

Park Place Bill Draft

The current date is November 3, 2025 and this is the first revision/draft of The Park Place Bill.
Please consider this a **draft for discussion and legislative consideration only**.

THE PARK PLACE BILL

To mandate the provision of on-site parking for commercial motor vehicles at publicly traded shipping and receiving facilities to improve driver safety, reduce traffic congestion, and enhance supply chain efficiency.

SECTION 1. SHORT TITLE.

This Act may be cited as "**The Park Place Bill**", or the "**Safe Truck Parking at Facilities Act of 2025**".

SECTION 2. FINDINGS AND PURPOSE.

(a) FINDINGS. Congress finds that:

1. A severe, nationwide shortage of safe, available parking for commercial motor vehicles (CMVs), particularly semi-trucks, poses a significant threat to driver health, highway safety, and the efficiency of the national supply chain.
2. Commercial motor vehicle drivers are often forced to park in unsafe or illegal locations, including highway shoulders, entrance or exit ramps, and residential streets, due to extended detention times at shipping and receiving facilities combined with a lack of authorized parking upon arrival or after leaving.
3. The lack of safe parking contributes to driver fatigue, which is a major factor in CMV-involved crashes.
4. Mandating on-site parking at facilities that generate significant CMV traffic is a necessary step to mitigate the parking crisis, improve driver working conditions, and strengthen the national freight network.

(b) PURPOSE. The purpose of this Act is to:

1. Mandate that certain high-volume shipping and receiving facilities provide safe, accessible on-site parking for commercial motor vehicles.
2. Reduce unsafe parking practices by ensuring drivers have a designated place to stage, wait for appointments, or rest after loading or unloading.
3. Enhance driver compliance with federal Hours-of-Service (HOS) regulations by facilitating safe rest.

SECTION 3. DEFINITIONS.

In this Act:

1. **"Commercial Motor Vehicle" (CMV)** means a vehicle used to transport property as defined in 49 U.S.C. § 31132(1) or successor statute, specifically including tractor-trailer combinations (semi-trucks).
2. **"Facility"** means any warehouse, distribution center, manufacturing plant, port terminal, rail yard, or other physical location that serves as a shipping or receiving point for property transported by a CMV.
3. **"High-Volume Facility"** means any Facility that: (A) Handles an average of ten (10) or more unique CMV deliveries or pickups per twenty-four (24) hour period over any ninety (90) day period; or (B) Is a newly constructed or substantially renovated Facility and is projected to meet the standard in subparagraph (A).
4. **"On-Site Parking"** means designated, clearly marked, reasonably level, paved or graveled, and lighted spaces for the staging or parking of CMVs on the property owned, leased, or controlled by the Facility, which are accessible to CMV drivers without charge.

SECTION 4. MANDATORY ON-SITE PARKING REQUIREMENT.

(a) GENERAL REQUIREMENT. Effective [*Insert Date 18 Months After Enactment*], every High-Volume Facility shall provide and maintain an adequate number of On-Site Parking spaces for CMVs.

(b) MINIMUM PARKING CAPACITY. The minimum number of required On-Site Parking spaces shall be:

1. For existing High-Volume Facilities: A minimum of **one (1) On-Site Parking space per every ten (10) loading/unloading dock doors**, or a minimum of **five (5) spaces**, whichever is greater.
2. For newly constructed or substantially renovated High-Volume Facilities: A minimum of **one (1) On-Site Parking space per every five (5) loading/unloading dock doors**, or a minimum of **seven (7) spaces**, whichever is greater.

(c) ACCESSIBILITY AND USAGE.

1. Parking spaces required under this section shall be accessible to drivers with an appointment or a confirmed pickup/delivery time, or those who have just completed a pickup/delivery, for reasonable staging or a mandatory rest period not to exceed ten (10) consecutive hours, provided such rest does not interfere with a scheduled appointment.
2. Facilities shall clearly post signage indicating the location and capacity of the On-Site Parking area.

(d) WAIVER OR EXEMPTION.

1. The Secretary of Transportation may grant a waiver to the minimum parking capacity requirement for an existing High-Volume Facility if the Facility demonstrates, by clear and convincing evidence, that providing the required spaces is geographically or financially infeasible due to existing infrastructure, local zoning restrictions, or lack of available adjacent property.
2. The granted waiver shall require the Facility to develop and implement an alternative compliance plan, which may include: (A) A partnership and contract with a nearby commercial truck stop or dedicated private parking area to provide equivalent parking at no cost to the driver; or (B) A mandatory, commercially reasonable compensation to a driver for parking expenses incurred due to the Facility's lack of space, not to exceed [*Insert Dollar Amount, e.g., \$50.00*] per occurrence.

SECTION 5. ENFORCEMENT AND PENALTIES.

(a) ENFORCEMENT AUTHORITY. The Secretary of Transportation, acting through the Federal Motor Carrier Safety Administration (FMCSA), shall be responsible for the enforcement of this Act.

(b) VIOLATION. Failure to comply with the requirements of Section 4 shall constitute a violation of this Act.

(c) CIVIL PENALTIES.

1. Any High-Volume Facility found to be in violation of Section 4 shall be subject to a civil penalty not to exceed **1,000.00 per calendar day** for each day the violation continues after being notified of the violation by the Secretary.
2. Penalties collected under this section shall be deposited into the Highway Trust Fund and dedicated exclusively to grants for the expansion of public CMV parking facilities.

SECTION 6. REGULATIONS.

The Secretary of Transportation shall, not later than [*Insert Date 18 Months After Enactment*], issue such regulations as are necessary to carry out this Act.

SECTION 7. SEVERABILITY.

If any provision of this Act, or the application thereof to any person or circumstance, is held invalid, the remainder of the Act, and the application of such provision to other persons or circumstances, shall not be affected thereby.