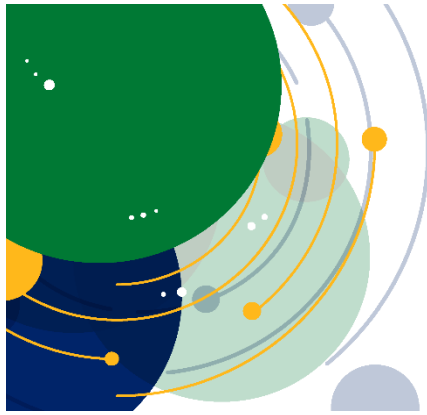




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Municipal Resources

BETTER COMMUNITIES

The latest news and
information from PennDOT
Municipal Resources network
of people and places

July 2026 Newsletter

Where to Park the Load and Rest?

Michelle Brummer, AICP, Sr. Project Manager, GFT Infrastructure Inc.

Freight movement by truck isn't continuous. Truck drivers are federally required to take driving breaks and longer rest periods. Demand for spaces at public rest areas and commercial travel plazas, when convenient to the destination, often exceeds capacity, and parking on highway shoulders poses a safety risk for motorists. So where is a truck driver to park legally, safely, and securely?

The 2023 [Expanding Truck Parking in Pennsylvania](#) study outlines a set of recommendations to expand public truck parking and address barriers to private truck parking development statewide. The report identifies constraints at the federal, state, municipal, and market levels and establishes a framework for developing a network of truck parking facilities to support efficient freight movement, economic activity, and transportation safety.

As managers of land use and development, municipalities can play a valuable role in creating new truck parking spaces. Whether requiring a few truck parking spaces at a commercial or industrial use or permitting a standalone truck parking facility near a highway interchange or at an industrial park, municipalities can help improve public travel safety and support freight-generating and freight service industries.

Permitting Truck Parking at the Source...

Freight is most commonly generated by industrial companies at processing, production, or distribution facilities (shippers). Traditionally, companies design their facilities to maximize and protect operations, fencing the perimeter and providing a secure access point at or near the local roadway. Such facilities use in-house shipping and/or contract carriers for shipping services. Their traditional site development and operations models do not address truck parking, viewing truck driver rest and staging (early arrival for a delivery appointment) as issues for the carrier or the driver to solve.

While this find-your-own-parking perspective still exists today, many shippers have begun to look for ways to position themselves as “priority customers” by providing on-site truck parking.

In 2015, Unilever piloted a Safe Haven Program, allowing on-site overnight truck parking at its facility in Newville, PA. The carrier notifies Unilever of the request for parking and Unilever assigns a space. The program proved successful in ensuring reliable shipping service and retaining drivers. Unilever made the program permanent and expanded it to all of its North American distribution centers and manufacturing plants and was recognized by the US Department of Transportation for its effort.

Amazon’s site developer was seeking development approval for a fulfillment center when it learned that drivers bound for a nearby industrial facility were parking on a local street. When asked by Jackson Township, York County, to accommodate truck parking on site, and not exacerbate local street congestion, the developer included a parking lane along the driveway outside of the fenced area.

Action and Planning at the State Level

Under the leadership of Secretary Mike Carroll, PennDOT has taken an active role in implementing the Expanding Truck Parking in PA Study recommendations. The Department created a Truck Parking Work Group to focus on the long-term planning efforts and is also in the process of advancing short-term solutions throughout the Commonwealth.

Its initial strategy is to establish signed truck parking locations on selected expressway on-ramps and weigh station lots along priority corridors where feasible. Since October 2025, PennDOT has added more than 400 truck parking spaces across 38 sites and is on track to deliver approximately 1,200 new spaces statewide by the end of 2026. The development of further new truck parking capacity, whether at existing rest areas or new standalone facilities along key freight routes remains a longer-term initiative.



A Truck Parking Lane for Delivery Staging and Driver Rest along the entrance drive to the Amazon Fulfillment Center in Jackson Township, York County, PA. Photo: Google

What’s the municipal role?

Require freight-generating uses, such as manufacturing, warehousing, and logistics and distribution centers, to provide dedicated truck parking spaces for trucks to wait for delivery appointments safely and drivers to rest while out-of-service. Spaces can be located in a lot, along an entrance drive, or otherwise on-site and out of the public right-of-way. Consider provisions for safety and security such as parking area lighting, as well as driver access to restrooms, and access to electric for cab heating and cooling. Amend the municipal zoning ordinance to include such provisions and scale the number of spaces to the size and operation of the industrial facility.

What is the rationale?

Dedicated truck parking at shipment origins and destinations ensures that drivers can stage their loads outside of the public right-of-way for facility-scheduled appointments and enables drivers to rest as federally required. It improves public safety by reducing illegal and unsafe truck parking on roadway shoulders and local streets, thereby improving roadway safety for all travelers. Truck parking at origins and destinations, as well as along shipping routes, has economic benefits too. It improves shipping and receiving reliability for local industry, which in turn sustains employment and helps retain drivers in the trucking industry.

And in Relation to Truck Routes

While freight originates and terminates at industrial facilities, drivers spend most of their time moving freight across state and local highways. Highway rest areas, commercial travel plazas, and diesel fueling stations offer drivers comfort facilities and convenience services, but their locations and truck parking capacity are relatively few for an economy that relies heavily on truck transport. These facilities are often 100 to 150 miles (or 2 to 3 hours) apart when traffic is flowing freely. In particular, commercial facilities are designed primarily for quick turnover, like driver rest breaks, not for high overnight demand or delivery staging near congested corridors.

Demand for overnight truck parking (or off-duty breaks taken during daylight) is particularly high along major highway routes (identified as Tier I and Tier II corridors in the [2023 Expanding Truck Parking in Pennsylvania study](#)) and can be met in a number of ways. If located on a large parcel, a single business or dedicated parking facility could provide 50 spaces or more, or several businesses on mid-size parcels could each provide six to ten spaces. The 83 Diner located just off I-83 Exit 28 in York, PA is a 7,200-square-foot restaurant, a 2,800-square-foot pizza shop, and a 3,400-square-foot travel plaza with convenience retail and shower/laundry facilities, accompanied by 100 truck and RV parking spaces with video surveillance. The operation charges a fee for parking and discounts for diner, pizza, and travel plaza customers.

What's the municipal role?

Permit truck parking as a standalone facility or secondary use at or near highway interchanges and in industrial parks along major roadways between interstates and urban areas. Interchanges are convenient locations for truck drivers returning to the highway after their rest period and industrial parks are convenient locations for truck drivers bound for nearby urban areas. Trucks would be part of the traffic mix in both locations.

What is the rationale?

Similar to truck parking at the source, truck parking along highways and major roadways is a matter of transportation safety. It reduces illegal parking along roadways, and reduces congestion and emissions, thereby improving air quality and transportation safety for all motorists.

Truck parking is a 21st century land use that has safety, economic, and environmental benefits. Municipalities should recognize this land use and identify where it belongs, whether at freight generators, along common freight travel routes, or both, for their community's best interests.

Have a question or looking for one-on-one assistance with municipal truck planning? Reach out to PennDOT Municipal Resources.

[Assistance Request Form](#)



83 Diner offers Truck Parking behind its diner, pizza shop, and travel plaza. Photo: Michelle Brummer

Municipal Freight Planning

Is freight part of your comprehensive plan?

Attend this drop-in to learn how a York County municipality considered freight movement and freight-generating land uses in its multi-municipal comprehensive plan. The [Municipal Freight Planning Guidance, December 2025](#), a resource document that provides guidance for freight in municipal comprehensive plans will be reviewed. It addresses common freight-related issues with guidance for managing truck traffic on state and local roads will be reviewed. The resource also addresses future freight by identifying potential impacts that could be mitigated through careful planning for the location of freight-generating land uses.



Thursday, August 13, 2026

Noon to 1 p.m.

[Register Today](#)

Community Charging Funding Rounds

PennDOT's [Community Charging Program](#) is gaining momentum, expanding electric vehicle (EV) infrastructure into the everyday places Pennsylvanians rely on. Building on early success, new projects are moving forward statewide—bringing convenient, reliable charging to local destinations and closing critical gaps between highway corridors and communities.

From main streets to workplaces and public spaces, these new installations are making EV charging more accessible and practical.

With additional funding rounds on the way, the program continues to strengthen Pennsylvania's EV network and support a cleaner, more connected transportation future.

Interested partners can review available resources, [complete the brief interest survey](#), and explore upcoming funding rounds on [PennDOT's Community Charging Funding Rounds website](#).

EV CHARGING IN YOUR COMMUNITY

PennDOT is investing \$100 million of federal funding from the National Electric Vehicle Infrastructure (NEVI) program in public EV charging stations throughout Pennsylvania. Any organization registered to do business in Pennsylvania is eligible to apply, and all locations available for public use are eligible.

Complete the survey below if your organization is interested in being part of a NEVI project.

DID YOU KNOW?

NEVI can fund up to 80% of the cost to build an EV charging station.

Throughout 2026, PennDOT will release 4 regional funding opportunities. Local transportation planning agencies determine the specific locations/areas within the region that are prioritized for investment, but all locations within the region are eligible to apply.

Interested Organizations' Directory: Any organization that is interested in being part of a NEVI project may complete the survey. Applicable organizations include:

- Site hosts – property owners, local governments, parking facilities, and businesses that want an EV charging station to attract customers or visitors
- EV charging companies – charging station developers
- Installation contractors – construction companies that want to install EV chargers
- Others – charging network companies, design firms, charging equipment manufacturers, etc.

Survey responses will be available on [pa.gov](#) so others can reach out and work together in developing a project proposal.

Scan the QR code to take the Community Charging Survey.



Visit <https://forms.office.com/g/LJ84YWT6f>

Looking for Help with a Grant?

Are you working on a transportation grant and want to strategize with experts?

Or have you completed a grant application and would like a thorough review with feedback to strengthen it?

If you answered yes to either question, the PennDOT Municipal Resources team is available to provide free assistance.

Reach out today to get expert support for planning, developing, or improving your transportation grant applications. **This includes the SS4A grants.** Contact the program by completing the form, [PennDOT Municipal Resources Assistance](#) and you will be connected with a technical expert.



PennDOT Municipal Resources can help you get started with a grant. Photo: Microsoft stock photos

FREE Transportation and Land Use Planning – One-on-One Assistance and Training

PennDOT Municipal Resources offers **free** one-on-one assistance and training to municipalities to better integrate local land use development and transportation goals into the state transportation planning process.

Any municipal staff member, government official or planning partner is eligible to request **free** planning assistance or personalized training. Simply fill out the PennDOT Municipal Resources Transportation Planning Assistance request form by [clicking here](#).

If you answer yes to any of the questions below, reach out to [PennDOT Municipal Resources](#) for assistance.

- Are you involved with municipal land use and transportation planning activities?
- Could your municipality use assistance to help shape future land use or transportation projects?
- Would you like to learn how to advance your community's planning and transportation-related goals?
- Have you heard about PennDOT Municipal Resources, but would like to know more about the free training and assistance available to your municipality?



A map of the roads being reviewed during a technical assistance field visit. Photo: PennDOT Municipal Resources

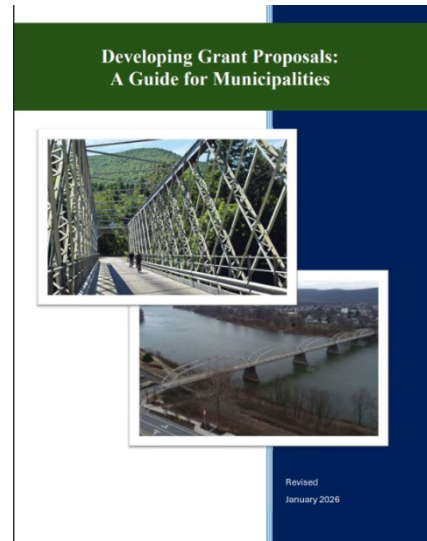
PennDOT Municipal Resources helps local governments and regional/municipal planning organizations consider community needs during the planning process. Examples include:

- Safety issues/concerns,
- Grant, preparation, development, and/or review,
- Bicycle/pedestrian accommodations,
- Transit/multimodal considerations,
- Stormwater management,
- Presence of/impacts from (current/future) freight-generating land uses
- Utility issues,
- Transportation operations considerations,
- Emergency services accommodations,
- Planned development,
- Long-range transportation plans,
- Regional planning studies (e.g., corridor studies, resource management studies, watershed studies, etc.),
- Consistency with current community comprehensive or other plans,
- Consistency with current and/or proposed zoning,
- Other proposed transportation improvements,
- Impacts on the natural, cultural, or social environment,
- Right-of-way considerations,
- Anticipated public opinion,
- Community or cultural events in the candidate project area, and
- Maintenance Agreement requirements.

This list provides only a sample of the types of support available. If your municipality needs assistance related to transportation planning, please contact the Municipal Resources program to discuss how the program can help.

Guide for Infrastructure Investment and Jobs Act Grant Applications

PennDOT has added a [guide for grant applications](#) to the website dedicated to the IIJA, and specifically the federal discretionary programs. Also, included are Grant Alerts that provide background on these opportunities including eligibility, application deadlines, and federal and Department of Transportation (USDOT) resources and guides to assist in applying for the specific programs.



Grants Resources

USDOT Discretionary Grant Resources

The USDOT has developed a discretionary grant preparation checklist for federal fiscal year 2024 to help applicants prepare and chart a strategic pathway to apply for infrastructure investments. More than \$32 billion is available to the USDOT this fiscal year to provide competitive grant funding to local governments, metropolitan planning organizations, transit agencies, Tribal governments, U.S. Territories and state departments of transportation. The USDOT has published a list of anticipated dates for the upcoming Notices of Funding Opportunity (NOFOs) for key programs within the IIJA and the Inflation Reduction Act (IRA), as well as adjacent programs that support IIJA and IRA objectives. This list is not comprehensive, and the agency will periodically update it with additional programs and revised dates as appropriate. Both resources can be found on PennDOT's IIJA page at <https://www.pa.gov/en/services/pennDOT/apply-for-pennDOT-infrastructure-and-jobs-act--iija--grants.html>.

USDOT Navigator: <https://www.transportation.gov/dot-navigator>

Federal Transit Administration IIJA Website: <https://www.transit.dot.gov/IIJA>

DOT Competitive Grants Dashboard: <https://www.transportation.gov/grants/dashboard>

Federal Transportation Funding Grant Preparation Checklist:
<https://www.transportation.gov/grants/dot-navigator/discretionary-grant-preparation-checklist#non-federal-match>

Do You Know Your MPO or RPO?

PennDOT and its Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) partners have a long-standing relationship jointly preparing transportation studies, plans, and programs to make the best transportation project investments possible with available resources. Together, the MPO/RPO planning partners and PennDOT can effectively collaborate and communicate with municipalities — and other community stakeholders (e.g., transit operators, economic development agencies, etc.) — to improve transportation system performance and achieve more livable communities. The collaborative effort of municipalities, MPO/RPO planning partners, and PennDOT is key to ensuring that opportunities to improve transportation and communities are realized.

MPO/RPO contacts can be found [here](#). Use the “Sort & Filter” button to find your contact(s).

PennDOT Municipal Outreach Newsletter

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Pennsylvania Department of Transportation Municipal Resources



[PennDOT Municipal Resources Webpage](#)

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