The Evolution of TRAVIS

TRAVIS
Transportation Routing and Vehicle Information System
... from data to decisions

"Serving the needs of industry and government to promote safety, efficiency and infrastructure protection"

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RoaData SERVICES Ltd.

Who is TRAVIS?

T – Transportation

R – Routing

A – And

V – Vehicle

I – Information

S – System

Who Initiated the System

- In 1995 a Provincial Task Group for Transportation Standardization was established to resolve inconsistencies and inefficiencies in the rules governing the movement of oversize transportation across municipal boundaries, known as the TRAVIS Committee.

- The Task Group consisted of:
  - Provincial Government
  - Municipal Governments (AAMD&C and AUMA)
  - Industry (PSAC, CAODC, AMTA, AFPA, Heavy Haul Sector)

How it Came to Be

- The TRAVIS Committee recommended that Province develops an automated permit system that would provide a permit along with all municipal validations with a single application that would be available 24/7.

- They also recommended that the Province allocate permit revenue to Municipalities.

The Final Outcome

- The final stage of TRAVIS is to expand from Provincial Highway Permitting to Local Road Authority Permitting.

- TRAVIS MJ (TRAVIS Multi Jurisdictional) is the system developed to address the TRAVIS Committee issues and realize the vision of an integrated permitting system.

What Does TRAVIS Do?

TRAVIS in a one window permit application system that allows for the issuance of a single permit to travel through multiple Municipalities.

Carrier Application Process – Overview

- Application Process
  - Carrier Applies for Permit.
  - TRAVIS checks vehicle Parameters.
  - TRAVIS checks roadway segments and bridges along the route for restrictions.
  - If there are no issues, TRAVIS issues the permit along with Municipal validations.
  - If there are issues, TRAVIS sends the application to the Municipality for manual review and possible approval.
  - Municipalities are notified of all moves.

Carrier Application Process – Detailed

- Carrier applies for permit.
  - Applications must be made online through TRAVIS.
    - Carriers can choose a TRAVIS Agent to apply for them if they do not wish to apply online themselves.
  - Route can be requested or generated by TRAVIS.

- TRAVIS checks vehicle parameters:
  - Weights
  - Dimensions
  - Configurations

Carrier Application Process – Detailed

- TRAVIS checks roadway segments and bridges along the route for restrictions.
  - If the route check fails the carrier can change his route or submit the application for manual review.
    - Manual review will be done by the Municipality using their current process, but approval or rejection must be done through TRAVIS.

- If there are no issues, TRAVIS issues the permit along with Municipal validations.
  - Any pre-defined permit conditions will be attached to the permit document issued by the Province.

Carrier Application Process – Detailed

- If there are issues, TRAVIS sends the application to the Municipality for manual review and possible approval.
  - Municipalities can create Business Rules that would force manual approval.
    - Manual review will be done by the Municipality using their current process, but approval or rejection must be done through TRAVIS.

- Municipalities are notified of all moves, including routes and time.
  - A copy of the Permit Document will be e-mailed to pre-identified employees of the Municipality.

Municipal Manual Approval Process

- Manual Review/ Approval
  - Depending on the Municipality, manual approval rates of 20-40% can be anticipated.
    - When route check fails
    - When a comment is directed to the Municipality
    - When a Municipal business rule calls for a manual review
  - Those applications are accessed, analyzed and approved or rejected using the TRAVIS MJ screens.
  - Applications are received through TRAVIS 24 hours a day, 7 days a week.

How Does TRAVIS Work?

TRAVIS reviews data input by the Municipality and the Carrier to attempt to auto approve permit applications.

How it Works – Roadway Data

- TRAVIS will contain a database of all public roads in the province, including municipal streets and roads, with the following information:
  - Truck Routes
  - Local Access
  - Bridge Capacities
  - Weight Restrictions
 - Height Restrictions
  - Road Bans
  - Construction Zones

How it Works – Business Rules

- TRAVIS will contain a database of permit business rules for all Municipalities, with the following information:
  - Permit Conditions
  - Approval Rules
  - Notification Rules
  - Routing Preferences
- Municipalities will need to identify, review and/or create their policies and procedures to create these business rules.

Where is TRAVIS Being Used?

The TRAVIS Pilot Project was started in 2009 and consisted of 4 Municipalities.
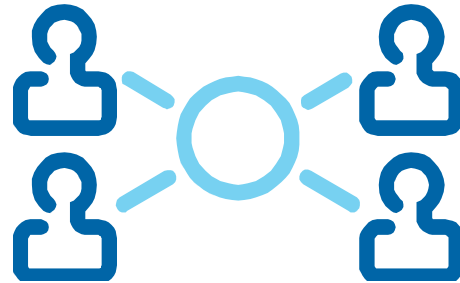
Today – Who is in TRAVIS

- Currently there are 8 Municipalities using TRAIVS:
  - *City of Grande Prairie*
  - *County of Grande Prairie*
  - *Saddle Hills County*
  - *M.D. of Spirit River*
  - City of Spruce Grove
  - Parkland County
  - Lacombe County
  - Vermillion River County

Tomorrow – Who is Next

- How will Municipalities be Implemented:
  - While the Province will attempt to deal with Municipalities on a regional basis as much as possible, this is primarily for travel efficiency purposes. Municipalities can join as soon as they are ready.

- When will all Rural Municipalities be in TRAVIS:
  - The plan is to have all Cities, Counties and Municipal Districts participating by the end of 2011.

When Can I Move to TRAVIS?

Before TRAVIS can work in your Municipality, you first need to prepare your Municipal Information.

Getting Ready for TRAVIS

- Municipality to Provide Initial Data Upload:
  - To be done or supported by the Province.
  - Includes all roadway attribute data:
    - Surface Type
    - Road Use (Truck Route or Local Access)
    - Temporary Restrictions (eg: Bans)
  - Includes business rules
    - Permit Conditions
    - Policy Rules
    - Procedures Identified

Being Prepared to Maintain TRAVIS

- Data Updates
  - To be done by the Municipality
    - Can be done by in-house staff or by a contractor
  - Includes changes only:
    - Temporary restrictions (eg: Bans)
    - Road Closures due to Construction

Being Prepared to Maintain TRAVIS

- Manual Review/Approvals
  - To be done by the Municipality
    - Can be done by in-house staff or by a contractor
  - Municipalities must identify which employees will be reviewing applications submitted for manual review.
  - Application can be received by admin staff or contractor and forward to road foreman, if necessary.
  - A mobile (Blackberry) solution will be developed.

Completing the Transition

- Once prepared, Municipalities can join the TRAVIS imitative as soon as they are ready. Current fee regimes can continue until new provincial regulation is implemented.
- Can our Municipality choose NOT to be part of TRAVIS if we are happy with how we provide permit approval services now?
  - TRAVIS will only collect and distribute municipal fees for permits approved in TRAVIS. The Traffic Safety Act prohibits a Municipality from collecting a fee for truck permits.

Why is TRAVIS giving Muni's $?

The Province will be collecting and distributing a portion of the Permit Fee to Municipalities.

Fee Allocation

- The TRAVIS Committee recommended that permit fees be allocated to Municipalities to account for road damage and administration costs.
- The TRAVIS Fees Committee has agreed on a formula and a recommendation is being reviewed by the minister.
- A portion of the overload fee is to be allocated to the Municipality based on weight and distance traveled:
  - GVW Fee X Overweight X KM Travelled
  - Variable Axle Fee X KM Travelled

Fee Allocation

- Proposed Fees
  - Season Modifiers:
    - 2.0 for Spring
    - 1.5 for Summer
    - 1.0 for Fall
    - 0.5 for Winter
  - Roadway Modifiers:
    - 3.0 for Oiled Roads
    - 2.0 for Gravel Roads
    - 1.0 for Paved Roads
  - Administrative Fees:
    - $15.00 per move in a Municipality

Question Period

Please ask ANY question or voice any concerns.