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Greetings,

The TruckerCode.com is proud to announce that our mailing list has increased again! For any newcomers, 'Welcome', we hope to solve one of the largest problems facing the trucking industry – The lack of safe parking for Semi-Trucks. Everyone can agree semi-truck drivers deserve safer parking and better support from the United States.

Since our last mailing, a wealth of information has been forwarded to us including additional individuals and organizations relating to the shortage of Semi-Truck parking requiring time to review. This information would include, but not be limited to:

- Jason's Law
- Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)
- Truck Parking – FHWA Freight Management and Operations
- 1996 Commercial Driver Rest and Parking Requirements: Making Space for Safety

To clarify, our purpose is to introduce, or remind everyone about, "The Park Place Bill" mandating publicly traded shippers and receivers to provide safe on-site parking for semi-trucks. Since 1996, there have been countless surveys supporting the need for additional truck parking. That is thirty years of surveys all with the same results. However, there has been little to limited action in creating additional parking. It is time to change that!

Drivers spend an average of 56 minutes of driving time per day searching for parking, wasting fuel, not only increasing the cost of goods, but endangering everyone's safety. The surveys show, there are 3.5 million trucks on the road daily with only 313 thousand parking spaces. Another way of considering this is over 3 million trucks daily are possibly forced to park illegally, or in situations posing danger.

Currently, a high percentage of distribution centers with massive land properties refuse to allow truck drivers to park on-site before and/or after picking up or delivering. These same shippers and receivers should be part of the solution, and they will not accept this responsibility without government interaction and oversight.

In 1955, Delaware passed Code 2134 legally designating parking spaces for individuals with disabilities. That is 35 years prior to the Federal Americans with Disabilities Act (ADA). If those laws were not enacted - shopping malls, restaurants, merchants, and many other

private properties - would not designate spaces for such an important cause. Driving a semi-truck is not the same as being handicapped. However, if laws can tell private property owners they must provide space for disabled individuals, then for public safety, The Park Place Bill can tell private property owners they must provide semi-truck parking!

Many companies do not offer truck parking because there is no payoff to do so, even though they are financially benefiting from the same trucks picking-up and/or delivering to their locations. The surveys show the number of truck parking spaces has not kept up with the growing demand. Some states have even opted to raise fines for parking trucks in certain places rather than seek a solution to the truck parking crisis.

This lack of parking forces drivers to seek parking at dangerous locations along roadways, highways, and interstate entrance and exit ramps, or in residential areas – often as their legal drive time is expiring. This is a critical public safety hazard in each state, for everyone, and increases the risk of fatal collisions of all motorists.

The Federal Highway Administration stated, “there were challenges in planning, funding, and accommodating truck parking.” More truck parking means safer roads for drivers and a smoother supply chain that keeps each state’s economy moving. Federal funding for parking projects didn’t begin until recently, and amount of money allocated to truck parking projects is barely making a dent in solving the nationwide crisis. The Park Place Bill reduces the need for federal funding by making the shippers and receivers who already have the on-site infrastructure to accommodate semi-trucks as part of the solution.

We request your suggestions, revisions and/or modifications to assist making The Park Place Bill stronger and applicable towards the goal of publicly traded shippers and receivers providing safe on-site parking. This bill will significantly increase highway safety, reduce threats to driver health, and the efficiency of the national supply chain – ultimately strengthening the national freight network across the great United States of America.

For additional information relating to this matter and the latest version/draft of The Park Place Bill, please visit, [www.TruckerCode.com/parkplace](http://www.TruckerCode.com/parkplace).

Thank you for your valuable time,

A handwritten signature in blue ink that reads "Joseph Cassinelli". The signature is written in a cursive, flowing style.

Joseph Cassinelli  
The TruckerCode.com  
813-474-0069

(Letter – Revision~007)