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BEAD Update

KOBD has completed all planning steps required to received BEAD infrastructure funds

- Volume II approved from NTIA
- Final Challenge Process results pending approval from NTIA
- Upon approval, Broadband Service Locations (BSLs) will be posted publicly alongside PFAs prior to BEAD Subgrantee process launch

Project Funding Areas (PFAs)

- PFAs designed around USDs and NTIA 80/20 rule with public comment considerations in mind. (See V2 next slide)
- · Reviewed for geography, natural barriers, and number of locations requiring investment

Next Stens

- Publish PFAs at least 14 days prior to subgrantee process opening
- Publish BEAD-eligible BSLs
- Open BEAD Pre-Registration to provide applicants ample time to gather necessary documentation



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"KOBD primarily defines project areas for proposals based on Unified School District boundaries as found in attachment 2.4.6-Kansas Unified School Districts-Attachment.xlsx. In cases where a USD is too large or the BSLs are too widely dispersed, or in areas where a USD has few unserved or underserved locations, KOBD may elect to divide the USD into smaller sections or may elect to combine a USD with contiguous USDs or census block groups. The goal is to ensure that the Project Funding Area is 80% unserved or underserved as required by BEAD policy and guidance. Final Project Funding Areas will be defined after the final deduplication is performed and prior to the subgrantee process beginning."

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Public Comments Regarding PFAs

PFAs are too large

Too many "unbuildable" locations (rocks, abandoned properties)

Rights of way not considered

All USDs are not created equal from a financial ROI point of view

Responsive Actions

Each PFA Under Review

- Stranded locations moved into more populated PFAs/USDs
- Natural barriers like rivers considered
- Man-made barriers like roads, railroads, and bridges considered
- Geography, sizing, and existing backbone considered
- Consolidations, separations, or redistricting under review



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Incorporate every broadband serviceable location 02

Minimize BEAD outlay 03

Optimize financial returns

04

Lessen dependence on permitting or rights of way 05

Improve speed of deployment

