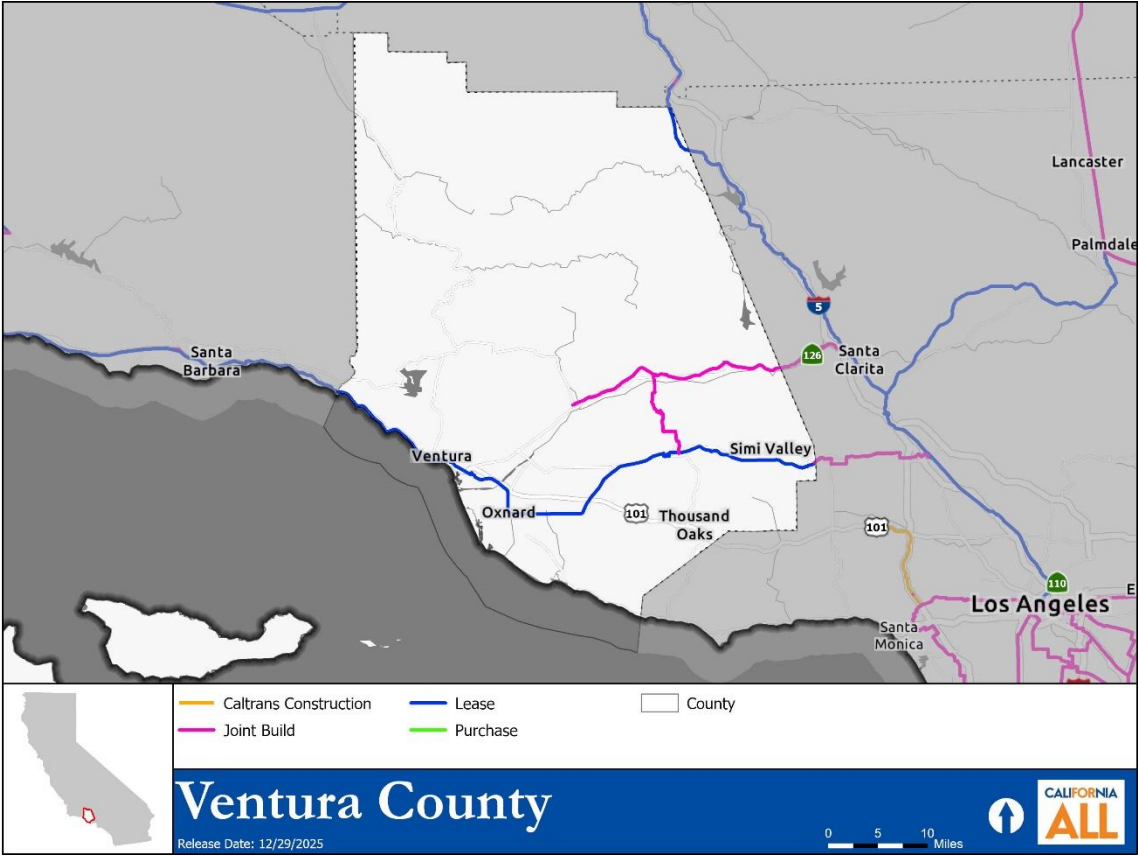
Ventura County

A total of 100 miles of network within Ventura County are in either pre-construction or installation. Of this, 28.9 miles are in pre-construction, and 71.1 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 23.8 miles (pre-construction), 11 miles (installation) – 35.4 total
- **Lease:** 5.1 miles (pre-construction), 59.5 miles (installation) – 64.6 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 60: Ventura County by Agreement type and construction status



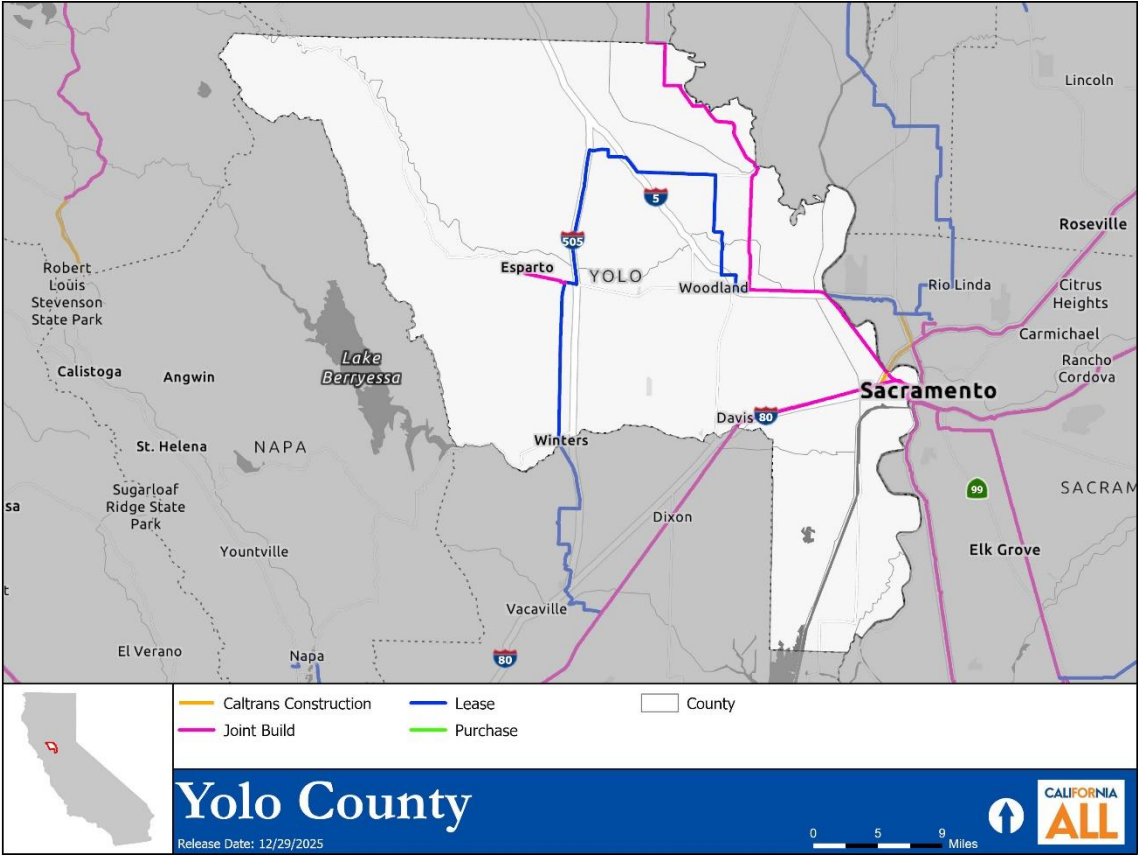
Yolo County

A total of 96.4 miles of network within Yolo County are in either pre-construction or installation. Of this, 42.1 miles are in pre-construction, and 54.3 miles are in installation.

By delivery type:

- **Caltrans:** 0 miles (pre-construction), 1.1 miles (installation) – 1.1 total
- **Joint Build:** 0.1 miles (pre-construction), 53.2 miles (installation) – 53.3 total
- **Lease:** 42 miles (pre-construction), 0 miles (installation) – 42 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 61: Yolo County by Agreement type and construction status



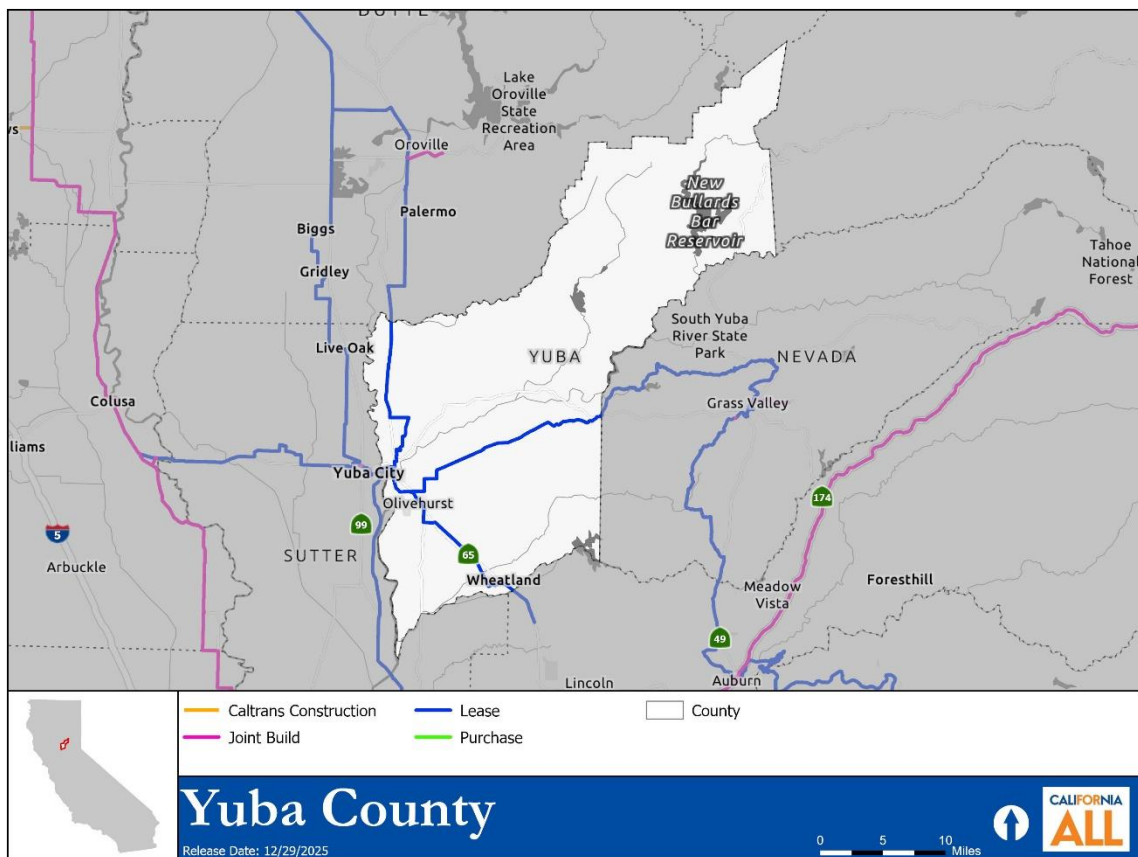
Yuba County

A total of 50.4 miles of network within Yuba County are in either pre-construction or installation. Of this, all 50.4 miles are in pre-construction.

By delivery type:

- **Caltrans:** 0 miles (pre-construction and installation) – 0 total
- **Joint Build:** 0 miles (pre-construction and installation) – 0 total
- **Lease:** 50.4 miles (pre-construction), 0 miles (installation) - 50.4 total
- **Purchase:** 0 miles (pre-construction and installation) – 0 total

Figure 62: Yuba County by Agreement type and construction status



Total Middle-Mile Network Miles by County and Acquisition Method

Table 3 provides a consolidated summary of MMBN miles by county and acquisition method. This table reflects the total miles associated with each acquisition type, including leased, purchased, joint build, and Caltrans-constructed segments. These amounts are shown without regard to construction stage. This summary offers a county-level snapshot of the full network footprint as of December 29, 2025, showing planned and constructed mileage distributed by county.

Table 3: Network Miles by County and Acquisition Method

| County name | Lease miles | Purchase miles | Joint build miles | Caltrans construction miles | Total miles |
|--------------|-------------|----------------|-------------------|-----------------------------|-------------|
| Alameda | 55.8 | 0 | 32.4 | 20.6 | 108.8 |
| Alpine | 41 | 0 | 0 | 2.5 | 43.5 |
| Amador | 104.2 | 0 | 0.6 | 0 | 104.8 |
| Butte | 85.4 | 0 | 27.5 | 0 | 112.9 |
| Calaveras | 99.1 | 0 | 5 | 0 | 104.1 |
| Colusa | 2.6 | 0 | 40.7 | 0 | 43.3 |
| Contra Costa | 13.4 | 0 | 80.2 | 0 | 93.6 |
| Del Norte | 49.4 | 0 | 18.4 | 0 | 67.8 |
| El Dorado | 54.7 | 0 | 33.3 | 32.1 | 120.1 |
| Fresno | 228.1 | 0 | 62.3 | 0 | 290.4 |
| Glenn | 7.8 | 0 | 36.8 | 4.6 | 49.2 |
| Humboldt | 76.3 | 0 | 176.4 | 0 | 252.7 |
| Imperial | 55.7 | 0 | 173.1 | 0 | 228.8 |
| Inyo | 0 | 147.2 | 0 | 0 | 147.2 |
| Kern | 304.6 | 31.5 | 116.4 | 0 | 452.5 |
| Kings | 103.1 | 0 | 29.3 | 0 | 132.4 |
| Lake | 0 | 0 | 83.8 | 5.9 | 89.7 |
| Lassen | 25.7 | 0 | 172.2 | 0 | 197.9 |
| Los Angeles | 105.1 | 0 | 303 | 15.6 | 423.7 |
| Madera | 61.6 | 0 | 29.9 | 0 | 91.5 |
| Marin | 0 | 0 | 40.6 | 0 | 40.6 |
| Mariposa | 59.4 | 0 | 31.1 | 0 | 90.5 |
| Mendocino | 0 | 0 | 239 | 10.5 | 249.5 |
| Merced | 86 | 0 | 44.2 | 0 | 130.2 |
| Modoc | 111.8 | 0 | 61.4 | 0 | 173.2 |

| | | | | | |
|--------------------|-----------------|--------------|-----------------|--------------|----------------|
| Mono | 7.5 | 175.4 | 5 | 0 | 187.9 |
| Monterey | 150.3 | 0 | 1.2 | 0 | 151.5 |
| Napa | 11.8 | 0 | 6 | 0 | 17.8 |
| Nevada | 45.9 | 0 | 26.4 | 8.2 | 80.5 |
| Orange | 0 | 0 | 95 | 0 | 95 |
| Placer | 24.3 | 0 | 78.7 | 17.8 | 120.8 |
| Plumas | 0 | 0 | 32.7 | 23.4 | 56.1 |
| Riverside | 143.2 | 0 | 94.1 | 17.7 | 255 |
| Sacramento | 34.8 | 0 | 117.5 | 5 | 157.3 |
| San Benito | 99.8 | 0 | 0.2 | 0 | 100 |
| San Bernardino | 17.9 | 69 | 498.4 | 0 | 585.3 |
| San Diego | 0 | 0 | 129.4 | 60.8 | 190.2 |
| San Francisco | 15.7 | 0 | 0 | 3.2 | 18.9 |
| San Joaquin | 112.2 | 0 | 63 | 0 | 175.2 |
| San Luis Obispo | 132.8 | 0 | 20.3 | 0 | 153.1 |
| San Mateo | 31.8 | 0 | 2.2 | 0 | 34 |
| Santa Barbara | 184.7 | 0 | 4.1 | 0 | 188.8 |
| Santa Clara | 67.2 | 0 | 44.3 | 0 | 111.5 |
| Santa Cruz | 7.3 | 0 | 2.8 | 0 | 10.1 |
| Shasta | 128 | 0 | 18.5 | 7.9 | 154.4 |
| Sierra | 0 | 0 | 3.1 | 29.7 | 32.8 |
| Siskiyou | 82.8 | 0 | 210.1 | 0 | 292.9 |
| Solano | 17.7 | 0 | 43 | 0 | 60.7 |
| Sonoma | 0 | 0 | 128.6 | 0 | 128.6 |
| Stanislaus | 100.9 | 0 | 25 | 0 | 125.9 |
| Sutter | 68.9 | 0 | 0.1 | 0 | 69 |
| Tehama | 28.8 | 0 | 106.8 | 0 | 135.6 |
| Trinity | 72.5 | 0 | 0 | 0 | 72.5 |
| Tulare | 234.5 | 0 | 22.2 | 0 | 256.7 |
| Tuolumne | 39.2 | 0 | 42.1 | 0 | 81.3 |
| Ventura | 64.6 | 0 | 35.4 | 0 | 100 |
| Yolo | 42 | 0 | 53.3 | 1.1 | 96.4 |
| Yuba | 50.4 | 0 | 0 | 0 | 50.4 |
| Total miles | 3,748.30 | 423.1 | 3,747.10 | 266.6 | 8,185.1 |

Network Contracts & Partner Route Maps

Contracts Executed for the MMBN by Acquisition Method

Table 4 summarizes each contract executed for the statewide MMBN by acquisition method. For each contracting entity, the table identifies the corresponding network acquisition method, such as Caltrans construction, joint build construction, leases, or material purchases, and the number of route miles associated with that contract.

Table 4: Contracts Executed for the MMBN, Listed by Acquisition Method

| Contract Entity | Acquisition Method | Miles Associated with Contract |
|--|---------------------------|---------------------------------------|
| American Dark Fiber | Lease Option ³ | 905.4 |
| Arcadian Infracom (Arcadian) | Lease Option | 1,011.9 |
| Boldyn Networks (Boldyn) | Lease | 83.8 |
| Caltrans | Caltrans Construction | 266.6 |
| City of Fort Bragg | Joint Build | 4.3 |
| CVIN | Lease | 2,725.6 |
| Digital 395 | Purchase | 423.1 |
| Gateway Cities Council of Governments (Gateway Cities COG) | Joint Build | 75.6 |
| Hoopa Valley Public Utilities District (HVPUD) | Joint Build | 22.6 |
| Karuk Tribe | Joint Build | 43.4 |
| LA Bureau of Street Lighting (LA BSL) | Joint Build | 12.9 |
| Lumen Technologies (Lumen) (Joint Build) | Lease Option | 1,179.7 |

³ Lease Options provide the State with the option to purchase a lease for a nominal amount after a set period of years. Because these segments are expected to become State-owned eventually, they are shown as “Joint-Build” in maps and tables, even though they are currently long-term leased assets.

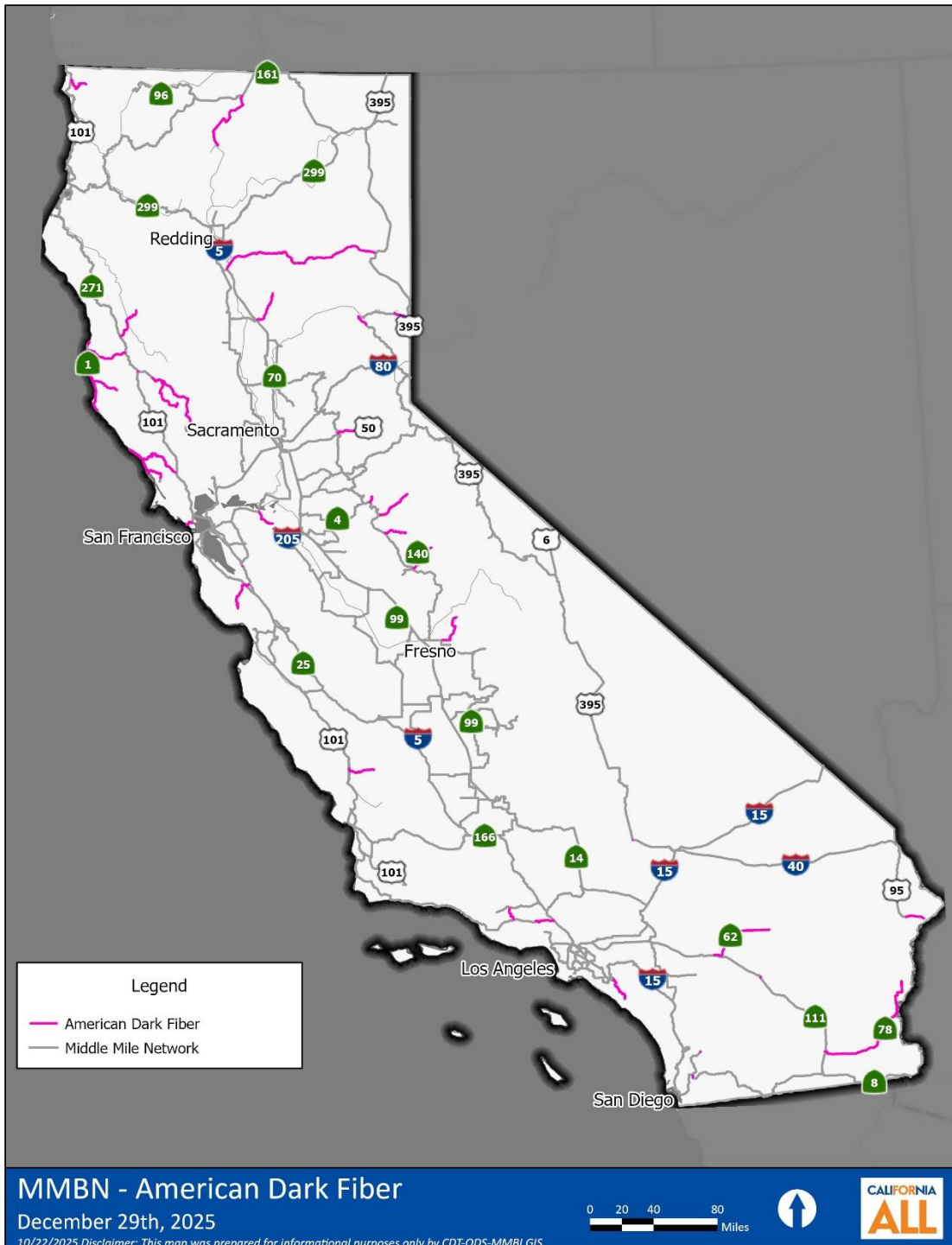
| | | |
|---|--------------|----------------|
| Lumen Technologies (Lumen) (Lease) | Lease | 697.5 |
| Siskiyou Telephone Company (Siskiyou Tel) | Lease Option | 165.1 |
| Tolowa Dee-ni' Nation | Lease | 18.8 |
| Trans Pacific Network (TPN) | Lease | 170.9 |
| Vero Networks (Vero) | Lease Option | 25.7 |
| Yurok Telecommunications (YTel) | Lease | 49.9 |
| Zayo Group (Zayo) | Lease Option | 194 |
| Total miles | | 8,185.1 |

Network Partner Route Maps

The maps below illustrate the route segments associated with each network partner’s executed contract for the MMBN. Each map presents the statewide network in gray as a geographic baseline, with the partner’s specific route segment highlighted in color for clarity.

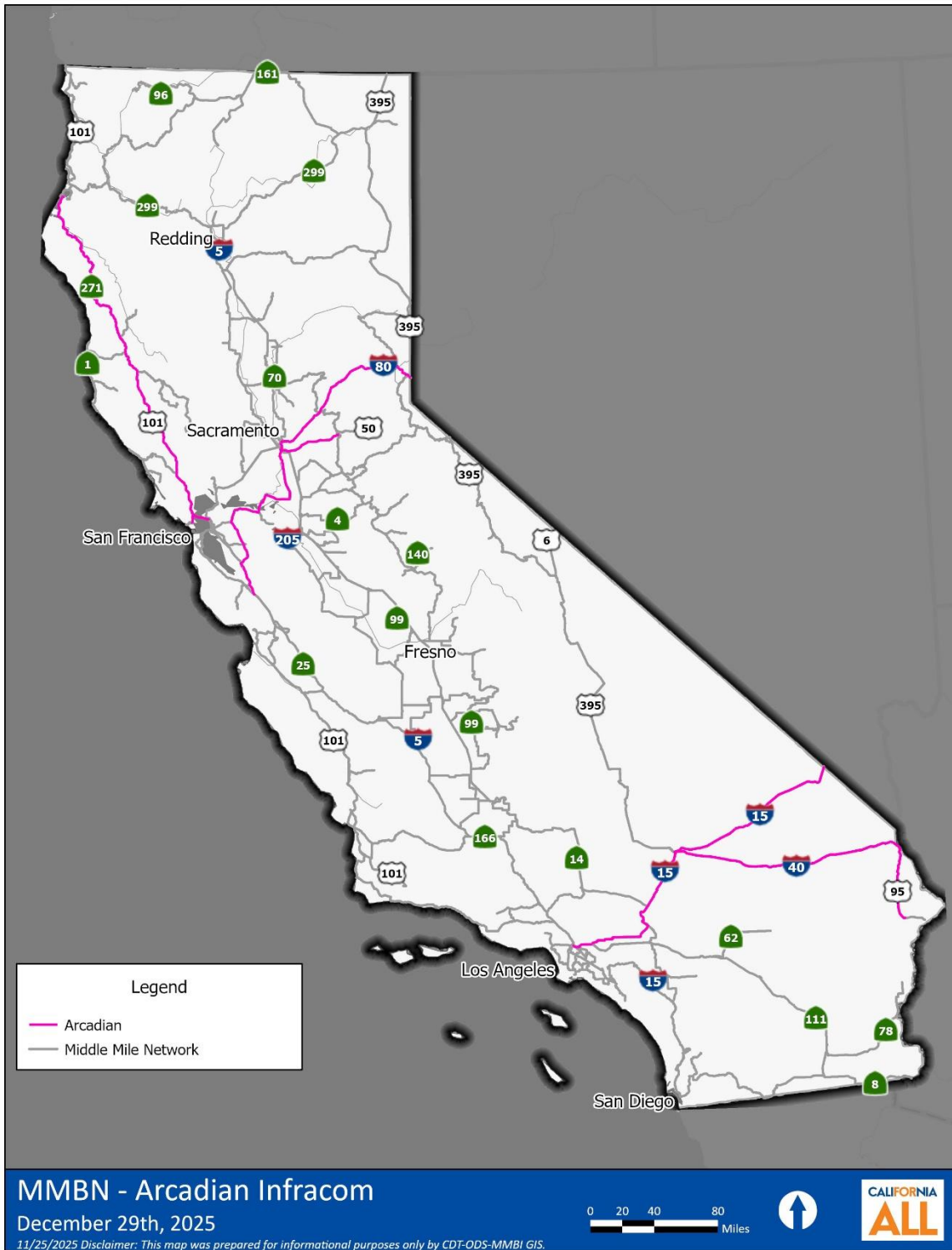
American Dark Fiber

Figure 63: American Dark Fiber route map (joint build)



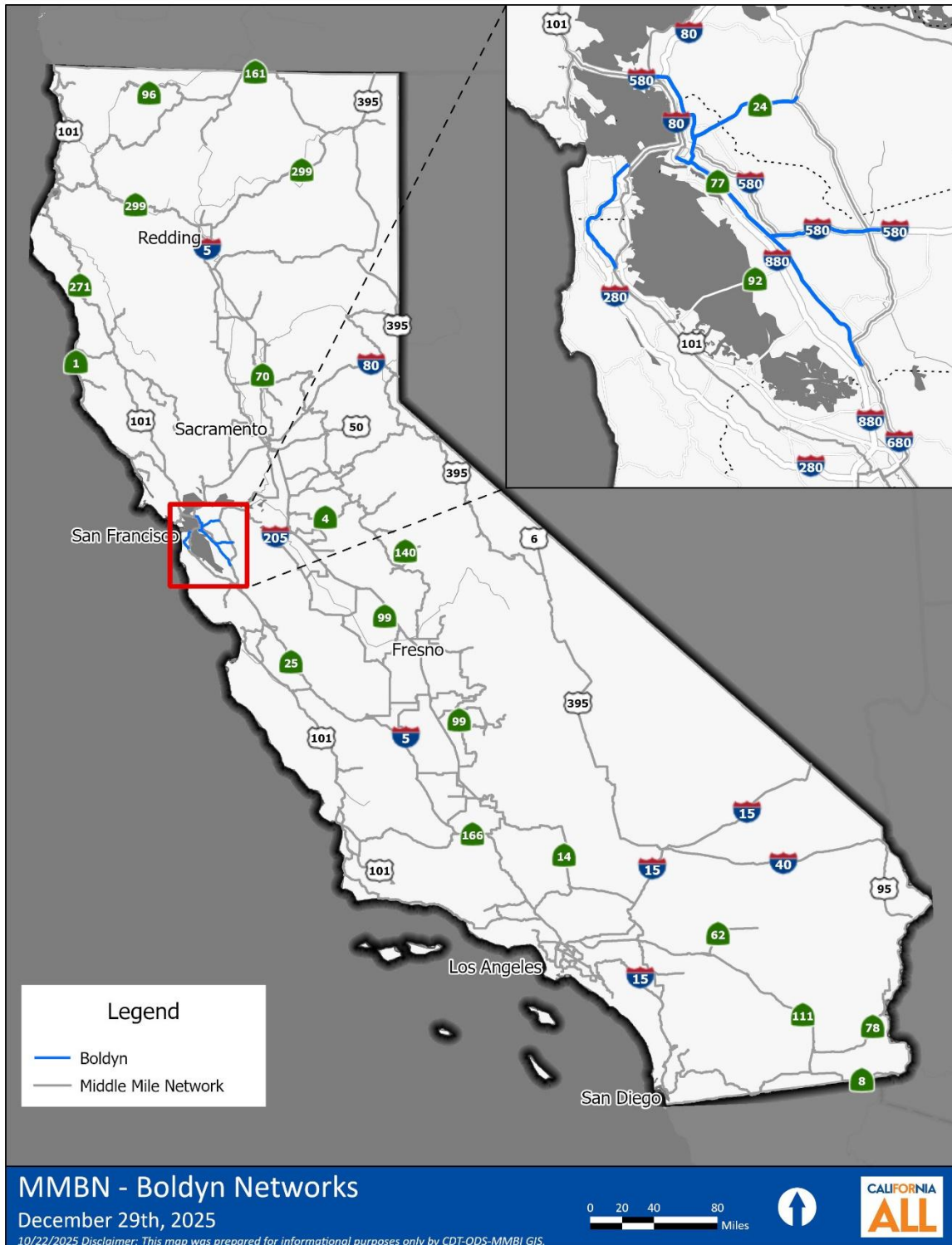
Arcadian Infracom

Figure 64: Arcadian Infracom route map (joint build)



Boldyn Networks

Figure 65: Boldyn Networks route map (lease)



Caltrans

Figure 66: Caltrans route map (construction)



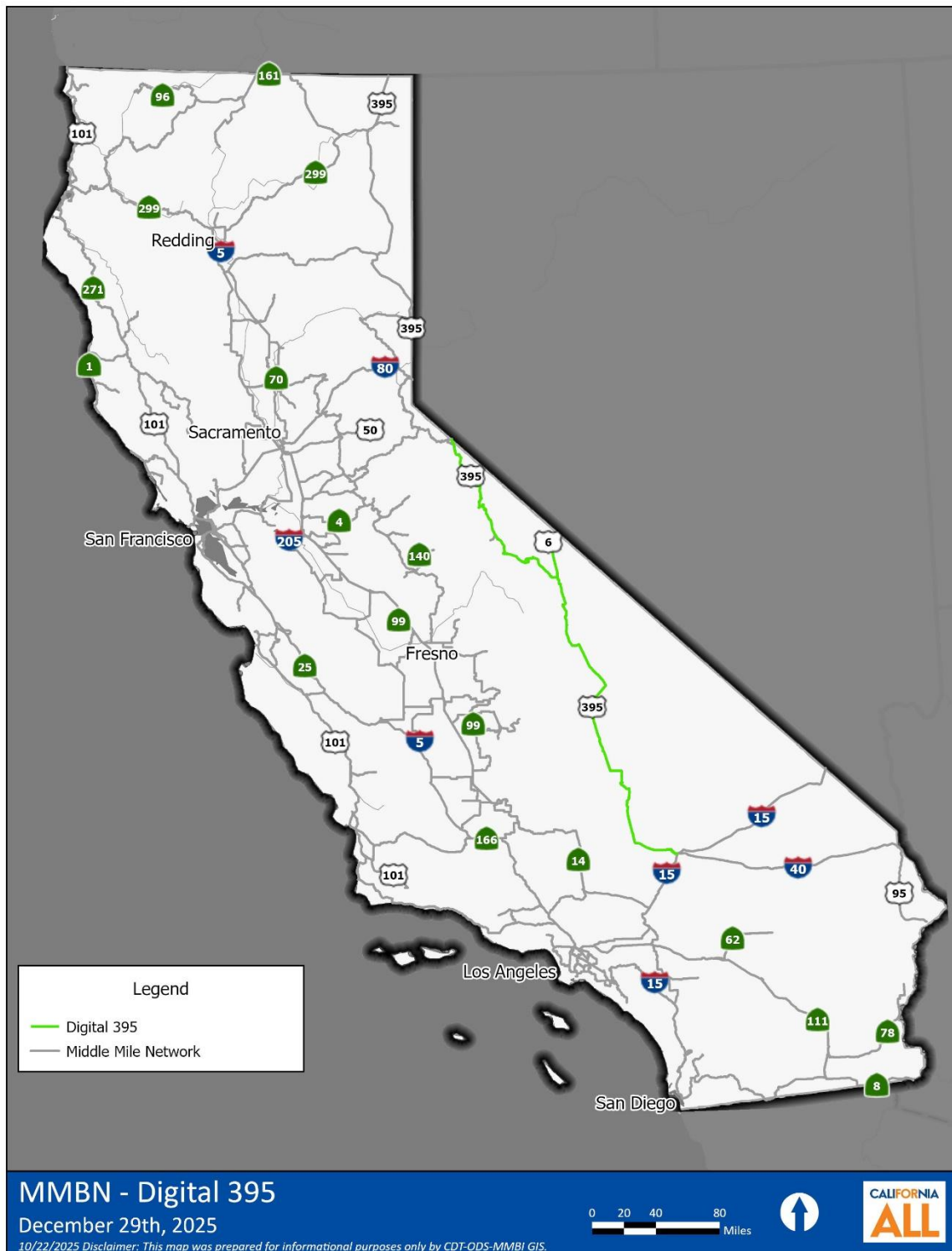
CVIN

Figure 67: CVIN route map (lease)



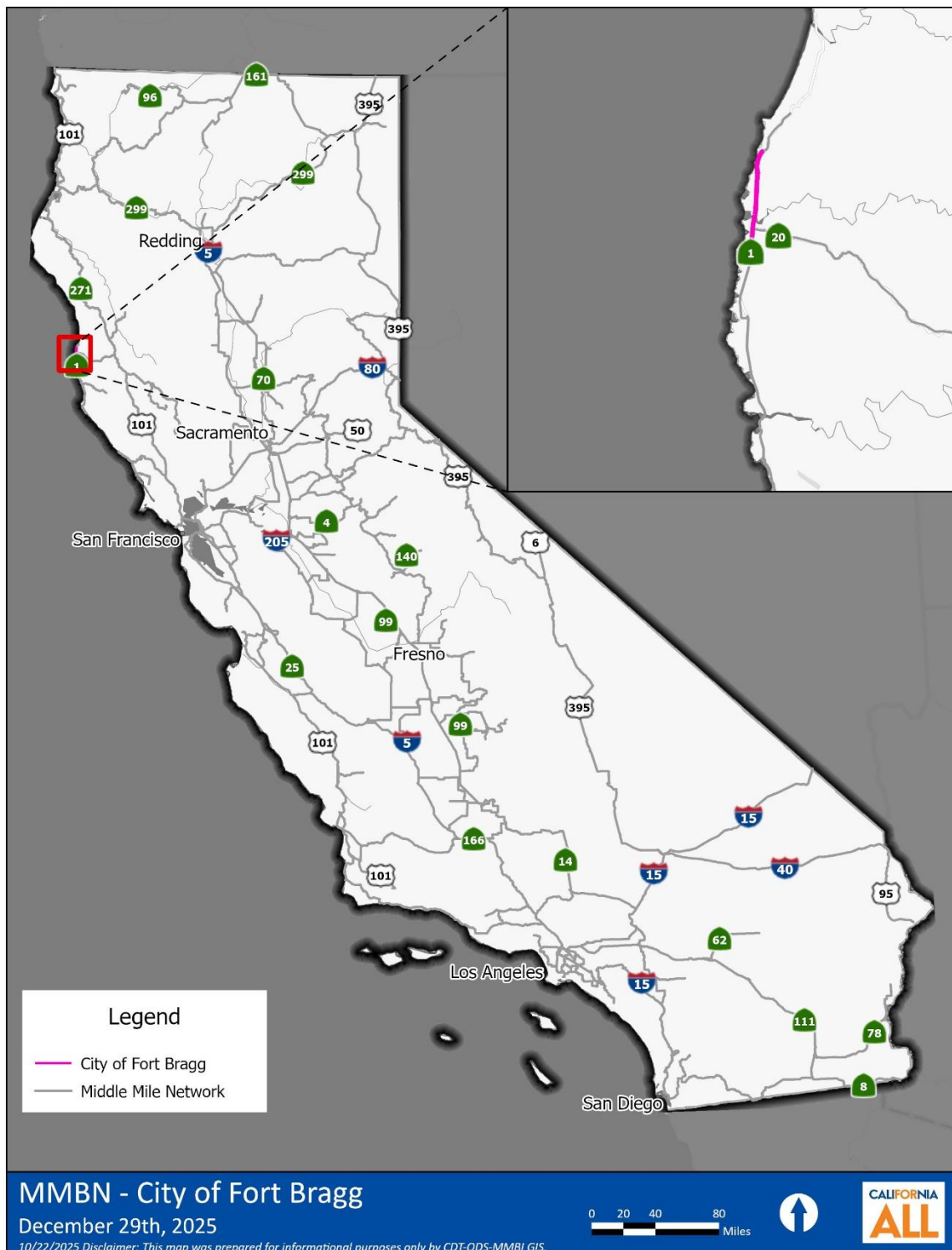
Digital 395

Figure 68: Digital 395 route map (purchase)



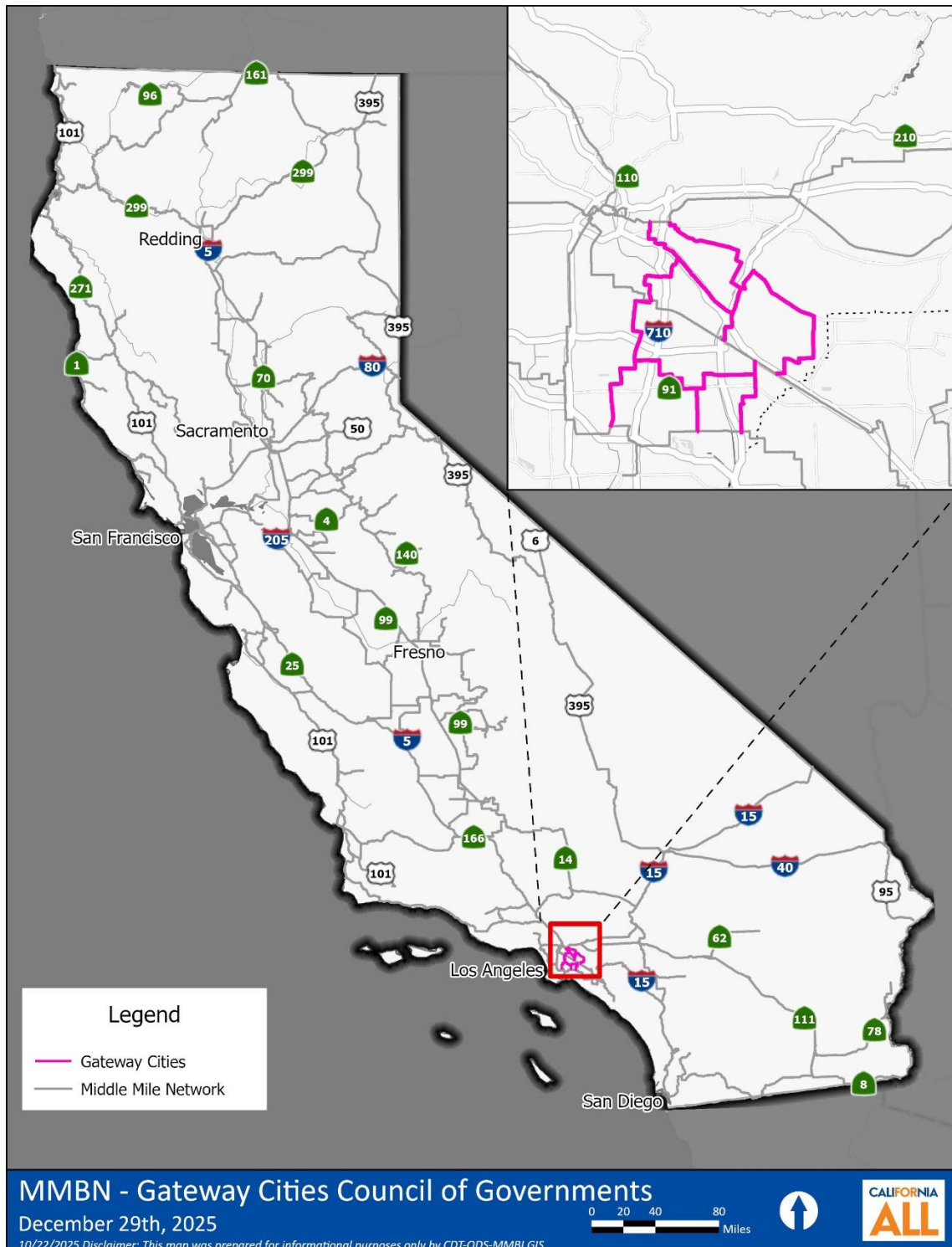
Fort Bragg, city of

Figure 69: City of Fort Bragg route map (Joint Build)



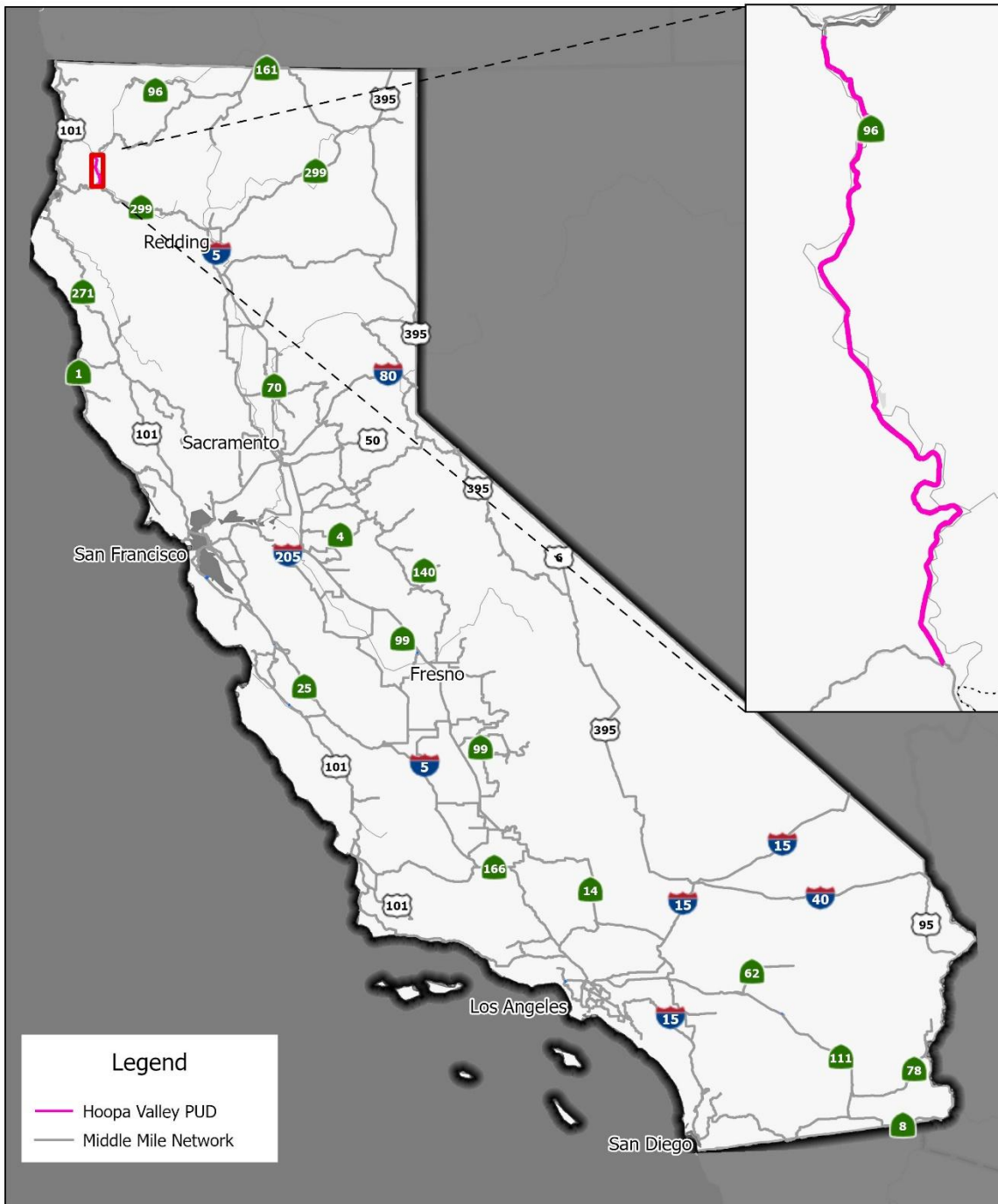
Gateway cities

Figure 70: Gateway Cities Council of Governments route map (joint build)



Hoopa Valley Public Utilities District

Figure 71: Hoopa Valley Public Utilities District route map (joint build)



MMBN - Hoopa Valley Public Utilities District

December 29th, 2025

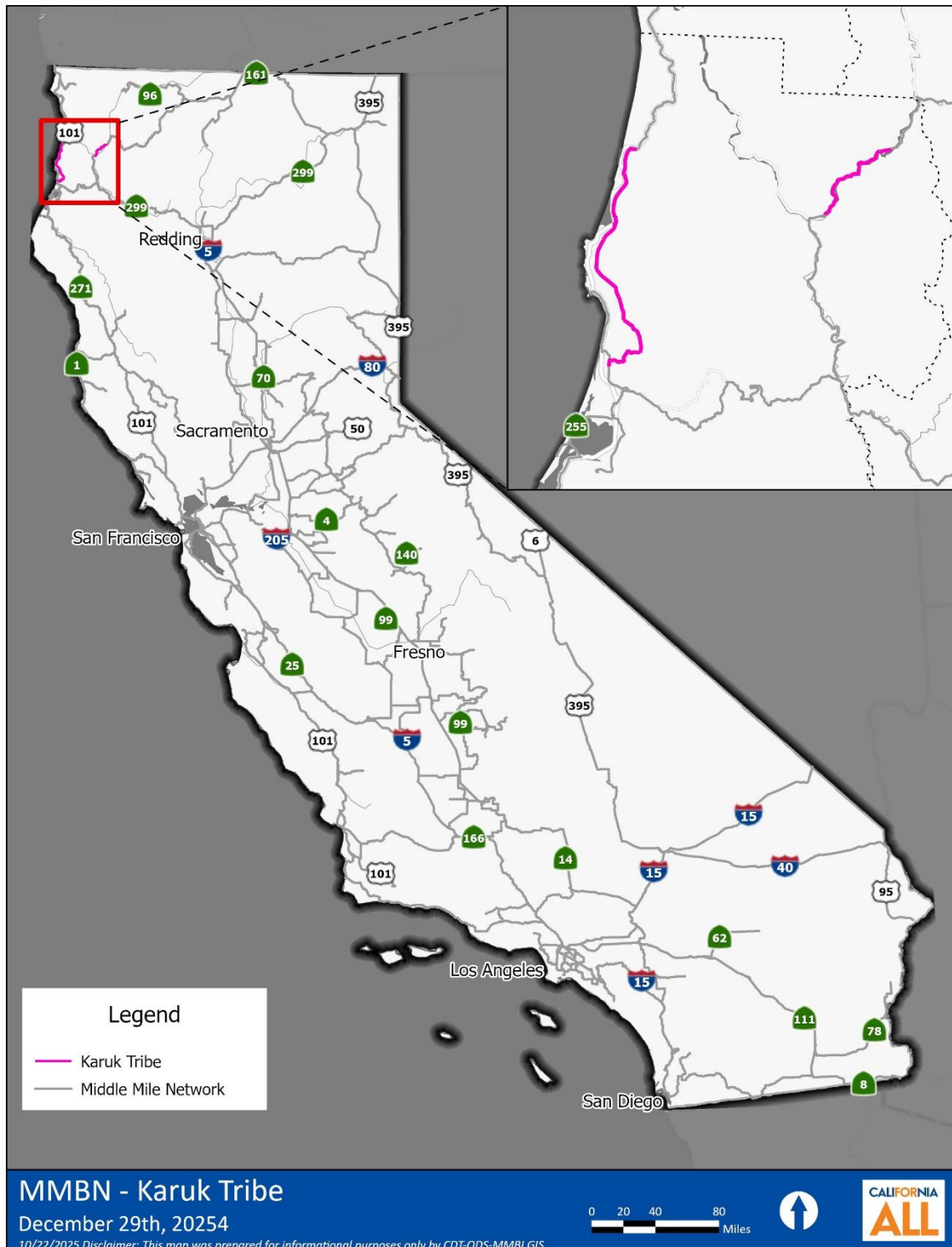
10/23/2025 Disclaimer: This map was prepared for informational purposes only by CDT-ODS-MMBI GIS.

0 20 40 80 Miles



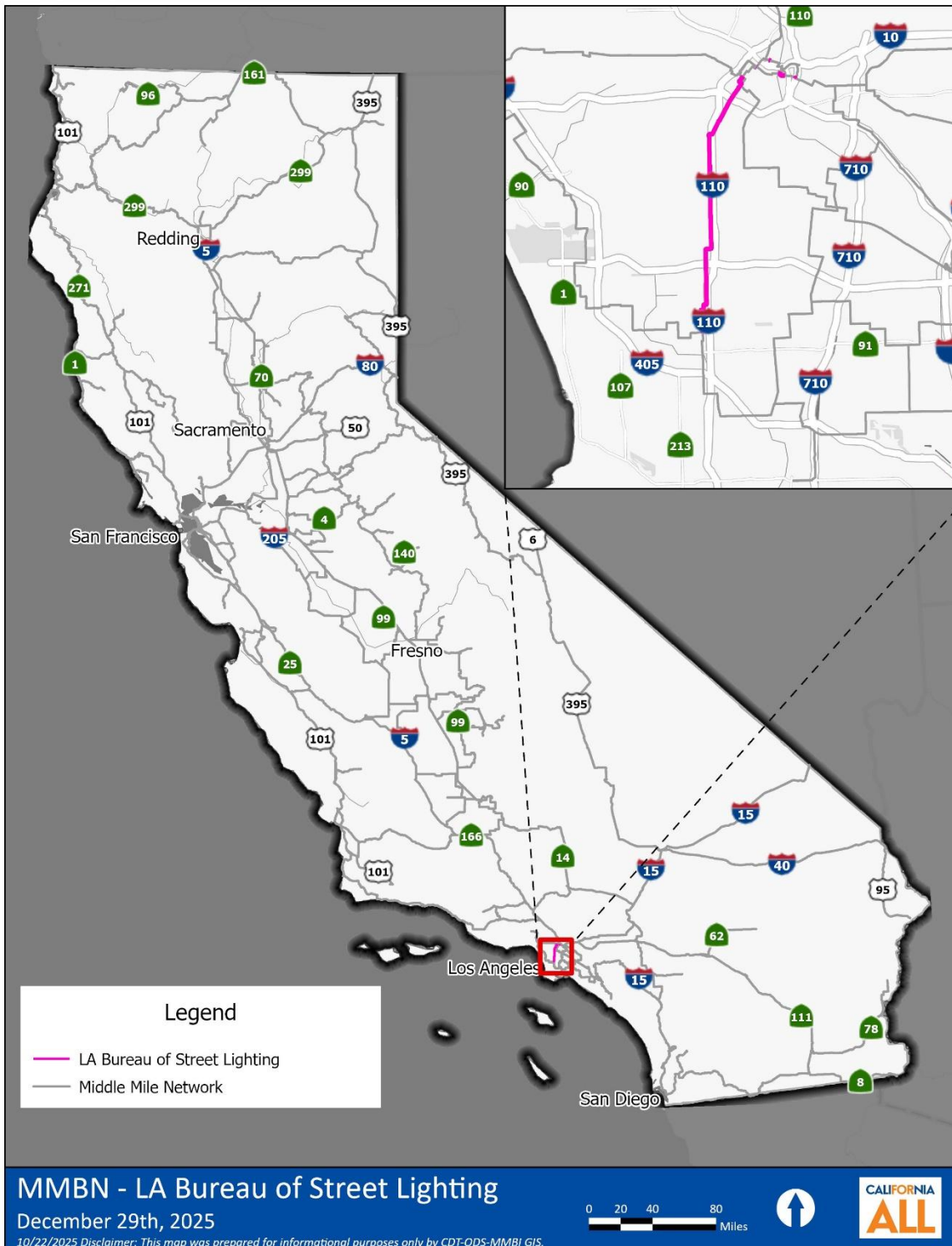
Karuk Tribe

Figure 72: Karuk Tribe route map (joint build)



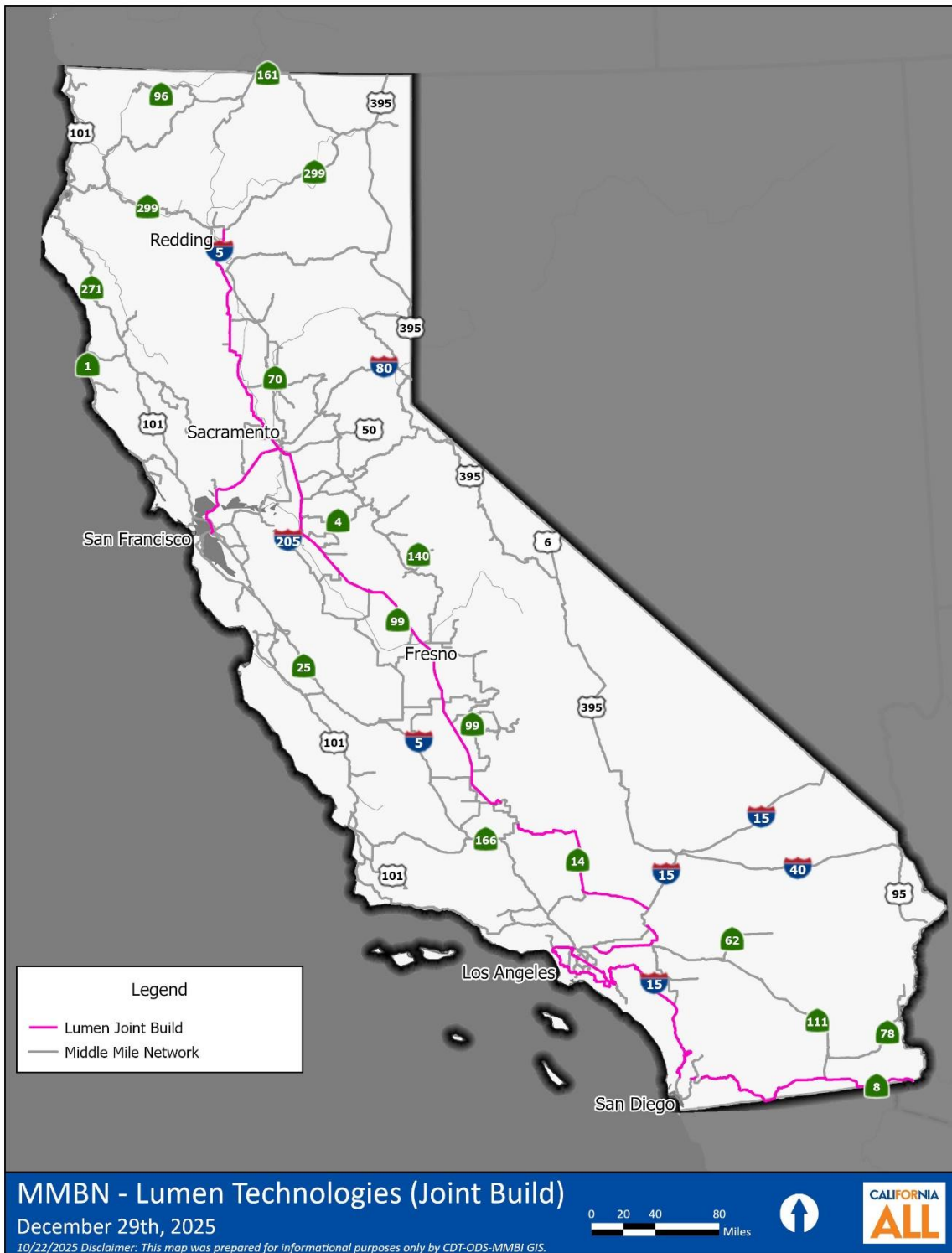
LA Bureau of Street Lighting

Figure 73: LA Bureau of Street Lighting (joint build)



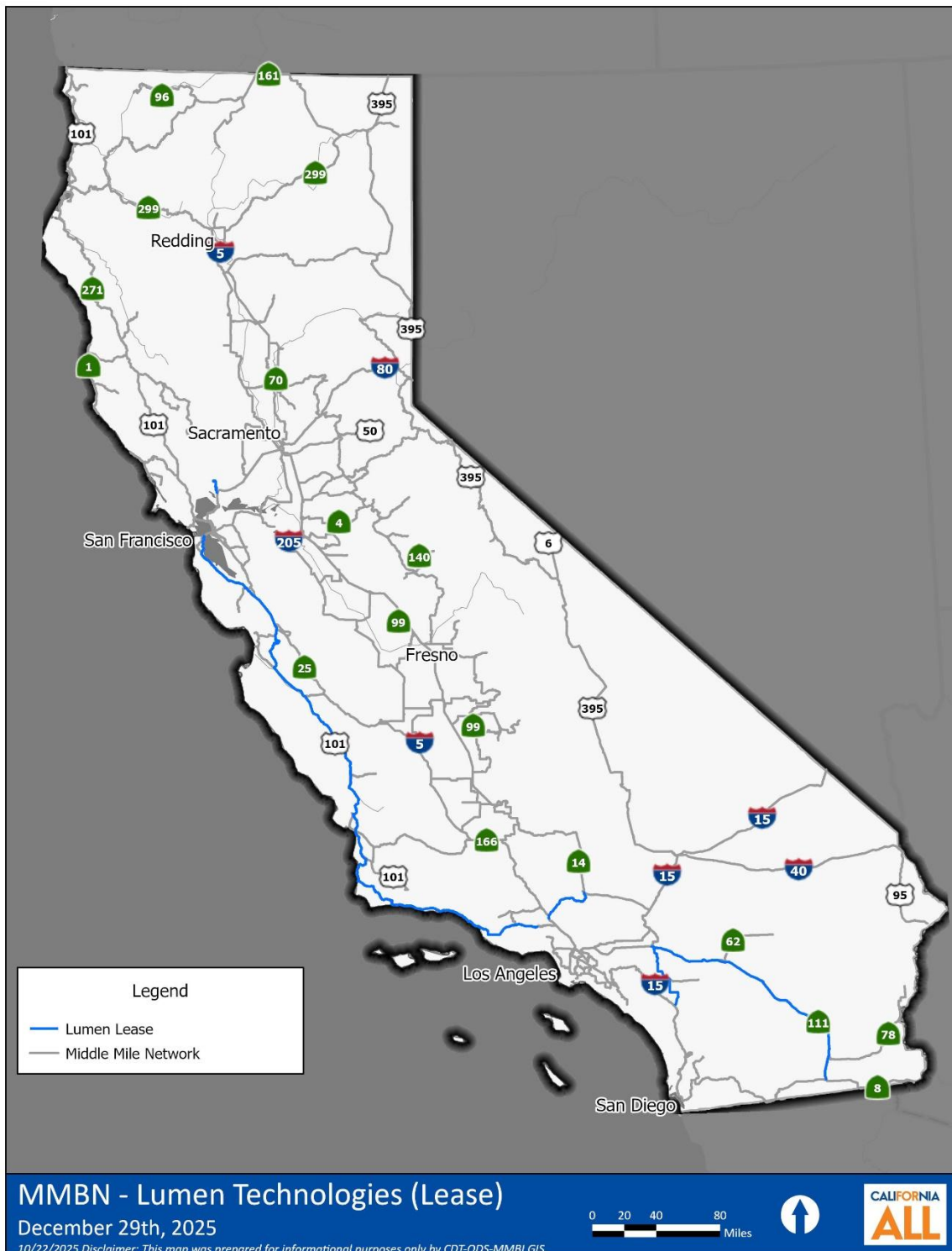
Lumen Technologies (joint build)

Figure 74: Lumen Technologies route map (joint build)



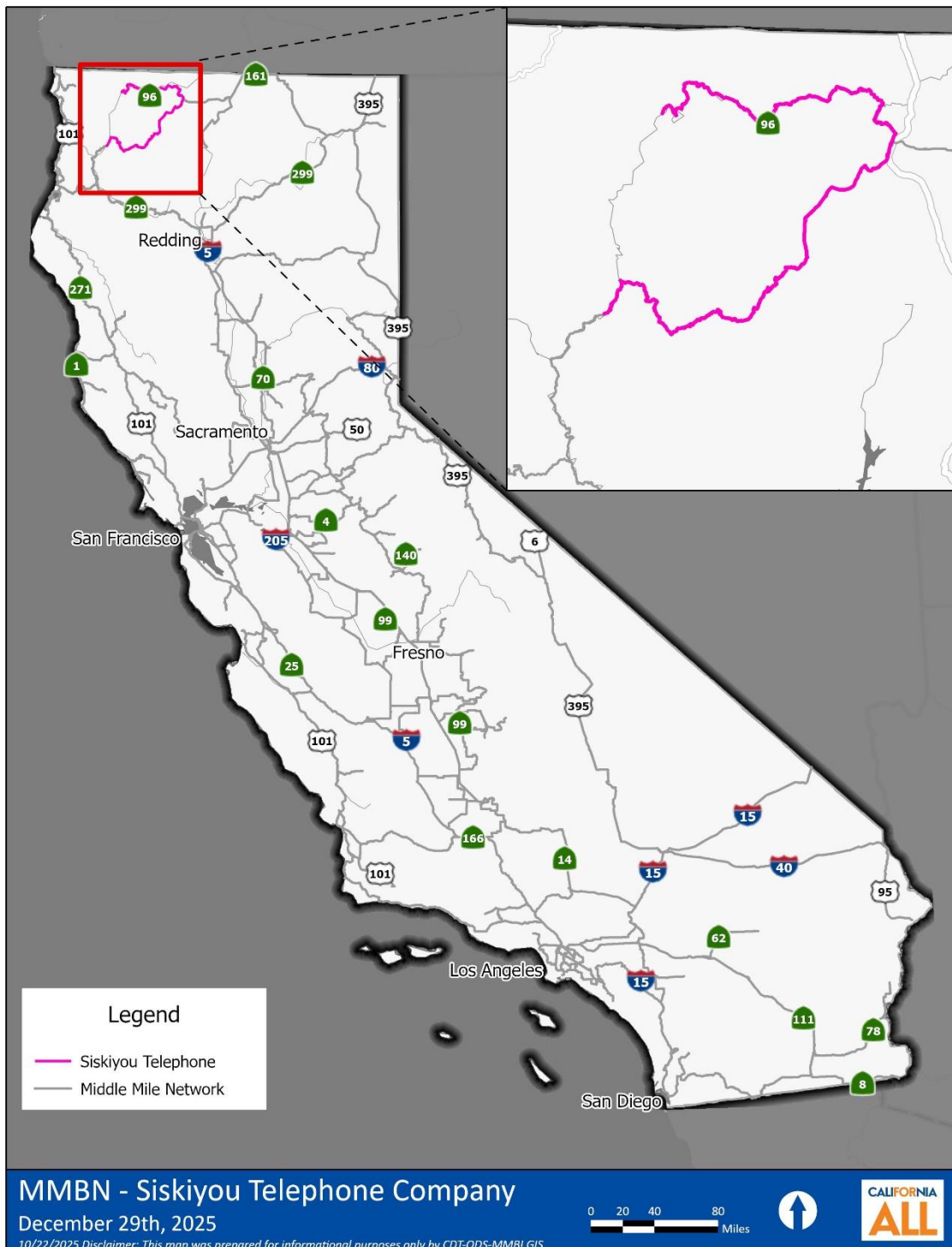
Lumen Technologies (lease)

Figure 75: Lumen Technologies route map (lease)



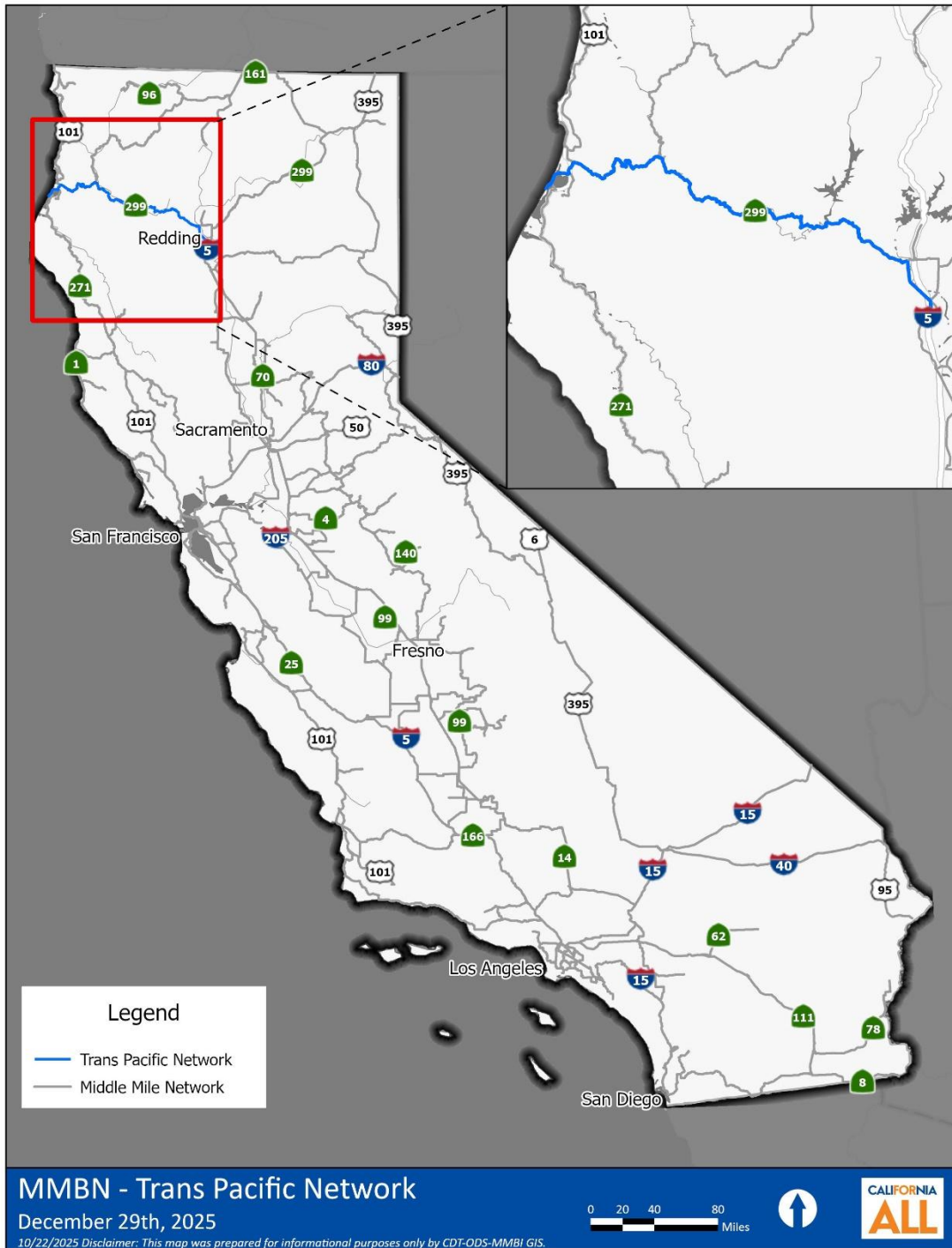
Siskiyou Telephone Company

Figure 76: Siskiyou Telephone Company route map (joint build)



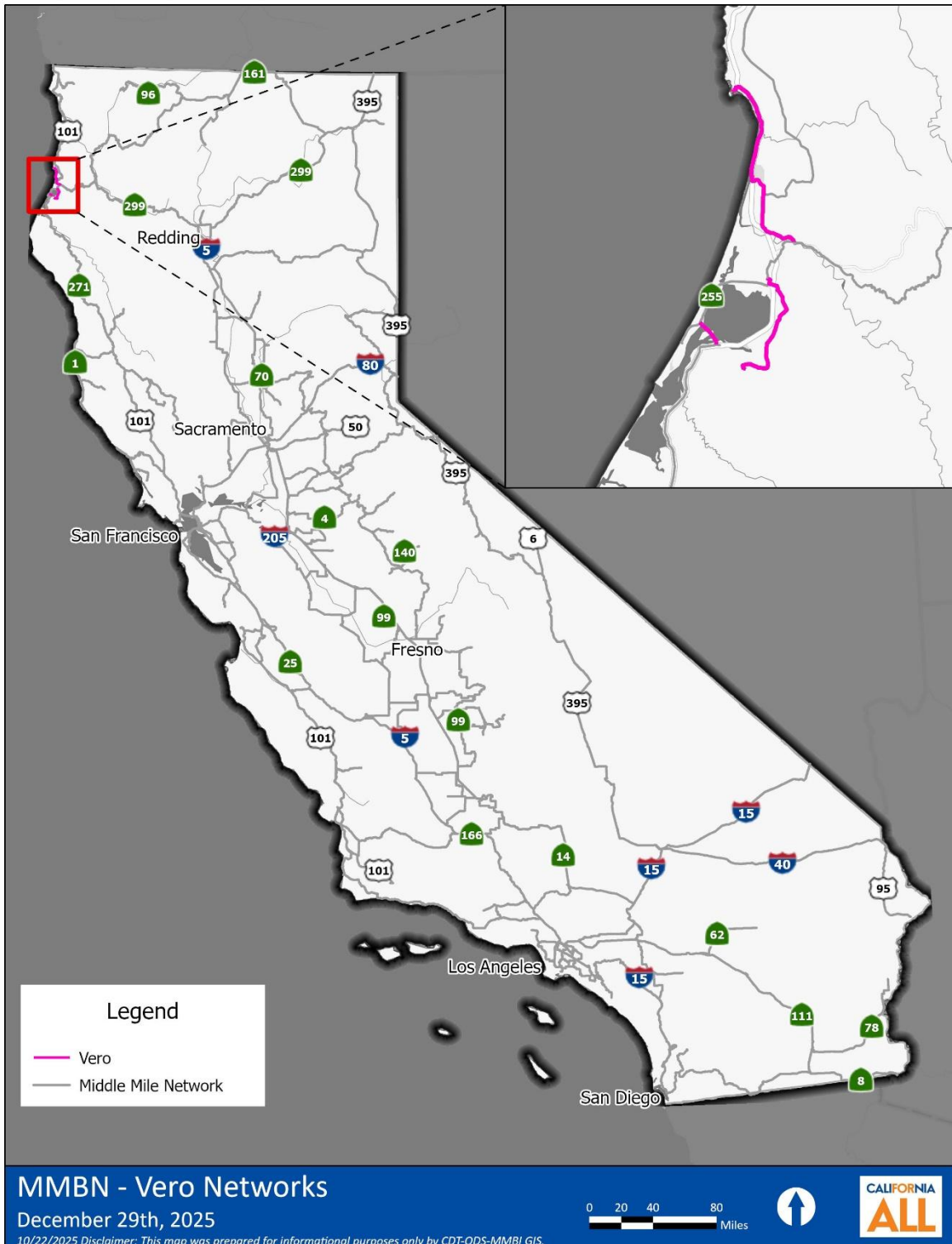
Trans Pacific Network

Figure 78: Trans Pacific Network (lease)



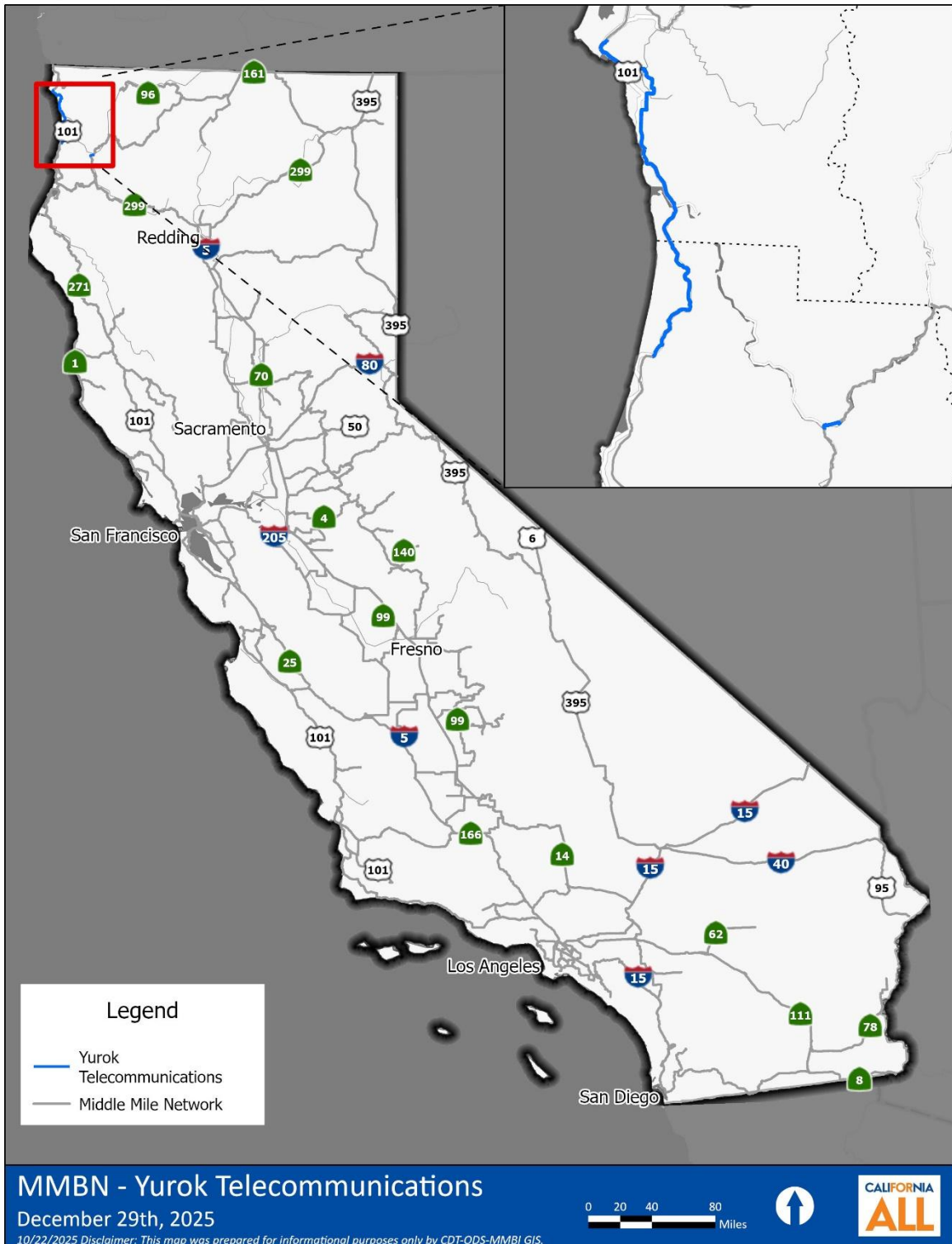
Vero Networks

Figure 79: Vero Networks route map (joint build)



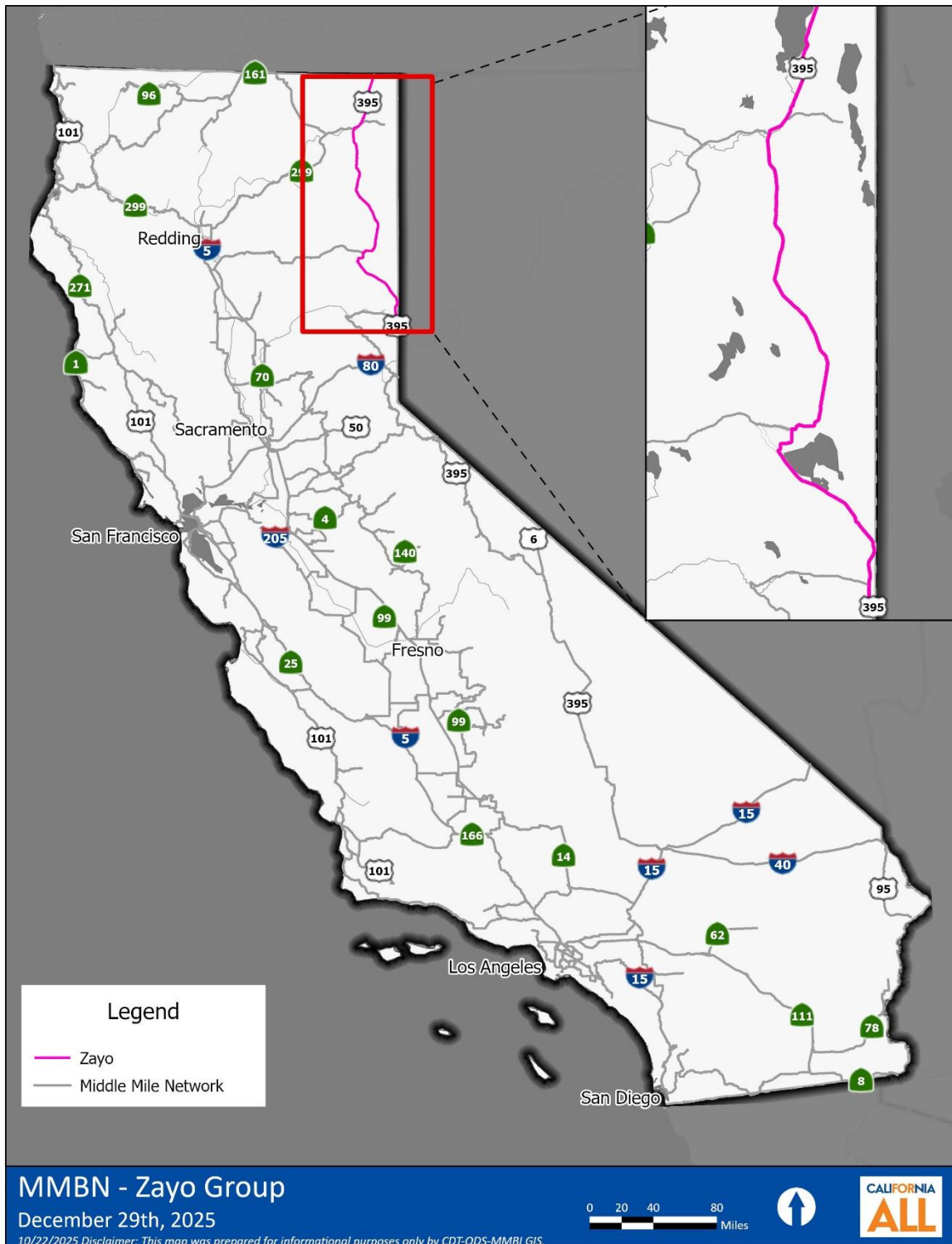
Yurok Telecommunications

Figure 80: Yurok Telecommunications (Ytel) route map (joint build)



Zayo Group

Figure 81: Zayo Group route map (joint build)



Funding Sources, Encumbrances, and Expenditures for the MMBI

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:

MMBI is no longer funded by SFRF. Per authority in the 2022 Budget Act, \$887 million in SFRF was replaced with General Fund, and per authority in the 2024 California Budget Act, the remaining \$2.363 billion in SFRF budget authority was also swapped to General Fund. All SFRF previously allocated to the MMBI has now been fully expended, and the program is funded almost entirely by the California General Fund. The only federal funding still available to support the \$3.873 billion project is the \$73 million NTIA Enabling Middle-Mile Grant awarded in 2023.

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:

In 2023, CDT was awarded \$73 million in NTIA Enabling Middle-Mile grant funding. CDT anticipates beginning to use these funds and making its first reimbursement request to NTIA in the first quarter of the calendar year 2026.

Amount of General Fund funds encumbered and expended on CDT’s MMBI:

The amounts shown below in Table 5 represent cumulative General Fund encumbrances and expenditures at specific points in time.

Table 5: MMBI General Fund Encumbrances & Expenditures

| As of Date | Encumbered | Expended |
|-------------------|-------------------|-----------------|
| 7/1/2024 | \$3.243B | \$1.308B |
| 6/30/2025 | \$3.660B | \$2.512B |
| 10/31/2025 | \$3.817B | \$2.257B |
| Difference | \$0.574B | \$0.949B |

Status of Last-Mile Customers and Projects Connected via the Middle-Mile Network

CDT is still in the pre-construction (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.

Customer Sounding for Last-Mile Customers and Projects:

In 2024, CDT conducted a customer sounding effort to engage with last-mile entities anticipated to benefit most from the MMBI. SB 156 [2021] requires a Third-Party Administrator (TPA) to provide ongoing operational services for the MMBI 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.

Through this customer sounding effort, CDT gained additional insight into how last-mile stakeholders plan to interconnect with the MMBN as construction progresses. Input received from local governments, ISPs, and other stakeholders confirmed strong interest in the MMBN, which helped validate anticipated interconnection approaches and service needs, and established an ongoing communication channel to support continued coordination as the network is delivered.

Customer Outreach for Last-Mile Customers and FFA Entities:

In 2025, 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 MMBI services they need;
- Identify target interconnection points; and,
- Identify timing of when services are needed.

While CDT is developing the MMBN, CPUC is distributing approximately \$2 billion in last-mile FFA grants to ISPs and other entities to construct regional projects that can connect to the MMBN.

Through this customer outreach, CDT has engaged with more than 60 last-mile providers and FFA project awardees that have expressed interest in connecting to the MMBN. These engagements have helped CDT better understand anticipated interconnection approaches, identify likely connection locations and timing considerations, and establish ongoing working relationships with potential customers as network development continues. The program is also exploring leasing options to ensure FFA grantees can connect when they are ready. Outreach and engagement activities are ongoing as construction progresses, and additional stakeholders prepare to interconnect.