

INDOT: Report on Market Fluctuations of Overweight Divisible Loads

IC 9-20-6-2.2

Data

Year	Total Revenues - Divisible Load permits	Total Permits Issued	Total Annual	Total Single Trip	Annual - Grandfathered		Single Trip - Grandfathered		Annual - New	Single Trip - New
					Agriculture	Metal	Agriculture	Metal		
2014	Not available	63200	1336	61864						
2015	\$5,228,289	79089	1873	77216						
2016	\$5,977,007	96160	3472	92688						
2017	\$6,398,730	105788	3782	102006						
2018	\$6,650,000	111439	3915	107524						
2019	\$6,030,000	113333	4953	108380						
FY2021	Not Available	117753	5420	112333	64	5356	875	111458		
FY2022	\$10,561,850	110057	6452	103605	65	5559	494	98164	828	4947

- Since HEA 1190-2021 went into effect on July 1, 2021, INDOT chose to compare FY 21 to FY 22 to look at the impact of the change in eligibility for divisible load permits so that full year of data could be reviewed under the new law.
- The current permitting system was brought on-line on February 8, 2021; the previous system was shut down about a month later. The ability to pull information from the old system is almost nonexistent, so details from previous years, as well as a full accounting of permits in CY 20 and CY 21, are not available.

Evaluation

- Overall, the number of total permits issued has decreased. This is likely attributed to a move to an increased purchase in annual permits. This then decreased the total single trip permits issued, and subsequently lowered the overall total.
- INDOT does not attribute the slightly lower total of permits to a change in fees; rather, this is likely attributed to a combination of shifts to additional hauling equipment added by carriers, a switch to annual permits, and impacts from a slower supply chain in the past year.
- Additionally, INDOT and DOR have seen an increase in overweight carrier accounts opened, at approximately 30 new accounts a day, since July 1, 2021, based off the enactment of HEA 1190-2021. These new accounts were most likely attributed due to the fear of the new civil penalties created by HEA 1190-2021, which can be assessed if a carrier does not have the appropriate permit in place.
- INDOT also believes there is an uncaptured subset of carriers who have been advised that they are incorrectly using the same single trip permit multiple times a day for multiple trips. This value of trips and incorrect use of permits is not captured but would likely increase the overall number of total permits issued.
- In 2021, the average equivalent single axle load (ESAL) was 7.3.