

The Caltrans Wireless Licensing Program

Building Communications Technology Solutions

(or)

Supporting California's Communications Needs

Californians are some of the most mobile people in the world. We're also leading users of mobile telephones. With about 30 million people traveling on more than 15,000 miles of highway, Californians generate tremendous demand for mobile telecommunications – and it's continuing to grow.

Caltrans' highways provide a roadway line of sight that's ideal for wireless communications.

The Caltrans Wireless Licensing Program offers telecommunications carriers the opportunity to license Caltrans properties as sites for unmanned wireless facilities. Since the program was launched in May 1997, ten major wireless companies have signed a Master License Agreement (MLA) with Caltrans to participate in the program, including AT&T, Cellular One, GTE, Nextel, Pacific Bell Wireless Services, PageNet, Sprint Spectrum, and Vodafone AirTouch.

Unique Benefits

The program, managed by the Caltrans Right-of-Way Airspace Office, provides valuable benefits to both the public and Caltrans:

- Improves public telecommunication services along highways, especially important during emergencies
- Helps preserve the environment by minimizing the number of additional facilities built
- Generates additional revenues for statewide transportation projects
- Improves Caltrans' communications systems through sharing wireless facilities with carriers

Sites Available Statewide

Caltrans has a variety of sites available along highways, rights-of-way areas, and off-roadway areas where Caltrans facilities are located. Many sites offer unique access in areas where demand for service is high. And carriers can also use existing Caltrans structures or other sites for collocation.

Caltrans sites include:

- Park and ride lots
- Roadside rest areas
- Maintenance stations, equipment yards, and storage areas
- Vista points
- Bridges and overcrossings
- Directional signs, light poles, and sound walls
- Caltrans telecommunications facilities and office buildings

All facilities must meet Caltrans' Siting Guidelines and a secondary use must not interfere with the operation and immediate future expansion of the transportation corridor. Carriers must have independent access to a site from outside the controlled access right of way, for installation, operation, and maintenance of their facilities, and must allow collocation with other carriers.

Pricing Structure

Caltrans' annual base license fee is determined by the location and size of each site. Highly populated urban areas such as Los Angeles and San Francisco have higher fees than other urban areas such as Fresno and Sacramento. Rural areas have the least expensive fees.

Caltrans bases fees on three types of facilities: macrocell, minicell, and microcell. Full details are in the Master License Agreement.

Caltrans' Licensing Process

Carriers who are interested in participating in the program first sign an MLA with Caltrans.

Caltrans will work closely with carriers throughout the entire licensing process. A carriers' single point of contact is a local Caltrans Airspace Manager in the District office.

All site license proposals are reviewed by the local Caltrans District Airspace Review Committee (DARC). Representatives from several key Caltrans programs are brought together to consolidate the review process and expedite decision-making. The DARC team typically includes Traffic Operations, Maintenance Operations, Telecommunication Engineers, Environmental and Landscape Architects. Depending on the proposal, others may also be added.

Caltrans developed a three-stage process for site licensing.

(1)

Carrier submits a **Conceptual Proposal**.

After carriers locate a specific Caltrans site, they submit a brief proposal to the local District Airspace Manager, outlining details of the site (no plans are necessary at this time).

-Caltrans will review the proposal and respond within 15 working days.

-If conceptually approved, carriers proceed with actual site plans.

(2)

Carrier submits a **Preliminary Proposal**.

This stage involves an in-depth review of detailed plans, costs, and timeframes for the site the carrier selected. The submittal package must include a \$1,000 non-refundable processing fee.

-Caltrans will review the proposal and respond within 45 calendar days with approval or concerns that need to be addressed.

-After approval, DARC will execute the Site License Agreement (SLA).

-Carriers must obtain local approvals and permits within six months.

(3)

Carrier submits a **Final Proposal**.

The final submittal package must address all previous concerns or discrepancies raised during the Preliminary review, and contain completed plans, permits, and approvals.

-Caltrans will respond within 45 calendar days.

-When all approvals are obtained, the Right of Way Airspace manager will issue a letter to the District Permits Office to complete the encroachment permit process.

More Detailed Information

• Telecommunications Wireless Guide

General program guidelines, including the Master License Agreement and the fee schedule.

Office of Publications

916-445-3520

• Caltrans Highway Design Manual

Detailed information about siting guidelines.

Office of Publications

916-445-3520

<http://www.dot.ca.gov/>

• Site inventories and maps, specific site information

Single point of contact for carriers in each local District office.

Airspace Manager, District Right-of-Way Office

- **Caltrans Wireless Licensing Program Proposal Guidelines**

Step-by-step checklist for obtaining a site license agreement.

Airspace Manager, District Right-of-Way Office

- **Statewide issues and licensing denials**

General information and appeals

Caltrans Headquarters, Right of Way Program

1-916-654-5896