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December 1, 2022

Re: Submission of Proposal for Broadband Projects & Planning Grants

Idaho Broadband Advisory Board,

The Port of Lewiston submits the following middle mile project to bring reliable, affordable, and accessible high-speed internet to unserved and underserved portions of North Central Idaho. Specifically, the Port's project will lay fiber optic cables from Moscow to Lewiston and then from Lewiston to Grangeville. This 95-mile fiber network will connect with the proposed 198-mile network from the Idaho Regional Optical Network (IRON) to create an open access, middle mile backbone from Moscow to Boise that does not currently exist.

Project Overview

The Port's project affects the counties of Latah, Lewis, Clearwater, Nez Perce, and Idaho. This region has a geographic area of 13,500 square miles of forest lands, high prairies, steep grades, and river valleys, with the lowest point of the region at 700 feet above sea level and the highest point above 8,500 feet. Approximately 51% of the region's 110,000 residents and 47,176 households live in two of its 29 communities. There are only 5.6 people per square mile.

The population levels, rough terrain, and miles between communities make it almost impossible for private industry to invest in middle mile broadband infrastructure. As stated in Governor Little's Broadband Taskforce Report (dates) North Central Idaho is considered the "black hole" for telecommunication in Idaho. This fact leaves the 29 communities and the thousands of other rural residents at extreme disadvantage compared to folks in better served parts of the State.

This project will provide 95 miles of community-to-community middle mile fiber backbone ready to be leased by Internet Service Providers (ISP's) to serve their customers. It provides an open-access connection from Moscow to Lewiston (a fiber connection that does not exist) and an open-access connection from Lewiston to Grangeville. The only fiber that exists in the Lewiston to Grangeville segment is exhausted, at or near capacity, old, and privately owned as part of a closed network that is not open to other ISP's. Together, these new segments represent the most critical infrastructure pieces of an envisioned network to address the region's telecommunication for private industry, healthcare, education, and public safety. It is

also a substantial component to connect fiber to southern Idaho, a need that has been a priority for decades.

Benefits to Healthcare

The affected region has five hospitals (four rural, critical access hospitals and one regional medical center) and 27 rural medical clinics associated with these hospitals located in nearly each of the 29 communities in the region. The pandemic clearly demonstrated the need to connect these health care providers with the medical centers in Spokane, Coeur d'Alene, and Boise. Telehealth is becoming the chosen form of care for these rural providers, especially for care associated with behavioral health and fields without many rural practitioners.

The region's telecommunication system is not reliable or dependable for virtual medical consults or transferring medical scans or other large sized data files. Providers in the region do their best to maintain connectivity, but even with their attempts at redundancy, they experience data outages regularly that prevent telehealth treatments and force medical staff to revert to outdated manual processes.

Benefits to Education

Distanced learning has become standard for many since the pandemic and the need for this service is no where greater than in North Central Idaho. 12,000 K-12 students reside in the service region for this project, which contains 14 different school districts. 12 of these districts serve rural communities ranging from 200 to 3,000 people. During the pandemic, these districts were largely prevented from offering distanced learning by their lack of adequate broadband. Most of the rural areas are served by microwave where usage reduces quality and speed as well as poor quality images or cut in service due to inclement weather condition, and where connectivity is dependent on line-of-sight microwave towers.

The region is home to two of Idaho's four-year colleges and universities with the University of Idaho and Lewis Clark State College. Both schools have moved to offer hybrid learning options and their connectivity needs have exceeded the available infrastructure. The schools combined represent over 16,000 students, 60 research and outreach offices in 42 counties, and an extreme need for the connectivity that this project will bring.

Benefits to Public Safety

The five county governments along with the Nez Perce Tribe are working under an intergovernmental agreement to address public safety interoperability communication needs. The public safety network must be able to exchange and make use of information through connected computer systems and software. The District 2 Interoperability Governance Board (DIGB2) is central to the planning of the needed middle mile network.

As the system currently exists, citizens calling 9-1-1 for emergency response do not always connect or are misrouted. Emergency calls are then relayed from one emergency communication center to another to deploy responders who need to receive real time information, transfer digitized pictures, and relay data. Going forward, the region is unable to participate in Next Generation 911 due to lack of broadband infrastructure. The Port's project provides the needed fiber infrastructure to create the needed connectivity, as well as provided critical redundancy for emergency communications networks.

Benefits to Economic Development and Business Growth

The world of business is shifting to a "new normal" with work from home, hybrid schedules, and remote work software. Our region is seeing an influx of both businesses and families from all over the West and among their first questions is "how is the broadband connectivity?". In North Central, we currently do not have a good story to tell them.

Although broadband deficiency existed prior to COVID-19, the pandemic illuminated the need. A cobbled together, fragmented middle mile (community to community) system of telecommunications that does not provide reliable, affordable, and redundant service stands in the region's way of business development, telehealth services, distance learning, and the ability to provide the public safety. Even with no regional interstate, it is widely believed that communication transportation is a bigger regional deficiency than the freight transportation system.

The lack of broadband during the COVID-19 pandemic impacted businesses including high tech and advanced manufacturers, engineering design firms, medical centers, school districts, and government. Loss of time and business, the inability to work from home, the inability to service patients, and the challenges of providing distance learning are repeatedly cited by these businesses. More concerning is the inability to grow business. No service, cut services, and poor telecommunication services are the region's inhibitors to growth. Most recently, Idaho County experienced a cut in a fiber line that resulted in hours of lost connectivity in the county seat.

Relationship to IBAB Strategic Plan

As explained in the above *Benefits* sections, this plan is fully in line with IBAB's Strategic Plan 2022-2027. The Port's plan satisfies each of the Strategic Objectives within Infrastructure & Technology, Economic Development, Educational Access, Operations & Data, and Public Safety & Communications. As explained in IBAB's 2019 report to Governor Little, North Central Idaho is the most unserved region for broadband in the State. The Port's plan will play a significant role in bringing the necessary infrastructure to this region to accomplish each of IBAB's Strategic Objectives.

Project Details

The Port of Lewiston will install 95 miles of fiber optic cable from Moscow to Lewiston to Grangeville. The installation will proceed in two phases, with the first phase proceeding from Moscow to Lewiston and the second one proceeding from Lewiston to Grangeville. The fiber optic line will be constructed within State, County, and Highway District rights of way throughout the selected route. The vast majority of the fiber optic line would be plowed directly into the roadway or shoulder of the road. Depending on conditions, portions of the fiber line will be attached to utility poles or if trenching is difficult, placed underground by drilling.

The Port's project will ultimately connect with the open access middle mile project proposed by IRON and Intermountain Infrastructure Group (IIG) to bring fiber optic connectivity from Grangeville to Star. Combined, the extended north-south network will allow for high-speed in state transference with interstate connectivity. The two north-south segments will ensure middle mile capacity of open access infrastructure supporting Idaho's commercial, governmental, non-profit, and residential telecommunications needs for the next 30 years and will finally culminate two decades of studies and failed attempts.

Cost and Funding

In the Fall of 2020, the estimated cost of the Port's project was \$5,617,933. The Port secured a U.S. Department of Commerce Economic Development Administration (EDA) grant on August 23, 2022, in the amount of \$4,494,346 to pay for design and construction of this network. As part of the grant, the Port of Lewiston will provide 20% matching funds of \$1,123,586, for a total estimated cost of \$5,617,933. EDA's management of the grant on this project has commenced.

Following two years of work doing environmental and cultural surveys along the proposed route, the Port conducted a cost update in August of 2022 that increased the estimated completion cost to \$11,878,246. The increase was due in large part on double digit inflationary increases to prices of materials and labor. The increased costs not covered under the EDA grant total \$6,260,313. The Port's request for funding from the State of Idaho would be for that amount, to complete the critical middle mile infrastructure backbone for benefit of the entire State.

The budget is a mix of engineering fees, labor expenses, and material costs. Contingency costs have been included within the draft budget.

Proposed Timeline

As stated above, the timeline for this project has already commenced following receipt of the EDA grant. The following timeline includes both dates for Round 1, the Moscow to Lewiston segment, and Round 2, the Lewiston to Grangeville segment.

10/17/22 – Release RFP for Design/Engineer
12/30/22 – Execute Design/Engineer Contract
1/1/23 – Begin Project Design
9/30/23 – Complete Project Design
10/1-31/23 – Advertise for Bids
11/1/23 – Open Bids
11/30/23 – Award Construction Contract
4/1/24 – Begin Construction (Round 1)
11/30/25 – Complete Construction (Round 1)
3/31/26 – Project Award Closeout
4/1/25 – Begin Construction (Round 2)]
11/30/26 – Complete Construction (Round 2)
5/31/27 –Project Closeout

Open-Access Network

This 95-mile open-access broadband network will allow for all the last mile service providers easy access to high-speed fiber at standard rates. The open-access network will allow for new entrants into the different communities along the route, creating a true free market opportunity for broadband. Costs will be reduced by minimizing the service monopolies. The reduced costs will benefit the schools, hospitals, and small towns along the route, providing to them the same opportunities that others in the State largely take for granted.

Conclusion

The Port of Lewiston respectfully requests the Idaho Broadband Advisory Board to assist in completing the north-south broadband network backbone for the State of Idaho. The Port requests IBAB's assistance in funding the difference between the overall cost estimate for its project and the previously awarded amount for the EDA grant. This total is just shy of \$7 million dollars. This network will go far in correcting the huge broadband deficiency in North Central Idaho, and open opportunities for the region's businesses, schools, hospitals, public institutions, and residents. The Port of Lewiston appreciates the opportunity to present this proposal to the Board.

Sincerely,



Scott Corbitt

General Manager

Port of Lewiston

scott@portoflewiston.com

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Idaho's Seaport



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December 28, 2022

Re: Submission of Request to Fund Middle Mile Broadband Project

Idaho Broadband Advisory Board,

The Port of Lewiston (the Port) submits the following middle mile project to bring reliable, affordable, and accessible high-speed internet to unserved and underserved portions of North Central Idaho. Specifically, the Port's project will lay fiber optic cables from Moscow to Lewiston and then from Lewiston to Grangeville. This 95-mile fiber network will connect with the proposed 198-mile network from the Idaho Regional Optical Network (IRON) to create an open access, middle mile backbone from Moscow to Boise that does not currently exist. The Port respectfully requests the amount of \$6,260,313 as part of the Idaho Broadband Advisory Board's (IBAB's) Broadband Fund Grants program.

Project Overview

The Port's project affects the counties of Latah, Lewis, Clearwater, Nez Perce, and Idaho. This region of North Central Idaho has a geographic area of 13,500 square miles of forest lands, high prairies, steep grades, and river valleys, with the lowest point of the region at 700 feet above sea level and the highest point above 8,500 feet.

Approximately 51% of the region's 110,000 residents and 47,176 households live in two of its 29 communities. There are only 5.6 people per square mile.

The population levels, rough terrain, and open miles between communities make it almost impossible for private industry to invest in middle mile broadband infrastructure here. As stated in Governor Little's Broadband Taskforce Report from 2019, North Central Idaho is considered the "black hole" for telecommunication in Idaho. This fact leaves the 29 communities and the thousands of other rural residents at extreme disadvantage compared to folks in better served parts of the State.

This project will provide 95 miles of community-to-community middle mile fiber backbone ready to be leased by Internet Service Providers (ISP's) to serve their customers. It provides an open-access connection from Moscow to Lewiston (a fiber connection that does not exist) and an open-access connection from Lewiston to Grangeville. The only fiber that exists in the Lewiston to Grangeville segment is exhausted, at or near capacity, old, and privately owned as part of a closed network that is not open to other ISP's. Together, these new segments represent the most critical

infrastructure pieces of an envisioned network to address the region's telecommunication shortfall for private industry, healthcare, education, and public safety. It is also a substantial component of a network to connect fiber to southern Idaho, a need that has been a priority for decades.

The Port's project has received the support of a broad range of government officials, educational leaders, health care institutions, and private industry representatives. The Port has letters of support from Senator Risch, Senator Crapo, Representative Fulcher, and Governor Little. The leaders of the University of Idaho and Lewis-Clark State College submitted letters of support. In all, the Port received 37 letters of support for this critical project. The complete list follows, with a sampling of representative letters contained in Appendix A.

US Senator James Risch	Idaho County Light and Power
US Senator Mike Crapo	Idaho Forest Group
US Representative Russ Fulcher	Idaho Regional Optical Network (IRON)
Governor Brad Little	JUB Engineers, Inc.
	Lewis-Clark State College
Anatek Laboratories	Lewiston School District
Avista Corporation	Moscow School District
CHS Primeland	Nez Perce Clearwater National Forest
City of Cottonwood	Northwest River Supply
City of Grangeville	Pacific Cabinets Inc.
City of Lewiston	Presnell Gage, PLLC
Clearconnect, LLC	State Rep Mike Kinglsey
Clearwater Econ Development Assoc	State Senator David Nelson
Clearwater Power Co.	Super 8 By Windham
Comtech EF Data	Syringa General Hospital
Cottonwood School District	University of Idaho
County of Latah	Valley Vision, Inc. Economic
County of Lewis	Development
Gritman Medical Center	
County of Nez Perce	
EMSi/Lightcast	

Benefits to Healthcare

The affected region has five hospitals (four rural, critical access hospitals and one regional medical center) and 27 rural medical clinics associated with these hospitals located in nearly each of the 29 communities in the region. The pandemic clearly demonstrated the need to connect these health care providers with the medical centers in Spokane, Coeur d'Alene, and Boise. Telehealth is becoming the chosen form of care for these rural providers, especially for care associated with behavioral health and fields without many rural practitioners.

The region's telecommunication system is not reliable or dependable for virtual medical consults or transferring medical scans or other large sized data files. Providers in the region do their best to maintain connectivity, but even with their attempts at redundancy, they experience data outages regularly that prevent telehealth treatments and force medical staff to revert to outdated manual processes. As stated by Abner King, CEO of Syringa Hospitals & Clinics, "[w]e can save lives and improve health with stable, redundant broadband access in patient homes".

Benefits to Education

Distanced learning has become standard for many since the pandemic and the need for this service is nowhere greater than in North Central Idaho. 12,000 K-12 students reside in the service region for this project, which contains 14 different school districts. 12 of these districts serve rural communities ranging from 200 to 3,000 people. During the pandemic, these districts were largely prevented from offering distanced learning by their lack of adequate broadband. Most of the rural areas are served by microwave where usage reduces quality and speed as well as poor quality images or cut in service due to inclement weather condition, and where connectivity is dependent on line-of-sight microwave towers.

The region is home to two of Idaho's four-year colleges and universities with the University of Idaho and Lewis Clark State College. Both schools have moved to offer hybrid learning options and their connectivity needs have exceeded the available infrastructure. The schools combined represent over 16,000 students, 60 research and outreach offices in 42 counties, and an extreme need for the connectivity that this project will bring. President Cynthia Pemberton of Lewis-Clark State College, writing in support of this project, stated "[d]emand for online courses and synchronous remote delivery has grown exponentially; thus, our rural students' needs for reliable internet have also increased. Reliable internet access is needed for full engagement and retention of students even beyond instruction...".

Benefits to Public Safety

The five county governments along with the Nez Perce Tribe are working under an intergovernmental agreement to address public safety interoperability communication needs. The public safety network must be able to exchange and make use of information through connected computer systems and software. The District 2 Interoperability Governance Board (DIGB2) is central to the planning of the needed middle mile network.

As the system currently exists, citizens calling 9-1-1 for emergency response do not always connect or are often misrouted. Emergency calls are then relayed from one emergency communication center to another to deploy responders who need to receive real time information, transfer digitized pictures, and relay data. Going forward, the region is unable to participate in Next Generation 911 due to lack of broadband infrastructure. The Port's project provides the needed fiber infrastructure to create the

needed connectivity, as well as provided critical redundancy for emergency communications networks.

Benefits to Economic Development and Business Growth

The world of business is shifting to a “new normal” with work from home, hybrid schedules, and remote work software. Our region is seeing an influx of both businesses and families from all over the West and among their first questions is “how is the broadband connectivity?”. In North Central, we currently do not have a good story to tell them.

Although broadband deficiency existed prior to COVID-19, the pandemic illuminated the need. A cobbled together, fragmented middle mile (community to community) system of telecommunications that does not provide reliable, affordable, and redundant service stands in the region’s way of business development, telehealth services, distance learning, and the ability to provide the public safety. Even with no regional interstate, it is widely believed that communication transportation is a bigger regional deficiency than the freight transportation system.

The lack of broadband during the COVID-19 pandemic impacted businesses including high tech and advanced manufacturers, engineering design firms, medical centers, school districts, and government. Loss of time and business, the inability to work from home, the inability to service patients, and the challenges of providing distance learning are repeatedly cited by these businesses. More concerning is the inability to grow business. No service, cut services, and poor telecommunication services are the region’s inhibitors to growth. Most recently, Idaho County experienced a cut in a fiber line that resulted in hours of lost connectivity in the county seat. If North Central Idaho and its businesses are to compete for business relocation, workforce migration, or local business growth, broadband infrastructure is essential throughout the region.

Relationship to IBAB Strategic Plan

As explained in the above *Benefits* sections, this plan is fully in line with IBAB’s Strategic Plan 2022-2027. The Port’s plan satisfies each of the Strategic Objectives within Infrastructure & Technology, Economic Development, Educational Access, Operations & Data, and Public Safety & Communications. As explained in IBAB’s 2019 report to Governor Little, North Central Idaho is the most unserved region for broadband in the State. The Port’s plan will play a significant role in bringing the necessary infrastructure to this region to accomplish each of IBAB’s Strategic Objectives.

Project Details

The Port of Lewiston will install 95 miles of fiber optic cable from Moscow to Lewiston to Grangeville. The installation will proceed in two phases, with the Phase One proceeding from Moscow to Lewiston and Phase Two proceeding from Lewiston to Grangeville.

Preliminary maps of possible routes are included as Appendix B. The fiber optic line will be constructed within State, County, and Highway District rights of way throughout the selected route. The vast majority (currently estimated at 89%) of the fiber optic line would be plowed directly into the roadway or shoulder of the road. Depending on conditions, portions of the fiber line will be attached to utility poles or if trenching is difficult, placed underground by drilling.

The Port's project will ultimately connect with the open access middle mile project proposed by IRON and Intermountain Infrastructure Group (IIG) to bring fiber optic connectivity from Moscow to Lewiston to Grangeville to Star. Combined, the extended north-south network will allow for high-speed in state transference with interstate connectivity. The two north-south segments will ensure middle mile capacity of open access infrastructure supporting Idaho's commercial, governmental, non-profit, and residential telecommunications needs for the next 30 years and will finally culminate two decades of studies and failed attempts.

Cost and Funding

In the Fall of 2020, the estimated cost of the Port's project was \$5,617,933. The Port secured a U.S. Department of Commerce Economic Development Administration (EDA) grant on August 23, 2022, in the amount of \$4,494,346 to pay for design and construction of this network. As part of the grant, the Port will provide 20% matching funds of \$1,123,586, for a total estimated cost of \$5,617,933. EDA's management of the grant on this project has commenced. EDA's grant award letter is included as Appendix C.

Following two years of work doing environmental and cultural surveys along the proposed route, the Port conducted a cost update in August of 2022 that increased the estimated completion cost to \$11,878,246. The increase was due in large part on double digit inflationary increases to prices of materials and labor. The increased costs not covered under the EDA grant total \$6,260,313. The Port's request for funding from the State of Idaho would be for that amount, to complete the critical middle mile infrastructure backbone for benefit of the entire State.

The budget is a mix of engineering fees, labor expenses, and material costs. Contingency costs have been included within the draft budget. A more detailed list of estimated costs is found in Appendix B and will be further refined during the RFP process.

Proposed Timeline

As stated above, the timeline for this project has already commenced following receipt of the EDA grant. The following timeline includes both dates for Phase One, the Moscow to Lewiston segment, and Phase Two, the Lewiston to Grangeville segment.

10/17/22 – Release RFP for Design/Engineer
12/30/22 – Execute Design/Engineer Contract
1/1/23 – Begin Project Design
9/30/23 – Complete Project Design
10/1-31/23 – Advertise for Bids
11/1/23 – Open Bids
11/30/23 – Award Construction Contract
4/1/24 – Begin Construction (Phase One)
11/30/25 – Complete Construction (Phase One)
3/31/26 – Project Award Closeout
4/1/25 – Begin Construction (Phase Two)
11/30/26 – Complete Construction (Phase Two)
5/31/27 –Project Closeout

We are nearing completion of the RFP process for the design and engineering of the project, with scheduled completion of this work in the Fall of 2023. We have completed the cultural survey of the entire span of the project. This is a shovel ready project that is already in motion.

Open-Access Network

This 95-mile open-access broadband network will allow all last mile service providers easy access to high-speed fiber at standard rates. The open-access network will allow for new entrants into the different communities along the route, creating a true free market opportunity for broadband. Costs will be reduced by minimizing the service monopolies. The reduced costs will benefit the schools, hospitals, and small towns along the route, providing to them the same opportunities that others in the State largely take for granted.

Application Questions

Please summarize and explain how this project meets the Board's priority of middle-mile broadband infrastructure.

The Port's Middle Mile backbone project is the ideal fit for the Board's priority of middle-mile broadband infrastructure installation. The project will establish a 95-mile middle mile backbone to create the open access infrastructure necessary to bring high speed fiberoptic internet to 29 communities within five counties in North Central Idaho. It will provide the critical link to other middle mile projects, such as the project being led by IRON, to connect Idaho from north to south. With North Central Idaho being the most unserved and underserved region of Idaho, (the Governor's Broadband Taskforce Report calls it the "black hole" for telecommunication in Idaho), the Port's middle mile project must rise to the top of the priority list.

When comparing the Port's project to the Board's priority for middle mile broadband infrastructure, the project exceeds every objective. The Board's own words from its

strategic plan describe the intent of this project: "...to connect residents, businesses, and community anchor institutions that are unserved and underserved in the State of Idaho". This region's residents are dispersed across 13,500 square miles. This project will connect those residents through open access infrastructure, keeping their access to fiber high and their costs at or below market rates.

High speed internet access for anchor institutions is at the heart of the Port's middle mile project. The region's schools, including two of Idaho's four-year colleges and universities, will benefit directly from this project. The need for remote learning has never been higher and connecting both the local residents and the residents of the entire State to the professors at the University of Idaho and Lewis-Clark State College is a win for education. Our rural hospitals in North Central Idaho are in desperate need of the connectivity this project will bring. Telehealth is the way for these providers to get care to its rural patients, patients that currently are often without that ability. Public safety and 911 services immediately take the step into the next level of efficiency with the completion of this infrastructure.

The creation of a north-south open access fiberoptic network has been the goal of middle mile planners for years. The Port's Moscow to Lewiston to Grangeville project will link perfectly with IRON's Grangeville to Star project to allow for high-speed instate transference with interstate connectivity. The two north-south segments will ensure middle mile capacity of open access infrastructure will support Idaho's commercial, governmental, non-profit, and residential telecommunications needs for decades to come.

Please summarize and explain how this project meets the Board's priority of shovel ready.

The Port's project is not only shovel ready, but it is already in progress. As explained above, the Port submitted a comprehensive grant application to the Economic Development Administration in 2020 and was awarded the grant in August of 2022. As part of the application process for that grant, a great deal of the planning work has been completed.

The preparation work previously completed includes all pre-engineering work and the cultural survey of the entire 95-mile route for the build. The results of that survey yielded no major findings and only a couple of minor findings along the route. The early completion of the survey will allow the project to move forward into design and construction immediately.

The Port issued a Request for Proposals for the design and engineering of the project in November of 2022 and received seven responses from qualified contractors. After review, the Port selected four firms, all located in Idaho, as finalists to design and engineer the 95-mile middle mile build. Each of the finalists has offered a qualified team of engineers and project managers to tackle the design, with initial breakdowns of

schedule and methodology. Each firm has projected completion of the design and engineering by September of 2023. The project will then be ready for construction.

As stated, this project is not only shovel ready, but it is already in progress. The schedule, approved by the EDA, includes design completion in September of 2023, award of construction contract for Phase One in November of 2023, completion of construction of Phase One, Moscow to Lewiston, in November of 2025, and completion of Phase Two, Lewiston to Grangeville, in November of 2026. The Port's project is in motion, and we look forward to making immediate progress, with the Board's help, on completing this critical infrastructure project for Idaho.

Please summarize and explain how this project meets the Board's priority of having significant financial match.

As of August of 2022, the Port received the EDA grant award of \$4,494,346, with a requirement of a 20% match from the Port or \$1,123,586. The combination of the EDA award and the Port's matching contribution totals \$5,617,933. Shortly after the award, the estimated total cost for the Port's middle mile project had risen to \$11,878,236. This amount is approximately the cost of Phase One of the project, the portion from Moscow to Lewiston. The EDA grant/Port match of over \$5.6 million represents a significant financial match to pair with IBAB's grant to complete Phase Two of this critical project.

The total of the grant and the Port's match represents matching funds of 47.3% of the estimated total cost of the project. The difference between the estimated cost for the total project and the matching funds is \$6,260,313. As of the estimate in August of 2022, this amount would complete Phase 2 of the project from Lewiston to Grangeville and would finish this 95-mile middle mile project bringing broadband to North Central Idaho.

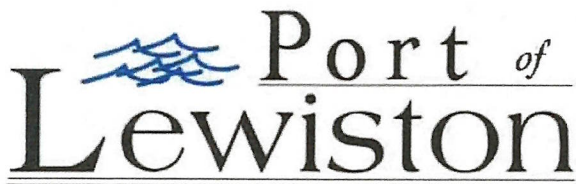
Conclusion

The Port of Lewiston respectfully requests the Idaho Broadband Advisory Board to assist in completing the north-south broadband backbone for the State of Idaho. The Port requests IBAB's assistance in funding the difference between the overall cost estimate for its project and the previously awarded amount for the EDA grant/Port match. This total is estimated at \$6,260,313. This network will go far in correcting the huge broadband deficiency in North Central Idaho, and open opportunities for the region's businesses, schools, hospitals, public institutions, and residents. The Port of Lewiston appreciates the opportunity to present this proposal to the Board.

Sincerely,



Scott Corbitt
General Manager
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January 17, 2023

Re: Clarifying Answers Regarding Middle Mile Broadband Grants

Idaho Broadband Advisory Board,

The Port of Lewiston (the Port) respectfully submits the following clarifying answers to the Idaho Broadband Advisory Board's (IBAB's) questions as part of its Idaho Middle Mile Broadband Fund Grants program.

Question 1) How much of the project's match is cash?

As of August of 2022, the Port received the EDA grant award of \$4,494,346, with a requirement of a 20% match from the Port or \$1,123,586. The combination of the EDA award and the Port's matching contribution totals \$5,617,933. This represents the Port's match that will apply to this request. The Port's match is 89.7% of the amount requested from IBAB. The entire amount of the Port's match is cash that will be applied to the project's completion.

Question 2) Please provide a timeline for the project described in the proposal, including the start date and completion date.

The Port's project is not only shovel ready, but it is already in progress. The Port submitted a comprehensive grant application to the Economic Development Administration in 2020 and was awarded the grant in August of 2022. As part of the application process for that grant, a great deal of the planning work has been completed.

The preparation work previously completed includes all pre-engineering work and the cultural survey of the entire 95-mile route for the build. The results of that survey yielded no major findings and only a couple of minor findings along the route. The early completion of the survey will allow the project to move forward into design and construction immediately.

The Port issued a Request for Proposals for the design and engineering of the project in November of 2022 and has selected an Idaho engineering firm to design and engineer the 95-mile middle mile build. The projected completion of the design and engineering is the Fall of 2023. The project will then be ready for construction.

The complete timeline, as approved by the EDA, is as follows:

10/17/22 – Release RFP for Design/Engineer
1/15/23 – Execute Design/Engineer Contract
1/15/23 – Begin Project Design
9/30/23 – Complete Project Design
10/1-31/23 – Advertise for Construction Bids
11/1/23 – Open Bids
11/30/23 – Award Construction Contract
4/1/24 – Begin Construction (Phase One)
11/30/25 – Complete Construction (Phase One)
3/31/26 – Project Award Closeout
4/1/25 – Begin Construction (Phase Two)
11/30/26 – Complete Construction (Phase Two)
5/31/27 –Project Closeout

The Port's project is already moving forward to completion.

Question 3) Please see the below definition of “middle-mile infrastructure”. Does the project described in the proposal qualify as middle mile? YES or NO.

The answer is yes, the Port's project qualifies as middle mile. The Port will build this network from Moscow to Lewiston and Lewiston to Grangeville without connection to an end-user location. While the beneficiaries of the Port's project will be the communities and the hospitals, schools, and emergency services found there, the Project will not be connecting directly to these end user locations. The project will include all the dark fiber and broadband infrastructure to allow for open access to providers as they bring high-speed connectivity to these rural parts of North Central Idaho at market rates. This middle mile network will be designed mostly below ground to allow for greater resiliency with lower potential for outages.

4) Does the project described in the proposal qualify for funding under either ARPA (Capital Projects Fund) or IIJA (BEAD Program)?

No, the Port's project does not qualify for funding under either ARPA or IIJA programs. The Port's middle mile project will not directly enable work, education, or health monitoring, but will require an additional step to build connections to those anchor institutions. As such, the Port's project is not eligible for funding under the ARPA Capital Projects Fund.

The BEAD program looks to fund projects to provide or improve service to an eligible community anchor institution. The Port's middle mile project will not connect to any end user locations and is therefore not eligible for BEAD funding.

The Port of Lewiston respectfully requests the Idaho Broadband Advisory Board to assist in completing the north-south broadband backbone for the State of Idaho. The Port appreciates the opportunity to present this proposal to the Board.

Sincerely,



Scott Corbitt
General Manager
Port of Lewiston
scott@portoflewiston.com
1(208)743-5531

Idaho's Seaport



Governor Brad Little

*State Capitol :: Boise, Idaho 83720
(208) 334-2100 :: gov.idaho.gov*

September 10, 2020

Kerstin Millius
Area Director
Economic Development Administration – Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

RE: CARES EDA Grant Program

Dear Area Director Millius,

On behalf of the State of Idaho, we are pleased to support the middle mile broadband project being submitted to the Economic Development Administration under the CARES Act provision. Each project direction benefits six counties in north central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater and Adams counties). The three projects we support include:

1. The Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville.
2. Clearwater County's application to construct dark fiber between the communities of Orofino and Nez Perce.
3. Idaho County's application to complete a feasibility study to complete a fiber link between Grangeville and New Meadows.

In 2019, Idaho established a Broadband Taskforce with the goal of developing a plan and recommendations for improving broadband in the State of Idaho. The taskforce identified north central Idaho as the most underserved market in Idaho and listed District Two Interoperability Governance Board's fiber optic plan to address the public safety needs across the region as a high priority.

The COVID-19 pandemic has exacerbated the need for more reliable and faster broadband infrastructure in north central Idaho. Over the past several months, many communities have found working from home, distance learning, and using telehealth services to be impossible. By investing in high speed broadband, these communities will become more resilient and offer more economic opportunities in the area.

These three projects are a result of a tremendous amount of work and the State of Idaho, the six counties, and communities located in the region will all benefit.



Governor Brad Little

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(208) 334-2100 :: gov.idaho.gov

Businesses, communities, students, and hospitals in the area need high speed broadband in order to remain competitive, bring additional opportunities to the region, and improve community health. The State of Idaho and Idaho Department of Commerce will continue to support these projects and communities to ensure project completion.

Sincerely,

Brad Little
Governor of Idaho

Director Tom Kealey
Idaho Department of Commerce

Mike Crapo
United States Senator
239 Dirksen Senate Office Building
Washington, D.C. 20510

James E. Risch
United States Senator
483 Russell Senate Office Building
Washington, D.C. 20510



Russ Fulcher
Member of Congress
1520 Longworth House Office Building
Washington, D.C. 20515

September 2, 2020

Kerstin Millius, Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

Re: North Central Idaho Middle Mile Broadband
CARES Act – EDA Grant Program

Dear Area Director Millius:

We write in support of the middle-mile broadband projects that are being submitted to the Economic Development Administration under the Coronavirus Aid, Relief, and Economic Security (CARES) Act provision. These projects each support a regional broadband network concept that will directly benefit six counties in North-Central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater, and Adams). These three projects include:

1. The Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville;
2. Clearwater County's application to construct dark fiber between the communities of Orofino and Nez Perce; and
3. Idaho County's application to complete a feasibility study to complete a fiber link between Grangeville and New Meadows.

Between March 14 and August 1, 2020, North Central Idaho COVID-19-impacted workers filed 5,083 unemployment claims, accounting for 9.9 percent of North Central Idaho's workforce. This is three times as many who filed in the same period in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The largest COVID-related job losses in North Central Idaho came from leisure and hospitality, retail, health care and social assistance. The pandemic's devastating economic effects will exacerbate this region's long-time poverty and lower-than-national-average income problems.

The pandemic illuminated North-Central Idaho's major barrier for economic growth. The area does not have a community-to-community broadband system that allows for high-speed internet access. In these past months, this dramatically reduced the ability for rural schools to provide distance learning, made working from home impossible for many and placed a greater burden on the healthcare industry as they tried to provide telehealth services. Most of Idaho's rural communities only have broadband service coming into the community one way. In this region it is not unusual to have broadband services cut for several hours to days at a time because the solitary fiber line was cut.

Each of these projects are the result of tremendous efforts to pool resources and address the greatest challenge of rebounding from the pandemic's economic catastrophe. North-Central Idaho has a plethora of potential, with the furthest inland Pacific port, access to trade routes between Canada and the United States and abundant natural resources. These projects will help this region grow and prosper in the wake of the pandemic and we ask that you give these proposals full consideration and necessary support.

Sincerely,


MIKE CRAPO
United States Senator


JAMES E. RISCH
United States Senator


RUSS FULCHER
Member of Congress

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

August 19, 2020

Re: North Central Idaho Middle Mile Broadband
CARES Act – EDA Grant Program

Dear Area Director Millius:

On behalf of Avista Corporation, we are pleased to support the middle mile broadband projects that are being submitted to the Economic Development Administration under the Cares Act provision. Each project directly benefits six counties in north-central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater, and Adams). The three projects that we support include:

1. The Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville.
2. Clearwater County's application to construct dark fiber between the communities of Orofino and Nezperce.
3. Idaho County's application to complete a feasibility study to complete a fiber link between Grangeville and New Meadows.

Between March 14 and August 1, 2020 North Central Idaho COVID-19 impacted workers filed 5,083 unemployment claims, this was 9.9 percent of North Central Idaho's workforce. And, three times as many filed in the same period as filed in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The largest COVID-caused job losses in North Central Idaho came from leisure and hospitality, retail, health care, and social assistance. The pandemic's devastating economic effects are expected to greatly exacerbate the region's long-time poverty and lower than national average income problems.

The pandemic illuminated the region's major barrier for economic growth. Our region does NOT have a community to community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning. It made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. Most of our rural communities only have broadband service coming into the community one way. It is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut. These three projects are the result of tremendous efforts by our region to collectively pool resources to address the greatest challenge to rebounding from the pandemic.

For over 130 years, Avista has been an active partner, ally and advocate for our customers and our communities. This is part of our mission and in carrying out that mission, we are actively involved in a multitude of economic development, civic, and community organizations like the Clearwater Economic Development Association (CEDA), that enhance the economic vitality and the quality of life in the communities we serve. Of late, much of the story around rural America often emphasizes deficits, such as out-migration, lack of education, poor access to health care, **lack of connectivity**, and high rates of (information) poverty. Given the slow decline of agriculture and manufacturing, and the boom and bust cycles of economic activity around extractive industries, many rural communities suffer from low levels of civic engagement, even weaker social networks and isolation. While those challenges do exist, focusing on them disregards the diversity within rural regions including north central Idaho.

At Avista, our purpose goes beyond providing the energy that powers the daily lives of our customers. It's about strengthening our communities and region and financially supporting economic strategies that are *flexible, responsive and reflective* of the needs of our communities and that have the ability to translate these into locally-driven, appropriately scaled initiatives. This funding application by CEDA and their partners will continue to build on this strategy and we fully support this application.

Thank you for consideration of these applications.

Sincerely,

Mike Tatko

Mike Tatko
Regional Business Manager - L-C Valley
(208)791-2332
mike.tatko@avistacorp.com
www.myavista.com

Paul Kimmell

Paul Kimmell
Regional Business Manager – Palouse
(509) 592-7801
paul.kimmell@avistacorp.com
www.myavista.com





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PO Box 997 • 4230 Hatwai Road, Lewiston, ID 83501

September 22, 2020

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

Re: Port of Lewiston - Middle Mile Broadband Project
CARES Act – EDA Grant Program

Dear Area Director Millius:

Clearwater Power Company (Clearwater) is pleased to support the middle mile broadband project that is being submitted to the Economic Development Administration under the Cares Act provision. If constructed, the project would link the Idaho communities of Moscow in Latah County, Lewiston in Nez Perce County, and Cottonwood and Grangeville in Idaho County. As part of a larger effort to create a broadband system that is reliable and that provides redundancy, it has direct benefit to the five counties in north-central Idaho.

Between March 14 and August 1, 2020 North Central Idaho COVID-19 impacted workers filed 5,083 unemployment claims, this was 9.9 percent of North Central Idaho's workforce. And, three times as many filed in the same period as filed in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The largest COVID-caused job losses in North Central Idaho came from leisure and hospitality, retail, health care, and social assistance. The pandemic's devastating economic effects are expected to greatly exacerbate the region's long-time poverty and lower-than-national-average income problems.

The pandemic illuminated the region's major barrier for economic growth. Our region does NOT have a community-to-community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning. It made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. Most of our rural communities only have broadband service coming into the community one way. It is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut.

This project is the result of tremendous efforts by our region to collectively pool resources to address the greatest challenge to rebounding from the pandemic. Clearwater is located in Lewiston, Idaho and is a member-owned, not-for-profit rural electric cooperative that serves just under 11,000 customers within eleven (11) counties located in North Central Idaho, South Eastern Washington and the North Eastern

corner of Oregon. Approximately seventy-five percent (75%) of Clearwater's customers are in North Central Idaho. We also serve on both the Nez Perce and Coeur d'Alene Tribal Reservations. Clearwater serves some of the most remote and sparsely populated areas within Northern Idaho and averages only 3.7 accounts per mile of power line. Clearwater's rural residential load makes up nearly seventy percent (70%) of our energy sales and over ninety percent (90%) of our accounts.

Clearwater was incorporated in 1937 with the support of President Roosevelt's Rural Electrification Act (REA). The Act provided low interest loans to non-profit cooperatives in order to provide electricity to rural farms and homes. Had it not been for a few forward-thinking individuals and the REA, electrification and economic growth would not have been possible for those located in the rural areas of North Central Idaho. Unfortunately, eighty-three years later, many of Clearwater's customers are in a similar situation, as they do not have access to reliable broadband internet service. Broadband service is as critical today as electricity was in 1937 to these rural communities therefore, Clearwater fully supports the Port of Lewiston's Middle Mile Broadband Project and encourages your funding of their grant application.

If you would like to discuss this further, please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "K. David Hagen", is written over a horizontal line.

K. David Hagen
General Manager/CEO

Cc: file



NEZ PERCE COUNTY

BOARD OF COUNTY COMMISSIONERS

August 26, 2020

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

1225 Idaho Street
P.O. Box 896
Lewiston, Idaho 83501-0896
(208) 799-3090
FAX (208) 799-3149

Re: North Central Idaho Middle Mile Broadband
CARES Act – EDA Grant Program

Dear Area Director Millius:

Nez Perce County is pleased to support the middle mile broadband projects that are being submitted to the Economic Development Administration under the Cares Act provision. Each project directly benefits six counties in north-central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater, and Adams). The three projects that we support include:

1. The Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville.
2. Clearwater County's application to construct dark fiber between the communities of Orofino and Nezperce.
3. Idaho County's application to complete a feasibility study to complete a fiber link between Grangeville and New Meadows.

Between March 14th and August 1, 2020 North Central Idaho COVID-19 impacted workers filed 5,083 unemployment claims, this was 9.9 percent of North Central Idaho's workforce. And, three times as many filed in the same period as filed in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The largest COVID-caused job losses in North Central Idaho came from leisure and hospitality, retail, health care, and social assistance. The pandemic's devastating economic effects are expected to greatly exacerbate the region's long-time poverty and lower than national average income problems.

The pandemic illuminated the region's major barrier for economic growth. Our region does NOT have a community to community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning. It made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. Most of our rural communities only have broadband service coming into the community one way. It is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut.

These three projects are the result of tremendous efforts by our region to collectively pool resources to address the greatest challenge to rebounding from the pandemic. Nez Perce County will directly benefit from these projects in this way:

Don H. Beck
First District

Douglas W. Havens
Second District

Douglas A. Zenner
Third District



NEZ PERCE COUNTY

BOARD OF COUNTY COMMISSIONERS

1225 Idaho Street
P.O. Box 896
Lewiston, Idaho 83501-0896
(208) 799-3090
FAX (208) 799-3149


Nez Perce County currently hosts IT and Public Safety Communications services for other counties included in this project. The current non-broadband connections are no longer feasible for providing current and future technologies. In addition, the fiber paths to be built with EDA funds will provide redundancy and resiliency through a scalable fiber network that is not currently available throughout North Central Idaho, specifically District 2. In addition to County governments and Public Safety Communications ability to share network resources and services the network provided by the projects listed above will provide ecommerce, distance learning, and telehealth capabilities that do not exist today in the affected areas as they are mostly rural in nature with limited to no broadband connectivity. The addition of broadband fiber opens capabilities and opportunities in our rural communities and areas for rural entrepreneurs to take advantage of broadband speeds currently only available in urban environments. By affording opportunities via broadband connectivity the playing field is leveled and the ability to compete in a global marketplace with equity is assured.

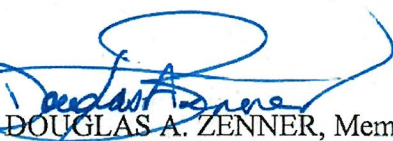
Thank you for consideration of these applications.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


DON H. BECK JR., Chairman


DOUGLAS W. HAVENS, Member


DOUGLAS A. ZENNER, Member



September 8, 2020

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

Re: North Central Idaho Middle Mile Broadband
CARES Act – EDA Grant Program

Dear Area Director Millius:

Lewis-Clark State College enthusiastically supports the middle mile broadband projects that are being submitted to the Economic Development Administration under the Cares Act provision. Each project directly benefits six counties in north-central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater, and Adams). The three projects that we support are:

1. The Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville.
2. Clearwater County's application to construct dark fiber between the communities of Orofino and Nezperce.
3. Idaho County's application to complete a feasibility study to complete a fiber link between Grangeville and New Meadows.

Between March 14 and August 1, 2020 North Central Idaho COVID-19 impacted workers filed over 5,000 unemployment claims; this was 9.9 percent of North Central Idaho's workforce. And three times as many filed in the same period as filed in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The pandemic's devastating economic effects are expected to greatly exacerbate the region's long-time poverty and lower-than-national average income problems.

The pandemic illuminated the region's major barrier for economic growth which has been identified as a community-to-community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning, and made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. Most of our rural communities only have broadband service coming into the community one way, and it is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut.

These three projects reflect efforts by our region to collectively pool resources to address the greatest challenge to rebounding from the pandemic: community-to-community broadband and high speed internet access. Lewis-Clark State College and, most importantly, the students and communities we serve will directly benefit from these projects because many of our students come from rural areas where they are limited by poor internet and lack of broadband.

LC State has long offered a robust array of online courses and programs, and the importance of and reliance on accessing education opportunities remotely has only been heightened by the pandemic. Demand for online courses and synchronous remote delivery has grown exponentially; thus, our rural students' needs for reliable internet have also increased. Reliable internet access is needed for full engagement and retention of students even beyond instruction; we offer online opportunities for tutoring and small group work, for utilizing online library resources, and simply staying in digital contact with peers, advisors and support staff.

Orofino and Grangeville, in particular, are areas wherein LC State has a long history of education outreach and service. This is especially important relative to the physical presence we maintain in these communities through our Adult Learning Centers. These centers and the education provided not only build and grow community productivity potential through Adult Basic Education and GED preparation and testing, but serve as on-ramp opportunities for students (many of whom are non-traditional) to move their lives, jobs, careers, and communities forward through the online associate's and bachelor's degree programs we offer.

These projects and the lasting difference they can and will make to individuals and communities cannot be overstated. I thank you for consideration of these applications, and stand ready to provide additional information and/or support as may be needed.

Sincerely,



Cynthia L. Pemberton, Ed.D.
President

c Christine Frei, Executive Director, Clearwater Economic Development Association

September 18, 2020

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174

Re: Port of Lewiston- Middle Mile Broadband Project - CARES Act – EDA Grant Program

Dear Ms. Millius:

Syringa Hospital & Clinics is pleased to support the middle mile broadband project that is being submitted to the Economic Development Administration under the Cares Act provision. If funded this project would benefit us, and more importantly, our patients by providing access to broadband in our extremely rural areas.

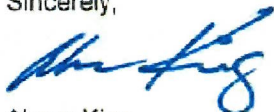
Idaho County borders three states – Washington, Oregon and Montana – and this challenging terrain isolates patients from medical facilities. During extreme weather events such as fire and blizzards, traveling hazardous roads increases patient stress and illness, often delaying critical care. The same can be said in these times of COVID-19: Patients would rather stay home and stay safe than receive critical medical care. These issues would see relief with easily accessible, stable broadband allowing us to provide tele-visits and telemedicine to our far-flung population. Additionally, this project would allow us a stable means to remotely monitor vulnerable patients and populations. We can save lives and improve health with stable, redundant broadband access in patient homes.

Job losses in North Central Idaho during COVI-19 could have been minimized by stable and redundant broadband connectivity. The pandemic illuminates what we believe to be the region's major barrier for economic growth: Our region does NOT have a community to community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning. It made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. We are still supporting employees working from home in an effort to minimize contact and protect our patients.

Most of our rural communities only have broadband service coming into the community one way. It is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut. For the hospital to stay connected, we support a fiber connection (primary), DSL line and two separate wireless ISPs as failover. This week we saw a fiber cable cut in the region; our failover ISPs provided connectivity so we could care for our patients.

A tremendous amount of effort by a variety of organizations throughout our region has gone into this project in an effort to not only rebound from the pandemic, but also prepare our region for the future. We are grateful for your consideration of these applications.

Sincerely,



Abner King
CEO

August 27, 2020

Kerstin Millius
Area Director
Economic Development Administration - Seattle Regional Office
915 2nd Ave., Room 1890
Seattle, WA 98174



Re: North Central Idaho Middle Mile Broadband
CARES Act – EDA Grant Program

Dear Area Director Millius:

The University of Idaho is pleased to support the middle mile broadband projects that are being submitted to the Economic Development Administration under the Cares Act provision. Each project directly benefits six counties in north-central Idaho (Latah, Nez Perce, Idaho, Lewis, Clearwater, and Adams). This letter is in support of the Port of Lewiston's application to construct dark fiber between the communities of Moscow, Lewiston, Cottonwood, and Grangeville.

Between March 14 and August 1, 2020 North Central Idaho COVID-19 impacted workers filed 5,083 unemployment claims, this was 9.9 percent of North Central Idaho's workforce. And, three times as many filed in the same period as filed in 2019. Although the jobless rate has improved, sections of the region still struggle with rates above seven percent. The largest COVID-caused job losses in North Central Idaho came from leisure and hospitality, retail, health care, and social assistance. The pandemic's devastating economic effects are expected to greatly exacerbate the region's long-time poverty and lower than national average income problems.

The pandemic illuminated the region's major barrier for economic growth. Our region does NOT have a community to community broadband system that allows for high speed internet access. In these past months, this seriously reduced the ability for rural schools to provide distance learning. It made working from home impossible for many. It put a greater burden on the healthcare industry as they tried to provide telehealth services. Most of our rural communities only have broadband service coming into the community one way. It is not unusual to have broadband services cut for several hours to days at a time because the one fiber line was cut.

These three projects are the result of tremendous efforts by our region to collectively pool resources to address the greatest challenge to rebounding from the pandemic. The University of Idaho will directly benefit from these projects in this way:

- With employees throughout the region, improved connectivity will provide enhanced work from home options both during the pandemic and after.
- Serving high school (through dual enrollment) and higher education students throughout the region, improved connectivity allows for a myriad of new or improved educational opportunities.
- Conducting research throughout the state, the availability of additional broadband access would allow for data-intensive research in areas that before were simply not possible.



- As a key regional contributor to economic development, the university could provide its services to a broad range of current and potential customers, linking our research with entrepreneurs and established businesses.
- Improved redundancy in current broadband options is critical to stable and robust service in our geographically diverse region.

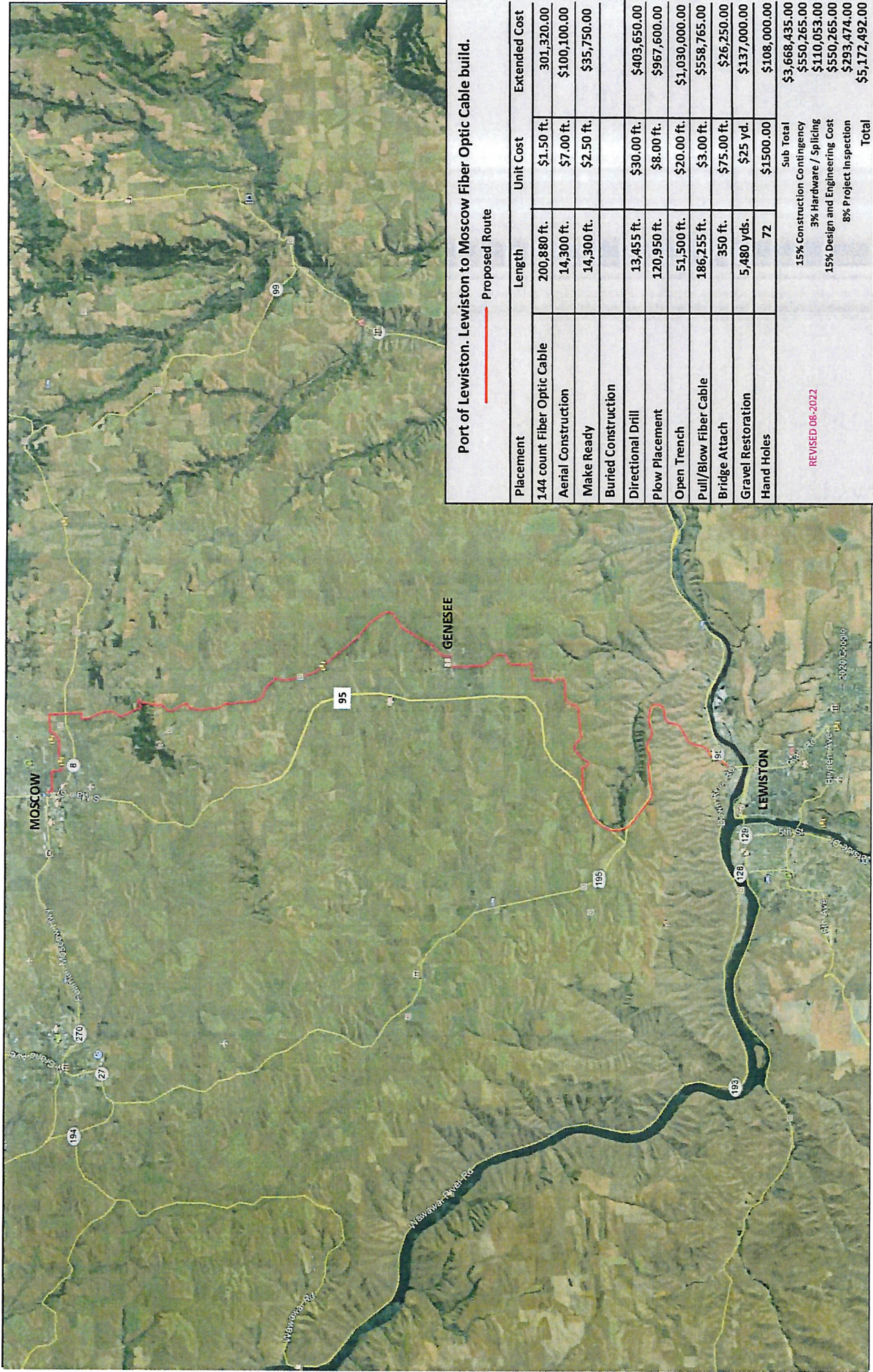
Thank you for consideration of these applications and please do not hesitate to contact me if I can provide additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. R. Ewart', written in a cursive style.

Daniel R. Ewart
Vice President for Information Technology and Chief Information Officer
University of Idaho

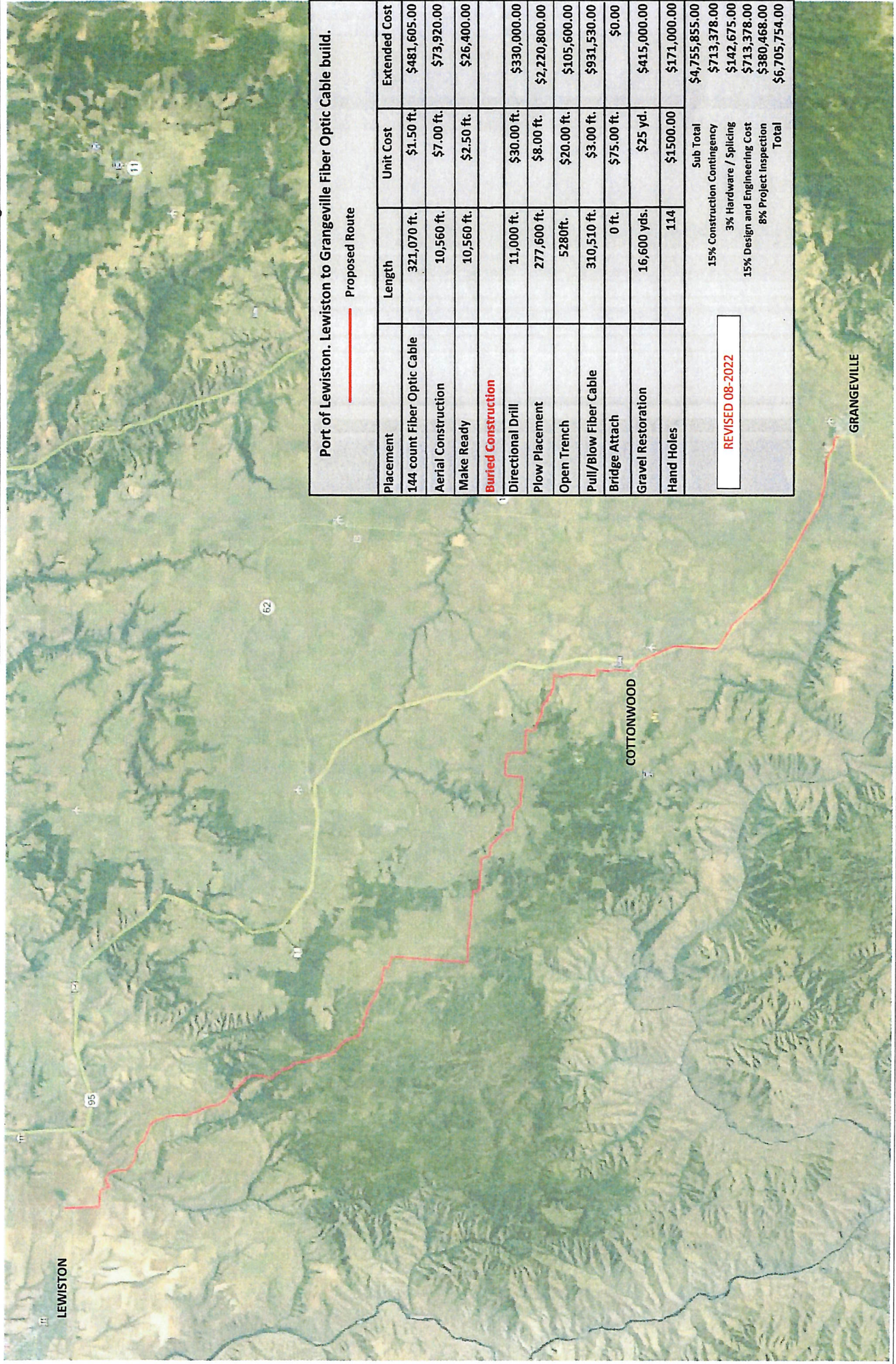
Phase One - Moscow to Lewiston



Port of Lewiston. Lewiston to Moscow Fiber Optic Cable build.				
Proposed Route				
Placement	Length	Unit Cost	Extended Cost	
144 count Fiber Optic Cable	200,880 ft.	\$1.50 ft.	301,320.00	
Aerial Construction	14,300 ft.	\$7.00 ft.	\$100,100.00	
Make Ready	14,300 ft.	\$2.50 ft.	\$35,750.00	
Buried Construction				
Directional Drill	13,455 ft.	\$30.00 ft.	\$403,650.00	
Plow Placement	120,950 ft.	\$8.00 ft.	\$967,600.00	
Open Trench	51,500 ft.	\$20.00 ft.	\$1,030,000.00	
Pull/Blow Fiber Cable	186,255 ft.	\$3.00 ft.	\$558,765.00	
Bridge Attach	350 ft.	\$75.00 ft.	\$26,250.00	
Gravel Restoration	5,480 yds.	\$25 yd.	\$137,000.00	
Hand Holes	72	\$1500.00	\$108,000.00	
Sub Total			\$3,668,435.00	
15% Construction Contingency			\$550,265.00	
3% Hardware / Splicing			\$110,053.00	
15% Design and Engineering Cost			\$550,265.00	
8% Project Inspection			\$293,474.00	
Total			\$5,172,492.00	

REVISED 08-2022

Phase Two - Lewiston to Grangeville



Port of Lewiston. Lewiston to Grangeville Fiber Optic Cable build.

Proposed Route

Placement	Length	Unit Cost	Extended Cost
144 count Fiber Optic Cable	321,070 ft.	\$1.50 ft.	\$481,605.00
Aerial Construction	10,560 ft.	\$7.00 ft.	\$73,920.00
Make Ready	10,560 ft.	\$2.50 ft.	\$26,400.00
Buried Construction			
Directional Drill	11,000 ft.	\$30.00 ft.	\$330,000.00
Plow Placement	277,600 ft.	\$8.00 ft.	\$2,220,800.00
Open Trench	5280ft.	\$20.00 ft.	\$105,600.00
Pull/Blow Fiber Cable	310,510 ft.	\$3.00 ft.	\$931,530.00
Bridge Attach	0 ft.	\$75.00 ft.	\$0.00
Gravel Restoration	16,600 yds.	\$25 yd.	\$415,000.00
Hand Holes	114	\$1500.00	\$171,000.00
Sub Total			
\$4,755,855.00			
15% Construction Contingency			
\$713,378.00			
3% Hardware / Splicing			
\$142,675.00			
15% Design and Engineering Cost			
\$713,378.00			
8% Project Inspection			
\$380,468.00			
Total			
\$6,705,754.00			

REVISED 08-2022



U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
Jackson Federal Building, Room 1890
915 Second Avenue
Seattle, Washington 98174
206-220-7660

August 23, 2022

In reply refer to investment No.: 07-79-07737

Mr. David Doeringsfeld
Port General Manager
Port of Lewiston
1626 6th Avenue N.
Lewiston, ID 83501-1539

Dear Mr. Doeringsfeld:

I am pleased to inform you that the Department of Commerce's Economic Development Administration (EDA) has approved your application for a \$4,494,346 EDA investment for the Port of Lewiston Broadband Project.

Enclosed is a digitally signed copy of the Financial Assistance Award on Form CD-450. Your agreement to the terms and conditions of the award should be indicated by the signature of your principal official on the signed copy of the Form CD-450 by one of the following methods:

1. Using a certified signature through Adobe or some other software.
2. Printing the document, signing in ink, and returning a scanned copy by e-mail.

The fully executed Form CD-450 should be returned via email to HBaykan@eda.gov and SPerson@eda.gov. If not signed and returned within 30 days of receipt, EDA may declare the Award null and void. Please retain a copy for your records.

Please do not make any commitments in reliance on this award until you have carefully reviewed and accepted the terms and conditions. Any commitments entered into prior to obtaining the approval of EDA in accordance with its regulations and requirements will be at your own risk.

In addition, the Department of Commerce Office of Inspector General requires that all recipients of awards under CARES Act must participate in Fraud Awareness Training. All personnel at your organization responsible for overseeing contractors, sub-contractors, sub-grantees, or who are otherwise responsible for managing your organization's finances are required to take the training. This requirement is satisfied by reading and understanding the enclosed PowerPoint presentation. Once you and the appropriate personnel at your organization have completed the training, please return a signed copy of the certification page (page 38) to my staff along with signed copies of the Financial Assistance Award.

EDA's mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. EDA implements this mission by making strategic investments in the nation's most economically distressed communities that encourage private sector collaboration and creation of higher-skill, higher wage jobs. EDA investments are results driven, embracing the principles of technological innovation, entrepreneurship and regional development.

I share your expectations regarding the impact of this investment and look forward to working with you to meet the economic development needs of your community.

Sincerely,

Sheba Person-Whitley
Regional Director
Seattle Regional Office

Copy: Helen Baykan, Economic Development Specialist
Shalini Bansal, Supervisory Program Manager
Carleen Herring, Economic Development Representative
Kerstin Millius, Area Director