Grant Request Number	GRN-000438
Funding Program Name	Middle Mile Broadband Infrastructure Grant Program
Funding Request Name	California Department of Technology - Middle Mile - GRN-000438
Applying Organization	California Department of Technology
Applicant Name	Mark Monroe

Primary Applicant Type

Identify the primary applicant type:

Single Entity

———

Primary Entity Type

Type of entity: Primary entity type, (A) a State, political subdivision of a State, Tribal government, technology company, electric utility, utility cooperative, public utility district, telecommunications company, telecommunications cooperative, nonprofit foundation, nonprofit corporation, nonprofit institution, nonprofit association, regional planning council, Native entity, or economic development authority; or (B) a partnership of two (2) or more entities described in (A).

What is the primary applicant's entity type?

State

———

Is parent/owner of applicant a foreign entity?

No

———

Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Anthony Naughtin; California Department of Technology; GSN - President and COO; tony.naughtin@goldenstatenet.org
KeyPersonnel_Resume_Anthony_Naughtin

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Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Erik Hunsinger; California Department of Technology; VP of Infrastructure, GSN; erik.hinsinger@level3.com
KeyPersonnel_Resume_Erik _Hunsinger
———
Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - hardeep takhar; California Department of Technology; MMBM Program Director, CALTRANS; hardee3p.s.takar@dot.ca.gov
KeyPersonnel_Resume_hardeep_takhar
———
Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Janice Benton; California Department of Technology; Division Cheif, Division of Design, CALTRANS; janice.benton@dot.ca.gov
KeyPersonnel_Resume_Janice _Benton
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Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Mark Monroe; California Department of Technology; Deputy Director, Broadband Middle-Mile Initiative ; mark.monroe@state.ca.gov

KeyPersonnel_Resume_Mark_Monroe
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Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Robert Payne; California Department of Technology; Program Director, Middle-Mile Broadband Initiative ; Robert.Payne@state.ca.gov
KeyPersonnel_Resume_Robert_Payne
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Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Ronald Hutchins; California Department of Technology; Chief Technology Officer, GoldenStateNet ; ron.hutchins@goldenstatenet.org
KeyPersonnel_Resume_Ronald _Hutchins
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Managerial Capability

Applicants shall submit to the Assistant Secretary one-page resumes for (a) all key management personnel and (b) all key personnel of subcontractors or other entities that will play substantial roles in building, managing, or operating the middle mile network built using Middle Mile Grant (MMG) Program funding.

Key Personnel - Scott Adams; California Department of Technology; CDT Deputy Director, Office of Broadband and Digital Literacy; scott.adams@state.ca.gov
KeyPersonnel_Resume_Scott_Adams
———
Organizational Charts

Each applicant shall submit any necessary organizational chart(s) detailing all of its parent companies, subsidiaries, and affiliates.
This upload section should also be used for any letters of support from the organizations that will be involved in the project as a community stakeholder.

Org Chart for MM Grant-09-27-2022 05-30-California Department of Technology-GRN-000438.docx
———

Organizational Details

Each applicant must also provide a narrative describing the applicant's readiness to manage a middle mile broadband network. This narrative should describe the experience and qualifications of key management set to undertake this project, the applicant's experience undertaking projects of similar size and scope, recent and upcoming organizational changes including mergers and acquisitions, relevant organizational policies, and ownership information consistent with 47 CFR § 1.2112.

This narrative shall denote who will own the assets at the end of award period. This response is limited to 6000 characters as an open field narrative.

The California Department of Technology (CDT), which is headed by Director and State Chief Information Officer Liana Bailey-Crimmins, oversees the planning, design, construction, and management of the California open-access middle-mile broadband network, including the 39 network spurs that are the subject of this Application. CDT heads a project team that includes the CDT Office of Broadband and Digital Literacy, GoldenStateNet (GSN), the Middle-Mile Advisory Committee, the California Department of Transportation (Caltrans), and the California Public Utilities Commission (CPUC). These roles are mandated by California Senate Bill 156, the authorizing legislation for California's Middle-Mile Broadband Initiative (MMBI).

CDT's role in State government includes approval and oversight of all State information technology (IT), telecommunications, and broadband projects. It partners with State government, local government, and educational entities to deliver digital services, develop innovative and responsive solutions for business needs, and provide quality assurance for State government IT projects and services. CDT's statutory responsibilities and its deep and extensive experience in managing the development, planning, contracting, and construction of major technology infrastructure projects make it ideally suited to take the lead in the initiative to bring broadband to all Californians.

The California MMBI legislation established the Office of Broadband and Digital Literacy within CDT to oversee the acquisition and management of contracts for the development, construction, maintenance, and operation of the State's middle-mile broadband network. That office is part of the CDT Office of Broadband Middle-Mile Initiative and is led by Broadband and Digital Literacy Deputy Director Scott Adams.

The legislation also required a third-party administrator (TPA) to "manage the development, acquisition, construction, maintenance, and operation of a statewide, open-access, middle-mile broadband network, including the creation of rural exchange points." The TPA is GSN, an initiative of the Corporation for Educational Network Initiatives in California (CENIC). CENIC, a nonprofit corporation, operates the California Research and Education Network (CalREN) a multi-tiered,

advanced network-services fabric serving most of the research and education institutions in the State that links users globally through its connections with other similar networks throughout the world. The backbone of that network includes 8,000 miles of CENIC-owned and managed fiber. CENIC engineers perform regular upgrades on that network. GSN brings unique attributes to the TPA role: CENIC's experience and the size, geographic reach, and complexity of the CalREN network.

The Middle-Mile Advisory Committee, made up of representatives of State agencies and ex officio members representing the Legislature, monitors the middle-mile network's development and construction, holds public meetings, and receives public input.

Caltrans is an integral part of the statewide network team. Caltrans has unparalleled capacity and expertise to develop and manage massive infrastructure programs. Caltrans will work with GSN to manage the construction of the middle-mile infrastructure along State highways and rights-of-way.

Key individuals include:

Mark Monroe – CDT Deputy Director, Broadband Middle Mile Initiative

Mark Monroe is the lead on the MMBI. His office oversees the acquisition and management of contracts to develop, construct, maintain, and operate the middle-mile network. This office develops policies, practices, rules, and standards related to the operation and use of the middle-mile network. He is the primary contact with the third-party administrator, GSN.

Scott Adams – CDT Deputy Director, Office of Broadband and Digital Literacy

Scott Adams leads the CDT office that creates policies, practices, rules, and standards related to the operation and use of the middle-mile network. He is responsible for managing the individuals and organizations involved in the various projects that make up California's commitment to closing the digital divide, including the development and implementation of the statewide middle-mile broadband network, coordinating, and overseeing the implementation of the State's Broadband for All Initiatives, staffing the California Broadband Council, and leading development of the State's Digital Equity Plan.

Robert Payne – CDT Program Director, Middle-Mile Broadband Initiative

Robert Payne is responsible for the overall management of the program design and building of the Middle Mile Broadband Network.

Anthony C. Naughtin – President and Chief Operating Officer, GoldenStateNet

Anthony Naughtin is GSN's primary contact with CDT.

Ronald R. Hutchins – Chief Technology Officer, GoldenStateNet

Ronald Hutchins is the primary GSN contact with Caltrans and oversees and directs GSN's technological initiatives, including its TPA responsibilities in the MMBI.

Erik Hunsinger – Vice President of Infrastructure, GoldenStateNet

Erik Hunsinger's responsibilities include managing MMBI's commercial relationships, including joint-builds and IRUs, and overseeing network design and the project management organization.

Janice Benton – Division Chief, Division of Design, Caltrans

Janice Benton is the lead in carrying out Caltrans' responsibilities for implementing the middle-mile broadband network and is the primary Caltrans contact with CDT and represents Caltrans in addressing complex policy matters relating to the network.

Hardeep Takhar – Program Director (Acting), Middle-Mile Broadband Program, Caltrans

Hardeep Takhar works with CDT to support project delivery needs, including permits and environmental matters.

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Form CD-511 (Certification Regarding Lobbying)

The applicant must upload a completed form that certifies that Federal funds have not and will not be used for lobbying in connection with this request for Federal financial assistance. A fillable Form CD-511 can be found in the MMG ZIP folder.

CD511 - NTIA MMG - PLEASE SIGN - signed-09-29-2022 10-07-California Department of Technology-GRN-000438.pdf

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SAM.gov Registration

Applicants are asked to upload a screenshot of their SAM.gov registration.

Sam-09-29-2022 10-07-California Department of Technology-GRN-000438.gov letter re_ NTIA MMG Application - signed.pdf

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Additional Waiver Upload

Please upload, as applicable.

Request for Waiver of Letter of Credit_CDT-09-29-2022 07-17-California Department of Technology-GRN-000438.pdf

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Executive Summary

Please describe how the applicant's proposal will advance the objectives of the MMG Program, as well as the specific objectives of outlined in the Notice of Funding Opportunity (NOFO);

An overview of the proposed route or service area(s), including information regarding rurality and socio-economic indicators in the area to be served by the proposed project.
This response is limited to 12000 characters as an open field narrative.

The State of California has an ambitious and coordinated plan to create a 10,000-mile middle-mile network that will serve as the platform for last-mile deployment of affordable, equitable broadband service to all Californians. The Middle Mile Broadband Initiative (MMBI) plan calls for an open-access network that gives public and private ISPs wholesale access to middle-mile services at fair, reasonable, and equal terms, regardless of the technology used. According to the timetable for the project, the network will be completed in 2026.

The State's existing funding is insufficient to reach all areas of need identified by the California Public Utilities Commission (CPUC) through an extensive public process in 2021. The funding gap means that the network will likely not come in proximity to nearly 300,000 unserved addresses. This Application thus requests a $99,995,175.38 grant—which, with a matching amount of $114,586,206.04 from the State of California, will enable the MMBI network to be extended to the areas that would otherwise not be served by new middle-mile facilities.
The grant and matching funds would enable construction of 707 miles of middle-mile fiber across 39 spurs that are part of the larger statewide middle-mile network, bringing the network within 5 miles of 295,373 unserved addresses and 14 Tribal entities, and within 1,000 feet of 1,124 anchor institutions.

This Application is critical to the State's broad and comprehensive plans to provide all Californians access to broadband. While the State has coordinated with other entities that are applying to this grant program to confirm consistency with the State's plans, this application from CDT is the sole application from the State itself and is the State's prioritized application for funding.

The MMBI plan addresses a massive, statewide need for reliable broadband access. The areas of greatest need are geographically widespread and varied. They include unserved or underserved Tribal communities, cities, and counties. A key aspect of the Application is that any broadband provider will be able to connect to the network on nondiscriminatory terms and conditions. Through its open-access operations partner, GSN, CDT will make comparable service levels, terms, and rates available throughout the State, regardless of how far a user may be from a major metropolitan area.

The statewide middle-mile network is designed to enable ISPs to cost-effectively build and operate last-mile networks in remote parts of the State, significantly reducing the overall cost of connecting

unserved or underserved areas. Implementation of that network design will create widespread economic development opportunities and ensure digital equity. However, without the requested grant funding, the 707 miles will not be built because of a funding gap caused by significant inflation in the fiber materials and construction markets.

A significant construction procurement effort is underway to leverage scale and lock down pricing for construction of the statewide network. The routes that are addressed by this Application are being included in the overall procurement effort in order to realize scale efficiencies and ensure that any funds awarded by NTIA based on this Application will be cost-effectively deployed under a competitive, fast procurement mechanism.

The MMBI, under the direction and leadership of the team assembled by the State's enabling legislation, brings together entities that are best suited and resourced to complete the initiative. CDT's leadership role in the project brings to bear its extensive experience and expertise in inter-agency coordination; massive IT program procurement, management, and oversight; technology service delivery; workforce management; competitive bidding processes; and environmental impact awareness. The other entities in leadership roles for the project are:

CDT's Office of Broadband and Digital Literacy, which oversees the acquisition and management of contracts for the development, construction, maintenance, and operation of the network;

GoldenStateNet, which serves as the third-party administrator to manage the development, acquisition, construction, maintenance, and operation of the statewide open-access middle-mile broadband network;

The California Public Utilities Commission which, in collaboration with the third-party administrator, provides locations for the middle-mile infrastructure and last-mile connectivity;

Caltrans, which works with the third-party administrator to manage the construction of the middle-mile infrastructure along State highways and rights-of-way.

The network spurs covered by this Application will help comprehensively meet the broadband needs of communities within the project area by making available to last-mile service providers the dark fiber, lit fiber, and other services that are presently lacking or not available on cost-effective terms and conditions. This situation is a major reason these communities are unserved and underserved. The reduced middle-mile costs resulting from the proposed State-funded middle-mile infrastructure will incentivize ISPs to provide end users the broadband access they now lack. Substantial benefits from the funded middle-mile infrastructure will accrue to high-poverty areas, Tribal lands, and anchor institutions. This project is a major collaborative effort that will help address the vast need for broadband services in unserved and underserved areas throughout the State.

Government and community involvement are key to this Application. The MMBI is an undertaking by

the State of California, led by State entities. An essential aspect of government involvement is the utilization of Caltrans rights-of-way, to the extent possible, for the construction of the network. Community involvement, which began with CPUC's use of public comments to inform network design, is also ongoing.

The successes of CDT and Caltrans on past public projects, together with the achievements of GSN's parent, CENIC, in deploying and managing its 8,000-mile educational network, help ensure that the network design will meet the needs of the last-mile providers serving unserved and underserved communities throughout the State, and that an appropriately skilled and credentialed workforce will be deployed for its construction. The project is led by an experienced management team whose members have substantial experience in broadband policy and technology, network development, and public works construction.

———

Level of Need

A description of the level of need in the proposed service area(s), including but not limited to communities considered unserved and/or underserved in the proposed service area(s), discussion of the competitive landscape in the area, variations among service areas if there are any, or the general economic conditions in the proposed funded service area.

This response is limited to 12000 characters as an open field narrative.

This Application is the product of a thorough and careful assessment of existing broadband service availability and the needs of residents, businesses, and anchor institutions. The State of California's Middle Mile Broadband Initiative (MMBI), including the 39 spurs that will be built with the funding requested by this Application, focuses on closing the digital divide. Substandard broadband prevents millions of Californians from fully participating in essential life activities and limits business development in parts of the State. The network spurs identified in this Application will allow the statewide middle-mile network to extend farther into areas that are particularly challenging to last-mile providers due to factors such as geography and population density.

The COVID-19 epidemic underscored the essential nature of broadband internet access for individuals and businesses in California and highlighted the digital divide. Examples of the impact of substandard broadband services and the absence of adequate broadband services are slow links or no connectivity in some rural and mountainous areas, Tribal Nations, and urban areas. These are precisely the types of areas that would be covered by the spurs that are the subject of this Application: The 39 spurs would bring the network within 5 miles of 295,373 unserved units and 14 Tribal entities, and within 1,000 feet of 1,124 anchor institutions.

But for the requested grant, the middle-mile network cannot be extended far enough into those unserved or underserved communities to make delivering network services cost-effective for last-mile

broadband service providers.

CDT's third-party administrator, GoldenStateNet, outlined and recommended middle-mile construction routes to connect previously unserved residents in urban, rural, and Tribal communities, and developed maps incorporating public comments gathered by the CPUC in October and November 2021. CDT worked with GoldenStateNet, CPUC, and Caltrans to refine the recommended project. This work resulted in a network design to connect unserved areas identified by the CPUC in 2021-2022, which also considers public comments and poverty data.

The assessment of the competitive landscape supports the need for the middle-mile network spurs that would be covered by this grant request. Current providers are not offering middle-mile services comparable to the services planned for the statewide non-discriminatory open-access network, as evidenced by information gathered for CDT from current last-mile entities. Those entities indicated that the unavailable middle-mile services are dark fiber, lit fiber, internet services, co-location, among others. They pointed to affordability and rural geographic features (such as mountains) as constituting the primary barriers to obtaining these services. Some of the last-mile entities mentioned that their issues with middle-mile providers included unwillingness to lease dark fiber to competitors, and in cases of lit fiber, prohibitive costs.

Longstanding circumstances, such as sparse population and geographic features, have made delivering broadband to some communities too expensive for commercial carriers to consider. ISPs have indicated that middle-mile network availability has impacted their decisions on location and investment, which are premised on business case feasibility. In less populated areas, where the economics of last-mile deployment are already challenging, the cost of backhauling to a major aggregation point can erase a network's profits.

Building routes that have been omitted from commercial plans due to business case feasibility will incentivize last-mile carriers to serve these communities and will improve the business case for new or expanded investments in last-mile networks in unserved and underserved areas. Building the routes will also address interests expressed by ISPs and enterprise customers, such as educational institutions, in having access to dark fiber and lit fiber to reduce their costs.

Bringing the cost of network services, internet, and colocation services in rural areas into parity with what a provider would pay for such services in a major metropolitan area will lower rural providers' operating costs. If these routes are not built by the State of California, the unserved and underserved situations will continue because the existing middle-mile infrastructure is insufficient to meet the needs of the communities in those areas, and there is no evidence that any other solution is imminent.

The proposed spurs are the most efficient means to address the unmet needs of the project areas. The system-level design is guided by principles to support efficiency, reliability, and cost-effectiveness, and prioritizes the use of Caltrans rights-of-way for new fiber construction. The design and construction

plan will accelerate the buildout of the network, add resiliency, and obtain connections to the global internet at the most affordable cost.

———

State Collaboration Acknowledgement

NTIA strongly encourages prospective non-state applicants to coordinate and consult with the State Broadband Office or other coordinating body located in the jurisdiction in which the eligible entity proposes to deploy middle mile infrastructure to ensure that the proposal is consistent with the state's broadband plan and priorities. Please confirm collaboration and consultation.

Do you confirm collaboration and consultation with the appropriate organization?

Yes

———

State and Local Collaboration Narrative

Please provide information on the applicant's coordination with applicable State, Territory, Tribal, and local governments, including their awareness of the proposed project and any potential impact to respective service areas; and

Information regarding the applicant's involvement and coordination with community organizations or other relevant partners in the proposed service area.

This response is limited to 6000 characters as an open field narrative.

The proposed network is a State of California project and is a key element of the statewide middle-mile broadband network. The enabling legislation that established the California Middle Mile Broadband Initiative mandated the roles and responsibilities of the California Department of Technology (CDT), the CDT Office of Broadband and Digital Literacy, the third-party administrator (GoldenStateNet), and the Middle Mile Advisory Committee. Apart from GoldenStateNet, which is an LLC of CENIC, all are governmental entities.

The breadth of government involvement and cooperation in the deployment of the network is also reflected in makeup of the Middle-Mile Advisory Committee (MMAC). Its members are representatives of State departments involved in the construction and establishment of the network, including Caltrans, CDT, CPUC, the California Department of Finance, the Government Operations Agency, and members of the legislature. The involvement of these agencies and elected representatives ensures that State resources will be leveraged to support the design and construction of the network.

Tribal nations, as well as some local governments and Metropolitan Planning Organizations, are also engaged in the effort to enable support access to broadband for end users in unserved and underserved areas. The middle-mile infrastructure will provide vital connections between Tribal

communities and the global Internet, and the third-party administrator, GoldenStateNet, is engaging in outreach and has established lines of communication and programs to facilitate Tribes' involvement. In this regard, GoldenStateNet's involvement is particularly important. CENIC, GoldenStateNet's parent organization, has a long history of action, support, and advocacy on behalf of broadband connectivity for California's Tribal communities, historically some of the most unserved and underserved people in the State. Nearly 20 percent of California's federally recognized Tribes currently connect to the CENIC and Pacific Wave networks.

———

Will the project connect middle mile infrastructure to last mile networks that provide or plan to provide broadband service to households in unserved areas?

Yes

———

Is the project connecting non-contiguous trust lands?

No

———

Do you commit to offering wholesale broadband service at reasonable rates on a carrier-neutral basis?

Yes

———

The eligible entity adopts fiscally sustainable middle mile strategies. This strategy should be described in the Budget Narrative.

Do you attest to this?

Yes

———

The eligible entity commits to offering non-discriminatory interconnect to terrestrial and wireless last mile broadband providers and any other party making a bona fide request. This policy will be described in the Interconnect Policy.

Do you attest to this?

Yes

———

The eligible entity identifies specific terrestrial and wireless last mile broadband providers that have(i) expressed written interest in interconnecting with middle mile infrastructure planned to be deployed by the eligible entity; and ii) demonstrated sustainable business plans or adequate funding sources with respect to such interconnection. This may be demonstrated in the Level of Need

narrative of the Exec Summary.

Do you attest to this?

Yes
———
The eligible entity has identified supplemental investments or in-kind support (such as waived franchise or permitting fees) that will accelerate the completion of the planned project. Such acceleration may be described in the Project Timeline narrative.

Do you attest to this?

Yes
———
The eligible entity has demonstrated that the middle mile infrastructure will benefit national security interests of the United States and the Department of Defense. The benefits may be explained in the Benefitting National Security Interests Narrative.

Do you attest to this?

No
———
Project Duration

Number of Years

3
———
Project Timeline Narrative

The narrative requires the Applicant to describe a project with critical path, including key milestones for implementation of the project, preparations, and risk factors; and a capital investment schedule evidencing that the applicant will complete build-out and the initiation of service within five years of the date on which the entity receives the grant and will meet interim buildout requirements set forth herein and in any other binding document.
If the project is able to be accelerated with supplemental investments or in-kind support to meet a statutory purpose, this should be explained.

This response is limited to 6000 characters as an open field narrative.

The project proposed in this application encompasses 707 miles over 39 spurs across the State of California and is a key part of the approximately 10,000 miles of identified middle-mile broadband infrastructure need the State is planning to address. CDT has developed a timeline for deploying the infrastructure before the end of 2026. CDT has addressed critical path items and divided the deployment into four priority categories, (Engineering, Permitting, Construction, and Acceptance), which will be performed in appropriately sized batches to allow for parallel processing and efficient utilization of each resource pool.

The timeline anticipates Caltrans will complete ongoing design work by Q4 of 2024, with a State goal of ensuring that all contracts are in place by the end of 2024.

The initiation and completion of key procurements is a critical-path item required to stay within the proposed timeline. The successful procurement of one or more master contracts for common broadband materials is essential to attempt to mitigate potential supply chain issues so that delays do not adversely affect the timeline. Similarly, a successful procurement of one or more master contracts for construction services can provide the State with the scalability required to match the aggressive deployment schedule. Additional smaller procurements can be made throughout the life of the network deployment for unique and specialized aspects of the network that are less time-sensitive and do not require substantial resources.

———

Project Timeline File

Applicants are asked to upload a timeline which will denote key milestones for implementation of the project, including but not limited to field survey, network design, equipment/material procurement, environmental assessment, permitting, construction, network testing, network activation and completion.

CDT Construction Timeline-09-29-2022 07-29-California Department of Technology-GRN-000438.pdf

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Is an extension being requested?

No

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Special Rules for Tribal Governments and Native Entities

The Infrastructure Investment and Jobs Act permits the Assistant Secretary, in consultation with Tribal governments and Native entities, to waive, or specify alternative requirements, in connection with most directives governing the MMG Program if the Assistant Secretary finds that waiver or modification of the requirement is necessary for (a) the effective delivery and administration of middle mile grants to Tribal governments or (b) the construction, improvement, or acquisition of middle mile infrastructure on trust land.

Is a waiver or alternative requirements requested?

No

———

Fair Labor Practices

Applicants must have a demonstrated record of and plans to be in compliance with federal labor and employment laws as described in III.H in the NOFO. This will help ensure that projects are carried out in accordance with the law, assist NTIA in ensuring that a prospective awardee is capable of carrying out activities funded by an award in a competent manner in compliance with all applicable federal, state, and local laws; and promote the effective and efficient completion of high-quality middle mile broadband infrastructure projects by ensuring a reliable supply of skilled workers and minimizing disruptive and costly delays.

This response is limited to 6000 characters as an open field narrative.

The California Department of Technology is committed to complying with federal labor and employment laws, as shown by its past performance on construction projects and that of its major contractors and will ensure that compliance continues throughout work on the middle-mile network.

CDT enforces and promotes all rules and regulations prohibiting discrimination and harassment, including federal labor and employment laws, through internal policies and nondiscrimination requirements. It informs all employees of these policies and requirements and has a uniform process for raising and addressing violations and discrimination complaints. There have been no violations of State or federal labor, workplace safety and health, or employment laws within the past three years, to CDT's knowledge.

Consistent with State law requirements, CDT contracts and subcontracts for the middle-mile projects that are the subject of this Application contain provisions that prohibit discrimination. California law also requires contractors and subcontractors to give written notice of nondiscrimination requirements to labor organizations with which they have a collective bargaining or other agreement. CDT requires its contractors to comply with applicable State and federal statutes, regulations, and policies.

CDT and its contractors and subcontractors on the middle-mile project adhere to California prevailing wage laws which, like the federal Davis-Bacon requirement, mandate payment of local prevailing wages on public works projects and submission of certified payroll reports.

———

Officer Certification

In order for NTIA to evaluate an applicant's demonstrated record of and plans to be in compliance with federal labor and employment laws, each applicant must provide examples of items described

in III.H in the NOFO. Applicants are asked to upload a Certification from an Officer/Director-level employee (or equivalent) of the applicant evidencing consistent past compliance with federal labor and employment laws by the applicant, as well as contractors and subcontractors.

Certification of Past Compliance with Federal-09-29-2022 07-31-California Department of Technology-GRN-000438.pdf

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Highly Skilled Workforce

To ensure that applicants have the technical and operational capacity to carry out the project, applicants must submit a plan for ensuring that the project workforce will be an appropriately skilled and credentialed workforce (including by the applicant and each of its contractors and subcontractors). The plan for a highly skilled workforce should include the information described in III.I in the NOFO.

This response is limited to 6
000 characters as an open field narrative.

CDT has made and will continue to make appropriate investments to develop a skilled, diverse workforce and encourages its contractors to do so as well. The record of successful completion of CDT projects by Caltrans and other entities demonstrates past technical and operational capacity to carry out the projects and deployment of appropriately skilled and credentialed workforces. This record and the consistency of past performance will carry through to the current projects because of consistent practices by CDT and its contractors.

Caltrans has a Labor Compliance Program (LCP) which has been approved by the California Department of Industrial Relations (DIR). The Caltrans LCP monitors and enforces provisions of the Public Works Chapter of the California Labor Code applicable to Caltrans contractors and subcontractors, including requirements to pay State prevailing wages and employ apprentices in DIR-identified “apprenticeable crafts”. The requirements include, but are not limited to: Notifying all apprentice programs in the crafts where work will be performed; requesting dispatch of apprentices when journeymen are present on the worksite; using a minimum ratio of 1 hour of apprentice for every 5 hours of journeyman work; and requiring apprentices to be registered in a program approved by the California Division of Apprenticeship Standards (DAS), which consults with employers to develop a skilled workforce with viable career pathways to increase productivity.

Caltrans and CDT’s other contractors and subcontractors also contribute the training fund amount published on the DIR prevailing wage determination to the California Apprenticeship Council (which provides policy advice on apprenticeship matters for the building and construction trades) or to a DAS-approved apprenticeship program in the crafts in which the apprentices and journeymen work.

In addition, through the State of California's Broadband For All initiative, which is also managed by CDT, extensive work is underway to address workforce opportunities and needs, including in the context of the Statewide Digital Equity Plan and to support State planning for expenditure of federal funds under the Broadband Equity, Access, and Deployment (BEAD) program. The State of California's 2020 Broadband For All Action Plan includes a specific goal (as part of Action Item 18) is to strengthen relationships between the California Broadband Council and workforce development boards, and to support efforts to create digital training materials for workforce, community, and student needs. CDT anticipates that workforce preparation and development will have significant consideration in the 2023 iteration of the Broadband For All Action Plan.

———

Advancing Workforce Development

A skilled workforce is critical to meeting infrastructure buildout timelines under the Infrastructure Act and connecting households across the country to reliable, affordable, high-speed broadband. A well-trained workforce will also allow for the safe deployment of sustainable networks. To meet the workforce needs of the MMG Program, applicants must make appropriate investments to develop a skilled, diverse workforce. Each applicant must provide as part of its application examples of items described in III.H in the NOFO.

This response is limited to 6000 characters as an open field narrative.

CDT recognizes the importance of having a skilled, diverse workforce for the jobs associated with the project. CDT also recognizes that a skilled workforce is vital to meeting infrastructure buildout timelines and connecting to last-mile providers as well as to building a network that is reliable, affordable, and sustainable. Workforce preparedness is an intrinsic part of CDT's plans for the middle-mile initiative, as well as for the Broadband For All efforts underway within CDT, which include extensive planning and program development for advancing workforce development. Workforce considerations are part of CDT's and Caltrans' contracting for construction and other functions as part of this effort, as well as the larger Middle Mile Broadband Initiative.

In addition, through the State of California's Broadband For All initiative, which is also managed by CDT, extensive work is underway to address workforce opportunities and needs, including in the context of the Statewide Digital Equity Plan and to support State planning for expenditure of federal funds under the BEAD program. The State of California's 2020 Broadband For All Action Plan includes a specific goal (as part of Action Item 18) is to strengthen relationships between the California Broadband Council and workforce development boards, and to support efforts to create digital training materials for workforce, community, and student needs. CDT anticipates that workforce preparation and development will have significant consideration in the 2023 iteration of the Broadband For All Action Plan.

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Climate Resiliency

Please demonstrate that the applicant has sufficiently accounted for current and future weather- and climate-related risks to new MMG Program infrastructure projects. In particular, each applicant should clearly demonstrate how it is conducting the items listed in III.I in the NOFO.

This response is limited to 6000 characters as an open field narrative.

CDT is cognizant of and has accounted for current and future weather- and climate-related factors that could be risks to new MMG Program infrastructure projects. In California, the weather elements of concern are wildfires, extreme cold and heat, inland and coastal flooding, and dry high winds in times of low humidity that can fuel wildfires, particularly in Southern California (Santa Ana winds). It is expected that as global warming increases, these weather elements (e.g., extreme heat leading to drought) will become more severe and more frequent. Already, there is objective data that destructive wildfires have increased in number and severity in the last two decades in the State. For example, of the 20 most destructive wildfires in California's history, sixteen of those twenty wildfires occurred in the last two decades (https://www.fire.ca.gov/media/t1rdhizr/top20_destruction.pdf).

CDT, working closely with the California Department of Transportation (Caltrans), has identified areas for an initial hazard screening for current and future risks, including High Fire Threat Areas and Flood Zones, and will continue to assess those and other parts of the proposed project area over the life of the project. Present risks include wildfire risk, extreme heat and cold, flooding, and high sustained winds in low humidity situations. Over the 20 years following deployment, CDT is expecting these conditions to worsen, and as a result, is taking proactive steps to design a resilient middle-mile network to withstand such weather conditions.

CDT has consulted with the California Public Utilities Commission, which, after a serious Southern California wildfire fueled by Santa Ana winds in 2007, conducted a Fire Safety Rulemaking (Rulemaking No. 08-11-005, https://www.cpuc.ca.gov/industries-and-topics/wildfires/fire-threat-maps-and-fire-safety-rulemaking) which studied how to protect the public from potential fire hazards associated with overhead powerline facilities and nearby aerial communications facilities. In resulting decisions issued throughout 2009, the Commission adopted dozens of new fire-safety regulations in General Order 95. Several decisions adopted fire-safety regulations which apply to "high fire-threat areas" where there is a higher risk for powerline fires igniting and spreading nearby. A single statewide fire-threat map was developed to show all High Fire Threat Districts statewide. In addition, the Commission adopted rules that require electric and communications facilities to place a high priority on the correction of significant fire hazards in high fire threat areas. It required regular inspections of aerial communications facilities located close to power lines in these areas, requires additional patrols of the aerial lines to clear vegetation from them, and required a wildfire mitigation plan of the electric utilities. While expensive, the Commission considered a requirement to underground electric and communications lines in the highest fire threat areas.

The Commission in a later proceeding (R. 18-03-011) required communications facilities-based wireline providers to develop comprehensive resiliency strategies to prepare for catastrophic disasters and power outages. The Commission issued resiliency requirements for High Fire Threat Districts, which include the following: 72-hour backup power requirements, redundancy, network hardening, temporary facilities, communication and coordination with other utilities, emergency responders, the public, and preparedness planning. (CPUC Decision Adopting Wireline Provider Resiliency Strategies, D.21-02-029 (Feb. 18, 2021). While these requirements apply to regulated last-mile wireline facilities -based providers, CDT and GoldenStateNet, as the TPA, will consider which of these many fire safety requirements are "best practice" and adopt them as necessary for the MMBI's operations.

Plans to avoid and/or mitigate climate change risks are considered and include the following: GoldenStateNet, in its role as TPA, oversees designing and constructing the statewide, open-access California Middle Mile Broadband Initiative (MMBI), a 10,000-mile network. GoldenStateNet has focused on resiliency and reliability as a core design element. It also has considered the vulnerability of aerial fiber lines given the frequency of wildfires in the high fire threat districts in the State.

Two significant aspects of the MMBI design are as follows:

Due to the issues relating to aerial communications lines and their vulnerability to wildfires and high winds, a core decision was made by CDT and GoldenStateNet to primarily build the statewide middle-mile network underground along State highway rights-of-way. While there will be some minor exceptions where terrain or other geological factors make it impossible or too costly, the undergrounding at the depth of approximately 36 inches will help insulate and protect the conduit and fiber from effects of wildfires, floods, and other hazards.

Next, CDT and GoldenStateNet have ensured that the MMBI backbone network will be designed with a redundant ring topology throughout the State. Should there be a fiber cut due to an accident or a wildfire that melts the fiber, the network will intelligently reroute the Internet traffic away from the fiber cut and onto a different redundant path due to the ring topology design, allowing the data packets to be delivered to its destination. Should there be a middle-mile spur leading to a last-mile unserved/underserved project, the last-mile provider ideally will design the system to include fixed wireless backhaul to the Internet exchange point to ensure redundancy.

CDT has developed plans for repeating this assessment process over the life of the project.

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Civil Rights and Nondiscrimination Law Compliance

Prior to distributing any MMG Program funding to a prospective awardee, NTIA will require the prospective awardee to agree, by contract or other binding commitment, to abide by the non-discrimination requirements set forth in III.J in the NOFO.

Do you agree to abide by the non-discrimination requirements?

Yes

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Certification of Technical Capability

Each applicant must supply a certification attesting that it is technically qualified to complete and operate the proposed project.

Certification of Technical Capability_CDT-09-29-2022 07-33-California Department of Technology-GRN-000438.pdf

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Interconnect Policy

The Applicant must describe in detail the nondiscrimination, interconnection, and network management practices that would be adopted for the project facilities. The Applicant should describe how it will comply with nondiscrimination and interconnection obligations, particularly with connectivity to the public Internet and physical interconnection for the exchange of traffic. In addition to describing network management practices, the Applicant should disclose any practices in place to block access to illegal or harmful content.

This response is limited to 6000 characters as an open field narrative.

The network portion that is the subject of this Application consists of 39 spurs, which are network segments extending the central backbone of the statewide middle-mile network (currently under design and construction planning) closer to unserved communities. CDT and the MMBI team will operate the proposed network on an open-access basis, allowing any broadband provider to connect to the network on nondiscriminatory terms and conditions. CDT will make comparable service levels, terms, and rates available throughout the State, regardless of how far a user may be from a major metropolitan area. The plan is to locate interconnects as close as reasonably possible to the areas to be served, allowing not only last-mile providers to connect but also other competitive providers over time.

The network will have interconnection points in each of its regional points of presence as well as at splice points and hubsites for last-mile providers, commercial customers, anchor institutions, and other potential customers. Splice points will be placed approximately every 2,500 feet with hubsites every 50 miles. Add/drop multiplexers and Ethernet equipment will be housed at the hubs. Five of the spurs included in this application will require hubsites for network amplifications and interconnection points. Last-mile providers (including incumbent local exchange carriers, multiple system operators, competitive local exchange carriers, energy cooperatives, independent telecom companies, commercial customers, anchor institutions, and other potential customers) will be able to interconnect through these points of access to the middle-mile network at reasonable rates and terms for the

purpose of exchanging traffic and have access to a broader set of upper layer services such as IP, CDN, etc.

Network management practices will include: making interconnection points of any type (handholes, manholes, hub facilities) used by last-mile service providers to be accessible by them at all times; facilitating connections in rights-of-way along network routes through the placement of vaults (by last-mile providers or by the middle-mile network as part of the installation process); enabling last-mile service providers' access to data centers and carrier exchange points, as well as routes out of their service area (e.g., including to other states) to interconnect with their backbone infrastructure.

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Technical Overview

Please describe targeted last mile service objectives, including last mile service provider letters of commitment, agreements, or contracts; and a description of the proposed service offerings, including the pricing of the services to be offered over the proposed facility.

This response is limited to 6000 characters as an open field narrative.

The State of California has a carefully developed and far-reaching plan to create a 10,000-mile middle-mile network that will serve as the platform for last-mile deployment of affordable, equitable broadband service to all Californians. The Middle Mile Broadband Initiative (MMBI) plan calls for an open-access network that gives public and private ISPs wholesale access to middle-mile services at fair, reasonable, and equal terms.

However, existing State funding is insufficient to reach all areas of need identified by the California Public Utilities Commission (CPUC) through an extensive public process in 2021; this Application thus requests funding to enable expansion to the areas that would otherwise not be served by new middle-mile facilities. The combined grant and match funds would enable construction of 707 miles of middle-mile fiber across 39 spurs that are part of the larger statewide middle-mile network, bringing the network within 5 miles of 295,373 unserved addresses and 14 Tribal entities, and within 1,000 feet of 1,124 anchor institutions.

Without the spurs, the benefits of the middle-mile network to those currently unserved units and Tribal entities could still be problematic because the last-mile providers' costs of constructing fiber from the middle-mile network to end users' networks could still be prohibitively high.

The proposed middle-mile infrastructure consists of four 2-inch conduits. One conduit will contain a 288-count fiber cable installed. The remaining three 2-inch conduits will be reserved for future growth. Having sufficient fiber strands will avoid discriminating against later entrants to the broadband market. As certified by CDT, the proposed project will, upon completion, be capable of supporting retail broadband service.

Services to be offered over the proposed facility will include dark fiber, lit fiber, internet transit services, conduit leasing, and collocation services. Market research indicates a high level of interest in those services among prospective users and pricing is evolving as plans for last-mile network investments are confirmed.

The proposed network is the most efficient means to address the unmet needs of the project areas. The system-level design is guided by principles to support efficiency, reliability, and cost-effectiveness, and prioritizes the use of Caltrans rights-of-way for new fiber construction projects. Wherever possible, it features ring topologies to improve resiliency and reliability for statewide networks and to better enable performance for home applications. It utilizes partnerships for joint builds (projects in which two or more entities come together to construct fiber segments to share the cost for permitting, for the build itself, and or operations and maintenance in the long term) to reduce costs, with the goal of enabling affordable rates for services. It will also leverage dark fiber indefeasible rights of use ("IRU") and existing open-access internet backbone links and services, where they do not reduce the network's functionality and capacity, or where sufficient, open-access fiber already exists in the area; doing so will accelerate the buildout of the network, add resiliency, and obtain connections to the global internet at the most affordable cost.

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Competitive Landscape

The Applicant should describe existing middle mile offerings in the area, if any, including competitor data if applicable. This should include a description of the proposed service offerings, including the pricing and technology of the services to be offered over the proposed facility. Where possible, Applicant's project should be able to demonstrate a decline in middle mile costs that are likely to flow through to consumer broadband prices.

This response is limited to 6000 characters as an open field narrative.

The State's enabling legislation required the CPUC to identify needs for network locations in several categories, including communities where there is no known access, and those without middle-mile infrastructure known to be open-access, with sufficient capacity, and available at affordable rates. The data on access and infrastructure absence is incorporated into the California statewide middle-mile network design and construction planning. The spurs that are the subject of this Application are network segments of the middle-mile network that will bring the network closer to unserved and underserved communities.

Market research conducted in the summer of 2022 identified existing middle-mile providers in the State, some of which are ISPs and other local providers. They include Momentum, Frontier, AT&T, CENIC/GSN, Comcast, T-Mobile, Verizon, Spectrum, Zayo, Brace Communications, Digital Path, Multivan, Vast, CENIC, Verizon, Cox, Spectrum, Astound Broadband, Valley Vision (Connected Capital Area Broadband Consortium), OACYS, Open5G/Atherton Fiber, Sonic, Catalina Broadband, Anza

Electric, and others.

Despite the apparent existence of multiple providers, middle-mile services are difficult to obtain in some of the regions where they are located, particularly rural mountainous areas, Tribal and rural areas, and underserved urban areas. Some ISPs, including some of those identified as middle-mile providers, specified that dark fiber is highly desired but mostly unavailable. This is also the case with some enterprises (such as educational institutions). Larger ISPs mostly construct and utilize in-house networks to meet their middle-mile service needs, but other ISPs and enterprises do not do so.

Reliable pricing data is elusive. Dark fiber pricing varies among markets and even among carriers in the same market. Pricing is route-specific, location-specific, and often based on proprietary data that carriers do not share with competitors or even potential users without a nondisclosure agreement. Entities surveyed sometimes indicated a range of 100 percent or more in what they paid or were willing to pay for a particular product, depending on various network parameters and locations.

A comparative pricing analysis may be conducted regionally and locally to determine price points. Even without such an analysis, however, the need for the reliable, open-access middle-mile service, including dark fiber, lit fiber, conduit leases, and other services that the portion of the network covered by this grant application is evident. Ensuring that rural last-mile providers in California will have reliable access to affordable middle-mile services that this network build will provide is an urgent need. The grant sought by this application will improve the business case and create opportunities for new or expanded investments in last-mile networks and help reduce the risk associated with relying on the willingness of a single company (i.e., the middle-mile provider) to offer reasonable terms.

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Type of technology to be used in proposal:

Fiber Optic Technology

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Each applicant of an award to build middle mile infrastructure using fiber optic technology shall certify that the proposed project, upon completion, will include direct interconnection facilities that will facilitate the provision of lit broadband service, at speeds not less than 1 Gigabit per second for downloads and 1 Gigabit per second for uploads to anchor institutions located within 1,000 feet of the middle mile infrastructure, as detailed in the Template CAI below.

Do you agree to certify to the above?

Yes

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Upload Template CAI. Required for Fiber Optic Technology, optional for Wireless or Other.

Anchor Institutions Within 1000ft-09-29-2022 07-35-California Department of Technology-GRN-000438.xlsx

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An eligible entity applying for a middle mile grant may seek, and the Assistant Secretary may grant, a waiver of the requirements set out in the previous paragraph, in full or in part, to the extent the eligible entity demonstrates that the requirement is not technically or economically feasible.

Do you plan to apply for a waiver? If yes, please attach the waiver application in the Application Workspace, the Application Information section, Required Documents under Required Document Question 4 "Additional Waiver Upload".

No

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Network Route Maps

Applicants should provide a physical network map that includes the following (if applicable):

The Project Area and those unserved and underserved areas which it will enable.
Applicant‘s pre-existing service area that demonstrates current service levels.
The physical path of the network‘s transmission medium (e.g., backbone and lateral cable routes, microwave links), transmission type, technology, operating bandwidth, capacity (e.g., dark vs. lit strand count), and cable placement (e.g., aerial, burial) should be displayed.
Points of interconnection (purely passive and non-environmentally controlled nodes, e.g., splice points are optional):Provider Facilities
Collocation Facilities
Private Interconnection Points with partnering service provider/private network

Wireless towers and associated coverage areas.
Anchor institutions within 1,000 feet, if desired.
Additionally, the maps should delineate between network and facilities that are:Part of the Applicant's/key partners' existing network;
Proposed as part of this project;
Leased from a third party;
Utilized under some alternative arrangement; or
Relevant to interconnection with either Last Mile or Middle Mile service providers.

PLEASE NOTE: Only ESRI Shapefiles will be accepted and uploaded.

CDT Deliverables-09-29-2022 07-36-California Department of Technology-GRN-000438.zip

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Data Submission Specification

There is a template "Upload Template Data Submission Specification" which shall be uploaded. Applicants must complete the table with information for all interconnection points proposed for the network. This table has three required fields: Point Name, Latitude and Longitude. This should accommodate all of the points of interconnection (passive, non-environmentally controlled points of interconnection, e.g., splice points, may be excluded), collocation facilities, central offices, head ends, and other centralized facilities, network access points to Last Mile service providers, Internet peering points, and towers.

Huts-09-29-2022 07-37-California Department of Technology-GRN-000438.xlsx

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Network Diagram

The Applicant must provide a high-level network diagram to be uploaded for the project that is a representation of the network, capacities, and facilities. The diagram must clearly denote which of the network elements already exist. The diagram should show:

The links between the network nodes. The types of facilities used in connecting the network elements (fiber, wireless microwave, etc.).

The points of interconnection and collocation facilities, including Internet peering points, access to local exchange carriers, central offices, or cable head ends.

The proposed aggregation node facilities that will provide the egress point(s) from the broadband backbone to the networks of the selected service provider(s), named Last Mile service providers, and the selected named Internet Service Provider(s) in the new infrastructure.

The Applicant should show which technologies are used and include bandwidth capacity constraints.

CDT Middle Mile Network Diagrams-09-29-2022 07-38-California Department of Technology-GRN-000438.pdf

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Environmental Narrative

Any project-related activity that may adversely affect the environment must not be undertaken prior to the completion of the environmental review process prescribed by NTIA. Doing so may jeopardize consideration of the application.

All Applicants for MMG projects must comply with the National Environmental Policy Act, the

National Historic Preservation Act, and the Endangered Species Act, and other applicable environmental regulations.

Please provide a service-area environmental description that describes the physical project area and its surroundings (e.g., disturbed or developed land vs. open space; adjacent natural resources, such as rivers, wetlands, or forestlands; and any protected lands or resources in or near the project area), including site photographs and aerial photographs (e.g., Google Earth or Google Maps images), if the project includes construction and/or ground disturbing activities.

This response is limited to 12000 characters as an open field narrative with image files to be uploaded.

CDT and its contractors will comply with the National Environmental Policy Act, the National Historic Preservation Act, the Endangered Species Act, and all other applicable environmental regulations. As part of that process, the CDT team will follow the criteria specified in the California Environmental Quality Act (CEQA), which streamlines permitting processes across State and federal environmental and historical permitting requirements.

CEQA outlines necessary steps for construction and utility installation projects to ensure that only minimal environmental harm occurs. Furthermore, CEQA is designed to answer many of the questions raised by the other environmental review processes, essentially bundling the due diligence into a single certification. The steps to CEQA certification typically include an in-depth environmental audit of the project, a quality assurance check of that audit, and a round of public feedback. Due, however, to the urgent need for expanded broadband internet infrastructure, the California enabling legislation, SB-156, grants statutory CEQA exemption for linear fiber construction within 30 feet of the public highway right-of-way. This exemption has limitations, as compliance with local, State, and federal environmental regulations is still required.

Many aspects of this project, including the current proposed fiber routes, are preliminary and are likely to change prior to final engineering completion. It is important to note, however, that most (if not all) construction will be performed within the existing rights-of-way. As a result, the construction will have no environmental effects (such as effects on land, waste, natural resources, or endangered species). In all cases, any changes made will be done in a manner that best accounts for challenges, such as permitting, in construction and networking in each project area.

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Upload Map Images:

Facilities and Routes-09-29-2022 07-39-California Department of Technology-GRN-000438.jpg

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Template Table of Funded Partners and Unfunded Collaborators

List all funded and unfunded project collaborators, including partners, subrecipients, match providers, major contractors/supplies, details on role/scope of work for project. A fillable Template of Funded Partners and Unfunded Collaborators can be found in found in the MMG ZIP folder.

CDT - MMG Template Table of Funded Part-09-29-2022 09-44-California Department of Technology-GRN-000438. and Unfunded Collaborators.xlsx

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Certificate of Operational Capability

Each applicant must supply a certification from an officer-level employee (or individual of comparable rank) attesting to the applicant's operational capability to complete and operate the proposed project.

If the applicant has provided a voice and/or broadband internet access service, it must supply a certification from an officer-level employee (or individual of comparable rank) attesting that it has filed FCC Form 477s and the Broadband DATA Act submission, if applicable, to the extent required during this time period and otherwise complied with the Commission's rules and regulations. Alternatively, the applicant must explain any pending or completed enforcement action, civil litigation, or other matter in which it was alleged to have failed to comply with Commission rules or regulations.

If the applicant has operated only an electric transmission or distribution service, it must submit qualified operating or financial reports that it has filed with the relevant financial institution for the relevant time period along with a certification that the submission is a true and accurate copy of the reports that were provided to the relevant financial institution.

If applicable, the applicant must submit a certification from an officer-level employee (or individual of comparable rank) that is has operated a middle mile broadband network for at least two years or that it is a wholly owned subsidiary of such an entity and must specify the number of years the applicant or its parent company has been operating.

Certification of Operational Capability_CDT-09-29-2022 07-46-California Department of Technology-GRN-000438.pdf

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Certification of Financial Capability

Each applicant must supply a certification from an officer-level employee (or individual of comparable rank) attesting that it is financially qualified to meet the obligations associated with a project, that they will have available funds for all project costs that exceed the amount of the grant, and that they will comply with all MMG Program requirements, including service milestones.

Certification of Financial Ability_CDT-09-29-2022 07-46-California Department of Technology-GRN-000438.pdf

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Letter of Credit

During the application process, each applicant must submit a letter from a bank meeting eligibility requirements consistent with those set forth in 47 C.F.R. § 54.804(c)(2) committing to issue an irrevocable stand-by letter of credit, in the required form, to the applicant. The letter shall at a minimum provide the dollar amount of credit offered and the issuing bank's agreement to follow the terms and conditions of NTIA's model letter of credit. NTIA shall publish on its website a model letter of credit substantially similar to the model letter of credit established by the Federal Communications Commission in connection with the Rural Digital Opportunity Fund (RDOF - Rural Digital Opportunity Fund Order, 35 FCC Rcd at 773-77, Appx. C.).

NTIA will ensure, prior to issuing a middle mile grant award, that each eligible entity obtains an acceptable, irrevocable standby letter of credit in a value of no less than 25 percent of the award amount.

Each eligible entity shall provide with its letter of credit an opinion letter from its legal counsel clearly stating, subject only to customary assumptions, limitations, and qualifications, that in a proceeding under Title 11 of the United States Code, 11 U.S.C. § 101 et seq. (the "Bankruptcy Code"), the bankruptcy court would not treat the letter of credit or proceeds of the letter of credit as property of the winning bidder's bankruptcy estate under Section 541 of the Bankruptcy Code.

Request for Waiver of Letter of Credit_CDT-09-29-2022 07-47-California Department of Technology-GRN-000438.pdf

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Audited Financial Statement (Previous 3 Years)

Each applicant shall submit financial statements from the most recent fiscal year that are audited by an independent certified public accountant. If the applicant is not audited in the ordinary course of business, in lieu of submitting audited financial statements it must submit unaudited financial statements from the three prior fiscal years and certify that it will provide financial statements from the three prior fiscal years that are audited by an independent certified public accountant by an NTIA specified deadline.

***You must provide 3 years of audited financial statements.**

acfr20web-09-29-2022 07-49-California Department of Technology-GRN-000438.pdf, cafr19web-09-29-2022 07-49-California Department of Technology-GRN-000438.pdf, cafr18web-09-29-2022 07-50-California Department of Technology-GRN-000438.pdf

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Historical Financial Statements (Previous 3 Years)

Each applicant shall submit financial statements from the three prior fiscal years that are audited by an independent certified public accountant. If the applicant is not audited in the ordinary course of business, in lieu of submitting audited financial statements it must submit unaudited financial statements from the three prior fiscal years and certify that it will provide financial statements from the three prior fiscal years that are audited by an independent certified public accountant by an NTIA specified deadline.

***You must provide 3 years of historical financial statements.**

cafr18web-09-29-2022 07-50-California Department of Technology-GRN-000438.pdf, cafr19web-09-29-2022 07-50-California Department of Technology-GRN-000438.pdf, acfr20web-09-29-2022 07-50-California Department of Technology-GRN-000438.pdf

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Budget Narrative

Applicants will create and submit a budget narrative that adequately describes all proposed activities and costs for their grant-funded project. Applicants must complete the file template, fill in all required information, and upload the file
. The file must be uploaded as a Word file, and not converted to a PDF. You can find additional guidance in the MMG Application Guidance.

CDT - Budget Narrative - NTIA MMG - 20220929-09-29-2022 09-50-California Department of Technology-GRN-000438.docx

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Template Detailed Budget Justification

The Detailed Budget Justification spreadsheet must reflect the cost categories that appear on the SF-424 and SF-424C and include itemized calculations for each cost placed under those categories. A fillable Template Detailed Budget Justification can be found in found in the MMG ZIP folder.

CDT MM - Detailed Budget Justification - 2022-09-30-2022 01-36-California Department of Technology-GRN-000438.xlsx

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Any other funding provided for this project?

No

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Template Pro Forma

Pro forma financial projection and analysis related to the project's sustainability, inclusive of subscriber (e.g., last mile network connections, other wholesale services), across an eight-year forecast period. A fillable Template Pro Forms can be found in the MMG ZIP folder.

CDT MM Costs_Budget_ProForma - as submitted-09-30-2022 12-10-California Department of Technology-GRN-000438.xlsx

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