

TO:	All LoadPass member
FROM:	LoadPass Permits
DATE:	October 15, 2026
SUBJECT:	Proposed axle-weight damage factor formula

What is changing?

LoadPass is considering a new way to calculate the overweight permit fees. Today, that calculation is based on gross vehicle weight (GVW). The proposal would instead focus primarily on each axle's weight and how the total load is distributed across the vehicle. The proposal is still under review and has not received final approval.

Why make the change?

Two vehicles with the same GVW can affect a road differently. A load spread across more axles generally has less impact than the same weight concentrated on fewer or heavier axles. An axle-based damage factor is intended to connect the fee more closely to estimated road impact and encourage load configurations that reduce that impact.

What does this mean for permit users

- Not every fee will increase. Efficiently distributed loads may cost less, while loads that place unusually high weight on one or more axles may cost more.
- The purpose is to better match fees with estimated road impact, not to increase county revenue.
- The proposal keeps a limited GVW component: whole tons over 200,000 pounds would be charged at \$5 per ton per mile on county roads.
- Roaded earth-moving equipment has a separate proposed fee structure.
- County, processing, and administrative fees remain separate.

Review and outreach timeline

Axle Weight Conversion Timeline

OCT 11, 2026

First Reading

LoadPass Advisory Meeting reviews fee restructuring.

OCT 15, 2026

Outreach & Feedback

Email stakeholders: proposal, status, timeline, feedback process.
Publish materials online.

OCT 29, 2026

Industry Open House

Watford City



JAN 1, 2027

Tentative Go-Live

Timing depends on feedback and whether major adjustments are needed.

Important: January 1, 2027 is tentative, not a fixed launch date. Stakeholder feedback may require major adjustments and a revised schedule.

MID-NOVEMBER

Second Reading

Approval date TBD. If passed, display current and proposed permit fees for comparison.

EARLY NOVEMBER

Webinar(s)

For member counties and industry.



How the proposal was developed

The proposal has moved through a structured review process designed to give participating road authorities and permit users several opportunities to evaluate it:

- **Technical development.** LoadPass developed an axle-specific damage factor based on the Fourth Power Law, which compares each axle's actual weight with a standard axle weight.
- **Testing with real permits.** Actual permit configurations were reviewed to compare the current GVW-based results with the proposed formula and identify large or unexpected changes.
- **County and industry input.** Feedback was used to refine the proposal, including a flat damage-fee threshold, a 50% adjustment for trunnion axles with eight or more tires, a limited GVW charge for loads over 200,000 pounds, and revised fee schedule values. Multiple meetings were held with counties and industry stakeholders.
- **Public review before a decision.** The October 11 first reading is followed by stakeholder outreach, an October 29 industry open house in Watford City, webinars in early November, and a second reading planned for mid-November. The second-reading approval date remains to be determined.

How the damage factor would work

For trucks and trailers, workover rigs, cranes, and special mobile equipment, the proposed calculation would:

- Calculate a damage factor for each axle by comparing actual axle weight with the applicable standard axle weight.
- Treat an axle damage factor of 1 or less as zero.
- Review both the highest single-axle factor and the cumulative factor for all axles.
- Apply no damage fee when no axle exceeds 1; apply a \$25 flat damage fee when both values remain within the proposed caps; or apply a per-mile damage fee when either cap is exceeded.
- Add the applicable county fee and, when GVW exceeds 200,000 pounds, the separate overweight charge.

The formula is not final.

LoadPass is currently reviewing and accepting comments on the proposed fee structure. After reviewing the comments and testing any changes it will be presented to the LoadPass Advisory Committee. At that time the Committee will decide whether to approve the change and what the final fee structure will include. If approved at the second reading, the current and proposed fees will be displayed for comparison before the tentative go-live date.

How to review the proposal and provide feedback

Demo access will remain available until a confirmed go-live date. County staff and industry are encouraged to test representative loads, compare the results, and share permits that produce unexpected outcomes.

Demo site

<https://demo.loadpasspermits.com>

Information

<https://www.loadpasspermits.com>

Questions

permits@loadpasspermits.com | 701-566-5576

