

TRUCK PERMITTING FEES IN LOUISIANA AND NEIGHBORING STATES

LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

PERFORMANCE AUDIT SERVICES

Informational Report
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May 29, 2025

The Honorable J. Cameron Henry, Jr.,
President of the Senate
The Honorable Phillip R. Devillier,
Speaker of the House of Representatives

Dear Senator Henry and Representative Devillier:

This informational report provides information related to truck permitting in Louisiana and neighboring states. This report is intended to provide timely information related to an area of interest to the legislature or based on a legislative request. I hope this report will benefit you in your legislative decision-making process.

We would like to express our appreciation to the Louisiana Department of Transportation for their assistance during this review.

Respectfully submitted,



Michael J. "Mike" Waguespack, CPA
Legislative Auditor

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TRUCK PERMITTING



Louisiana Legislative Auditor

Michael J. “Mike” Waguespack, CPA



Truck Permitting Fees in Louisiana and Neighboring States Department of Transportation and Development

May 2025

Audit Control # 40240022

Introduction

This report provides information on Louisiana’s oversize and overweight truck permitting fees and revenues, and compares these fees to select neighboring states. This report also provides the results of our analysis that estimates the impact of increasing truck permitting fees on the demand for permits and on state revenues. State law sets Louisiana’s truck permitting fees, ranging from \$10/year to \$2,500/year. Primarily, the purpose of permit fees is to pay for any road and infrastructure damages caused by overweight and oversized trucks.

Permit Types and Fees. Although the U.S. Department of Transportation sets size and weight guidelines for federal highways, states regulate these highways and issue permit fees. The Louisiana Department of Transportation and Development’s (DOTD) Truck Permit Office issues permits that govern all oversize/overweight truck movement on state highways. Some trucks, such as farm vehicles and equipment and vehicles used for transporting timber cutting or logging equipment, are exempt from permits. Appendix B summarizes the history of truck permitting and federal weight and size standards, and Appendix C summarizes all the permit exemptions in Louisiana.

Impact of Oversize and Overweight Vehicles. A report by the Government Accountability Office (GAO)¹ found that, while commercial vehicles and loads are generally of a size and weight that allows them to freely travel on the nation’s highways, some vehicles are too large and/or too heavy to operate on a highway without posing a safety risk or potentially damaging highway infrastructure. Research also shows that heavy-trucks (five or more axles) have a much larger impact on pavement maintenance costs than light-trucks or passenger-

In 2022, Louisiana’s freight system moved 1.4 billion tons of freight, valued at \$581 billion – the sixteenth-largest value of freight moved of all states.

From 2022 to 2050, freight moved annually in Louisiana by trucks is expected to increase 75% by weight and 110% in value, the third-largest projected increase in the nation. As heavy vehicle freight movement in Louisiana increases and impacts the state’s operational and maintenance costs, additional revenue will be necessary to address these impacts.

Source:

<https://tripnet.org/reports/freight-louisiana-news-release-12-05-2023/>

¹ GAO (2015). *Federal Highway Administration Should Conduct Research to Determine Best Practices in Permitting Oversize Vehicles*. <https://www.gao.gov/assets/gao-15-236.pdf>

cars.² Moving large, non-divisible loads can create inconveniences and hazards, including the following:

- **Traffic congestion:** Oversize and overweight vehicles can create traffic congestion when they (1) travel at a slow speed to reduce risk of damage to bridge infrastructure, (2) are extremely wide and block multiple traffic lanes, or (3) are so long that entire intersections must close to accommodate them. Rising levels of traffic congestion increase the cost of moving freight and reduce the economic competitiveness and efficiency of businesses that require reliable, affordable freight transportation.
- **Infrastructure damage:** High, wide, or long oversize loads can damage or destroy infrastructure like bridges, overhead signs, traffic signals, and utilities when there is not enough clearance and they strike them.
- **Pavement and bridge damage:** Overweight vehicles and loads can damage or contribute to the failure of pavement and bridges not designed to sustain the weight of the vehicle and load. Research shows that a 1% increase in overweight vehicle traffic (>80,000 lbs.) may cause a 1.8% reduction of pavement life.³
- **Injuries:** Oversize and overweight loads can cause injuries to others. From 2017 to 2021, an average of 105 people were killed annually in Louisiana collisions involving a large truck, the seventeenth-highest rate in the nation.

DOTD's Truck Permit Issuance and Enforcement Processes. DOTD's Truck Permit Office⁴ issues permits to truck owners/operators and trucking companies for oversized and overweight vehicles. Permits must be obtained *prior* to operating/moving vehicles and loads exceeding Louisiana's legal size and/or weight limitations. Permits can be purchased by mail, by wire/permit service, by

Legal Size and Weight Limitations in Louisiana:

- Gross Vehicle Weight: 80,000 lbs.; 83,400-88,000 lbs. for vehicles with a tridum or greater axle group.
- Width: 8'6"
- Height: 14'
- Length: 45' (single vehicle); 59'6" (length of semi-trailer and load on designated truck routes); 65' (truck/trailer combinations on other routes)

Source: <https://dotd.la.gov/media/chxdsfee/new-rules-and-regulations-book.docx>

² Transportation Research Record (1990). *Evaluation of truck impacts on pavement maintenance cost*. <https://www.dotd.la.gov/about/office-of-operations/oversized-and-overweight-truck-permits/>

³ Proceedings of the 9th International Conference on Managing Pavement Assets (May 2015). *Impact of Overweight Traffic on Pavement Life Using Weigh-In-Motion Data and Mechanistic-Empirical Pavement Analysis*. <https://vtechworks.lib.vt.edu/server/api/core/bitstreams/e3d3755f-da03-4f3f-ac52-f88c8c4931c6/content>

⁴ DOTD's Truck Permit Office is located in Baton Rouge. The online permitting system is called LaGeaux (<https://www.dotd.la.gov/about/office-of-operations/oversized-and-overweight-truck-permits/>)

submitting control number or prepaid oversize permit forms, ok or via the internet using the LaGeaux application. Customers must provide all required information such as the permit duration, permit type, truck configuration, vehicle dimensions, gross vehicle weight, axle information, etc. when applying for a permit. DOTD generates a safe route for the customer to drive from the specified origin to destination and issues the permit.

In addition to issuing and overseeing truck permits, Act 384 of the 2021 Regular Legislative Session transferred the operation and maintenance of stationary weight enforcement scale locations from the Department of Public Safety and Corrections to DOTD.⁵ Enforcing weight limits ensures that commercial vehicles fall within state laws regarding weight, size, and registration. DOTD's weights and standards police force oversee operations at the state's weigh stations. Violations of state laws regarding weight and size are subject to penalties under state law.⁶ In addition, vehicles that fail to stop at a weight scale can be fined based on the gross vehicle weight rating.

All permit fee revenues are deposited into the Transportation Trust Fund (TTF), with the exception of revenues exceeding \$20 million collected from the overweight single-trip permit, and \$250 of the \$375 fee for the Containerized Cargo Class II semi-annual permit, both of which are deposited into the Construction Subfund within the TTF.⁷ In addition, payments for fines related to violations on state roads are also deposited into the TTF.⁸ The TTF is the main funding source used to meet the state's transportation needs and was established on January 1, 1990. The TTF provides funding for the costs associated with construction and maintenance of roads and bridges of the state and federal highway systems. The TTF also provides funding for the Statewide Flood Control program, ports, aviation, transit, and the Parish Transportation Fund. A subsequent report will evaluate DOTD's permit issuance and enforcement process.

The objective of this review was to answer specific questions regarding Louisiana's truck permitting fees, how these fees compare to neighboring states, and how changes to fees can impact state transportation revenues. It is important to set fees high enough to mitigate hazards and inconveniences such as damage to roads. According to the Tax Foundation, weight is an exponential factor in road damage. For example, an 80,000-pound, five-axle tractor trailer causes the same damage to the road as 9,600 cars.

⁵ Mobile enforcement of state laws [Louisiana Revised Statute (R.S.) 32:380-32:388.1, R.S. 32:390, R.S. 47:718] remains with Louisiana State Police.

⁶ R.S. 32:388

⁷ R.S. 32:387 and 32:387.20

⁸ R.S. 32:388

This report contains the following appendices:

- Appendix A contains our scope and methodology.
- Appendix B provides information on the history of truck permitting and federal weight and size standards.
- Appendix C provides information on exemptions from truck permitting laws in Louisiana.
- Appendix D contains Louisiana's overweight single-trip permit fee schedule.
- Appendix E provides the results of our comparison of oversize and overweight truck configurations and the resulting truck permit fees in Louisiana and select neighboring states.
- Appendix F contains the year of origination and last update, and the number of years since the last update for each truck permit type in Louisiana.
- Appendix G contains the Federal Highway Administration's vehicle classification.
- Appendix H provides information on the number of permits issued and fees collected by DOTD from fiscal year 2020 through fiscal year 2024.
- Appendix I contains our analysis of current and with various increases of the overweight single-trip permit fee pricing in Louisiana.
- Appendix J provides information on the estimated price differences between Louisiana routes vs. next best non-Louisiana alternative routes, by interstate corridor.

Informational reports are intended to provide more timely information than standards-based performance audits. While these informational reports do not follow *Government Auditing Standards*, we conduct quality assurance activities to ensure the information presented is accurate. We incorporated DOTD's feedback throughout this informational report.

Objective: To evaluate Louisiana's truck permitting fees, how these fees compare to neighboring states, and how changes to fees can impact state transportation revenues.

We answered the following questions:

1. What types of truck permits does DOTD issue and what are permit fees used for?

DOTD issues 31 different types of truck permits through the LaGeaux system. These types of permits include permits for overweight and oversized trucks. Permit durations can be annual, bi-annual, monthly, or single-trip, and permits need to be renewed at the end of this duration. In fiscal year 2024, DOTD issued 197,217 permits and collected \$33.8 million in revenue. Primarily, the purpose of permit fees is to pay for any road and infrastructure damages caused by overweight and oversized trucks.

2. How do Louisiana's truck permitting fees compare to neighboring states?

Of the four most common permit types we evaluated, two—oversize single-trip and overweight annual—were lower than neighboring states, while the other two—overweight single-trip and oversize annual—were comparable. Louisiana's oversize single-trip permit cost is \$10, where Texas' is \$61.61, Arkansas is \$17, and Mississippi's ranges from \$10-\$35.⁹ Louisiana's overweight annual permit fee is \$2,500, where Texas' is \$4,090.26 and Mississippi's is \$4,500. Arkansas does not have this permit type. According to research, truck weight and height allowances in Louisiana are among the highest in the nation.¹⁰ In addition, Louisiana roads are in poorer condition than those in surrounding states.

3. If truck permitting fees were indexed to certain economic conditions in Louisiana, such as inflation, or were based on the costs resulting from heavy vehicles, would they be more comparable to our neighboring states?

If overweight and oversize permitting fees were adjusted for certain economic conditions such as inflation, or were based on the costs resulting from heavy vehicles, Louisiana's permit fees would become more comparable to surrounding states over time. For example, if the oversize single-trip

⁹ In Mississippi, only trucks registered in Mississippi pay the \$10 single-trip oversize permit fee.

¹⁰ Angoff, Jay. (February 2025). *All-Lines, Personal Lines, and Commercial Auto Insurance Performance: Louisiana v. Bordering States and Countrywide and Suggestions for Bringing Down Rates*. https://irp.cdn-website.com/cd73a221/files/uploaded/FINAL_Angoff_Report_2.5.25.pdf

permit fee was increased for inflation next fiscal year, the fee would be \$10.29 instead of \$10. However, by year five of adjusting for inflation, the fee would be \$11.56. The oversize annual permit fee would increase from \$500 to \$578.22 after adjusting for five years. The overweight annual permit fee would increase from \$2,500 to \$2,891.08 after five years. According to the GAO, fee collections should be sufficient to cover the intended portion of program costs over time. Fees that are not reviewed and adjusted regularly run the risk of undercharging or overcharging users and raising equity, efficiency, and revenue adequacy concerns.

4. How would an increase in truck permitting fees affect truck permitting revenues from traffic passing through Louisiana?

Based on our model, we estimate that Louisiana could maximize revenues from truck traffic passing through the state¹¹ by increasing overweight single-trip permit fees, which are the most-commonly-issued permit type, by approximately 127%, holding all other factors, including the cost of alternative routes that avoid Louisiana, constant. For example, if the overweight single-trip permit fee for a truck weighing 130,000 lbs. and traveling between 51-100 miles were increased by 127%, the new fee would be \$578.85 instead of \$255. However, we estimate that if the overweight single-trip permit fees were raised over 183%, the state would start seeing a decrease in revenues as a result of traffic shifting to less-costly alternative routes. This gives the state significant flexibility in setting overweight single-trip permitting fees because of the lack of cheaper alternative routes.

5. Would increasing truck permitting fees help address Louisiana's construction backlog?

Increasing oversize and overweight permit fees could generate additional state revenue to help address the state's estimated \$23.9 billion backlog in transportation infrastructure needs. In fiscal year 2024, Louisiana's transportation expenditures as a percent of total state expenditures were the lowest in the Southeast. For example, Louisiana spent 5.1% of total state spending on transportation, while Mississippi spent 7.3%, Arkansas spent 6.5%, and Texas spent 13.3%. According to a report, *Louisiana Department of Transportation & Development-2024 Assessment*, issued in October 2024 by the Boston Consulting Group, Louisiana should increase fees for direct road usage, such as truck permitting fees.

¹¹ Our model includes only permits issued for routes that do not begin or end in Louisiana. If the goods originated or ended in the state (for example, goods being imported or exported through one of Louisiana's ports), we excluded these trips from our analysis.

1. What types of truck permits does DOTD issue and what are permit fees used for?

DOTD issues 31 different types of truck permits through the LaGeaux system.¹² These types of permits include permits for overweight and oversized trucks. Permit durations can be annual, bi-annual, monthly, or single-trip, and permits need to be renewed at the end of this duration. Permits are issued for vehicles traveling on Louisiana's roads that weigh more or are larger than the state's legal size and weight limitations. In fiscal year 2024, DOTD issued 197,217 permits and collected \$33.8 million in revenue. Exhibit 1 provides information on permit types, associated fees and permit fee collections.

Exhibit 1 Permits Issued in Fiscal Year 2024				
Permit Type	Permit Fee	Permits Issued (FY 24)	Permit Fee Collections (FY 24)	Permit Fee Collections (FY 20-24)
Overweight Single Trip	Varies based on excess weight and distance traveled*	84,836	\$26,069,813	\$119,984,637
Overweight Annual	\$2,500/year	1,661	3,690,000	18,375,000
Oversize Single Trip	\$10 day/trip	68,263	1,121,443	5,372,633
Critical Off-Road Equipment Semi-Annual	Cost Varies - \$0.07 per ton-mile plus a \$25 administrative fee	402	666,825	3,361,465
Oversize Annual Permit	\$500/year	1,038	511,500	2,682,500
Containerized Cargo (Class II) Semi-Annual	\$375 Bi-annually	1,362	510,750	1,403,500
Agronomic/Horticultural	\$100/year	3,481	348,100	1,771,100
Non-Critical Off-Road Equipment Annual	\$1000/year	265	222,000	1,110,000
Timber Harvest Annual	\$100/year	1,665	166,500	609,500
Mobile Home or Office Single Trip	\$10 day/trip	25,278	147,890	631,395
Ready-Mix Concrete Truck Annual	Rear Tandem: \$800/year Rear Tridem/Quadrum: \$400/year	155	81,600	320,800
Refuse Annual	\$1,000/year	67	67,000	298,000
Harvest Season or Natural Forest Products Annual	\$10/year	4,156	41,560	248,700
Timber Cutting/Logging Equipment Annual	\$100/year	406	40,600	188,900
Oversize Monthly	\$10/day for each day the permit is valid	279	38,690	116,450
Escort Vehicle Annual	\$10/year	3,317	33,090	133,580
Containerized Cargo (Class I) Annual	\$50/year	292	\$14,600	\$111,700

¹² Permits can also be purchased at DOTD's truck permit office, by mail, by wire/permit service, and using control number or prepaid oversize permit forms.

Exhibit 1 Permits Issued in Fiscal Year 2024				
Permit Type	Permit Fee	Permits Issued (FY 24)	Permit Fee Collections (FY 24)	Permit Fee Collections (FY 20-24)
Containerized Special Cargo Annual	\$750/year	11	\$8,250	\$237,000
Solid Waste Annual	\$50/year	93	4,650	28,350
Liquid Bulk Annual	\$200/year	21	4,200	345,000
Cotton Module Annual	\$50/year	22	1,100	6,700
Oilfield Equipment Monthly	\$15/month	13	855	15,435
Forest Management Equipment Annual	\$10/year	64	640	4,800
Forest Product Annual	\$10/year	47	470	2,500
House Movers Equipment Monthly	\$15/month per company	3	375	3,015
Steering Axle Annual	\$15/year	15	225	630
Pleasure Craft Monthly	\$10 for 30 days	2	130	260
Refuse/Waste Annual	\$10/year	3	0	200
Total		197,217	\$33,792,856	\$157,363,750
*See Appendix D for Louisiana's overweight single-trip permit schedule. Source: Prepared by legislative auditor's staff using unaudited information provided by DOTD.				

Primarily, the purpose of permit fees is to pay for any road and infrastructure damages caused by overweight and oversized trucks. As mentioned previously, research shows that moving oversize and overweight loads can create infrastructure and pavement damage on roads and bridges. One study¹³ found that oversize and/or overweight loads present an array of impacts on the transportation agency, ranging from operational costs (staff labor for permit processing, engineering reviews, trip routing, etc.) to infrastructure and safety concerns (long-term pavement damage, bridge capacity, etc.). These costs and concerns are generally not captured fully by existing permit fees or policies. For example, a 2012 oversize/overweight vehicle permit fee study from Texas found that the total revenue for the number of permits sold in 2011 should have been approximately six times more than the actual permit revenue in order to reimburse the Texas Department of Transportation for the marginal pavement and bridge consumption costs and infrastructure operations and safety impacts from the 570,000-plus oversize and overweight permits sold.¹⁴

The U.S. Department of Transportation's Federal Highway Administration (FHWA) found that heavy trucks underpay for their share of the costs imposed on the transportation system.

The study found that 80,000-lb. trucks pay 80% of their share of cost responsibility, and trucks weighing between 80,001 lbs. and 100,000 lbs. pay only 50% of their share of cost responsibility.

Source:

<https://www.fhwa.dot.gov/policy/hcas/addendum.cfm>

¹³ Adams, T., et al. (August 2013) *Aligning Oversize/Overweight Fees with Agency Costs: Critical Issues*. <https://rosap.nhtl.bts.gov/view/dot/26955>

¹⁴ Prozzi, Jolanda, et al. (December 2012). *Oversize/overweight vehicle permit fee study*. https://ctr.utexas.edu/wp-content/uploads/pubs/0_6736_2.pdf

2. How do Louisiana's truck permitting fees compare to neighboring states?

Of the four most common permit types we evaluated, two—oversize single trip and overweight annual—were lower than neighboring states, while the other two—overweight single trip and oversize annual—were comparable. According to research, truck weight and height allowances in Louisiana are among the highest in the nation.¹⁵ In addition, Louisiana roads are in poorer condition than those in surrounding states. Of the \$33.8 million truck permitting revenue collected by DOTD in FY 2024, \$31.4 million (92.9%) was collected from four permit types—oversize single-trip, oversize annual, overweight single-trip, and overweight annual. Exhibit 2 provides information on the permit fee applicable for specified truck configurations in Louisiana and neighboring states for the four permit types mentioned above. Appendix E provides comparison information on permit fees for these truck configurations and permit types in other Southeastern states.

According to a report from April 2023, Louisiana ranks below neighboring states in terms of pavement quality and percentage of structurally-deficient bridges.

- Louisiana ranked forty-third in the U.S., with 3.07% of rural Interstate pavement in poor condition.
- Louisiana ranked forty-ninth in the U.S., with 11.99% of urban Interstate pavement in poor condition.
- Louisiana ranked forty-fifth in the U.S., with 12.8% of bridges being structurally deficient.

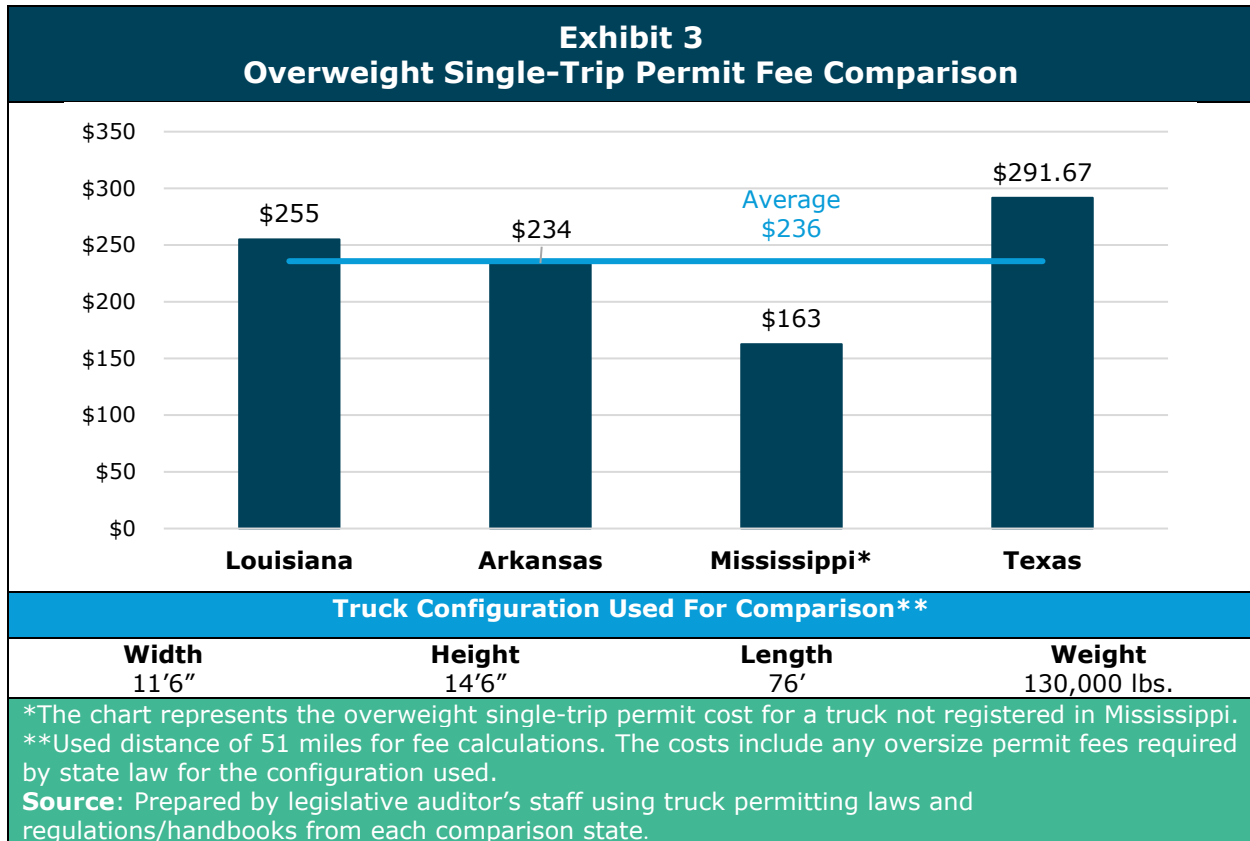
Source: [Reason Foundation 27th Annual Highway Report: State Summaries](#)

¹⁵ Angoff, Jay. (February 2025). *All-Lines, Personal Lines, and Commercial Auto Insurance Performance: Louisiana v. Bordering States and Countrywide and Suggestions for Bringing Down Rates*. https://irp.cdn-website.com/cd73a221/files/uploaded/FINAL_Angoff_Report_2.5.25.pdf

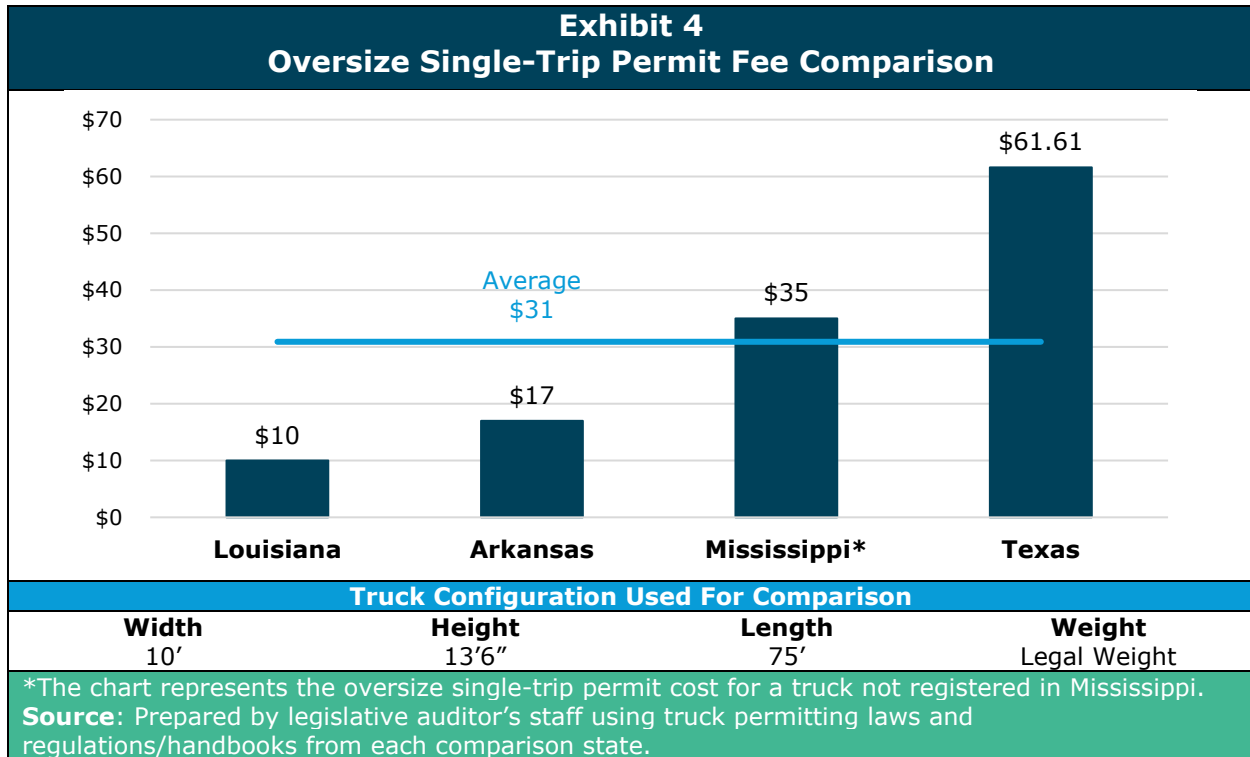
Exhibit 2 Permit Fees in Louisiana and Neighboring States				
Truck Configuration and Permit Type	Louisiana	Arkansas	Mississippi*	Texas
Oversize Single-Trip Permit (Legal Weight) Configuration: Width: 10' Length: 75' Height: 13'6" GVW: 80,000 lbs. (5-axle)	\$10	\$17	\$10-\$35	\$61.61
Oversize Annual Permit (Legal Weight) Configuration: Width: 10' Length: 75' Height: 13'6" GVW: 80,000 lbs. (5-axle)	\$500	\$500 (Annual oversize permit trailer length limit: 57')	\$100	No annual oversize- only permit type
Overweight Single-Trip Permit Configuration: Width: 11'6" Length: 76' Height: 14'6" GVW: 130,000 lbs. (7-axle) Distance: 51-100 miles	\$255**	\$234	In-State Registration: \$137.5-\$260 Out-of-State Registration: \$162.5-\$285	\$291.67
Overweight Annual Permit Configuration: Width: 12' Length: 90' Height: 14'4" GVW: 120,000 lbs.	\$2,500	No annual overweight permit type	\$4,500 (Height limit: 13'6")	\$4,090.26 (Height limit: 14')
*Mississippi requires a \$25 single-trip permit for-out of-state registrations in addition to other permits. **The Louisiana overweight single-trip permit fee varies based on weight and distance. The \$255 is for the weight and distance referenced in the first column for this specific fee. Source: Prepared by legislative auditor's staff using truck permitting laws and regulations/handbooks from each comparison state.				

Single-Trip Permits. While Louisiana's overweight single-trip permit fees are comparable to Texas, Arkansas, and Mississippi, the oversize single-trip permit fees are low.¹⁶ Exhibit 3 provides information on the overweight single-trip permit fees in Louisiana, Texas, Arkansas, and Mississippi. As seen in Exhibit 3, these fees are comparable in Louisiana and its three neighboring states.

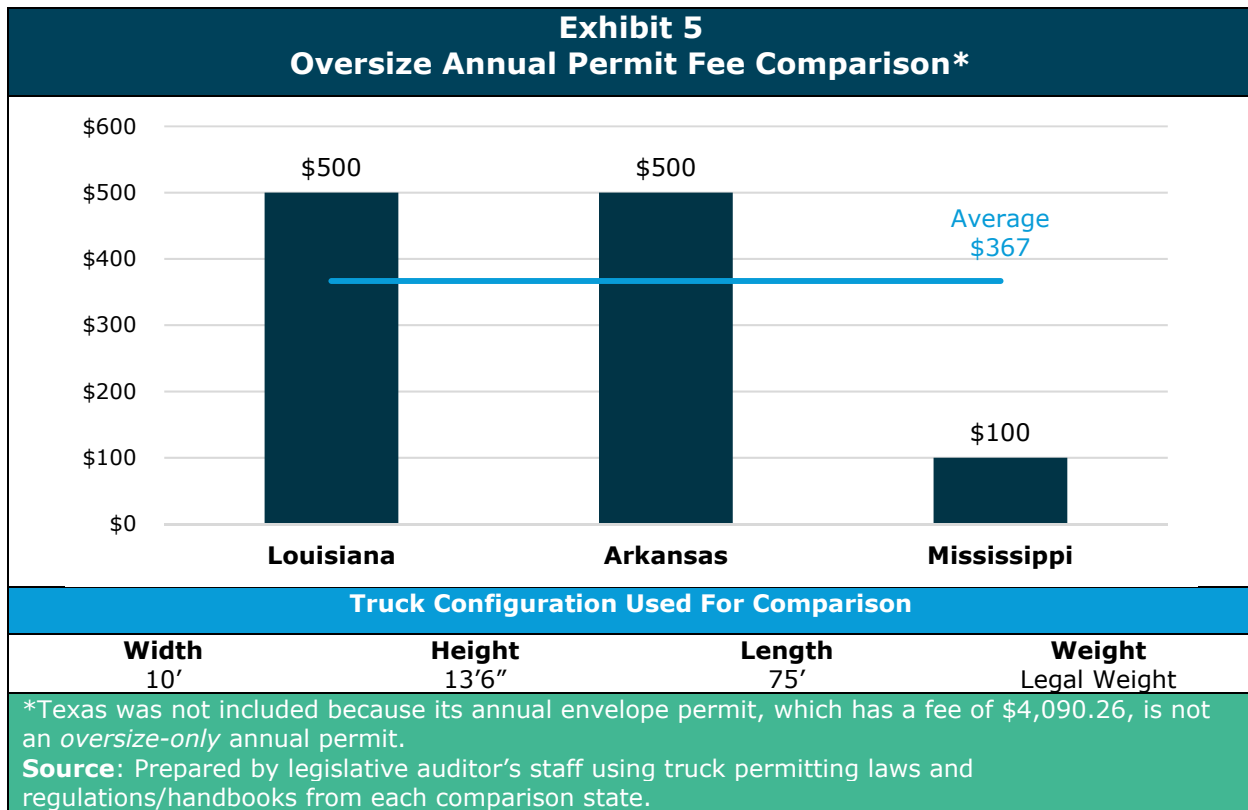
¹⁶ Based on the fees calculated for the configuration used for comparison.



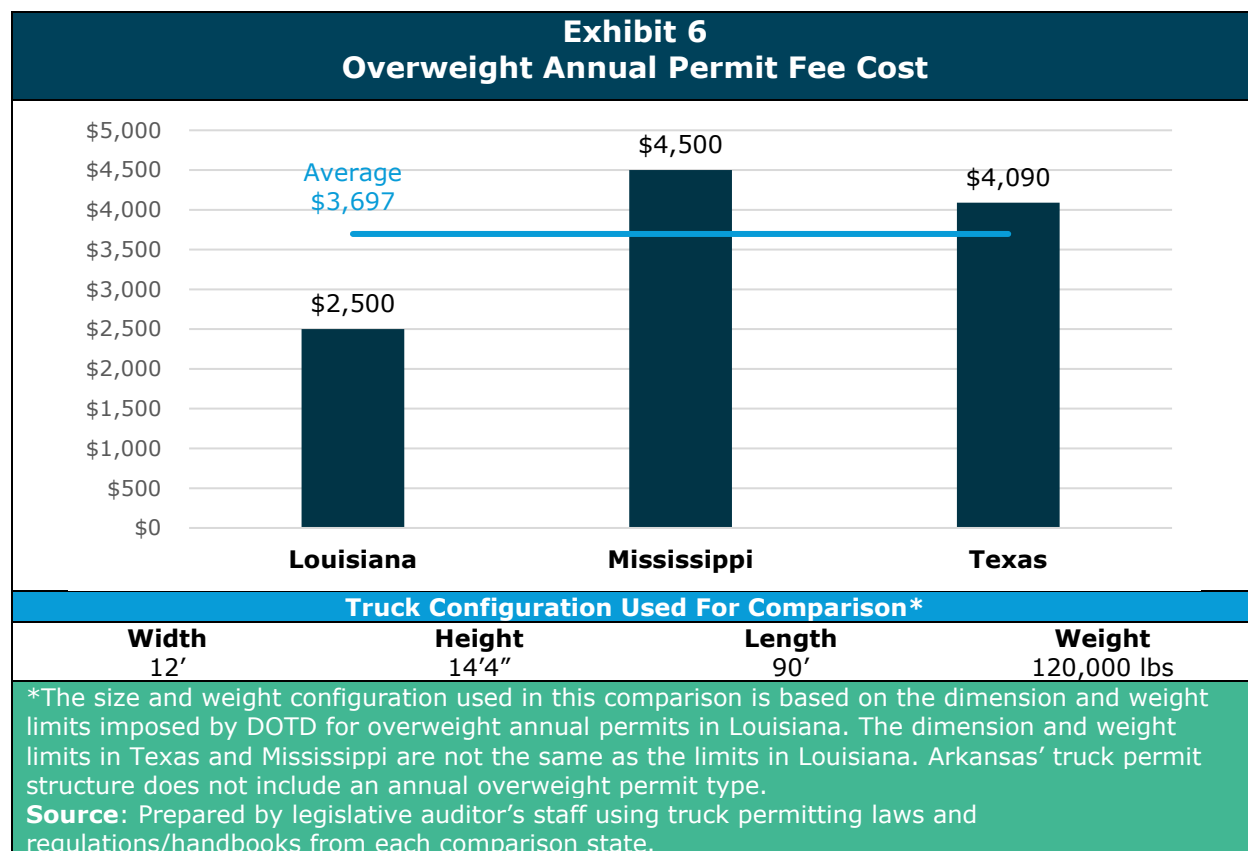
Louisiana's oversize single-trip permit fees are low compared to neighboring states. Oversize single-trip permits accounted for 34.6% of all truck permits issued in FY 2024, yet only accounted for 3.3% of the total truck permitting fees collected. In FY 2024, DOTD issued 68,263 oversize single-trip permits. Exhibit 4 provides information on the cost of an oversize single-trip permit in Louisiana and its neighboring states for a common oversize truck configuration. As seen in Exhibit 4, oversize single-trip permit fees in Louisiana are lower than the fees in all three neighboring states.



Annual Permits. While Louisiana's oversize annual permit fees are comparable to neighboring states, the overweight annual permit fees are low compared to Texas and Mississippi. Exhibit 5 provides the comparison between Louisiana's oversize annual permit fees and those in neighboring states. As seen in Exhibit 5, the fees in Louisiana are comparable to those in Arkansas, while fees are lower in Mississippi. Texas' truck permit structure does not include an annual oversize-*only* permit type. The average oversize annual permit fee in Louisiana, Arkansas, and Mississippi was found to be \$367.



As shown in Exhibit 6, Louisiana's overweight annual permit fee is lower than the fee in Mississippi and Texas. Arkansas' truck permit structure does not include an annual overweight permit type. Louisiana's overweight annual permit fee was established in 2000 by Act 121 of the First Extraordinary Legislative Session and has not been updated since.



3. If truck permitting fees were indexed to certain economic conditions in Louisiana, such as inflation, or were based on the costs resulting from heavy vehicles, would they be more comparable to our neighboring states?

If overweight and oversize permitting fees were adjusted for certain economic conditions such as inflation, or were based on the costs resulting from heavy vehicles, Louisiana's permit fees would become more comparable to surrounding states over time. According to the GAO,¹⁷ fee collections should be sufficient to cover the intended portion of program costs over time. Fees that are not reviewed and adjusted regularly run the risk of undercharging or overcharging users and raising equity, efficiency, and revenue adequacy concerns.

As stated previously, the purpose of permit fees is to pay for any road and infrastructure damages caused by overweight and oversized trucks. Therefore, DOTD should conduct a statewide study on the impact of oversize and overweight

¹⁷ GAO. (May 2008). *Federal User Fees: A Design Guide*. <https://www.gao.gov/assets/gao-08-386sp.pdf>

trucks on Louisiana's roads and work with the legislature to use its results to make decisions on permitting fees. This will ensure that permit fees are at least sufficient to cover the cost of maintaining the state's roads and bridges, and any indirect costs such as the administration of the truck permit program.

In addition, Louisiana's overweight and oversize permit fees are currently not annually adjusted for inflation in state law, and most of Louisiana's truck permit fees have remained unchanged for several decades. Exhibit 7 provides information on when each of the four permit types compared in the previous section – oversize annual and single-trip, and overweight annual and single-trip - originated and was last updated, as well as the number of years since each permit type was last updated. Appendix F provides this information for all permit types in Louisiana.

Exhibit 7 Oversize and Overweight Permits – Year of Origination, Last Update, and Years since Last Update As of April 2025			
Permit Type	Year of Origination	Year Last Updated	Years Since Last Update
Oversize Annual Permit	1997	Never Updated	28
Oversize Single-Trip Permit	1977	1990	35
Overweight Annual Permit	2000	Never Updated	25
Overweight Single-Trip Permit	1977	2019	6
Source: Prepared by legislative auditor's staff using information from state law, the state legislature website, and the HathiTrust Digital Library.			

Exhibit 8 provides information on what the fees and revenues would be if adjusted for inflation using the Consumer Price Index (CPI) for a period of one year and in five years using the 2024 CPI rate. As can be seen in the Exhibit, when the permitting fees are adjusted for inflation over a period of five years, Louisiana starts to close the gap and be more comparable to neighboring states for the oversize single trip and overweight annual permit types. In addition, had the legislature started adjusting permitting fees since their origination, the state would have collected, assuming the same number of permits were issued, \$111.2 million instead of \$31.4 million in FY 2024.

Exhibit 8
Overweight and Oversize Permit Fees
Actually Collected vs. Adjusted for Inflation

Permit Type	Current Fee Amount	Fee Amount if Adjusted for Inflation One Year	Fee Amount if Adjusted for Inflation for Five Years	Actual FY 2024 Fee Collection	Estimated Annual Revenues if Adjusted for Inflation for One Year *	Estimated Annual Revenues if Adjusted for Inflation for Five Years*
Overweight Single Trip	\$296**	\$304.73	\$342.30	\$26,069,812.50	\$26,838,725.75	\$30,147,953.18
Overweight Annual	2,500	2,573.74	2,891.08	3,690,000.00	3,798,834.30	4,267,232.35
Oversize Single Trip	10	10.29	11.56	1,121,442.50	1,154,518.76	1,296,871.47
Oversize Annual	500	514.75	578.22	511,500.00	526,586.38	591,514.73
Total				\$31,392,755.00	\$32,318,665.19	\$36,303,571.73
				Percent Increase	2.95%	15.64%

*Based on 2024 CPI rate.

**This is the weighted average of permits issued in FY 2024 because permit amount varies with weight and distance.

Source: Prepared by legislative auditor's staff using information from the CPI and DOTD.

As can be seen in the Exhibit, in five years of adjusting for inflation, the oversize single trip permit fee would be \$11.56, which is still significantly lower than the current average of \$31 (as shown in Exhibit 4) for neighboring states. The overweight annual permit fee would be \$2,891.08 in five years, which is still significantly lower than the current average \$3,697 (as shown in Exhibit 6) in neighboring states. However, adjusting for inflation does gradually make Louisiana more comparable.

According to best practices,¹⁸ it is important to review and update fees periodically based on factors, such as the impact of inflation, because inflation erodes the real value of money. Historically, the U.S. has relied upon the "user-pays principle" – the idea that beneficiaries of a particular service should also shoulder the burden of paying for the service. User fees, like truck permit fees, tie benefits to payments that can help defray the public cost of providing them.¹⁹ Indexing permit fees to inflation would enable the state to maintain the purchasing power of the revenue generated by these fees over time.²⁰ For example, \$1 in 2023 has the same purchases power of \$0.20 in 1977.

¹⁸ Government Finance Officers Association. *Establishing Government Charges and Fees*. <https://www.gfoa.org/materials/establishing-government-charges-and-fees>

¹⁹ Congressional Research Service. (January 2019). *Economics of User Fees*.

https://www.congress.gov/crs_external_products/R/PDF/R45463/R45463.1.pdf

²⁰ While other states do not specifically index truck permit fees to inflation, many do index other transportation fees and taxes to inflation. For example, as of July 2021, 22 states had variable-rate gas taxes that automatically adjust with economic measures such as the price of gas or the general inflation rate.

4. How would an increase in truck permitting fees affect truck permitting revenues from traffic passing through Louisiana?

Based on our model, we estimate that Louisiana could maximize revenues from truck traffic passing through the state²¹ by increasing overweight single-trip permit fees, which are the most-commonly-issued permit type, by approximately 127%, holding all other factors, including the cost of alternative routes that avoid Louisiana, constant. However, we estimate that if the overweight single-trip permit fees were raised over 183%, the state would start seeing a decrease in revenues as a result of traffic shifting to less-costly alternative routes. Appendix I summarizes how much we estimate each fee amount for single-trip overweight permitting fees would be if they were increased by 127% and what they would be at 183%. This gives the state significant flexibility in setting overweight single-trip permitting fees because of the lack of cheaper alternative routes. We found that, even if fee increases of less than 183% resulted in less through-traffic, the decreased traffic would not offset the additional revenue from higher fees. In fact, less traffic would decrease the damage to Louisiana's roads and decrease traffic congestion for in-state users.

To determine the impact of increasing permitting fees, we performed an economic analysis comparing the cost²² of transporting goods through Louisiana to the cost of using alternative routes that avoid Louisiana, using the U.S. Bureau of Transportation Statistic's (BTS) Freight Analysis Framework (FAF). Trucks that transport goods through Louisiana typically use I-10/12 and I-20, but we included routes that also incorporate I-49, I-59, and I-55. Exhibit 9 shows the routes and tons of freight travelling under single-trip overweight permits in FY 2024. In FY 2024, 11,739 overweight single-trip permits were issued for trips that passed through Louisiana using one of these interstate highways. These overweight single-trip permits brought in approximately \$5.6 million in revenue, with an average of \$474 each.

What we Evaluated in Our Economic Model

Our economic model evaluates the most convenient routes through Louisiana and the next-best alternative routes that avoid Louisiana. Our model considers permit fees for each state and fuel costs (diesel costs for miles driven). We did not consider monetary costs associated with congestion and delays, employee wages, or tolls. We calculated the route cost using the following general model:

$$\text{Total Route Cost} = \sum_{\text{All States}} \left(\left(\frac{\text{Mileage}_{\text{Each State}}}{\text{Estimated MPG}} * \text{Diesel Price}_{\text{Each State}} \right) + \text{Permit Cost}_{\text{Each State}} \right)$$

²¹ Our model includes only permits issued for routes that do not begin or end in Louisiana. If the goods originated or ended in the state (for example, goods being imported or exported through one of Louisiana's ports), we excluded these trips from our analysis.

²² We considered both permit costs and fuel cost by state based on distance traveled. We did not include monetary costs associated with congestion and delays, employee wages, or tolls.

Exhibit 9
Interstate Through Routes and Associated Freight Statistics
from Single Trip Overweight Truck Permits
FY 2024



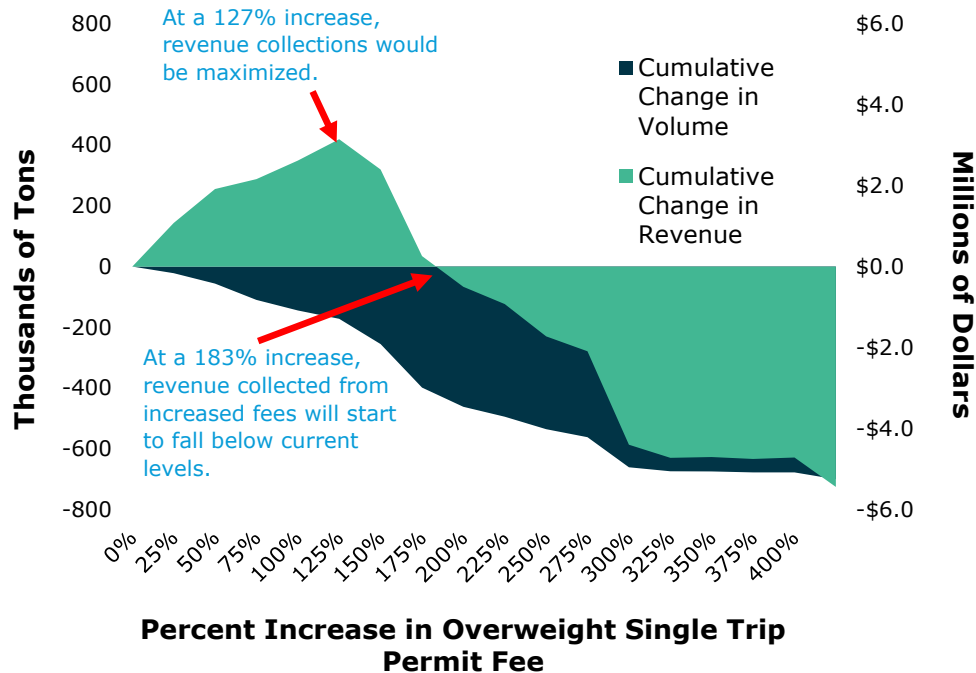
Interstate Route	Number of Permits	Average Tons Per Trip
I-20	5,078	58.6
I-10/12	3,613	57.4
I-49	1,200	74.1*
I-59	1,222	58.3
I-55	626	56.4
Total	11,739	59.7

* Average weight for overweight permits along this route are higher than other routes due to a disproportionate number of extremely heavy goods (such as spacecraft rockets and windmill parts) that travel along this route.

Source: Prepared by legislative auditor's staff using information from DOTD and Google Maps.

Exhibit 10 shows the percentage increase where the state can maximize revenues for the overweight single-trip permit and the point where an increase will start to fall below current levels. As shown in Appendix I, if the overweight single-trip permit fee for a truck weighing 130,000 lbs. and traveling between 51-100 miles were increased by 127%, the new fee would be \$578.85 instead of \$255.

Exhibit 10
Estimated Change in Volume of Freight and Revenue from Changes in
Single-Trip Overweight Permit Fees
Based on FY 2024 Tonnage and Revenue Data



Source: Prepared by legislative auditor's staff using information from DOTD, BTS FAF, and Google Maps.

Price differences between routes going through Louisiana and alternative routes that bypass Louisiana result from geographic and infrastructure features, as well as other states' permit and diesel costs. For example, the nearest interstate Mississippi River crossing not in Louisiana is in Memphis, Tennessee.²³ This means that all trucks moving through Louisiana would have to go to at least Memphis in order to avoid Louisiana and remain on the interstate. As an example, Exhibit 11 shows the Louisiana route and alternate route for goods moving from Laredo, Texas to Atlanta, Georgia, as well as our estimated costs associated with each. In 2023, approximately 196,000 tons of motor vehicles and machinery, two categories which comprise most of Louisiana's overweight transported goods²⁴, were shipped between these two cities, and much of it likely passed through Louisiana. Our model estimates that Louisiana collects approximately \$152,000 from single-trip overweight permit fees from trucks travelling between these cities under the current pricing structure.

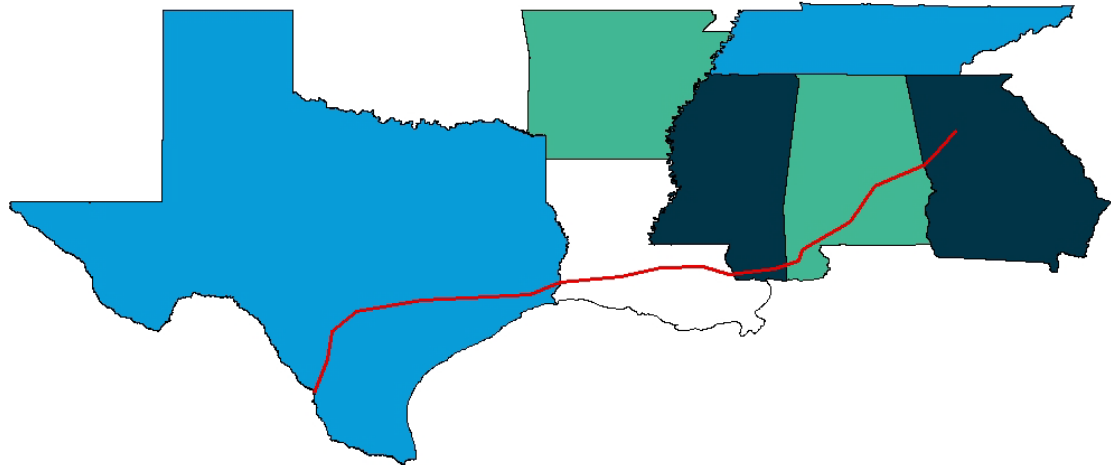
²³ There are two bridges between Arkansas and Mississippi, south of Memphis, but both are in relatively rural areas and are not interstate bridges.

²⁴ Based on LLA sampling of DOTD permit data, 65.7% of all permits issued in FY2024 for through-traffic were for machinery, 16.8% were for motor vehicles, and the remaining 17.5% were for a variety of other types of heavy loads.

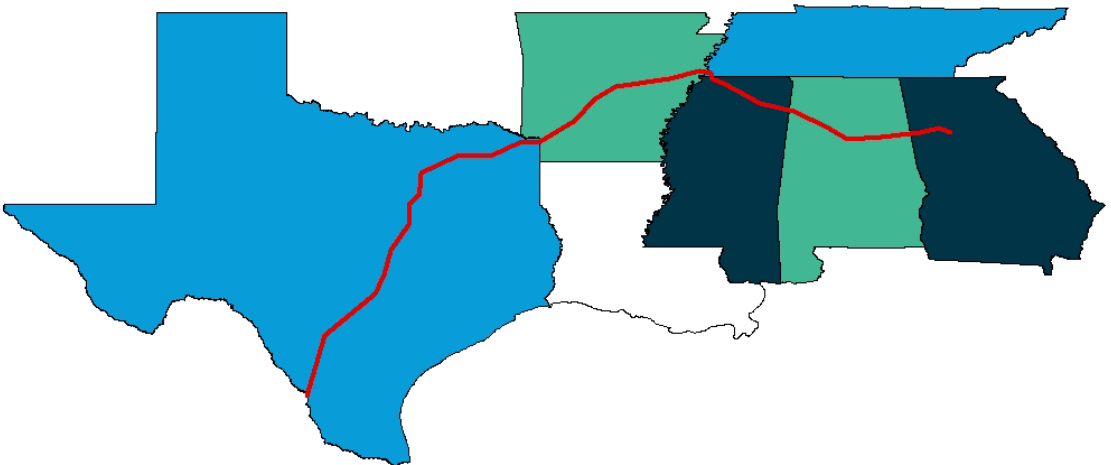
Exhibit 11
Example of Costs
Associated with Alternative Route and Louisiana Route
Constructed Using FY 2024 DOTD Data

Laredo, TX to Atlanta, GA		
Expense	Louisiana Route	Alternate Route
Mileage	1,149	1,274
Diesel Cost	\$763	\$840
Permit Cost (All States along Route)	894	1,496
Total Costs	\$1,657	\$2,336
Difference	-\$679	

Louisiana Route



Most Likely Alternate Route



Source: Prepared by legislative auditor's staff using information from DOTD, BTS FAF, AAA, and Google maps.

5. Would increasing truck permitting fees help address Louisiana's construction backlog?

Increasing oversize and overweight permit fees could generate additional state revenue to help address the state's estimated \$23.9 billion backlog in transportation infrastructure needs.²⁵ As stated

earlier, truck permitting fees and penalties are transferred into the TTF. The TTF is the main funding source used to meet the state's transportation needs; it provides funding for the costs associated with construction and maintenance of roads and bridges of the state and federal highway systems. We identified in our September 2022 report²⁶ that the TTF is not sufficient to meet the state's transportation needs because the motor fuels taxes, which are the TTF's largest revenue source, have not increased since 1990 and are not indexed to inflation. We recommended to the legislature to consider raising Louisiana's gas tax and/or indexing it to certain economic conditions, such as inflation, changes in population, change in fuel efficiency standards, etc. Louisiana's gas tax is lower than most of its neighboring states, so less revenue is being generated than in states where the gas tax rate is higher than in Louisiana.

For FY 2024 (estimated), Louisiana relied on state funds for 44.7% of its transportation funding. This is the second-lowest of the 12 (Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia) Southeastern states and Texas. On average, these states used state funds for 69.0% of their transportation funding.

Source: [NASBO's 2024 State Expenditure Report](#) (estimated) transportation expenditure table.

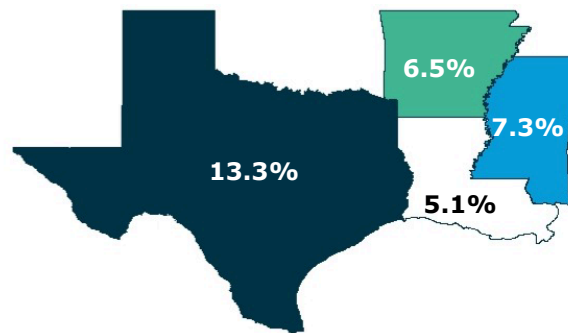
²⁵ Boston Consulting Group. (June-September 2024). *Louisiana Department of Transportation & Development 2024 Assessment*. Retrieved from <https://dotd.la.gov/media/2zrlsamc/2024-10-07-dotd-2024-assessment-bcg-report-vfinal.pdf>

²⁶ Louisiana Legislative Auditor. (September 2022). *Sufficiency of the Transportation Trust Fund in Meeting the State's Transportation Needs*. Retrieved from [https://app2.la.state.la.us/publicreports.nsf/0/9bb512d80ca9db31862588b0007af368/\\$file/000ttfa.pdf?openelement&.7773098](https://app2.la.state.la.us/publicreports.nsf/0/9bb512d80ca9db31862588b0007af368/$file/000ttfa.pdf?openelement&.7773098)

According to the report, *Louisiana Department of Transportation & Development-2024 Assessment*, issued in October 2024 by the Boston Consulting Group, Louisiana should increase fees for direct road usage, such as truck permitting fees. The report also recommended that the state consider raising revenues through taxes.²⁷ In FY 2024, Louisiana's transportation

expenditures as a percent of total state expenditures were the lowest in the Southeast. For example, Louisiana spent 5.1% of total state spending on transportation, while Mississippi spent 7.3%, Arkansas spent 6.5%, and Texas spent 13.3%, as seen in Exhibit 12.²⁸ Previous assessments of DOTD have found that state revenue sources that are dedicated to DOTD are insufficient, have not kept pace with cost growth, are not sufficiently diversified, and often lack flexibility. Creating a truck permit fee structure that is based on the costs imposed by heavy vehicles and is indexed to the general inflation rate or specific indices tracking highway construction costs would help Louisiana develop a self-sustaining revenue source to pay for any road and infrastructure damages caused by overweight and oversized trucks.

Exhibit 12
Percentage of State Spending on Transportation, FY 2024



Source: Prepared by legislative auditor's staff using information provided by NASBO.

Increasing permit fees would contribute additional state revenues for improving the state's roads and bridges, which could bring down insurance rates. According to a report presented to the Louisiana legislature in February 2025,²⁹ improving Louisiana roads could reduce truck-related injuries and, therefore, the cost of insurance. Insurance costs were identified by stakeholders as the top concern for the trucking industry in Louisiana.³⁰ Increasing permit fees would contribute additional state revenues for the maintenance of roads and

²⁷ The report recommended increasing the fuel tax and/or indexing it to inflation. The report found that raising the fuel tax to the peer state average of 27.1 cents would result in \$212 million in additional annual revenue. Additionally, increasing DOTD's share of motor vehicle sales tax revenue from 60% to 100% could yield an additional \$227 million per year.

²⁸ National Association of State Budget Officers (NASBO). *2024 State Expenditure Report*. Retrieved from https://higherlogicdownload.s3.amazonaws.com/NASBO/9d2d2db1-c943-4f1b-b750-0fca152d64c2/UploadedImages/SER%20Archive/2024_SER/2024_State_Expenditure_Report_S.pdf

²⁹ Angoff, Jay. (February 2025). *All-Lines, Personal Lines, and Commercial Auto Insurance Performance: Louisiana v. Bordering States and Countrywide and Suggestions for Bringing Down Rates*. Retrieved from https://irp.cdn-website.com/cd73a221/files/uploaded/FINAL_Angoff_Report_2.5.25.pdf

³⁰ <https://members.lmta.la/lmtaupdates/Details/insurance-costs-again-ranked-as-top-concern-for-louisiana-s-trucking-industry-238260>

bridges, which could bring down insurance rates and make trucking companies in Louisiana competitive with those in neighboring states.

Matter for Legislative Consideration 1: The legislature may wish to consider requiring DOTD to conduct a highway cost allocation study to determine the damage caused by overweight and oversize trucks on Louisiana's roads and bridges.

Matter for Legislative Consideration 2: The legislature may wish to consider indexing truck permitting fees to certain economic conditions going forward, such as inflation. This could include reevaluating and incrementally adjusting truck permitting fees periodically and could include floors and ceilings to limit major changes at one time. Periodic adjustments may result in reducing administrative burdens and impact to consumers.

APPENDIX A: Scope and Methodology

This report provides information on Louisiana’s oversize and overweight truck permits fees and revenues, and compares Louisiana’s fees to select neighboring states. This report also provides the results of our analysis estimating the impact of increasing truck permitting fees on the demand for permits and the impact on state revenues from these fees. Our analysis covers fiscal years (FY) 2020-2024. Our objective for this report was:

To evaluate Louisiana’s truck permitting fees, how these fees compare to neighboring states, and how changes to fees can impact state transportation revenues.

Informational reports are intended to provide more timely information than standards-based performance audits. While these informational reports do not follow *Government Auditing Standards*, we conduct quality assurance activities to ensure the information presented is accurate. We incorporated the Department and Transportation and Development’s (DOTD) feedback throughout this informational report.

To answer our objectives, we performed the following:

- Researched and reviewed applicable federal and state laws and regulations.
- Obtained and analyzed unaudited data from DOTD on the number of permits issued and permit fees collected between FY 2020 and 2024 to provide statistics on the number of permits issued and fees collected, by permit type.
- Analyzed DOTD’s fiscal year 2024 expenditures on the truck permitting and enforcement section using unaudited LaGov reports.
- Downloaded and analyzed vehicle miles traveled data from the Federal Highway Administration to determine how road usage in general and the share of road usage by heavy trucks has changed in Louisiana between fiscal years 2020 and 2024.
- Researched and reviewed best practices and other state audits to:
 - Determine the impact of heavy vehicles on roads and bridges.
 - Determine how infrastructure expenditures are funded in Louisiana and other states, and potential solutions to address funding shortfalls.
 - Identify issues affecting state departments of transportation.

- Determine future projections for freight transportation in Louisiana.
- Interviewed stakeholders to gain an understanding of their top concerns with respect to the trucking industry in Louisiana and neighboring states.
- Compared truck permit fees in Louisiana to select neighboring states for (1) oversize single-trip, (2) oversize annual, (3) overweight single-trip, and (4) overweight annual permit types.
- Created four truck configurations based on an analysis of the permits issued by DOTD between fiscal years 2020 and 2024 in order to compare permit fees applicable for the four permit types listed above.
 - One oversize, legal weight configuration using common oversize dimensions for trucks traveling on Louisiana roads;
 - One extra-long oversize, legal weight configuration;
 - One common overweight and oversize configuration;
 - One configuration matching the dimensions and weight limits imposed by Louisiana's overweight annual permit type.
- Researched laws, regulations, and permit information for select neighboring states (Alabama, Arkansas, Florida, Georgia, Mississippi, South Carolina, and Texas)
- Used this information to determine the truck permit fees applicable in each of the truck configuration and permit type scenarios to compare truck permit fees in Louisiana to select neighboring states.
- Evaluated the impact of indexing truck permit fees to the Consumer Price Index (CPI).
 - Acquired the CPI for All Urban Consumers, which covers more than 90% of the total U.S. population and goes back to 1977. We used the CPI series "All items in U.S. city average, all urban consumers, not seasonally adjusted," including annual averages going back to 1977, as this is the earliest year the truck permitting fees were set.

- Analyzed past state legislation to identify when each trucking permit fee was created, the original fee amount, and whether the fee has been updated since it was created.
- Inflated the original fee for each truck permit type using 2023 inflation, the year with the most complete data available at the time of the calculation. The inflation formula used was to multiply the past fee amount by the ratio of the current-year's CPI to the past year's CPI.
- For the four common permit types - oversize single-trip, oversize annual, overweight single-trip, and overweight annual - we also calculated the inflated amount of the permit fee for each year since the fees were set. In this yearly calculation, we used the CPI for the specific year of calculation, rather than the most current CPI.
- Using these inflation calculations, we determined the difference and percentage change between the inflated and the current fee amounts.
- Due to the complexity of the overweight single-trip fee, it was broken out separately. We calculated the average percentage change between the inflation-adjusted fees and the current fees. These projected fee amounts were then used, along with counts of each permit type issued in FY2024, to produce a revenue estimation.
- In addition to the inflation projection with the entire fee chart, we calculated a weighted average overweight single-trip permit fee. This representative value was then inflated according to the same inflation formula used previously.
- Created a model to predict the impact of raising fees for single-trip overweight permits
 - Downloaded single-trip overweight permits for FY 2024 from DOTD's LaGeaux permitting system. We eliminated duplicate records that resulted from permit revisions, and used origin and destination fields to determine which permits were for trips that pass through Louisiana using one of five interstate corridors: I-10/12, I-20, I-55, I-49, and I-59. We used this data to find the number of trips, average weight, total freight, and total revenues for overweight trips by interstate corridor and overall. We sampled 10% of the list of overweight permits for single trips passing through Louisiana and categorized the freight by type, using the U.S. Department of Transportation's (US DOT) Commodity Flow Survey Standard Classification of Transported Goods (SCTG). We used this to estimate how much of

Louisiana's single-trip overweight passthrough traffic fell into each SCTG categories. Approximately 82% of traffic fell into the machinery or motorized and other vehicles (including parts) categories.

- Downloaded 2023 data about truck freight flows in the United States from the Bureau of Transportation Statistics' (BTS) Freight Analysis Framework (FAF). Informed by the results from sampling DOTD's LaGeaux data, we downloaded flows between all FAF zones for freight transported by truck for the following categories: Non-Metallic Mineral Products; Articles of Base Metal; Machinery; Electronic and Other Electrical Equipment and Components, and Office Equipment; Motorized and Other Vehicles (includes parts); Transportation Equipment, not elsewhere classified; Miscellaneous Manufactured Products; Waste and Scrap; and Mixed Freight. For all combinations of origins and destinations (16,637), we determined whether the route between them could potentially pass through Louisiana. For example, a route between FAF zone 012 – Mobile, Alabama and zone 451 – Charleston, South Carolina would clearly not pass through Louisiana, while a route between Mobile and zone 483 – Corpus Christi, Texas likely would. Then, for all combinations of zones that likely pass through Louisiana, we weighted the amount of each category of goods travelling between each origin and destination combination by our sampling results of DOTD's LaGeaux data. The goal of weighting routes this way was to allow us to select routes that were representative of the types of overweight freight that flow through Louisiana and to estimate proportionally how much overweight traffic could be attributed to each route. We selected 160 routes that accounted for 80% of the total volume of the weighted freight that could potentially travel through Louisiana. These routes formed the base of analysis for our model.
- For each route selected from the FAF model, we used Google Maps to determine the best route that passes through Louisiana and the best route that avoided Louisiana. We then broke each route into interstate segments, where an interstate intersected with another interstate or a state line. For each route, we sequentially coded the interstate segments necessary to travel between the origin and destination, both through Louisiana and around Louisiana. We determined the mileage associated with each interstate segment and calculated the mileage in each state for each route. We then used AAA's average diesel prices by state to determine the cost of diesel for the total mileage in

each state.³¹ We also determined the cost of overweight permits in each state. When the permit cost was dependent on the weight of the load, we used the average weight for the interstate corridor that the route used, which we found from our sample of LaGeaux data. We then combined total diesel prices and total permit prices to get total cost of each route. If the total cost of the route that passes through Louisiana was less than the total cost of the route that avoided Louisiana, we assumed that traffic between those two locations would choose the route passing through Louisiana. We then weighted each route by the results of our analysis of that FAF data to determine, using LaGeaux data, how much annual overweight traffic, how many trips and how much revenue can be attributed to travel between each origin/destination combination. For example, the weighted average of the volumes of traffic, taken from the FAF data, between Atlanta, Georgia and Houston, Texas in the categories identified by sampling the LaGeaux data was 20.4 thousand tons per year. Traffic between these two cities likely passes through Louisiana using the I-10/12 corridor. 20.4 thousand tons represents 2.2% of the total weighted traffic from the FAF along this interstate corridor. Using the total volume of overweight pass-through traffic in FY 2024 from LaGeaux along the I-10/12 corridor, we can estimate that about 9.1 million lbs. of overweight freight travelled between these two cities. Since each trip along this corridor averaged about 115,000 lbs., we estimate that about 79 overweight trips travelling from Atlanta to Houston occur each year, which equates to annual revenue of about \$36,900, using the current pricing model for overweight single-trip permits. This created an initial allocation designed to replicate current conditions. We were then able to vary the price for Louisiana permits and create estimates of the revenues and traffic volumes that would result at various price points. We highlighted this specific information for Laredo, Texas and Atlanta (both freight shipped from Laredo to Atlanta and from Atlanta to Laredo) as an example to use in the body of the report.

³¹ We assumed that overweight trucks would average five miles to a gallon of diesel, based on estimates from the US DOT's *Comprehensive Truck Size and Weight Study*.
<https://rosap.nrl.bts.gov/view/dot/4746>

APPENDIX B: History of Truck Permitting and Federal Size and Weight Standards

History of Truck Permitting. The federal government began regulating truck size and weight in 1956, when Congress passed the National Interstate and Defense Highways Act, establishing the Interstate Highway System.³² In 1982, Congress passed the Surface Transportation Assistance Act (STAA), which imposed the federal 80,000-lb. limit as a mandate across the entire Interstate Highway System. The STAA also contained significant provisions related to vehicle length. States developed vehicle size and weight requirements to be enforced in their state, which have to fall within the STAA standards, review permit applications and issue oversize and overweight permits, and enforce the federal and state vehicle size and weight regulations.³³ According to best practices,³⁴ states set varying vehicle size and weight laws, and issue permits with different permit requirements. Maximum vehicle width and weight requirements are generally set at the federal standard [8 feet, 6 inches wide and 80,000 pounds for gross vehicle weight (GVW)]. However, states have varying size requirements for vehicle length and height.

National Network Vehicle Size and Weight Standards	
Vehicle Length	<p>The federal length standards differ from the width and weight standards in that they do not establish a maximum overall length for a vehicle. The length standard is a minimum standard set to ensure interstate commerce is not impeded by a state's requirements.</p> <p>No state shall impose:</p> <ul style="list-style-type: none"> • A length limitation of less than 48 feet on a semitrailer operating in a truck tractor-semi-trailer combination, • A length limitation of less than 28 feet on any semitrailer or trailer operating in a truck tractor-semi-trailer-trailer combination, • An overall length limitation on commercial vehicles operating in truck tractor-semi-trailer or truck tractor-semi-trailer-trailer combinations, or • A limit of less than 45 feet on the length of any bus; and <p>No state shall prohibit:</p> <ul style="list-style-type: none"> • Commercial motor vehicles operating in truck tractor-semi-trailer-trailer combinations, • The operation of semi-trailers or trailers which are 28 ½ feet long when operating in a truck tractor-semi-trailer-trailer combination if such a trailer or semi-trailer was in actual and lawful operation on December 1, 1982, and the combination has an overall length not exceeding 65 feet, • The use of trailers or semi-trailers of such dimensions as those that were in actual and lawful use in the state on December 1, 1982, or • If semi-trailer length was determined on that date by the distance from the kingpin to rearmost axle, or end of semi-trailer, the operation of any semi-trailer that complies with that limitation must be allowed.

³² The Federal limits established in 1956 also came with an exception: Any state that had allowed axle loads or GVW limits in excess of the 1956 Federal limits could continue to allow the higher State limits on Interstate Highways. This provision became known as the first "grandfather clause."

³³ <https://www.gao.gov/assets/gao-15-236.pdf>

³⁴ <https://www.gao.gov/assets/gao-15-236.pdf>

National Network Vehicle Size and Weight Standards	
Vehicle Width	On the National Network, no State may impose a width limit of more than or less than 102 inches, except for the state of Hawaii, which is allowed to keep the State's 108-inch width.
Vehicle Height	No Federal vehicle height limit exists. State standards range from 13.6 feet to 14.6 feet.
Vehicle Weight	<p>Federal weight standards apply to commercial vehicle operations only on the Interstate Highway System. Off the Interstate Highway System, states may set their own commercial vehicle weight standards.</p> <p>Federal standards for commercial vehicle maximum weights on the Interstate Highway System are as follows:</p> <ul style="list-style-type: none"> • Single Axle – 20,000 lbs. • Tandem Axle – 34,000 lbs. • GVW – 80,000 lbs. <p>The Federal Bridge Formula may require a lower GVW depending on the number and spacing of the axles in the combination vehicle.</p>
<p>Note: Some exceptions to Federal size and weight limits, known as "grandfather rights," were granted to states that allowed higher limits before imposing the Surface Transportation Assistance Act standards.</p> <p>Source: Prepared by legislative auditor's staff using information from federal regulations, the GAO, and the Federal Highway Administration, US DOT.</p>	

APPENDIX C: Exemptions from Truck Permitting Laws in Louisiana

In accordance with state law,³⁵ certain farm vehicles and equipment are exempt from truck permit requirements. These exemptions include farm vehicles and equipment (except draglines and bulldozers) used for agricultural purposes or transporting farm equipment within 50 miles of origin; trailers and semi-trailers (up to 12,000 pounds) used by retail businesses in the state for delivering or picking up farm equipment within 50 miles; and vehicles transporting timber cutting or logging equipment, where the trailer and equipment are owned or leased by the same person. In addition, farm vehicles and logging equipment can use public highways (excluding interstate highways) from sunrise to sunset without a special permit, as long as the equipment is properly equipped with reflective lights and hazard lights, and trucks transporting cotton or cotton-related products are exempt from vehicle size restrictions if they obtain an annual permit from the secretary for a \$10 fee.

Certain recreational vehicles and truck campers may exceed the maximum width if such excess width extends no more than six inches beyond the body of the vehicle.³⁶ In accordance with state and federal law,³⁷ certain vehicles carrying certain commodities shall be exempt from application of the federal bridge formula. The exemptions include vehicles with certain axle configurations carrying forest products in their natural state, lumber, sand, gravel, agricultural products in their natural state, loose or mixed concrete (including asphaltic or Portland cement), or bulk liquid commodities.

In addition, in accordance with state regulations,³⁸ federal, state, and local government agencies are required to obtain oversize and overweight permits but are not charged the fee for *oversize* vehicles if they have federal or public license plates and identification numbers which are being used for official business.³⁹

Apart from these exemptions, state law specifies several commodity specific special permits⁴⁰ such as:

- Annual Agronomic and Horticultural
- Annual Containerized Cargo (Class I)
- Annual Cotton Module
- Annual Forest Management

³⁵ R.S. 32:385

³⁶ R.S. 32:385.1

³⁷ R.S. 32:386 and 23 U.S.C.A. 127

³⁸ LAC T.73 Pt. I §301

³⁹ Government-owned utility companies cannot get the oversize permit fee exemption.

⁴⁰ R.S. 32:387 – 32:387.23

- Annual Forest products
- Annual Harvest Season/Natural Forest Products
- Monthly House Movers Equipment
- Annual Liquid Bulk
- Monthly Oilfield Special Equipment
- Monthly Pleasure Craft
- Annual Refuse
- Annual Refuse/Waste
- Annual Solid Waste
- Annual Steering Axle
- Annual Timber Cutting/Logging Equipment
- Annual Timber Harvest Season

APPENDIX D: Louisiana's Overweight Single Trip Permits Fee Schedule

Overweight Permit Fee Schedule No. 1					
This schedule is for three types of vehicles:					
<ul style="list-style-type: none"> Vehicles and vehicle combinations not exceeding their legal gross weight, but over the legal axle weight on one to three axles/axle groups (tandem, tridum, or quadrum), including steering axles Vehicles/vehicle combinations having two or three total axles and exceeding both their legal gross and axle weight. All two to four axle (each individual axle counted separately) off-road equipment 					
Excess Weight (in lbs.)	Distance (in miles)				
	0-50	51-100	101-150	151-200	Over 200
0-10,000	\$30.00	\$45.00	\$52.50	\$67.50	\$82.50
10,001-20,000	\$52.50	\$97.50	\$135.00	\$172.50	\$210.00
20,001-30,000	\$82.50	\$150.00	\$210.00	\$277.50	\$345.00
30,001-40,000	\$105.00	\$202.50	\$292.50	\$382.50	\$472.50
40,001-50,000	\$135.00	\$255.00	\$367.50	\$487.50	\$607.50
50,001-60,000	\$157.50	\$307.50	\$450.00	\$592.50	\$735.00
Over 60,000	\$15.00 permit fee plus \$0.10 per ton-mile will be charged				

Overweight Permit Fee Schedule No. 2					
This schedule is for combinations of vehicles with four axles, including the steering axle, where each individual axle is counted separately.					
Excess Weight (in lbs.)	Distance (in miles)				
	0-50	51-100	101-150	151-200	Over 200
66,001-80,000	\$30.00	\$52.50	\$67.50	\$90.00	\$105.00
80,001-90,000	\$67.50	\$112.50	\$165.00	\$217.50	\$262.50

Overweight Permit Fee Schedule No. 3					
This schedule is for combinations of vehicles with five or more axles, including the steering axle, when the gross weight exceeds 80,000 pounds.					
Excess Weight (in lbs.)	Distance (in miles)				
	0-50	51-100	101-150	151-200	Over 200
80,001-100,000	\$45.00	\$67.50	\$97.50	\$120.00	\$150.00
100,001-108,000	\$75.00	\$142.50	\$202.50	\$270.00	\$330.00
108,001-120,000	\$105.00	\$195.00	\$285.00	\$375.00	\$465.00
120,001-132,000	\$135.00	\$255.00	\$375.00	\$495.00	\$622.50
132,001-152,000	\$180.00	\$337.50	\$502.50	\$667.50	\$832.50
152,001-172,000	\$232.50	\$442.50	\$660.00	\$877.50	\$1,095.00
172,001-192,000	\$285.00	\$547.50	\$817.50	\$1,087.50	\$1,357.50
192,001-212,000	\$337.50	\$652.50	\$975.00	\$1,297.50	\$1,620.00
212,001-232,000	\$390.00	\$757.50	\$1,132.50	\$1,507.50	\$1,875.00
232,001-254,000	\$442.50	\$862.50	\$1,290.00	\$1,717.50	\$2,130.00
Over 254,000	<div>\$15 - \$0.75 per ton-mile in excess of 80,000 pounds, plus a fee for structural evaluation based on the following schedule:</div> <div><div>• \$187.50 - for evaluation of treated timber, concrete slab, and precast concrete slab bridges</div><div>• \$1,275.00 - for evaluation of truss, continuous span and movable bridges, and for all Mississippi River structures</div><div>• \$750.00 - for all other structures</div></div>				
<div>Note: Unless there are any other provisions of law to the contrary, vehicle combinations with a gross weight over 120,000 pounds and not more than 254,000 pounds may have tandem axle weights up to 45,000 pounds and a steering axle weight up to 13,000 pounds, provided the axle group spreads are at least 12’ and the spreads between tires in a group is at least 4’. Loads over 232,000 and not more than 254,000 pounds may travel statewide via permit on DOTD selected and approved routes, most of which are Interstate. However, any proposed travel off of the National Highway System (“NHS”) will be subject to structural evaluation as provided for in this schedule.</div>					

Source: [Louisiana Regulations for Trucks, Vehicles, and Loads \(Updated 2025\)](#)

APPENDIX E: Comparison of Oversize and Overweight Permit Fees



































Permit Type and Truck Configuration	Louisiana	Alabama	Arkansas	Florida	Georgia	Mississippi	South Carolina	Texas
Oversize <i>Single-Trip</i> Permit Configuration (Legal Weight) Width: 10' Length: 75' Height: 13'6" GVW: 80,000 lbs. (5-axle)	\$10	\$20	\$17	\$5	\$30	\$10-\$35 (Mississippi requires a \$25 permit for out-of-state registrations in addition to any other permit.)	\$30	\$61.61
Oversize <i>Single-Trip</i> Permit Configuration (Extra-Long Load Length, Legal Weight) Width: 12'6" Length: 185'6" Height: 14' GVW: 80,000 lbs. (5-axle)	\$10	\$20	\$17	\$25	\$30	\$10-\$35 (Mississippi requires a \$25 permit for out of state registrations in addition to any other permit.)	\$30	\$61.61
Oversize <i>Annual</i> Permit Configuration (Legal Weight) Width: 10' Length: 75' Height: 13'6" GVW: 80,000 lbs. (5-axle)	\$500	\$100	\$500 (Annual oversize permit allows a trailer to be a maximum of 57' in length)	\$20	Standard oversize annual permit: \$150 Annual oversize permit for NHS: \$500	\$100	\$100	No annual oversize-only permit type

Permit Type and Truck Configuration	Louisiana	Alabama	Arkansas	Florida	Georgia	Mississippi	South Carolina	Texas
Overweight Single-Trip Permit Configuration Width: 11'6" Length: 76' Height: 14'6" GVW: 130,000 lbs. (7-axle) Distance: 51-100 miles	\$255	\$70	\$234	\$43 - \$62 (Based on 51-mile and 100-mile distance. Includes administration and transmission fees)	\$30	In-State: \$137.5-\$260 Out-of-State: \$162.5-\$285 (Mississippi requires a \$25 permit for out-of-state registrations. Range of 51 and 100 miles)	\$30	\$291.67
Overweight Annual Permit Configuration Width: 12' Length: 90' Height: 14'4" GVW: 120,000 lbs.	\$2,500	\$100 (Length limit is 75', and height limit is 14')	No annual overweight permit type	\$464 (Sum of annual oversize and annual overweight permits and administration fees)	Annual Permit: \$100 Annual Permit Plus: \$500 (Weight limit is 100,000 lbs.)	\$4,500 (Height limit is 13'6")	\$100	\$4,090.26 (includes service charge of \$90.26) (Height limit is 14')
Source: Prepared by legislative auditor's staff using information on state laws and regulations from Westlaw and state regulations from truck permit office websites.								

APPENDIX F: Louisiana Truck Permit Types - Year of Origination and Last Update

Louisiana Truck Permit Types: Year of Origination, Most Recent Update, and Years Since Most Recent Update			
Permit Type	Fee Origination Date	Most Recent Update	Years Since Most Recent Update
Agronomic/Horticultural Annual Permit	1997	Never Updated	28
Containerized Cargo (Class I) Annual Permit	1992	Never Updated	33
Containerized Cargo (Class II) Semi-Annual Permit	1993	2019	6
Containerized Special Cargo Annual Permit	2003	Never Updated	22
Cotton Module Annual Permit	1989	1995	30
Escort Vehicle Annual Permit	1986	Never Updated	39
Forest Management Equipment Annual Permit	1979	1997	28
Forest Product Annual Permit	1997	Never Updated	28
Harvest Season or Natural Forest Products Annual Permit	1977	1995	30
House Movers Equipment Monthly Permit	1990	Never Updated	35
Liquid Bulk Annual Permit	1992	Never Updated	33
Mobile Home or Office Single Trip Permit	1990	Never Updated	35
Non-Critical Off-Road Equipment Annual Permit	1999	Never Updated	26
Critical Off-Road Equipment Semi-Annual Permit	1999	Never Updated	26
Oilfield Equipment Monthly Permit	1979	Never Updated	46
Oversize Annual Permit	1997	Never Updated	28
Oversize Monthly Permit	1990	Never Updated	35
Oversize Single-Trip Permit	1977	1990	35
Overweight Annual Permit	2000	Never Updated	25
Overweight Single-Trip Permit	1977	2019	6
Pleasure Craft Monthly Permit	1997	Never Updated	28
Ready-Mix Concrete Truck Annual Permit	2018	Never Updated	7
Refuse Annual Permit	1991	Never Updated	34
Refuse/Waste Annual Permit	1991	1997	28
Solid Waste Annual Permit	1995	Never Updated	30
Steering Axle Annual Permit	1979	Never Updated	46
Timber Cutting/Logging Equipment Annual Permit	1997	Never Updated	28
Timber Harvest Annual Permit	2019	Never Updated	6
Source: Prepared by legislative auditor's staff using information from Westlaw, the state legislature website, and the HathiTrust Digital Library.			

APPENDIX G: FHWA Vehicle Classification

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: [Federal Highway Administration](#)

APPENDIX H: Permits Issued and Fees Collected FY2020 – FY2024

Permit Type	FY2020		FY2021		FY2022		FY2023		FY2024	
	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales
Overweight Single-Trip Permit	103,162	\$20,206,260	82,962	\$23,262,142	88,119	\$24,054,055	92,609	\$26,392,368	84,836	\$26,069,813
Overweight Annual Permit	1,631	3,727,500	1,574	3,580,000	1,588	3,585,000	1,680	3,792,500	1,661	3,690,000
Oversize Single-Trip Permit	70,840	1,139,040	61,087	966,853	66,337	1,033,920	69,100	1,111,378	68,263	1,121,443
Critical Off-Road Equipment Semi-Annual Permit	354	703,770	366	564,905	387	737,345	385	688,620	402	666,825
Oversize Annual Permit	1,108	544,500	1,031	509,500	1,129	557,500	1,130	559,500	1,038	511,500
Containerized Cargo (Class II) Semi-Annual Permit	42	20,500	826	309,375	703	263,625	799	299,250	1,362	510,750
Agronomic/Horticultural Annual Permit	3,466	346,500	3,482	348,100	3,547	354,300	3,741	374,100	3,481	348,100
Non-Critical Off-Road Equipment Annual Permit	253	233,000	231	210,000	275	217,000	288	228,000	265	222,000
Timber Harvest Annual Permit	550	54,900	1,103	110,100	1,306	130,600	1,475	147,400	1,665	166,500
Mobile Home or Office Single Trip Permit	23,545	78,310	26,933	98,420	30,498	165,500	23,737	141,275	25,278	147,890

Permit Type	FY2020		FY2021		FY2022		FY2023		FY2024	
	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales
Ready-Mix Concrete Truck Annual Permit	49	\$32,000	68	\$46,000	140	\$84,800	157	\$76,400	155	\$81,600
Refuse Annual Permit	65	65,000	62	62,000	54	54,000	50	50,000	67	67,000
Harvest Season or Natural Forest Products Annual Permit	6,519	65,130	5,025	50,250	4,757	47,570	4,420	44,190	4,156	41,560
Timber Cutting/ Logging Equipment Annual Permit	382	38,100	355	35,500	363	36,300	384	38,400	406	40,600
Oversize Monthly Permit	113	14,600	97	14,030	129	20,180	227	28,950	279	38,690
Escort Vehicle Annual Permit	3,373	33,690	2,326	23,220	2,028	20,160	2,352	23,420	3,317	33,090
Containerized Cargo (Class I) Annual Permit	658	32,900	531	26,550	385	19,250	368	18,400	292	14,600
Containerized Special Cargo Annual Permit	542	203,250	9	6,750	18	13,500	7	5,250	11	8,250
Solid Waste Annual Permit	139	6,950	133	6,550	99	4,950	105	5,250	93	4,650
Liquid Bulk Annual Permit	403	80,600	383	76,600	421	84,200	497	99,400	21	4,200
Cotton Module Annual Permit	30	1,500	33	1,650	26	1,300	23	1,150	22	1,100
Oilfield Equipment Monthly Permit	25	2,985	90	4,785	41	3,120	37	3,690	13	855
Forest Management Equipment Annual Permit	138	1,380	116	1,160	87	870	75	750	64	640
Forest Product Annual Permit	55	550	74	740	51	510	23	230	47	470

Permit Type	FY2020		FY2021		FY2022		FY2023		FY2024	
	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales	Permit Count	Total Sales
House Movers Equipment Monthly Permit	6	\$630	3	\$540	12	\$510	7	\$960	3	\$375
Steering Axle Annual Permit	11	165	8	120	3	45	5	75	15	225
Pleasure Craft Monthly Permit	1	10	3	30	3	30	7	60	2	130
Refuse/Waste Annual Permit	3	-	19	170	5	30	5	-	3	-
Total	217,463	\$27,633,720	188,930	\$30,316,040	202,511	\$31,490,170	203,693	\$34,130,966	197,217	\$33,792,856
Source: Prepared by legislative auditor's staff using unaudited information provided by DOTD.										

APPENDIX I: Overweight Single Trip Pricing – Current and With Various Increases

The price of overweight single-trip permits (on vehicles exceeding 80,000 lbs.) in Louisiana varies based on the weight of the vehicle and the number of miles travelled. The chart below shows the current pricing levels for all combinations of weight ranges and distances, along with the price at various levels and the price at the maximum estimated price before revenues begin to fall below the current level.

Weight Range		Mileage Range		Permit Price Points		
Minimum	Maximum	Minimum	Maximum	Current Permit Price	127% Increase (Revenue Maximizing Price)	183% Increase (Maximum Estimated Price Before Revenue Falls Below Current Levels)
80,001	100,000	0	50	\$45.00	\$102.15	\$127.35
80,001	100,000	51	100	\$67.50	\$153.23	\$191.03
80,001	100,000	101	150	\$97.50	\$221.33	\$275.93
80,001	100,000	151	200	\$120.00	\$272.40	\$339.60
80,001	100,000	201+	-	\$150.00	\$340.50	\$424.50
100,001	108,000	0	50	\$75.00	\$170.25	\$212.25
100,001	108,000	51	100	\$142.50	\$323.48	\$403.28
100,001	108,000	101	150	\$202.50	\$459.68	\$573.08
100,001	108,000	151	200	\$270.00	\$612.90	\$764.10
100,001	108,000	201+	-	\$330.00	\$749.10	\$933.90
108,001	120,000	0	50	\$105.00	\$238.35	\$297.15
108,001	120,000	51	100	\$195.00	\$442.65	\$551.85
108,001	120,000	101	150	\$285.00	\$646.95	\$806.55
108,001	120,000	151	200	\$375.00	\$851.25	\$1,061.25
108,001	120,000	201+	-	\$465.00	\$1,055.55	\$1,315.95
120,001	132,000	0	50	\$135.00	\$306.45	\$382.05
120,001	132,000	51	100	\$255.00	\$578.85	\$721.65
120,001	132,000	101	150	\$375.00	\$851.25	\$1,061.25

Weight Range		Mileage Range		Permit Price Points		
Minimum	Maximum	Minimum	Maximum	Current Permit Price	127% Increase (Revenue Maximizing Price)	183% Increase (Maximum Estimated Price Before Revenue Falls Below Current Levels)
120,001	132,000	151	200	\$495.00	\$1,123.65	\$1,400.85
120,001	132,000	201+	-	\$622.50	\$1,413.08	\$1,761.68
132,001	152,000	0	50	\$180.00	\$408.60	\$509.40
132,001	152,000	51	100	\$337.50	\$766.13	\$955.13
132,001	152,000	101	150	\$502.50	\$1,140.68	\$1,422.08
132,001	152,000	151	200	\$667.50	\$1,515.23	\$1,889.03
132,001	152,000	201+	-	\$832.50	\$1,889.78	\$2,355.98
152,001	172,000	0	50	\$232.50	\$527.78	\$657.98
152,001	172,000	51	100	\$442.50	\$1,004.48	\$1,252.28
152,001	172,000	101	150	\$660.00	\$1,498.20	\$1,867.80
152,001	172,000	151	200	\$887.50	\$2,014.63	\$2,511.63
152,001	172,000	201+	-	\$1,095.00	\$2,485.65	\$3,098.85
172,001	192,000	0	50	\$285.00	\$646.95	\$806.55
172,001	192,000	51	100	\$547.50	\$1,242.83	\$1,549.43
172,001	192,000	101	150	\$817.50	\$1,855.73	\$2,313.53
172,001	192,000	151	200	\$1,087.00	\$2,467.49	\$3,076.21
172,001	192,000	201+	-	\$1,357.50	\$3,081.53	\$3,841.73
192,001	212,000	0	50	\$337.50	\$766.13	\$955.13
192,001	212,000	51	100	\$652.50	\$1,481.18	\$1,846.58
192,001	212,000	101	150	\$975.00	\$2,213.25	\$2,759.25
192,001	212,000	151	200	\$1,297.50	\$2,945.33	\$3,671.93
192,001	212,000	201+	-	\$1,620.00	\$3,677.40	\$4,584.60
212,001	232,000	0	50	\$390.00	\$885.30	\$1,103.70
212,001	232,000	51	100	\$757.50	\$1,719.53	\$2,143.73
212,001	232,000	101	150	\$1,132.50	\$2,570.78	\$3,204.98
212,001	232,000	151	200	\$1,507.50	\$3,422.03	\$4,266.23
212,001	232,000	201+	-	\$1,875.00	\$4,256.25	\$5,306.25

Weight Range		Mileage Range		Permit Price Points		
Minimum	Maximum	Minimum	Maximum	Current Permit Price	127% Increase (Revenue Maximizing Price)	183% Increase (Maximum Estimated Price Before Revenue Falls Below Current Levels)
232,001	254,000	0	50	\$442.50	\$1,004.48	\$1,252.28
232,001	254,000	51	100	\$862.50	\$1,957.88	\$2,440.88
232,001	254,000	101	150	\$1,290.00	\$2,928.30	\$3,650.70
232,001	254,000	151	200	\$1,717.50	\$3,898.73	\$4,860.53
232,001	254,000	201+	-	\$2,130.00	\$4,835.10	\$6,027.90
Source: Prepared by LLA staff using unaudited information from DOTD.						

APPENDIX J: Estimated Price Differences between Louisiana Routes vs. Next Best Non-Louisiana Alternative Routes, By Interstate Corridor

Percent Increase in Permit Fees	Average Estimated Per Trip Price Difference for Overweight Trucks Between Louisiana Routes and Non-Louisiana Alternative Routes					
	All Routes*	I-10/12	I-59	I-20	I-49	I-55
0% (Current Permit Fee)	\$772.33	\$840.63	\$333.39	\$908.79	\$503.58	\$783.30
25%	\$654.02	\$724.40	\$217.09	\$815.09	\$295.54	\$667.18
50%	\$535.67	\$608.15	\$100.84	\$721.34	\$87.41	\$550.93
75%	\$417.31	\$491.90	(\$15.41)	\$627.59	(\$120.71)	\$434.68
100%	\$298.96	\$375.65	(\$131.66)	\$533.84	(\$328.84)	\$318.43
125%	\$180.60	\$259.40	(\$247.91)	\$440.09	(\$536.96)	\$202.18
127% (Approximate Price at which Revenues for Overweight, Single-Trip Through Traffic are Maximized)	\$171.13	\$250.10	(\$257.21)	\$432.59	(\$553.61)	\$192.88
150%	\$62.25	\$143.15	(\$364.16)	\$346.34	(\$745.09)	\$85.93
175%	(\$56.11)	\$26.90	(\$480.41)	\$252.59	(\$953.21)	(\$30.32)
183% (Approximate Price at Which Revenues for Overweight, Single-Trip Through Traffic Begin to Fall Below Current Levels)	(\$94.93)	(\$11.23)	(\$518.54)	\$221.84	(\$1,021.48)	(\$68.45)
200%	(\$174.46)	(\$89.35)	(\$596.66)	\$158.84	(\$1,161.34)	(\$146.57)
225%	(\$292.81)	(\$205.60)	(\$712.91)	\$65.09	(\$1,369.46)	(\$262.82)
250%	(\$411.17)	(\$321.85)	(\$829.16)	(\$28.66)	(\$1,577.59)	(\$379.07)
275%	(\$529.52)	(\$438.10)	(\$945.41)	(\$122.41)	(\$1,785.71)	(\$495.32)
300%	(\$647.88)	(\$554.35)	(\$1,061.66)	(\$216.16)	(\$1,993.84)	(\$611.57)
325%	(\$766.23)	(\$670.60)	(\$1,177.91)	(\$309.91)	(\$2,201.96)	(\$727.82)
350%	(\$884.59)	(\$786.85)	(\$1,294.16)	(\$403.66)	(\$2,410.09)	(\$844.07)
375%	(\$1,002.94)	(\$903.10)	(\$1,410.41)	(\$497.41)	(\$2,618.21)	(\$960.32)
400%	(\$1,121.29)	(\$1,019.35)	(\$1,526.66)	(\$591.16)	(\$2,826.34)	(\$1,076.57)
425%	(\$1,239.65)	(\$1,135.60)	(\$1,642.91)	(\$684.91)	(\$3,034.46)	(\$1,192.82)

*These columns represent the weighted average difference in costs between Louisiana routes and non-Louisiana alternative routes. For the numbers in green, this means that Louisiana remains cheaper, on average, than the alternative routes even when fees are increased. See Appendix B for a more detailed methodology.

Source: Prepared by legislative auditor's staff using information from DOTD, BTS FAF, AAA, and Google maps.