

SIZE AND WEIGHT ENFORCEMENT ON STATE AND FEDERAL HIGHWAYS

LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT &
LOUISIANA STATE POLICE

PERFORMANCE AUDIT SERVICES

Issued August 5, 2026

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August 5, 2026

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 report provides the results of our evaluation of the Louisiana Department of Transportation and Development's (DOTD) and Louisiana State Police's (LSP) implementation of the statewide commercial vehicle size and weight enforcement programs on Louisiana's highways.

Overall, we found the implementation of the state's commercial vehicle size and weight enforcement programs is not effectively enforcing truck weight and size regulations. As a result, trucks that are potentially overweight and oversize but lack required permits are driving on state highways and bridges, illegally bypassing weigh stations, and contributing to the deterioration of road conditions and the overall driving environment.

We found that DOTD's Weights and Standards Stationary Enforcement Program weighed fewer trucks, identified fewer violations, and issued and collected fewer penalties from fiscal years 2023 to 2025 despite an increase in its staff and budget. Since stationary enforcement returned to DOTD in fiscal year 2023, DOTD has not developed size and weight enforcement policies and procedures, nor has it promulgated updated Administrative Code rules.

We also found DOTD has not used its statutory authority to fine trucks that illegally bypass weigh stations, which has potentially cost the state significant revenue in fines the department could use to maintain Louisiana's roads.

In addition, state law gives DOTD and LSP concurrent authority to conduct enforcement of the state's size and weight limits but does not clarify each agency's area of jurisdiction to prevent duplication of enforcement activities.

Other states have started using technologies to improve truck size and weight enforcement, such as virtual weigh stations and license plate recognition. However, Louisiana law would have to be amended to allow DOTD to use technology to make truck size and weight enforcement more efficient and effective.

We found, too, that DOTD does not effectively track enforcement data and analyze it, alongside other internal data, to identify program gaps or inform enforcement actions.

Additionally, even though LSP's size and weight enforcement expenditures decreased between fiscal years 2023 and 2025 and Transportation Trust Fund support for the LSP to administer the program ended in fiscal year 2023, the agency conducted more inspections that resulted in fewer violations during this period.

We found as well that state law limits DOTD and LSP's ability to collect civil penalties for size and weight violations from out-of-state trucking companies. As a result, several out-of-state carriers owe substantial unpaid fines yet continue operating on state roads.

The report contains our findings and recommendations. I hope this report will benefit you in your legislative decision-making process.

We would like to express our appreciation to DOTD and LSP for their assistance during this audit.

Respectfully submitted,



Michael J. "Mike" Waguespack, CPA
Legislative Auditor

MJW/ch

SIZE&WEIGHT

Louisiana Legislative Auditor

Michael J. “Mike” Waguespack, CPA



Size and Weight Enforcement on State and Federal Highways

Louisiana Department of Transportation and Development & Louisiana State Police

August 2026

Audit Control # 40250016

Introduction

We evaluated the Louisiana Department of Transportation’s (DOTD) and the Louisiana State Police’s¹ (LSP) implementation of the statewide commercial vehicle² size, weight, and load standards (size and weight) enforcement programs on Louisiana’s highways. The goal of these programs is to discourage violations, prevent premature deterioration of the highway pavement, and to provide a safe driving environment for motorists. DOTD issues permits for vehicles traveling on Louisiana’s roads that are larger or heavier than the state’s legal size and weight limitations. The department uses permit fees to

According to the Government Accountability Office (GAO), 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.

Source: [GAO-15-236](#)



Source: Picture from DOTD’s 2025 [Louisiana Regulations for Trucks, Vehicles, and Loads](#) Publication

pay for any road and infrastructure damage caused by overweight and oversized trucks. This audit evaluates DOTD’s and LSP’s enforcement of statutorily-required size and weight limits and is a subsequent report to our May 2025 report, [Truck Permitting Fees in Louisiana and Neighboring States](#), which provided information on Louisiana’s oversize and overweight truck permitting fees.

Federal regulation³ requires each state to submit an annual State Enforcement Plan (SEP) for approval to the Federal Highway Administration (FHWA) describing procedures, resources, and facilities that it intends to devote to the enforcement of its vehicle size and weight laws. States must then certify in a separate annual report to FHWA that it is enforcing all

¹ Referenced as Department of Public Safety and Corrections—Public Safety Services in Louisiana Revised Statutes (La. R.S.) 32:3

² A commercial motor vehicle is a motor vehicle designed or regularly used to carry freight, merchandise, or more than 10 passengers, whether loaded or empty, including buses, but not including vehicles used for vanpools, or recreational vehicles operating under their own power.

³ 23 CFR § 657.11

state laws regarding size and weight. These laws are enforced in Louisiana by the Weights and Standards Stationary Enforcement Program administered by DOTD and the Weights and Standards Mobile Enforcement Program administered by LSP. If a state fails to implement an enforcement program, the FHWA can reduce the federal funds for the National Highway System⁴ apportioned to the state by 10%, which would have been \$98.7 million in Louisiana for federal fiscal year 2025.

DOTD operates the state's weigh stations using fixed-platform scales and has the authority⁵ to use portable scales, and LSP is responsible for mobile size and weight inspections by weighing trucks using only portable scales.⁶ Although the state's truck size and weight enforcement program has been in existence since 1978, state law has changed the responsibilities of DOTD and LSP multiple times. Exhibit 1 shows a timeline of changes to Louisiana's enforcement programs since 1997.

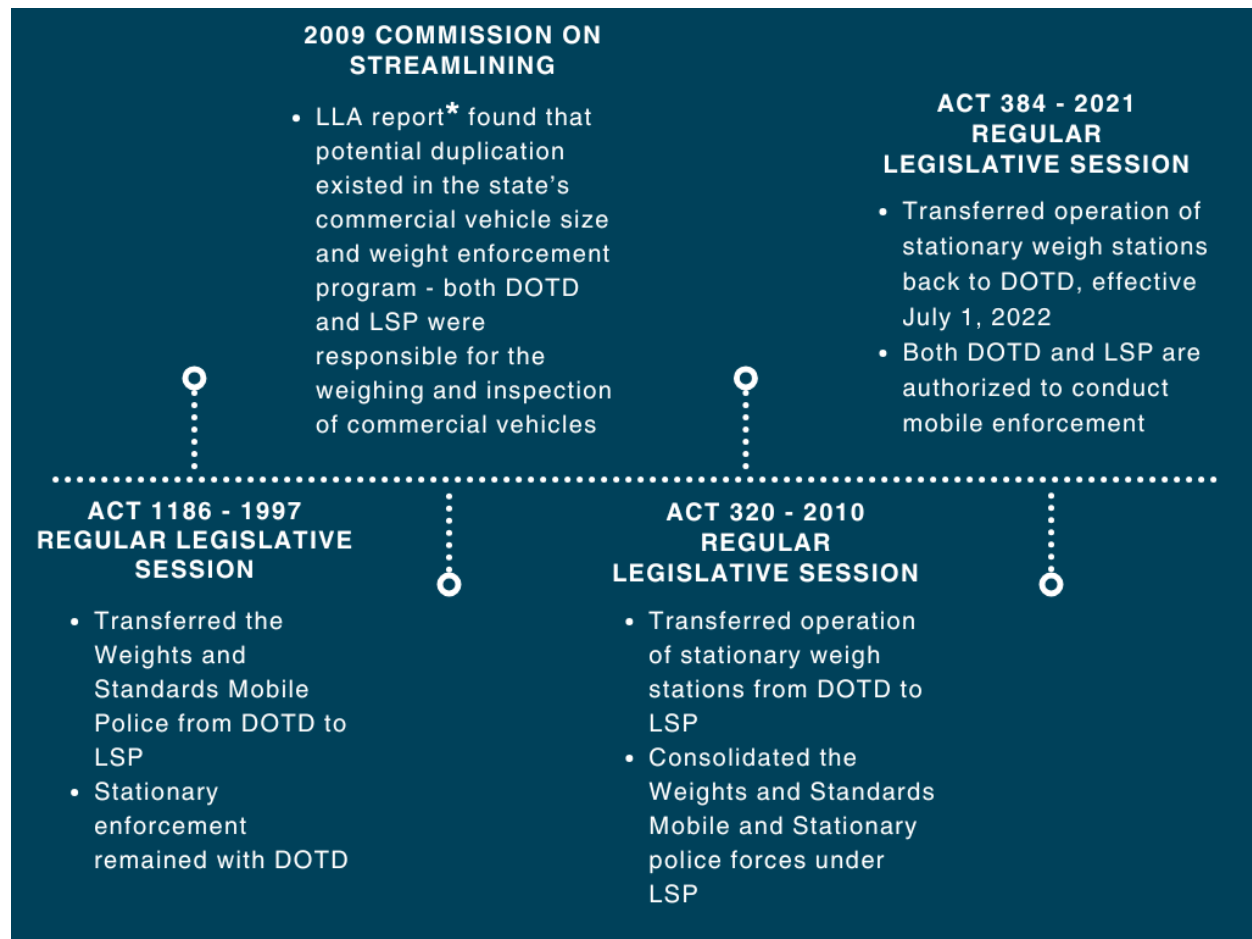
⁴ The National Highway System is a network of nationally-significant highways approved by Congress that includes the Interstate System and more than 100,000 miles of arterial and other roads.

⁵ La. R.S. 32:389 also gives DOTD the authority to use portable scales.

⁶ 23 CFR § 657.9 requires states to use at least two of the following to deter evasion of size and weight measurement in sufficient quantity to cover the National Highway System and the Interstate System: fixed platform scales; portable wheel weigher scales; semiportable or ramp scales; weigh-in-motion (WIM) equipment.

Exhibit 1

Timeline of Changes to Louisiana's Commercial Vehicle Size and Weight Enforcement Program



*[Informational Report: Potential Duplication with Commercial Vehicle Inspections, LLA, October 2009](#)

Source: Prepared by legislative auditors' staff using information from the Louisiana Legislature's website.

DOTD's Weights and Standards Stationary Enforcement Program.

Along with transferring the operation and maintenance of the weigh stations back to DOTD from LSP as shown in Exhibit 1, [Act 384 of the 2021 Regular Legislative Session](#) also created DOTD's Weights and Standards Stationary Scales Police Force (DOTD Police Force). This legislation grants DOTD's Police Force arrest authority and general law enforcement authority for the enforcement of size, weight, and load regulations.⁷ DOTD's Police Force also has the statutory authority⁸ to stop trucks and weigh them using stationary or portable scales (i.e., stationary or mobile enforcement). Upon the transfer of the weigh stations from LSP, DOTD commissioned an evaluation of all weigh stations to document conditions and make

⁷ Only officers who are Peace Officer Standards and Training Council (POST) Certified are authorized to carry a weapon and make arrests in the enforcement of size, weight, and load regulations.

⁸ La. R.S. 32:389(B)(1)

repair, replacement, and improvement recommendations at the 17 existing weigh stations⁹ now under DOTD's responsibility. The review found that 10 of the 17 weigh stations transferred from LSP to DOTD in fiscal year 2023 were in operational condition and could be opened, while seven weigh stations had to remain closed due to roadway, building, or technology conditions. As of April 2026, DOTD has continued operating 10 weigh stations and maintains the property of the seven closed/non-operational weigh stations. According to Louisiana's SEP, DOTD has a goal for interstate weigh stations to be open 18 hours a day, six days a week, subject to available staffing. However, in October 2025, DOTD's 10 operational weigh stations were open for approximately nine hours each day. As of May 2026, DOTD had 42 weight and standards police officers and eight civilian weight inspectors working at the 10 operational weigh stations.

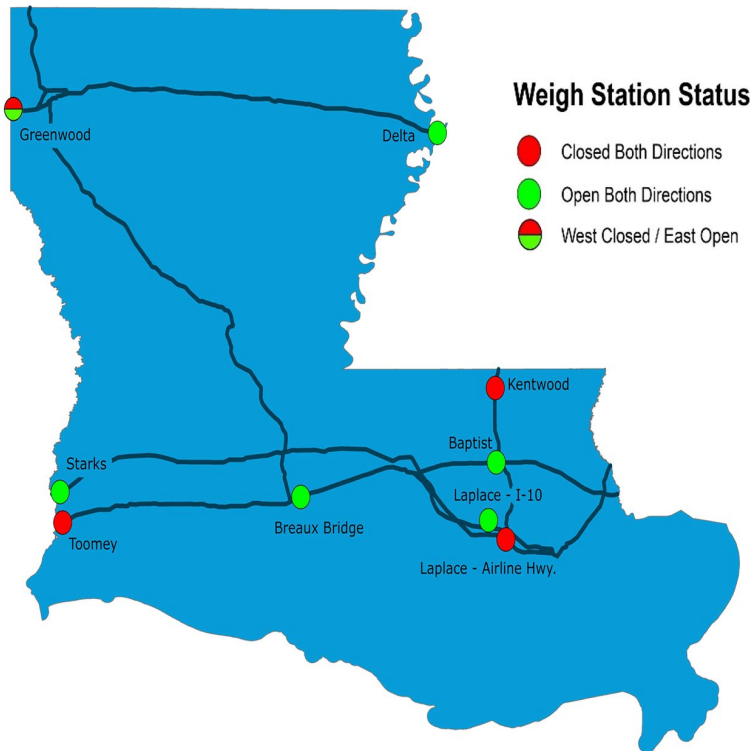
LSP's Weights and Standards Mobile Enforcement Program. LSP's mobile size and weight enforcement unit conducts roadside inspections of commercial vehicles on all state and interstate highways.¹⁰ Officers often conduct mobile size and weight enforcement inspections simultaneously with federal motor carrier safety inspections.¹¹ According to LSP, a mobile weight inspection requires at least six portable scales, and LSP has approximately 200 available for this purpose. As of September 2025, 25 LSP officers were issued portable scales to conduct roadside commercial vehicle weight inspections. According to Louisiana's SEP, LSP's mobile enforcement unit schedules officers to conduct size and weight enforcement duties on all Louisiana highways for 10 hours per day, seven days a week. Exhibit 2 shows DOTD's open and closed weigh stations as of March 2026, a picture of a weigh station, and a scale used for mobile enforcement by LSP.

⁹ Not including the virtual weigh-in-motion station in St. Francisville.

¹⁰ La. R.S. 32:3

¹¹ In addition to mobile size and weight enforcement, LSP conducts roadside inspections of commercial vehicles to enforce the Federal Motor Carrier Safety Regulations and the Federal Hazardous Material Regulations.

Exhibit 2 Open and Closed Weigh Stations* As of March 2026



Breaux Bridge Weigh Station



**Portable Scale Used by LSP for
Mobile Enforcement**



*Each dot represents the weigh stations in both directions for that area, except Starks, which only has one station.

Source: Prepared by legislative auditor's staff using pictures taken by legislative auditor's staff, information from DOTD, and Google maps.

The objective of this audit was:

To evaluate DOTD's and LSP's implementation of the statewide commercial vehicle size and weight enforcement programs on Louisiana's highways.

Our results are summarized on the next page and discussed in detail throughout the remainder of the report. Appendix A-1 contains DOTD's response and Appendix A-2 contains LSP's response. Appendix B contains our scope and methodology. Appendix C contains information on the number of commercial vehicles weighed and violations identified by DOTD's Stationary Enforcement Program, and Appendix D provides information on penalties and enforcement mechanisms in neighboring states.

Objective: To evaluate DOTD's and LSP's implementation of the statewide commercial vehicle size and weight enforcement programs on Louisiana's highways.

Overall, the implementation of Louisiana's commercial vehicle size and weight enforcement programs does not effectively enforce truck weight and size regulations. As a result, trucks that are potentially overweight and oversize but lack required permits are driving on state highways and bridges, illegally bypassing weigh stations, and contributing to the deterioration of road conditions and the overall driving environment. Specifically, we found the following:

- **DOTD's Weights and Standards Stationary Enforcement Program weighed fewer trucks, identified fewer violations, and issued and collected fewer penalties from fiscal years 2023 to 2025 despite increasing its staff and budget. Since stationary enforcement returned to DOTD in fiscal year 2023, DOTD has not developed size and weight enforcement policies and procedures, nor has it promulgated updated Administrative Code rules.** Specifically, DOTD weighed 13.2% fewer trucks, identified 50.4% fewer violations, issued 36.3% fewer penalties, and collected 42.0% less in penalties, while DOTD's Police Force increased from 33 officers in fiscal year 2023 to 44 in fiscal year 2025, or a 33.3% increase. Program expenditures also increased by 13.9%, from \$7.9 million in fiscal year 2023 to \$9.0 million in fiscal year 2025. In addition, DOTD's general law enforcement procedures (Police General Orders) do not contain size and weight enforcement guidance.
- **DOTD has not used its statutory authority to fine trucks that illegally bypassed weigh stations. As a result, it has potentially cost the state significant revenue in fines that DOTD could use to maintain Louisiana's roads. We observed that 15.6% of trucks illegally bypassed six weigh stations during our field visits.** State law gives DOTD the authority to assess a fine of \$100 or \$500 for each truck that illegally bypasses, based on the gross vehicle weight rating. Supplementing its Police Force with civilian employees may help DOTD direct more of its officers to enforce illegal bypassing.
- **State law provides DOTD and LSP concurrent authority to conduct enforcement of the state's size and weight limits, but does not clarify each agency's area of jurisdiction on Louisiana's highways to prevent duplication of enforcement activities.** Better collaboration could increase the effectiveness of Louisiana's size and weight enforcement programs, including identifying and ticketing trucks that illegally bypass weigh stations.

- **Other states have started using technologies to improve truck size and weight enforcement, such as virtual weigh stations and license plate recognition. However, state law would have to be amended to allow DOTD to use technology to make truck size and weight enforcement more efficient and effective.** For example, if state law were amended, DOTD could use technologies such as cameras and license plate recognition software to identify owners of trucks who illegally bypass weigh stations and mail them driver violation letters for illegally bypassing open weigh stations.
- **DOTD does not effectively track enforcement data and analyze it, alongside other internal data, to identify program gaps or inform enforcement actions.** DOTD's data is fragmented because most data is manually tracked in several different spreadsheets, and paper violation notices are stored in filing cabinets at DOTD headquarters. Effectively tracking size and weight enforcement data will allow DOTD to identify issues or trends in program performance. For example, we compiled DOTD's enforcement data and found that the number of trucks DOTD weighed per hour decreased by 23.7% from fiscal year 2023 to fiscal year 2025. DOTD could use this information to investigate why its employees are weighing fewer trucks per hour and whether adjustments need to be made, such as adjusting when the weigh station is open and/or whether mobile enforcement is necessary to address illegal bypassing.
- **Even though LSP's size and weight enforcement expenditures decreased between state fiscal years 2023 and 2025 and Transportation Trust Fund (TTF) support for the LSP to administer the program ended in fiscal year 2023, it conducted more inspections that resulted in fewer violations during this time. LSP could use DOTD data to target enforcement on roads with high traffic volumes and poor pavement quality, as this may indicate more oversize and overweight trucks are using these roads.** Specifically, LSP's expenditures on its mobile enforcement program decreased by 29.9%, from \$3.5 million in state fiscal year 2023 to \$2.5 million in fiscal year 2025. However, while the number of inspections increased by 1.3%, the number of violations identified decreased by 35.6% from federal fiscal years 2023 to 2025.
- **State law limits DOTD's and LSP's ability to collect civil penalties for size and weight violations from out-of-state trucking companies. As a result, several out-of-state carriers owe substantial unpaid fines yet continue operating on state roads.** State law prescribes civil penalties for violations of size and weight limits. However, according to both DOTD and LSP, they do not have the legal authority to collect outstanding penalties from out-of-state truck companies (carriers) or act against these carriers to enforce payment.

Our findings and recommendations are discussed in more detail in the following sections.

DOTD's Weights and Standards Stationary Enforcement Program weighed fewer trucks, identified fewer violations, and issued and collected fewer penalties from fiscal years 2023 to 2025 despite increasing its staff and budget. Since stationary enforcement returned to DOTD in fiscal year 2023, DOTD has not developed size and weight enforcement policies and procedures, nor has it promulgated updated Administrative Code rules.

State law¹² authorizes DOTD's Weights and Standards Stationary Police Force (DOTD Police Force) to inspect, measure, and/or weigh trucks using stationary scales at weigh stations or portable (mobile) scales. However, as of April 2026, DOTD has not started using mobile scales to enforce weight regulations. According to DOTD, it has procured mobile scales and expects to begin mobile enforcement in late 2026.¹³ DOTD's Police Force has increased by 33.3%, from 33 officers in fiscal year 2023 to 44¹⁴ at the end of fiscal year 2025. In addition, program expenditures increased by 13.9%, from \$7.9 million in fiscal year 2023 to \$9.0 million in fiscal year 2025, with the largest increases in operational services (e.g., maintaining weigh stations, data collection, etc.) and salaries and related benefits.

DOTD's Weights and Standards Stationary Enforcement Program weighed 13.2% fewer trucks, identified 50.4% fewer violations, issued 36.3% fewer penalties, and collected 42.0% less in penalties from fiscal years 2023 to 2025.

When DOTD resumed operating weigh stations in fiscal year 2023, its staff of 33 weighed approximately 1.1 million trucks. During fiscal year 2025, DOTD's staff increased to 44 but only weighed 995,035 trucks, a decrease of 13.2%. In addition, state law¹⁵ requires all penalties from size and weight violations imposed by DOTD and

According to DOTD, it received fewer resources from LSP in 2022 than it transferred to LSP in 2010. However, the baseline for our analysis of DOTD's performance was based on DOTD's current resources at the time of the transfer and did not compare DOTD to LSP's performance prior to the transfer.

¹² La. R.S. 32:389(B)

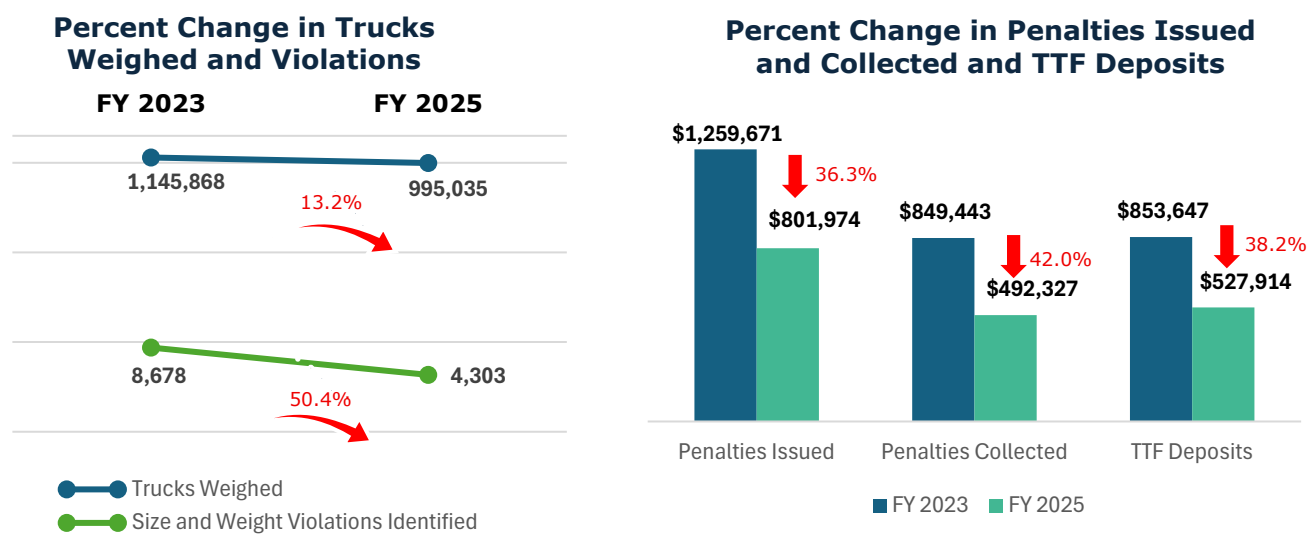
¹³ According to DOTD, it did not receive any mobile scales from LSP after the passage of Act 384 of the 2021 Regular Legislative Session.

¹⁴ Differs from the 42 stated in the introduction because that was the number of DOTD officers as of May 2026.

¹⁵ La. R.S. 32:388

LSP be deposited into the TTF,¹⁶ which funds construction and maintenance of the roads and bridges of the state and federal highway systems. However, fines deposited into the TTF decreased from fiscal years 2023 to 2025 along with the number of violations identified and penalties issued and collected, as shown in Exhibit 3.

Exhibit 3 DOTD Enforcement Activities Fiscal Years 2023 and 2025



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

According to DOTD management, driver behavior has changed, and more drivers are illegally bypassing the stations, decreasing the number of trucks weighed and violations cited. DOTD's enforcement activities have been more reactive than proactive; DOTD's Police Force will fine an overweight truck if it pulls into a weigh station but will not actively pull over a potentially overweight truck that illegally bypasses a weigh station. Appendix C summarizes the information in Exhibit 3 by weigh station.

Since stationary enforcement returned to DOTD in fiscal year 2023, DOTD has not developed size and weight enforcement policies and procedures, nor has it promulgated updated Administrative Code rules.¹⁷ As a result, the DOTD Police Force has been operating for almost four years without guidance on size and weight enforcement. Specifically, DOTD is lacking a handbook or standard operating procedures that would provide information on state size and weight limits and special permits, penalties for different size and weight and permit violations, procedures for when size and weight or permit violations are identified, operation instructions for the static scales, guidance for analyzing data from transponder systems like Prepass and DriveWyze, staff responsibilities based on

¹⁶ Penalties collected for weight violations on parish roads are paid to the public works department of said parish.

¹⁷ Louisiana Administrative Code, Title 73

position, procedures for data collection, and instructions for handling safety incidents. Providing such guidance would result in more consistent enforcement across all stations. According to DOTD, it is in the process of updating relevant Administrative Code rules.

In addition, DOTD’s general law enforcement procedures (Police General Orders) do not contain size and weight enforcement guidance.

State law¹⁸ charges DOTD’s Police Force primarily with the operation of both stationary and portable scales for the enforcement of size and weight standards. DOTD’s law enforcement procedures focus on areas such as the use of body-worn cameras, use of lethal force, crime scene security, and evidence processing, but do not include specific procedures for size and weight enforcement. However, state law¹⁹ grants POST-certified officers within the DOTD Police Force arrest authority and general law enforcement authority *only* regarding enforcement of size, weight, and load standards, which these procedures do not reflect. Conversely, state law grants LSP’s Mobile Police Force general law enforcement authority *beyond* enforcement of size, weight, and load standards.

“It shall be the policy of the DOTD Police to engage in proactive enforcement activities with a focus on size, weight, registration, permitting, etc. on commercial motor vehicles.”

Source: DOTD’s Police General Orders

DOTD should ensure its Police Force addresses its primary responsibility of size and weight enforcement. In addition, focusing on its statutory responsibilities may help DOTD reduce the potential for duplication of duties with the LSP, which has broader enforcement authority in state law.

Recommendation 1: DOTD should use its increased staffing and funding resources to prioritize size and weight enforcement by increasing the number of trucks weighed, potentially identifying more violations and collecting more penalties to deter noncompliance and offset any road damage caused by oversize and overweight trucks.

Summary of DOTD’s Response: DOTD agreed with this recommendation and stated that mobile scales have been purchased and received, and the training and certification process is ongoing. DOTD plans to begin on-road usage by October 1, 2026. Additionally, DOTD will continue plans to increase the hours of operation of the current locations and evaluate opportunities to reopen closed weigh stations, where applicable. See Appendix A-1 for DOTD’s full response.

Recommendation 2: DOTD should develop policies and procedures for size and weight enforcement and promulgate rules in the Administrative Code for its Police Force.

¹⁸ La. R.S. 32:389(B)(1)

¹⁹ La. R.S. 32:2 (C)

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that updated policies, procedures, and promulgated rules for size and weight enforcement are in progress and are expected to be completed by September 1, 2026. See Appendix A-1 for DOTD's full response.

Recommendation 3: DOTD should ensure its Police Force addresses its primary responsibility of size and weight enforcement.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that, as of August 1, 2026, it has organizationally moved the Weights and Enforcement section to direct supervision of the Deputy Secretary to ensure focus on the section. DOTD has rewritten the SF3 of the Enforcement Administrator to address specifics on the section mission. Additionally, DOTD is updating the section policy and procedures to more directly address the size and weight enforcement responsibilities. See Appendix A-1 for DOTD's full response.

DOTD has not used its statutory authority to fine trucks that illegally bypassed weigh stations. As a result, it has potentially cost the state significant revenue in fines that DOTD could use to maintain Louisiana's roads. We observed that 15.6% of trucks illegally bypassed six weigh stations during our field visits.

State law²⁰ requires most trucks to stop at open weigh stations and imposes a penalty for failure to stop if it is feasible to do so, taking into consideration traffic and safety conditions. Prior to approaching a weigh station, trucks are notified to move into the right lane approximately 1.5 miles before the weigh station exit. Approximately one mile before the ramp exiting to the weigh station, DOTD uses

²⁰ La. R.S. 32:388 requires all commercial vehicles rated one ton or greater, except automobiles, private passenger pickup trucks, private passenger vans, recreational vehicles, buses, utility vehicles conveying to or from emergency service restoration due to a natural disaster, and tow trucks unless the tow truck has a gross vehicle weight (GVW) rating in excess of 26,000 lbs. or is hauling or carrying a vehicle not exempt from these provisions, shall be required to stop at a stationary size and weight enforcement scale location.

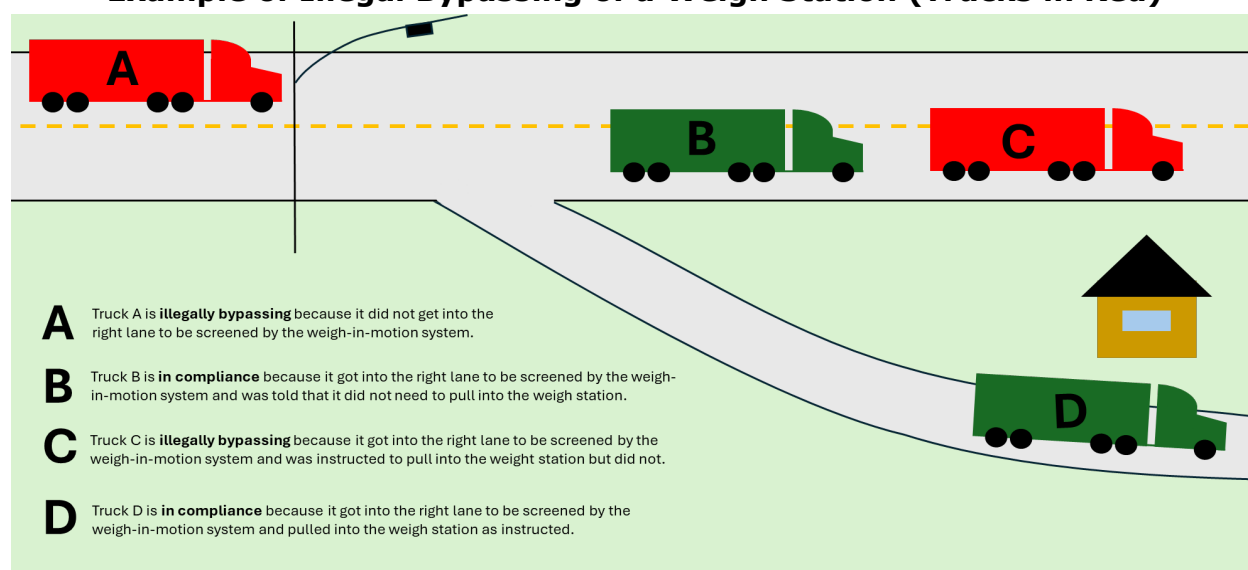
weigh-in-motion (WIM) systems to pre-screen trucks based on weight and other factors to determine if a truck should enter the scale location or be allowed to bypass the station.²¹ Based on this pre-screening, potential violators and random trucks are told to pull into the weigh stations. Those that are found by the WIM system to be within legal weight and are not a random call-in are allowed to bypass the scale. DOTD weighs trucks that pull in on a static scale and cites the truck driver for any violations identified. A truck is illegally bypassing if it does not move into the right-hand lane for WIM pre-screening or it is told to pull over to the weigh station and does not. Exhibit 4 demonstrates when a truck is illegally bypassing a weigh station.

Weigh Station Notification



Source: Google Image

Exhibit 4 Example of Illegal Bypassing of a Weigh Station (Trucks in Red)



Source: Prepared by legislative auditor's staff using state law.

We observed that 15.6% of trucks illegally bypassed six open DOTD weigh stations during our two-hour field visit testing intervals. We visited six of DOTD's 10 operational weigh stations to observe operations and collect data on truck counts during December 2025 and February 2026.²² We observed that 15.6% (733 of 4,703) of trucks traveling past the weigh station during our two-hour field visits did not follow instructions to move into the right lane for WIM pre-

²¹ All interstate weigh station locations, except for the Kentwood station on Interstate 55, are equipped with WIM systems for pre-screening.

²² Appendix B summarizes our methodology. We conducted our observations in both directions at the Breaux Bridge, Baptist, and Delta weigh stations.

screening, thereby illegally bypassing the station.²³ We also observed that a small number of trucks that were in the right lane for pre-screening and were selected to enter the station did not enter the station as instructed; however, we were unable to obtain an accurate count of these trucks due to visual limitations. Exhibit 5 shows the results of our observation during our site visits.

Exhibit 5 Audit Team Observations at Weigh Stations Two-Hour Intervals* During December 2025 and February 2026**			
Station Visited	Estimated Total Trucks Counted	Estimated Trucks Illegally Bypassing	Trucks Weighed by DOTD
Baptist Eastbound	909	84 (9.2%)	118 (13.0%)
Baptist Westbound	914	124 (13.6%)	138 (15.1%)
Breaux Bridge Eastbound	823	170 (20.7%)	94 (11.4%)
Breaux Bridge Westbound	961	175 (18.2%)	139 (14.5%)
Delta Eastbound***	629	82 (13.0%)	341 (54.2%)
Delta Westbound	467	98 (21.0%)	147 (31.5%)
Total	4,703	733 (15.6%)	977 (20.8%)
*We observed and counted trucks for 1.5 hours at the Delta stations. **We visited the Delta stations in February 2026. ***The number of trucks counted at the Delta Eastbound station is likely a more conservative number because of limited visibility due to the location from which we had to record our observations. Source: Prepared by legislative auditor's staff based on observations during visits to select weigh stations.			

DOTD has not used its statutory authority to fine trucks that illegally bypassed weigh stations. As a result, it has potentially cost the state significant revenue in fines that DOTD could use to maintain Louisiana's roads. State law²⁴ gives DOTD the authority to assess a fine of \$100 or \$500 for each truck that illegally bypasses, based on the gross vehicle weight rating. During our two-hour observations at six weigh stations,²⁵ we counted 733 trucks that illegally bypassed weigh stations without consequences from DOTD. We estimate the state could have issued between \$73,300 and \$366,500 in fines to these trucks. If DOTD collected 65% of the fines it could have issued during this two-hour period, as it did during fiscal years 2023 through 2025, this would have resulted in penalty collections between \$47,645 and \$238,225. Because our estimates are only based on two-hour observations at six stations, the total amount the state could potentially collect is much higher.

DOTD also recorded high rates of illegal bypassing, resulting in much greater revenue losses from unissued penalties. During May through December 2025, DOTD staff conducted intermittent data collection at the 10 operational weigh stations. According to DOTD, staff recorded a total of 30,299

²³ DOTD weighed 20.8% (977 of 4,703) trucks during our testing period.

²⁴ La. R.S. 32:388 allows a penalty of \$100 for vehicles with a gross vehicle weight of less than 26,000 lbs. and \$500 for vehicles with a gross vehicle weight greater than or equal to 26,000 lbs.

²⁵ We observed and counted trucks for 1.5 hours at the Delta stations.

trucks illegally bypassing weigh stations. Penalties assessed to these trucks only for bypassing would have ranged from \$3.0 million to \$15.2 million, depending on the gross vehicle weight of the trucks.

According to DOTD, it issued a directive to its Police Force in May 2026 to start issuing tickets to trucks that illegally bypass weigh stations.

However, DOTD has safety concerns with pulling over trucks that illegally bypass because it does not have access to criminal background checks. Without this access, DOTD stated that it is unsafe for its officers to pull over trucks and issue tickets for illegal bypassing or conduct mobile inspections on state highways. According to DOTD, it is seeking Originating Agency Identifier (ORI) access to safely conduct mobile enforcement by running background checks on trucks and drivers. However, DOTD noted that it could safely issue tickets and conduct mobile inspections of trucks without ORI access if it deployed two or more DOTD officers for each stop.

According to the DOTD Police Force, from May 26 through July 16, 2026, it piloted an illegal bypass enforcement directive from DOTD management at four weigh stations over a period of 33 days. DOTD identified 130 violations and issued citations for \$55,500 in total penalties assessed. This pilot is an ongoing initiative. Since this pilot was limited to four weigh stations, the impact may be even greater once DOTD starts full enforcement efforts.

Supplementing its Police Force with civilian employees may help DOTD direct more of its officers to enforce illegal bypassing. According to DOTD, it will replace its eight²⁶ civilian weight inspectors when they retire with POST-certified law enforcement officers because of its safety concerns at weigh stations. State law permits,²⁷ but does not require, all DOTD weigh station employees to be POST-certified law enforcement officers. However, since transitioning to all law enforcement staff for 24/7 coverage at weigh stations could substantially increase recruitment and training time as well as personnel costs, DOTD could evaluate whether it can safely use a "hybrid" staffing model by pairing civilians with one or more officers at each station. This would enable more POST-certified officers to conduct mobile enforcement to target illegal bypassing of weigh stations and inspect trucks on state highways and bridges. Other states, such as Georgia and Florida, use a combination of civilian and law enforcement personnel at weigh stations. Using a combination of civilian and law enforcement personnel could help DOTD manage operations and control costs at Louisiana weigh stations.

Recommendation 4: DOTD should enforce state law by fining truck drivers who illegally bypass weigh stations.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that in May 2026, it began targeted enforcement of weigh station bypassers. Additionally, DOTD is updating its procedures, training officers,

²⁶ DOTD's Size and Weight Enforcement Program consisted of 55 employees as of May 2026, including 8 civilian weight inspectors, 42 law enforcement officers, and 5 administrative/IT staff.

²⁷ La. R.S. 32:2

and promulgating rules in preparation of implementing mobile scale usage. See Appendix A-1 for DOTD's full response.

Recommendation 5: DOTD should evaluate whether it can safely supplement its Police Force with civilian employees to help DOTD direct more of its Police Force for size and weight enforcement.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that the Enforcement Administrator will perform a staffing and workload analysis and prepare a white paper with recommendations to the Deputy Secretary by September 1, 2026. See Appendix A-1 for DOTD's full response.

State law provides DOTD and LSP concurrent authority to conduct enforcement of the state's size and weight limits, but does not clarify each agency's area of jurisdiction on Louisiana's highways to prevent duplication of enforcement activities. Better collaboration could increase the effectiveness of Louisiana's size and weight enforcement programs, including identifying and ticketing trucks that illegally bypass weigh stations.

State law²⁸ provides DOTD and LSP concurrent authority to conduct enforcement of the state's size and weight limits. State law specifically gives DOTD Police the authority to stop and inspect vehicles for size and weight enforcement through the use of stationary or portable scales (i.e., enforcement at mobile locations other than stationary weigh stations); whereas, LSP has the authority to use portable scales at mobile locations or direct a vehicle to a nearby stationary scale for size and weight enforcement. However, this law does not clarify each agency's area of jurisdiction on Louisiana's highways. For example, state law does not state that DOTD may only conduct mobile inspections to identify and ticket trucks that illegally bypass weigh stations, or at mobile locations only within a certain number of miles from a stationary weigh station. As a result, both agencies are authorized to conduct mobile inspections on all state highways, which could result in duplication of enforcement activities and impact program effectiveness.

Until jurisdiction is clarified in state law, better collaboration between the two agencies could decrease potential duplication of enforcement activities and increase the effectiveness of Louisiana's size and weight enforcement programs, including identifying and ticketing trucks that illegally bypass weigh stations. Currently, there is limited communication and no formal coordination between the two agencies. The

²⁸ La. R.S. 32:389(A) and (B)

lack of communication and coordination hinders the state's ability to effectively protect its transportation infrastructure and provide a safe driving environment for motorists, especially since there are overlapping duties between the two agencies in current law. For example, DOTD could coordinate with LSP to address illegal bypassers by notifying LSP Troopers of bypassers so they could issue a citation, direct them back to the weigh station, or conduct a mobile inspection. DOTD and LSP could also work together and develop procedures to collect and share evidence that would be sufficient for either agency to issue citations for illegal bypassing. According to the Administrative Conference of the United States (ACUS), coordination between two agencies can help overcome potential dysfunctions created by shared regulatory duties and potential can be wasted if the agencies have conflicting goals or fail to capitalize on one another's unique strengths and perspectives.²⁹

Matter for Legislative Consideration 1: The legislature may wish to amend state law to clarify DOTD's and LSP's area of jurisdiction on Louisiana's highways with regard to mobile enforcement of state size and weight standards.

Recommendation 6: DOTD should collaborate with LSP to effectively manage and improve mobile enforcement on shared highways.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that its executive leadership has met with LSP leadership in the past to discuss these issues and has a longstanding working relationship with LSP. DOTD will re-engage with the new LSP Superintendent after transition to establish recurring meetings to address coordination opportunities and strategies with LSP's new leadership. See Appendix A-1 for DOTD's full response.

Recommendation 7: LSP should collaborate with DOTD to effectively manage and improve mobile enforcement on shared highways.

Summary of LSP's Response: LSP disagreed with this recommendation and stated that it already coordinates with DOTD Police on commercial motor vehicle enforcement activities when appropriate and consistent with each agency's statutory authority and operational responsibilities. Accordingly, LSP disagrees with the implication that a lack of collaboration between the agencies has limited the effectiveness of LSP's responsibility of mobile size and weight enforcement. In addition, LSP stated that, although state law provides both agencies with authority to enforce commercial motor vehicle size and weight laws, the agencies perform distinct enforcement functions. Although LSP disagrees with the recommendation as written, the agency remains committed to working collaboratively with DOTD to enhance commercial motor vehicle enforcement where operationally feasible. See Appendix A-2 for LSP's full response.

²⁹ [*ACUS, Improving Coordination of Related Agency Responsibilities, June 2012*](#)

LLA Additional Comments: We found that there is limited communication and no formal coordination between DOTD and LSP. According to state law, both agencies are authorized to conduct mobile inspections on all state highways. The lack of communication and coordination hinders the state's ability to effectively protect its transportation infrastructure and provide a safe driving environment for motorists, especially since there are overlapping duties between the two agencies in current law.

Other states have started using technologies to improve truck size and weight enforcement, such as virtual weigh stations and license plate recognition. However, state law would have to be amended to allow DOTD to use technology to make truck size and weight enforcement more efficient and effective.

Research shows that the problem of commercial vehicles illegally bypassing weigh stations or avoiding weigh stations by using alternate routes is common.³⁰ Illegally-overweight trucks damage roads, compete unfairly with other trucking firms, pose a safety hazard to the travelling public, and create a substantial economic burden to taxpayers.³¹ New technologies, including virtual weigh stations (see *text box at right*), can help transportation and law enforcement agencies to remotely monitor when, where, and how heavy vehicles operate on the roads.³² The FHWA recommends strategies that states can adopt to encourage the deployment of roadside technologies to improve truck size and weight enforcement.³³

A **virtual weigh station** is a roadside enforcement facility that does not require continuous staffing and is monitored from another location. Typical hardware deployed at a virtual weigh station includes a WIM installation, a camera system, and high-speed communications for use in real-time truck screening operations.

³⁰ Kentucky Transportation Center, [Investigation of Illegal Weigh Station Bypassing](#), 2022 and Arkansas Department of Transportation, [Development of a Virtual Weigh Station for Monitoring Overweight Vehicles on Secondary Routes](#), 2019

³¹ [Traffic Technology International Annual Review, The Importance of Commercial Vehicle Weight Enforcement in Safety and Road Asset Management](#), 2000

³² [Texas A&M Transportation Institute, Intelligent Freight Monitoring: A Review of Potential Technologies](#), 2015

³³ [FHWA, Truck Size and Weight Enforcement Technologies Implementation Plan](#), 2009

Other states have started using technologies to improve truck size and weight enforcement. For example, the virtual weigh station at Punta Gorda, Florida was deployed to evaluate the incidence of trucks bypassing the nearby weigh station. However, the Punta Gorda virtual weigh station is also used to

WIM enforcement activities are directly applicable to rural areas, as long-haul trucking operators will travel most of their distance on rural roads. Furthermore, trucks use rural roadways for agriculture and mining purposes. WIM systems are advantageous to both the trucker and the Department of Transportation, as they reduce delay, thereby encouraging compliance.

Source: [National Center for Rural Road Safety](#)

identify overweight trucks, which are intercepted, weighed, and, if warranted, cited for weight violations. Similarly, the Arkansas Department of Transportation and Arkansas Highway Police recently announced the deployment of advanced technologies at two key entry points that handle some of the highest truck volumes in the nation. This deployment will include WIM sensors to capture truck weights at highway speeds using license plate recognition (LPR) software and Department of Transportation checks to verify vehicle credentials instantly. DOTD has a virtual weigh station location on US Highway 61 in St. Francisville that collects weight and vehicle

classification data. According to DOTD, this virtual weigh station was installed around 2017 or 2018 using approximately \$1 million in federal funds. The data collected from this station shows that overweight trucks drive on that route; however, DOTD is not using the data for enforcement due to the lack of mobile scales and ORI access to conduct background checks during mobile inspections.

Legislators may wish to amend state law to allow DOTD to use technology to address enforcement at weigh stations. Currently, state law³⁴ requires DOTD to issue a citation to the person driving the vehicle when a violation is identified, and DOTD is not authorized to hold the registered owner responsible for driver violations. As a result, DOTD has limited statutory authority to conduct camera-based enforcement of weights and standards violations as part of its WIM system because this would send the ticket to the registered truck owner, not the driver.³⁵ For DOTD to use camera enforcement, the legislature would need to amend state law to allow the department to place the responsibility on the commercial vehicle owner for driver violations. In addition, the legislature would also need to amend state law to clearly authorize the use of additional automated enforcement technologies.

If state law were amended, DOTD could use technologies such as cameras and LPRs to identify owners of trucks who illegally bypass weigh stations and mail them driver violation letters for illegally bypassing open weigh stations. Investing in technologies such as LPRs and cameras to detect illegal bypassers may also reduce the number of officers needed to pursue illegal bypassers by automating the process of identifying them and assessing penalties. Over time, technology could also be used, as it is in Florida, to virtually identify overweight and/or oversize trucks, which can then be intercepted, inspected, and cited for size and weight

³⁴ La. R.S. 32:389(C) and (D)

³⁵ La. R.S. 32:390

violations. In addition, along with authorizing automated enforcement technologies, the legislature may also wish to incorporate administrative enforcement provisions similar to those adopted for automated speed cameras.³⁶ In such cases, citations are initially transmitted to the registered owner of the vehicle, who is then obligated to certify and address situations in which another individual was driving at the time of the violation.

Matter for Legislative Consideration 2: The legislature may wish to consider amending state law to allow DOTD to place responsibility on the registered owner of the commercial vehicle for driver violations.

Matter for Legislative Consideration 3: The legislature may wish to consider amending state law to clearly authorize the use of additional automated enforcement technologies. Along with authorizing automated enforcement technologies, the legislature may also wish to incorporate administrative enforcement provisions similar to those adopted for automated speed cameras.

Recommendation 8: If the legislature amends state law, DOTD should issue citations for size and weight violations using automated enforcement technologies.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that the Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 Regular Session to address this opportunity. In turn, DOTD will investigate the best technology opportunities to supplement its enforcement opportunities should the law be amended. See Appendix A-1 for DOTD's full response.

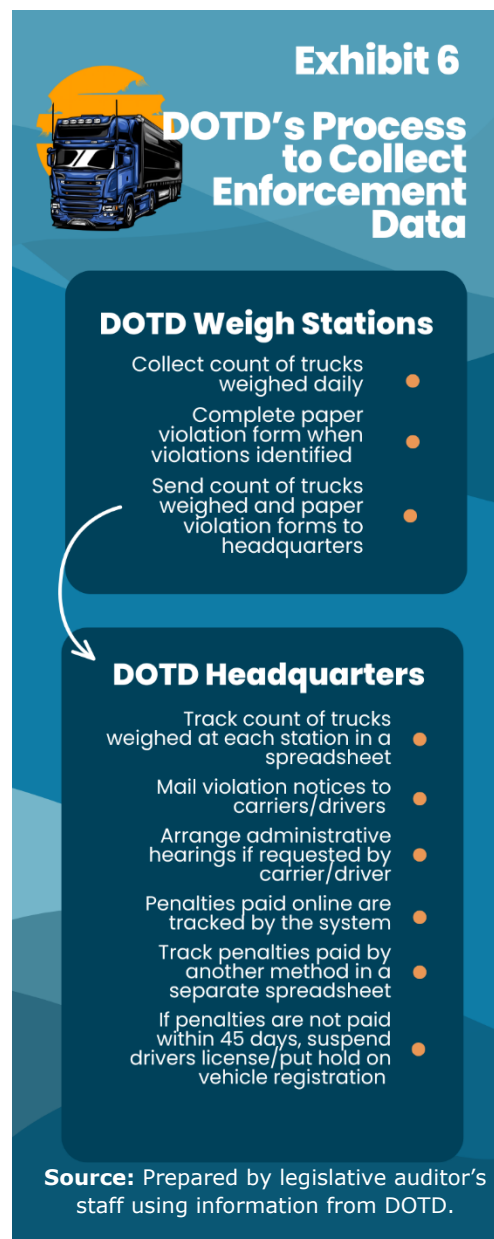
³⁶ La. R.S. 32:48

DOTD does not effectively track enforcement data and analyze it, alongside other internal data, to identify program gaps or inform enforcement actions.

During fiscal years 2023 through 2025, DOTD did not have a data system to track and maintain size and weight enforcement data. When DOTD took over operations at stationary weigh stations from LSP in fiscal year 2023, it could not continue to use the federal system³⁷ that LSP used because DOTD does not have an agreement with the Federal Motor Carrier Safety Administration to conduct federal safety inspections as LSP does. Over the past three fiscal years, DOTD staff manually tracked aggregated weekly totals for the number of trucks weighed in a spreadsheet and maintained paper forms to document violations and penalty assessments. According to DOTD, it has begun implementation of a new data system to support its enforcement responsibilities and expects the system to be operational some time in 2026. Exhibit 6 summarizes DOTD's process for collecting and tracking size and weight enforcement data.

DOTD's data is fragmented because most data is manually tracked in several different spreadsheets, and paper violation notices are stored in filing cabinets at DOTD headquarters.

This fragmentation makes it difficult for DOTD to analyze its enforcement data. For instance, each weigh station manually tracks the total number of trucks weighed daily and reports this information to DOTD headquarters on a monthly basis, as shown in Exhibit 6. When staff at weigh stations identify size and weight violations, those are recorded on paper forms, and the original forms are sent to DOTD headquarters on a weekly basis.³⁸ Staff at headquarters also manually track when violation notices are sent to carriers or drivers so they can follow up if penalties are not paid within the required timeframes. However, penalties collected are tracked in two different spreadsheets, based on the method of payment. This fragmentation and manual entering of data results in a lack of reliable data to analyze program performance and inform changes in enforcement actions.



³⁷ LSP used the Federal Motor Carrier Safety Administrations (FMCSA) Aspen data system to track its enforcement data. In fiscal year 2023, FMCSA replaced Aspen with SafeSpect.

³⁸ Weigh stations do not maintain copies of the paper violation forms.

Effectively tracking size and weight enforcement data will allow DOTD to identify issues or trends in program performance. To demonstrate how DOTD could use the information it collects, we analyzed the total number of trucks weighed, violations identified, penalties assessed and collected, and schedules for weigh stations for fiscal years 2023 through 2025.³⁹ We found that the trucks DOTD weighed per hour decreased by 23.7% from fiscal year 2023 to fiscal year 2025. DOTD could use this information to investigate why its employees are weighing fewer trucks per hour and if adjustments need to be made, such as adjusting when the weigh station is open and/or whether mobile enforcement is necessary to address illegal bypassing. Exhibit 7 provides the results of our analysis and examples of how DOTD could use this information to measure program performance and plan for future enforcement activities.

Exhibit 7 Examples of How DOTD Could Use Analyzed Enforcement Data April 2025 through June 2025		
Results of DOTD Data Analysis		Examples of How DOTD Could Use Data Analysis Results
 The estimated average number of trucks weighed per hour at DOTD weigh stations decreased by 23.7%, from 38.4 trucks weighed per hour in fiscal year 2023 to 29.3 trucks weighed per hour in fiscal year 2025.		This may indicate that fewer trucks were weighed at weigh stations, despite increased truck traffic and stations being open longer,* and/or that illegal bypassing or scale avoidance is increasing. DOTD may need to determine what hours of operation are most effective for enforcement and/or whether mobile enforcement is necessary to address illegal bypassing and scale avoidance.
 The cost per truck weighed at DOTD weigh stations increased by 31.4% from \$6.88 per truck weighed in fiscal year 2023 to \$9.04 per truck weighed in fiscal year 2025.		This measure tracks the program's weighing output per dollar spent. The increase in the cost per truck weighed indicates that increased program resources did not result in increased enforcement. DOTD may need to change enforcement activities to ensure that additional resources result in increased weigh-ins and therefore, increased compliance.

³⁹ We obtained the monthly schedules for state fiscal years 2023 through 2025 for all open weigh stations and used schedules from October 2024 and October 2025 for our comparison.

Exhibit 7 Examples of How DOTD Could Use Analyzed Enforcement Data April 2025 through June 2025		
Results of DOTD Data Analysis		Examples of How DOTD Could Use Data Analysis Results
	Violations identified decreased from 0.008 violations per truck weighed in fiscal year 2023 to 0.004 violations per truck weighed in fiscal year 2025. The most common violation identified at weigh stations in the months of April through June 2025 was "Over Axle Weight," accounting for 743 (54.6%) of 1,361 violations in these months. "Over Gross Weight" was the second-most common violation, accounting for 368 (27.0%) of the 1,361 violations.	This measure tracks the proportion of weigh-ins that resulted in violation citations. According to research,** citation rates depend on the type of enforcement (i.e., static vs. mobile), the frequency of checks, and the unpredictability of enforcement activities. An enforcement program that relies on relatively unpredictable and potentially targeted portable weigh-ins rather than fixed scale weigh-ins could see a relatively high citation rate—an indication of an effective program. DOTD may need to add targeted mobile enforcement to expand the types of enforcement and increase the unpredictability of enforcement activities.
	During April 2025 through June 2025, \$195,884 (80.2%) of \$244,135 in penalties assessed at DOTD weigh stations were to out-of-state carriers. In June 2025, 26 (10.4%) of 249 carriers that had a violation had more than one violation notice in the month. Of these 26 carriers, 20 (76.9%) were registered outside the state.	This indicates that the majority of the violators, including repeat violators, are out-of-state carriers. DOTD could increase outreach activities to out-of-state carriers to inform them of Louisiana's size and weight laws. In addition, tracking carriers that have repeat violations and outstanding penalties could help DOTD recommend statutory changes to allow for more effective enforcement for repeat and/or out-of-state violators.
* DOTD's 10 operational weigh stations were open an average of nine hours a day in October 2025, which was 1.5 hours more than the average hours open in October 2024. **FHWA Comprehensive Truck Size and Weight Limits Study, Compliance Comparative Analysis Technical Report, 2015 Source: Prepared by legislative auditor's staff using information provided by DOTD and scanned violation notices from April through June 2025.		

Commercial vehicle data obtained from weigh stations, along with data from License Plate Readers, USDOT number readers, and WIM systems can be aggregated and analyzed to conduct overweight corridor analysis, permit usage analysis, commodity flow information, etc.

Source: Florida Department of Transportation: [Weigh Station Best Practices](#)

DOTD already collects data for various purposes that could also be used, in conjunction with size and weight enforcement data, to improve program effectiveness. For example, according to the FHWA,⁴⁰ WIM systems collect data on levels of truck traffic and frequency of overweight trucks at the installation site broken down by day and time of day, which can be used to determine the most productive locations, days, and times for scheduling mobile enforcement teams. DOTD also monitors bridge

⁴⁰ [FHWA, Truck Size and Weight Enforcement Technologies Implementation Plan, 2009](#)

conditions, pavement quality, and average annual daily truck traffic. This data could allow DOTD to strategically allocate enforcement resources, such as staffing and operating weigh stations and deploying mobile police patrols, to target size and weight limit violations.

Recommendation 9: DOTD should ensure its new data system has the ability to collect and analyze enforcement data.

Recommendation 10: DOTD should use data, such as the total number of trucks weighed, violations identified, and penalties assessed and collected, to measure program performance, identify opportunities to improve program effectiveness, and plan and manage the enforcement program.

Summary of DOTD's Response: DOTD agreed with these recommendations and stated that it is finalizing complete implementation of the SmartCOP system and will leverage the reporting capabilities in the system. DOTD will work with the Office of Technology Services and the vendor to create additional reporting and data analysis where possible. In addition, DOTD will leverage this information to support its section Key Performance Indicators as part of its T4LA initiatives. This is ongoing and should be completed by December 31, 2026. See Appendix A-1 for DOTD's full response.

Even though LSP's size and weight enforcement expenditures decreased between state fiscal years 2023 and 2025 and TTF support for the LSP to administer the program ended in fiscal year 2023, it conducted more inspections that resulted in fewer violations during this time. LSP could use DOTD data to target enforcement on roads with high traffic volumes and poor pavement quality, as this may indicate more oversize and overweight trucks are using these roads.

Act 384 of the 2021 Regular Legislative Session transferred the operation and maintenance of stationary size and weight enforcement scale locations from LSP to DOTD effective July 1, 2022. As a result, LSP no longer receives TTF funds to administer the mobile enforcement of state size and weight limits. LSP uses its general funds to administer the program and, in accordance with state law,⁴¹ deposits all penalties collected from its enforcement of state size and weight laws into the TTF.

⁴¹ La. R.S. 32:388

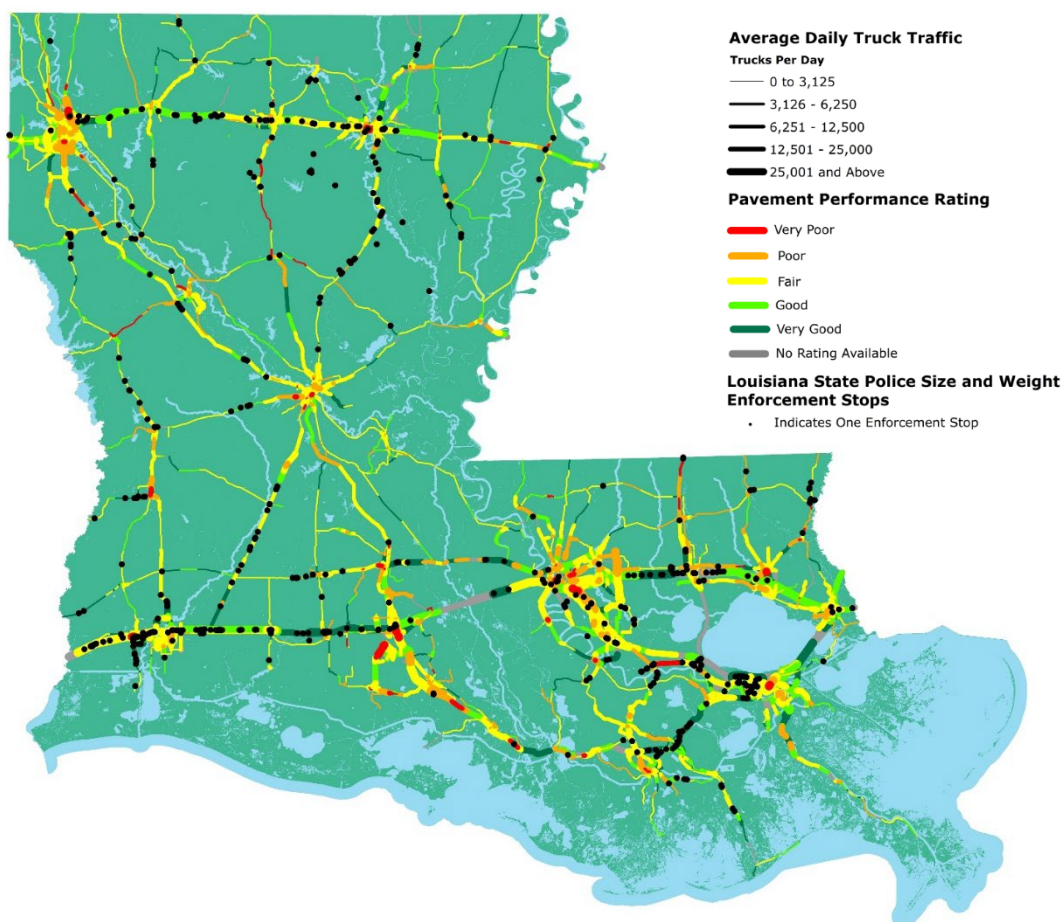
LSP's expenditures on its mobile enforcement program decreased by 29.9%, from \$3.5 million in state fiscal year 2023 to \$2.5 million in state fiscal year 2025. However, LSP conducted more inspections that resulted in fewer violations during this time. According to a study by the FHWA, consistent implementation of an unpredictable or targeted mobile enforcement program would eventually lead to lower citation rates.⁴² As of April 2026, LSP had provided portable scales to 25 officers to conduct mobile size and weight enforcement statewide. Approximately half of these officers are dedicated to mobile size and weight enforcement, and the remaining conduct size and weight inspections in conjunction with federal motor carrier safety inspections. As seen in Exhibit 8, based on Federal Motor Carrier Safety Administration (FMCSA) reports, the number of inspections increased by 1.3%, but the number of violations identified decreased by 35.6% from federal fiscal years 2023 to 2025.

Exhibit 8 LSP's Size and Weight Inspections and Violations Based on FMCSA Reports Federal Fiscal Years 2023 and 2025						
Violation Category	Number of Size and Weight Inspections			Number of Size and Weight Violations		
	FFY 2023	FFY 2025	Percent Change	FFY 2023	FFY 2025	Percent Change
Oversize	201	195	-3.0%	209	218	4.3%
Over Axle and/or Gross Weight	2,189	2,192	0.14%	4,380	2,700	-38.4%
Excessive Weight on Posted Bridge		34	N/A		36	N/A
Total	2,390	2,421	1.3%	4,589	2,954	-35.6%
Note: Based on FMCSA reports downloaded on February 18, 2026. Source: Prepared by legislative auditor's staff using reports from FMCSA's website.						

While LSP's enforcement coverage was largely comprehensive across the state, it could use DOTD data to target enforcement to focus on roads with high traffic volumes and poor pavement quality, as this may indicate more oversize and overweight trucks are using these roads. As shown in Exhibit 8, LSP identified 35.6% fewer violations in federal fiscal year 2025 than in federal fiscal year 2023, despite conducting 1.3% more inspections. Using data that DOTD collects on pavement quality and traffic volume may allow LSP to target enforcement in areas where oversize and overweight violations may be occurring, as suggested by poor pavement quality and high traffic volumes. As stated previously, sharing such data and expertise could be part of the formalized collaboration efforts between the two agencies. We analyzed LSP's inspection data from January 1 through June 30, 2025, along with DOTD's traffic volume and pavement data, and found LSP's mobile size and weight enforcement generally covered the areas of the state with high traffic and poor pavement conditions, as shown in Exhibit 9.

⁴² [FHWA Comprehensive Truck Size and Weight Limits Study, Compliance Comparative Analysis Technical Report, June 2015](#)

Exhibit 9
LSP Mobile Size and Weight Enforcement Locations
(Compared to High Traffic, Significant Road Damage Areas
Identified by DOTD)
January 1 through June 30, 2025



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

As shown in Exhibit 9, LSP could increase its coverage in central Louisiana, as this region has poor pavement conditions and high traffic volumes with little mobile enforcement. In addition, there are no stationary weigh stations on Interstate 49, making mobile enforcement the only means of identifying size and weight violations. Targeting enforcement on sections of state highways with high traffic volumes and poor pavement quality is important because the Government Accountability Office (GAO)⁴³ found that heavy trucks can create traffic congestion, cause accidents and injuries, and result in exponentially more damage to roads and bridges than cars.

⁴³ [GAO, Federal Highway Administration Should Conduct Research to Determine Best Practices in Permitting Oversize Vehicles, 2015](#)

Although a small percentage and dollar amount of total violations, we found that coding errors in LSP's penalty processing system misdirected certain size violation penalties away from the TTF and needs to be corrected. State law⁴⁴ requires that LSP deposit all penalties from size and weight violations into the TTF.⁴⁵ Because LSP also collects penalties for federal motor carrier safety violations⁴⁶ that it is not required to deposit into the TTF, we reviewed a selection of size and weight inspections from federal fiscal year 2024 and 2025 to ensure that LSP correctly identified and deposited these penalties into the TTF. When officers enter inspections into the system, they can use either state or federal violation codes to indicate violations of size and weight limits. Once inspections are entered into the system by the officer in the field, they are reviewed by supervisors at LSP Headquarters, who make any necessary corrections and determine the penalty amounts for each violation.

Specifically, we found that one federal regulation code indicating size violations was not correctly coded to the TTF in LSP's penalty processing system. As a result, when officers coded size violations using this code, resulting penalties were not deposited into the TTF. Based on data received from the Office of Technology Services,⁴⁷ approximately 34 violations, or 0.3% of the 11,527 total size and weight violations in state fiscal years 2023 through 2025, were coded using this federal regulation code. These violations resulted in LSP assessing penalties totaling \$3,200, of which it collected \$2,400 but did not deposit into the TTF. We also identified 16 violations, or 0.2% of the 8,573 total size and weight violations in federal fiscal years 2023 and 2024, where officers selected incorrect regulation codes for size and weight violations, but LSP did not correct these errors during the review process.⁴⁸ LSP also did not deposit penalties collected for these violations into the TTF as required by law. According to LSP staff, it has already taken steps to correct the coding of the federal size violation code to the TTF and ensure that penalties collected for size violations coded incorrectly using this federal violation code are transferred to the TTF, as required by state law.

Recommendation 11: LSP should consider collaborating with DOTD to obtain data such as pavement quality and traffic volume that would allow LSP to analyze its enforcement activities and inform its enforcement decisions.

Summary of LSP's Response: LSP disagreed with this recommendation and stated its commercial motor vehicle enforcement activities are based on a variety of operational considerations, including but not limited to crash data, economic development, intelligence, known compliance trends,

⁴⁴ La. R.S. 32:388(F)

⁴⁵ Penalties collected for weight violations on parish roads are paid to the public works department of said parish.

⁴⁶ La. R.S. 32:1525

⁴⁷ We requested data on violations coded using the incorrectly mapped federal regulation code for state fiscal years 2023 through 2025.

⁴⁸ The data obtained from LSP was missing some inspections, especially from federal fiscal year 2023. According to LSP, this discrepancy may have resulted from FMCSA's transition to a new data system that may have caused technical errors during the data download process.

complaints, officer observations, available resources, and public safety priorities. Although pavement condition and traffic volume data may provide useful context, LSP does not believe these data points are primary indicators of size and weight violations and, by themselves, have limited value in directing enforcement resources. See Appendix A-2 for LSP's full response.

LLA Additional Comments: LSP does not currently request or use pavement quality or truck traffic data from DOTD, in addition to other data already used by LSP, to target enforcement in areas where oversize and overweight violations may be occurring, as suggested by poor pavement quality and high traffic volumes. Using this data would allow LSP to increase enforcement in regions with poor pavement conditions and high traffic volumes, such as in central Louisiana.

Recommendation 12: LSP should ensure its officers code inspections and violations accurately when they conduct size and weight inspections along with FMCSA safety inspections.

Summary of LSP's Response: LSP agreed with this recommendation and stated that once the coding error was identified, staff corrected the issue and provided additional training to roadside inspectors to ensure inspections and violations are coded accurately and that the appropriate violation is selected when conducting combined size and weight inspections and FMCSA safety inspections. See Appendix A-2 for LSP's full response.

Recommendation 13: LSP should review all state and federal regulation codes related to size and weight inspections to ensure they are correctly mapped to deposit penalties into the TTF.

Summary of LSP's Response: LSP agreed with this recommendation and stated that, upon identifying the issue, staff reviewed and corrected the applicable state and federal regulation code mappings to ensure civil penalties are properly deposited into the appropriate fund, including the TTF, when required. LSP further noted that the \$2,400 in civil penalties identified by the audit was submitted to the Department of Public Safety Financial Services as required. See Appendix A-2 for LSP's full response.

State law limits DOTD's and LSP's ability to collect civil penalties for size and weight violations from out-of-state trucking companies. As a result, several out-of-state carriers owe substantial unpaid fines yet continue operating on state roads.

As stated previously, FHWA policy requires that each state enforce vehicle size and weight laws to ensure that violations are discouraged and that vehicles traversing the highway system do not exceed the limits specified by law.⁴⁹ States submit to FHWA measures of activity, including penalties annually. Penalties reported include the number of citations or civil assessments issued for violations of weight limits.⁵⁰ As of October 2025, DOTD had assessed but not collected \$1.06 million, and LSP had assessed but not collected \$941,934 in penalties for size and weight violations during fiscal years 2023 through 2025. Neither LSP nor DOTD comprehensively track whether unpaid penalties are owed by in-state or out-of-state carriers.

According to DOTD paper violation forms, 80.2% of all penalties assessed at DOTD weigh stations during April through June 2025 were to out-of-state carriers.

State law prescribes civil penalties for violations of size and weight limits.⁵¹ However, according to both DOTD and LSP, they do not have the legal authority to collect outstanding penalties from out-of-state truck companies (carriers) or act against these carriers to enforce payment. For example, DOTD and LSP stated that they cannot suspend registration for out-of-state carriers or put them out of service if they owe civil penalties for repeat or severe state size and weight violations, like LSP can for federal safety violations. As a result, out-of-state carriers that owe outstanding penalties continue to operate on state roads. As of February 2026, the top five out-of-state carriers with outstanding penalties owed DOTD \$291,487.⁵² Neither LSP nor DOTD report outstanding penalties from out-of-state carriers to the Office of Debt Recovery or the Attorney General's office for collection.

In neighboring states, size and weight limit violations result in misdemeanors and may result in jail time for drivers. We researched laws in neighboring states and found that in Alabama, Arkansas, Mississippi, and Texas, violations of size and weight limits constitute misdemeanors. For example, in Texas, violations of truck size and weight limits are generally misdemeanors, with fines increasing significantly based on the amount overweight, ranging from hundreds to thousands of dollars, plus potential jail time for repeat offenders. In Florida, if a

⁴⁹ 23 CFR § 657.5

⁵⁰ 23 CFR § 657.15

⁵¹ La. R.S. 32:388

⁵² According to LSP, it does not currently have a way to track out-of-state carriers that have outstanding penalties.

party refuses to pay civil penalties, the penalties can become a lien on the vehicle. Appendix D provides more information on the provisions in neighboring states.

Working with the legislature to provide stronger statutory mechanisms to address repeat and/or severe state size and weight violations may provide DOTD and LSP additional tools to enforce state law, ensure out-of-state carriers pay outstanding penalties, and create regulatory consistency for out-of-state and in-state carriers.

Recommendation 14: DOTD should work with the legislature to amend state law to provide mechanisms to collect penalties for repeat and/or severe state size and weight violations from out-of-state carriers.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that the Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 Regular Session to address this opportunity. See Appendix A-1 for DOTD's full response.

Recommendation 15: LSP should work with the legislature to amend state law to provide stronger mechanisms to collect penalties for repeat and/or severe state size and weight violations from out-of-state carriers.

Summary of LSP's Response: LSP agreed with this recommendation and stated that it supports working with the Legislature to evaluate and pursue statutory changes that provide stronger enforcement and collection mechanisms for repeat and/or severe size and weight violations by out-of-state carriers while ensuring due process and promoting consistent compliance. See Appendix A-2 for LSP's full response.

Recommendation 16: DOTD should work with the Office of Debt Recovery and the Attorney General's office to determine if it would be effective to report unpaid civil penalties to them for collection.

Summary of DOTD's Response: DOTD agreed with this recommendation and stated that the Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 Regular Session to address out-of-state carriers. DOTD also stated that it will work with other state offices in the collection efforts but addressing out-of-state carriers is extremely important to the overall effectiveness of the program. See Appendix A-1 for DOTD's full response.

Recommendation 17: LSP should work with the Office of Debt Recovery and the Attorney General's office to determine if it would be effective to report unpaid civil penalties to them for collection.

Summary of LSP's Response: LSP agreed with this recommendation and stated that staff began this effort prior to the audit and will continue to work with LSP legal counsel to develop and implement a process for referring

outstanding civil penalties to the Office of Debt Recovery and the Office of the Attorney General, as appropriate, for collection assistance. See Appendix A-2 for LSP's full response.

APPENDIX A: MANAGEMENT’S RESPONSE



Office of the Secretary
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July 20, 2026

Mr. Michael J. (Mike) Waguespack
Legislative Auditor
P. O. Box 94397
Baton Rouge, LA 70804

**RE: Department of Transportation and Development
Response to Size and Weight Enforcement on State and Federal Highways
Performance Audit**

Dear Mr. Waguespack:

The Department is in receipt of your report titled "Size and Weight Enforcement on State and Federal Highways". Included in the report were recommendations for both DOTD and Louisiana State Police to make the program more effective. Our response will follow the same numbering scheme used by the Louisiana Legislative Auditor in this report and reference those DOTD specific recommendations by number. We appreciate the opportunity to have our response included in the final report.

The Department agrees with Recommendation #1, which states "DOTD should use its increased staffing and funding resources to prioritize size and weight enforcement by increasing the number of trucks weighed, potentially identifying more violations and collecting more penalties to deter noncompliance and offset any road damage caused by oversize and overweight trucks".

Mobile scales have been purchased and received and the training and certification process is ongoing. We plan to begin on road usage by October 1, 2026. Additionally, we will continue plans to increase the hours of operation of the current locations and evaluate opportunities to re-open closed weigh stations, where applicable.

The Department agrees with Recommendation #2, which states "DOTD should develop policies and procedures for size and weight enforcement and promulgate rules in the Administrative Code for its Police Force".

Updated policies and procedures and promulgated rules for size and weight enforcement are in progress and are expected to be completed by September 1, 2026.

The Department agrees with Recommendation #3, which states "DOTD should ensure its Police Force addresses its primary responsibility of size and weight enforcement".

Audit Response – Size and Weight Enforcement Project

July 20, 2026

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As of August 1, 2026, we have organizationally moved the DOTD Weights and Enforcement section to direct supervision of the Deputy Secretary to ensure focus of the section. We have rewritten the SF3 of the Enforcement Administrator to address specifics on the section mission. Additionally, as noted in an earlier response, we are updating the section policy and procedures to more directly address the size and weight enforcement responsibilities.

The Department agrees with Recommendation #4, which states “DOTD should enforce state law by fining truck drivers that illegally bypass weigh stations”.

In May 2026, we began targeted enforcement of weigh station bypassers. Additionally, we are updating our procedures, training officers, and promulgating rules in preparation of implementing mobile scale usage.

The Department agrees with Recommendation #5, which states “DOTD should evaluate whether it can safely supplement its Police Force with civilian employees to help DOTD direct more of its Police Force for size and weight enforcement”.

The Enforcement Administrator will perform a staffing and workload analysis and prepare a white paper with recommendations to the Deputy Secretary by September 1, 2026.

The Department agrees with Recommendation #6, which states “DOTD should collaborate with LSP to effectively manage and improve mobile enforcement on shared highways”.

Our Executive leadership has met with Louisiana State Police (LSP) leadership in the past to discuss these issues and has a longstanding working relationship with LSP. We will re-engage with the new LSP Superintendent after transition to establish recurring meeting to address coordination opportunities and strategies with their new leadership.

The Department agrees with Recommendation #8, which states “If the legislature amends state law, DOTD should issue citations for size and weight violations using automated enforcement technologies”.

Our Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 regular session to address this opportunity. In turn, we will investigate the best technology opportunities to supplement our enforcement opportunities should the law be amended.

The Department agrees with Recommendation #9, which states “DOTD should ensure its new data system has the ability to collect and analyze enforcement data”.

We are finalizing complete implementation of the SmartCOP system and will leverage the reporting capabilities in the system. We will work with OTS and the vendor to create additional reporting and data analysis where possible. We will also leverage this information to support our section KPI's as part of our T4LA initiatives. This is ongoing and should be complete by December 31, 2026.

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The Department agrees with Recommendation #10, which states “DOTD should use data, such as the total number of trucks weighed, violations identified, and penalties assessed and collected, to identify opportunities to improve program effectiveness”.

We are finalizing complete implementation of the SmartCOP system and will leverage the reporting capabilities in the system. We will work with OTS and the vendor to create additional reporting and data analysis where possible. We will also leverage this information to support our section KPI's as part of our T4LA initiatives. This is ongoing and should be complete by December 31, 2026.

The Department agrees with Recommendation #14, which states “DOTD should work with the legislature to amend state law to provide mechanisms to collect penalties for repeat and/or severe state size and weight violations from out of state carriers.

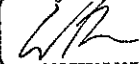
Our Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 regular session to address this opportunity.

The Department agrees with Recommendation #16, which states DOTD should work with Office of Debt Recovery and the Attorney General's office to determine if it would be effective to report unpaid civil penalties to them for collection.

Our Assistant to the Secretary for State and Local Policy will draft legislation for the 2027 regular session to address out of state carriers. We will work with other state offices in the collection efforts but addressing out of state carriers is extremely important to the overall effectiveness of the program.

Thank you for the opportunity to respond to these audit recommendations. We appreciate the positive working relationship we have with your staff. Please feel free to contact Beau Black, Deputy Secretary, or myself at (225) 379-1200 should you have any questions.

Sincerely

Signed by:

A6D7579D09FA472...

Glenn Ledet, Jr.
Secretary

GL:MWS:ch

c: Mr. Beau Black
Ms. Barbara Aguiard

Audit Response – Size and Weight Enforcement Project

July 20, 2026

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Mr. Jacques Berry
Mr. Brad Doucet
Mr. Mark W. St. Cyr
Mr. Roderick Brumfield
Chief Jeffery Melchoir



JEFF LANDRY
GOVERNOR

COLONEL ROBERT P. HODGES
DEPUTY SECRETARY

State of Louisiana
Department of Public Safety and Corrections
Public Safety Services

Colonel Robert P. Hodges
Louisiana State Police
7919 Independence Blvd.
Baton Rouge, LA 70806

July 16, 2026

Louisiana Legislative Auditor
P.O. Box 94397
Baton Rouge, LA 70804-9397

Dear Louisiana Legislative Auditor:

Please find below the LSP response to the Size and Weight Enforcement on State and Federal Highways audit report recommendations.

LSP Response to Recommendation 7

While the Louisiana State Police (LSP) supports continued coordination with the Department of Transportation and Development (DOTD), LSP respectfully disagrees with the recommendation as written.

LSP already coordinates with DOTD Weights and Standards Stationary Scale Police on commercial motor vehicle enforcement activities when appropriate and consistent with each agency's statutory authority and operational responsibilities. Accordingly, LSP disagrees with the implication that a lack of collaboration between the agencies has limited the effectiveness of LSP's responsibility of mobile size and weight enforcement.

Although Louisiana law provides both agencies with authority to enforce commercial motor vehicle size and weight laws, the agencies perform distinct enforcement functions. Pursuant to Act 384 of the 2021 Regular Session, LSP and DOTD implemented the legislatively directed transfer of responsibility for the operation and enforcement of Louisiana's stationary weigh stations to DOTD. LSP retained responsibility for statewide mobile size and weight enforcement.

As reflected in Exhibit 1 on page 3 of the audit report, responsibility for stationary weigh stations and mobile enforcement has changed several times over the years and, since 1997, those responsibilities have consistently been transferred separately. This legislative history demonstrates an intentional distinction between stationary and mobile enforcement functions.

The finding appears to characterize LSP and DOTD as performing the same enforcement mission when, in practice, their responsibilities are complementary but different. DOTD Weights and Standards Stationary Scale Police are responsible for enforcement activities associated with stationary weigh stations, while LSP remains responsible for mobile commercial motor vehicle enforcement throughout the state. Consequently, the absence of routine joint mobile enforcement operations should not be interpreted as a lack of coordination between the agencies.

Additionally, DOTD Weights and Standards Stationary Scale Police possess independent statutory authority to enforce violations involving the unlawful bypassing of weigh stations through their own enforcement personnel. To the extent there is uncertainty regarding the intended scope of each agency's authority or responsibilities, LSP believes that legislative clarification of Act 384 would be the appropriate mechanism to more clearly define the respective roles of DOTD and LSP in commercial motor vehicle size and weight enforcement.

It is also noteworthy that several of the deficiencies identified in the audit report were not present prior to the 2022 transfer of stationary weigh station operations from LSP to DOTD. Accordingly, any assessment of current enforcement effectiveness should consider the operational and organizational changes resulting from the implementation of Act 384.

LSP's mobile weight enforcement operations are driven by available personnel, public safety priorities, intelligence-led enforcement strategies, and resource availability. Requiring additional collaborative management of mobile enforcement activities on shared highways could reduce operational flexibility without necessarily improving enforcement outcomes. LSP's commercial motor vehicle enforcement mission extends beyond size and weight compliance to include broader highway safety initiatives, hazardous materials enforcement, and criminal interdiction activities.

Although LSP disagrees with the recommendation as written, the agency remains committed to working collaboratively with DOTD to enhance commercial motor vehicle enforcement where operationally feasible. Specifically, LSP Transportation Safety Services (TSS) Weight Enforcement Supervisors will coordinate with DOTD Weights and Standards Stationary Scale Police regional supervisors to conduct periodic joint enforcement details targeting illegal weigh station bypass activity when staffing levels and operational conditions permit, and provided personnel are not required for emergency response activities such as hurricanes, severe weather events, or civil disturbances.

LSP also notes that assigning mobile weight enforcement personnel to periodic joint operations may temporarily reduce routine mobile enforcement activity, potentially resulting in fewer overweight vehicle contacts and associated civil penalties during those periods. LSP will continue to balance these operational considerations while maintaining the flexibility necessary to fulfill its statewide law enforcement and public safety mission.

LSP Response to Recommendation 11

While the Louisiana State Police (LSP) supports coordination and information sharing with the Department of Transportation and Development (DOTD), LSP disagrees with this recommendation as written. LSP's commercial motor vehicle enforcement activities are based on a variety of operational considerations, including but not limited to: crash data, economic development, intelligence, known compliance trends, complaints, officer observations, available resources, and public safety priorities.

Although pavement condition and traffic volume data may provide useful context, LSP does not believe these data points are primary indicators of size and weight violations and, by themselves, have limited value in directing enforcement resources. Enforcement decisions must remain flexible and responsive to emerging risks and statewide public safety needs, rather than being driven primarily by infrastructure-maintenance-related metrics.

LSP Transportation Safety Services (TSS) will continue to coordinate with DOTD and other partners, as appropriate, and will consider available information that supports its enforcement mission. Specifically, LSP TSS Administrative Staff will meet with DOTD Administrative Staff to obtain information regarding high-priority roadway segments and other relevant data that may assist in identifying enforcement opportunities. In addition, LSP TSS Mobile Weight Enforcement Supervisors will continue directing inspectors to focus enforcement efforts on grossly overweight commercial motor vehicles that present the greatest risk to the infrastructure and public safety.

LSP also notes that weight enforcement is often conducted in lower traffic areas because operators of significantly overweight commercial motor vehicles frequently avoid major highways and high-traffic corridors to reduce the likelihood of detection. As a result, effective enforcement cannot rely solely on traffic volume or pavement condition data. Troopers and Officers will continue to use intelligence-led enforcement strategies, experience, and operational discretion to identify commercial motor vehicles that pose an imminent hazard to the traveling public and Louisiana's transportation infrastructure.

LSP Response to Recommendation 12

LSP agrees with this recommendation. The coding issue identified by the audit was resolved prior to the completion of the audit and resulted from the implementation of a new inspection platform mandated by the Federal Motor Carrier Safety Administration (FMCSA).

Once the coding error was identified, LSP Transportation Safety Services (TSS) Administrative Staff corrected the issue and provided additional training to roadside inspectors to ensure inspections and violations are coded accurately and that the appropriate violation is selected when conducting combined size and weight inspections and FMCSA safety inspections. LSP respectfully requests that the report note that corrective action was implemented prior to the closeout of the audit and that this information was communicated to the Louisiana Legislative Auditor (LLA) staff during the audit process.

LSP also notes that TSS personnel are required by federal law to document imminent safety hazard violations identified during FMCSA inspections. For example, leaking, spilling, or unsecured cargo constitutes a federal out-of-service violation requiring the commercial motor vehicle to remain at the inspection location until the hazardous condition is corrected. Louisiana law does not provide authority to place a commercial motor vehicle out of service solely under state statute. Accordingly, these violations are documented under applicable federal regulations, and any resulting civil penalties are processed through the Department of Public Safety Financial Services as required.

LSP will continue to provide training and quality assurance measures to ensure inspection and violation coding remain accurate and consistent with both state and federal requirements.

LSP Response to Recommendation 13

LSP agrees with this recommendation. The issue identified by the audit was resolved prior to the closeout of the audit. The mapping error resulted from a coding issue within the legacy civil penalty software application (Lotus Notes), which is currently being replaced.

Upon identifying the issue, LSP Transportation Safety Services (TSS) Administrative Staff reviewed and corrected the applicable state and federal regulation code mappings to ensure civil penalties are properly deposited into the appropriate fund, including the Transportation Trust Fund (TTF), when required. LSP respectfully requests that the report note that corrective action was completed before the audit closeout and that this information was communicated to the Louisiana Legislative Auditor (LLA) staff during the audit process.

LSP further notes that the \$2,400 in civil penalties identified by the audit was submitted to the Department of Public Safety Financial Services as required. The issue involved the coding of the applicable regulation within the legacy software and did not result in a failure to collect or submit the assessed civil penalties.

LSP will continue to review applicable state and federal regulation codes and implement quality assurance measures to ensure civil penalties are accurately mapped and deposited in accordance with statutory requirements.

LSP Response to Recommendation 15

LSP agrees with this recommendation. Current state law limits the ability to effectively collect civil penalties from out-of-state carriers that commit size and weight violations in Louisiana. As a result, some carriers are able to continue operating on Louisiana highways despite having outstanding civil penalties.

LSP supports working with the Legislature to evaluate and pursue statutory changes that provide stronger enforcement and collection mechanisms for repeat and/or severe size and weight violations by out-of-state carriers while ensuring due process and promoting consistent compliance. Strengthening these authorities would improve accountability, enhance the effectiveness of size and weight enforcement, and help protect Louisiana's transportation infrastructure.

To implement this recommendation, LSP Transportation Safety Services (TSS) will review the Louisiana Legislative Auditor's research, evaluate current statutory authority, and develop proposed legislative changes to strengthen the collection of civil penalties from out-of-state carriers. LSP TSS will submit its recommendations to the Department's Operational Development Section for legislative review and consideration during future legislative sessions.

LSP appreciates the Legislative Auditor's identification of this statutory limitation and believes that legislative action is the appropriate mechanism to address this enforcement gap.

LSP Response to Recommendation 17

LSP agrees with this recommendation. LSP Transportation Safety Services (TSS) Administrative Staff will continue to work with LSP legal counsel to develop and implement a process for referring outstanding civil penalties to the Office of Debt Recovery and the Office of the Attorney General, as appropriate, for collection assistance.

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LSP notes that this effort began prior to the audit. Before the audit commenced, LSP TSS consulted with legal counsel regarding available collection options and, based on that guidance, coordinated with the Office of the Attorney General. LSP TSS has documentation demonstrating that outstanding unpaid civil penalties have already been submitted to the Office of the Attorney General for collection assistance.

LSP will continue to coordinate with legal counsel and the appropriate state agencies to maximize collection efforts under existing law while supporting any future legislative changes that may strengthen the state's authority to collect unpaid civil penalties, particularly from out-of-state carriers.

Sincerely,



Colonel Robert P. Hodges
Superintendent, Louisiana State Police
Deputy Secretary, Department of Public Safety

APPENDIX B: SCOPE AND METHODOLOGY

This report provides the results of our performance audit of the Department of Transportation and Development (DOTD) and Louisiana State Police (LSP). We conducted this performance audit under the provisions of Title 24 of the Louisiana Revised Statutes of 1950, as amended. This audit covered fiscal year 2023 through fiscal year 2025, with some statistics from May through July 2026. Our audit objective was:

To evaluate DOTD's and LSP's implementation of the statewide commercial vehicle size and weight enforcement programs on Louisiana's highways.

We conducted this performance audit in accordance with generally-accepted *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objective. We believe the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objective.

We obtained an understanding of internal control that is significant to the audit objective and assessed the design and implementation of such internal control to the extent necessary to address our audit objective. We also obtained an understanding of legal provisions that are significant within the context of the audit objective, and we assessed the risk that illegal acts, including fraud, and violations of applicable contract, grant agreement, or other legal provisions could occur. Based on that risk assessment, we designed and performed procedures to provide reasonable assurance of detecting instances of noncompliance significant to those provisions.

To answer our objective, we performed the following audit steps:

- Researched and reviewed applicable federal and state laws and regulations.
- Researched and reviewed best practices, including federal guidance and relevant reports from other states.
- Researched legislation considered by Louisiana legislators to reform the state's commercial vehicle size and weight enforcement program.
- Researched laws and regulations related to truck size and weight enforcements in neighboring states.
- Met with agency staff and management at both agencies to gain an understanding of the programs.

- Obtained LaGov reports to analyze staffing and program expenditures at DOTD and LSP.
- Obtained and analyzed enforcement data from DOTD on the number of trucks weighed, violations identified, penalties issued and collected, Transportation Trust Fund (TTF) deposits, and weigh station schedules for fiscal years 2023 through 2025. DOTD collects and reports this data to the federal government annually and has met federal reporting requirements.
 - Conducted reliability testing on DOTD's data and identified internal control issues with DOTD's data collection methods. We reported these issues in the report. As the data collected by DOTD is reported to the FHWA and has met federal reporting requirements, we used DOTD's data to support findings and conclusions in the report.
- Because DOTD does not maintain enforcement data in a format that allows easy analysis, we scanned DOTD's paper violation forms for the months of April to June 2025 and created a data collection instrument (DCI) based on these forms. Information in the DCI included details about the truck owner and driver, weigh station where the truck was inspected, federal and state violation codes and descriptions, penalties issued, type of cargo being moved, and origin and destination of the truck.
 - Used this data to provide statistics on DOTD's enforcement activities during April through June 2025.
- Obtained the state enforcement plans and stationary enforcement data reported by DOTD to fulfill federal requirements.
- Visited seven of 10 operational stationary weigh stations in December 2025 and February 2026 to observe operations and count trucks that were illegally bypassing them.
 - Visited east- and westbound stations at Breaux Bridge, Baptist, and Delta for two-hour intervals in each direction. Also visited LaPlace westbound station, but the eastbound station was closed for repairs.
 - An accident on Interstate 10 halted westbound traffic during the visit to the LaPlace westbound weigh station. Due to these irregular conditions, we excluded the observed truck counts from our analysis for a total of six weigh stations included in our analysis.

- Counted the total number of trucks passing by the weigh stations, the number of trucks that did not move into the right lane for pre-screening by the weigh-in-motion system (i.e., illegal bypassers), and the total number of trucks weighed on the stationary scales.
- Obtained and analyzed enforcement data from LSP for fiscal years 2023 through 2025.
 - Obtained reports from the Federal Motor Carrier Safety Administration's (FMCSA) website to determine the number of size and weight inspections and number of violations reported by LSP during federal fiscal years 2023 through 2025. Due to missing inspections in the data downloaded by LSP from the federal system, we used these federal reports to provide statistics on LSP's enforcement activities.
 - Conducted reliability testing on LSP's data by comparing it to data obtained from FMCSA reports for federal fiscal years 2023 and 2024.
 - Identified potential issues with missing inspections in the data downloaded by LSP from the federal system. However, because reports on LSP's enforcement actions downloaded from the FMCSA website met federal reporting requirements, we used this data to support findings and conclusions in the report.
- Used a selection of LSP inspections containing size and weight violations to verify that LSP deposited penalties for these violations into the TTF, as required by state law.
 - Met with Department of Public Safety and Office of Technology Services staff to understand LSP's penalty processing system.
 - Identified an error in the coding of one federal size violation in LSP's penalty processing system which misdirected penalties away from the TTF.
 - Met with LSP staff to discuss this coding error and its planned resolution of the issue.
- Obtained and analyzed DOTD data on average annual daily traffic counts and pavement conditions in conjunction with LSP inspections data.
 - Mapped resulting analysis to create visual representation showing potential gaps in enforcement coverage around the state.

- Mapped analysis also showed area of high truck traffic and poor pavement quality that could benefit from additional enforcement by LSP and DOTD.
- Provided DOTD and LSP with our results and met to obtain feedback, which we incorporated throughout the report.

APPENDIX C: COMMERCIAL VEHICLES WEIGHED AND VIOLATIONS IDENTIFIED DOTD STATIONARY ENFORCEMENT PROGRAM FISCAL YEARS 2023 THROUGH 2025

Station	FY2023		FY2024		FY2025		% Change in Weighs	% Change in Violations
	Weighs	Violations	Weighs	Violations	Weighs	Violations		
Baptist Eastbound	99,850	790	110,229	633	83,702	619	-16.2%	-21.6%
Baptist Westbound	61,032	540	127,610	953	116,938	785	91.6%	45.4%
Kentwood	210,859	1,201	181,839	656	101,470	460	-51.9%	-61.7%
Breaux Bridge Eastbound	131,771	1,583	111,286	648	94,624	571	-28.2%	-63.9%
Breaux Bridge Westbound	74,292	795	119,431	687	93,459	183	25.8%	-77.0%
LaPlace Eastbound	Closed Due to Hurricane Ida							
LaPlace Westbound	Closed Due to Hurricane Ida				33,146	208	N/A	N/A
Starks	13,264	324	14,338	285	15,973	273	20.4%	-15.7%
Delta Eastbound	243,336	1,131	177,257	437	164,831	410	-32.3%	-63.7%
Delta Westbound	237,749	1,209	240,678	724	232,230	604	-2.3%	-50.0%
Greenwood Eastbound	50,902	420	36,844	381	55,021	156	8.1%	-62.9%
Greenwood Westbound	22,813	685	29,533	369	3,641	34	-84.0%	-95.0%
Total	1,145,868	8,678	1,149,045	5,773	995,035	4,303	-13.2%	-50.4%
Penalties Deposited by DOTD into the TTF from Stationary Enforcement								
	FY2023		FY2024		FY2025		% Change	
	\$853,647		\$685,221		\$527,914		-38.2%	
Source: Prepared by legislative auditor's staff using data received from DOTD.								

APPENDIX D: PENALTIES AND ENFORCEMENT MECHANISMS IN NEIGHBORING STATES

State	Statute	Summary
Alabama	Alabama Code § 32-9-5	Violations of size and weight limits constitute a misdemeanor. If the violation was with knowledge or consent of the operator, on conviction, fines range from no less than \$100 to no more than \$500. The violator may also be imprisoned or sentenced to hard labor for the county for not less than 30 days nor more than 60 days.
Arkansas	A.C.A. § 27-35-101, § 27-35-202	Violations of size and weight limits constitute a misdemeanor. Fines range from not more than \$100 upon first conviction to not more than \$500 for a third conviction within one year. Overweight penalties are calculated based on prescribed amounts per pound overweight. It is mandatory for the court to assess the penalty provided for in state law.
Florida	F.S.A. § 316.545	If any person who owes the state penalties for size and weight violations refuses to pay said penalty, the penalty shall become a lien upon the motor vehicle and the vehicle may be foreclosed by the state in a court of equity.
Mississippi	Miss. Code Ann. § 63-5-7, § 63-9-11	Violations of size and weight limits constitute a misdemeanor: • First conviction – fine of not more than \$100 or imprisonment for not more than 10 days. • Second such conviction within one year – fine of not more than \$200 or imprisonment for not more than 20 days or both. • Third conviction within one year – fine of not more \$500 or imprisonment for not more than six months or both.
Texas	Transportation Code § 621.506, § 621.507	Violations of state size and weight limits are generally misdemeanors, with fines increasing significantly based on the amount overweight, ranging from hundreds to thousands of dollars. Law also allows for potential jail time for repeat offenders.

Source: Prepared by legislative auditor's staff using Westlaw.