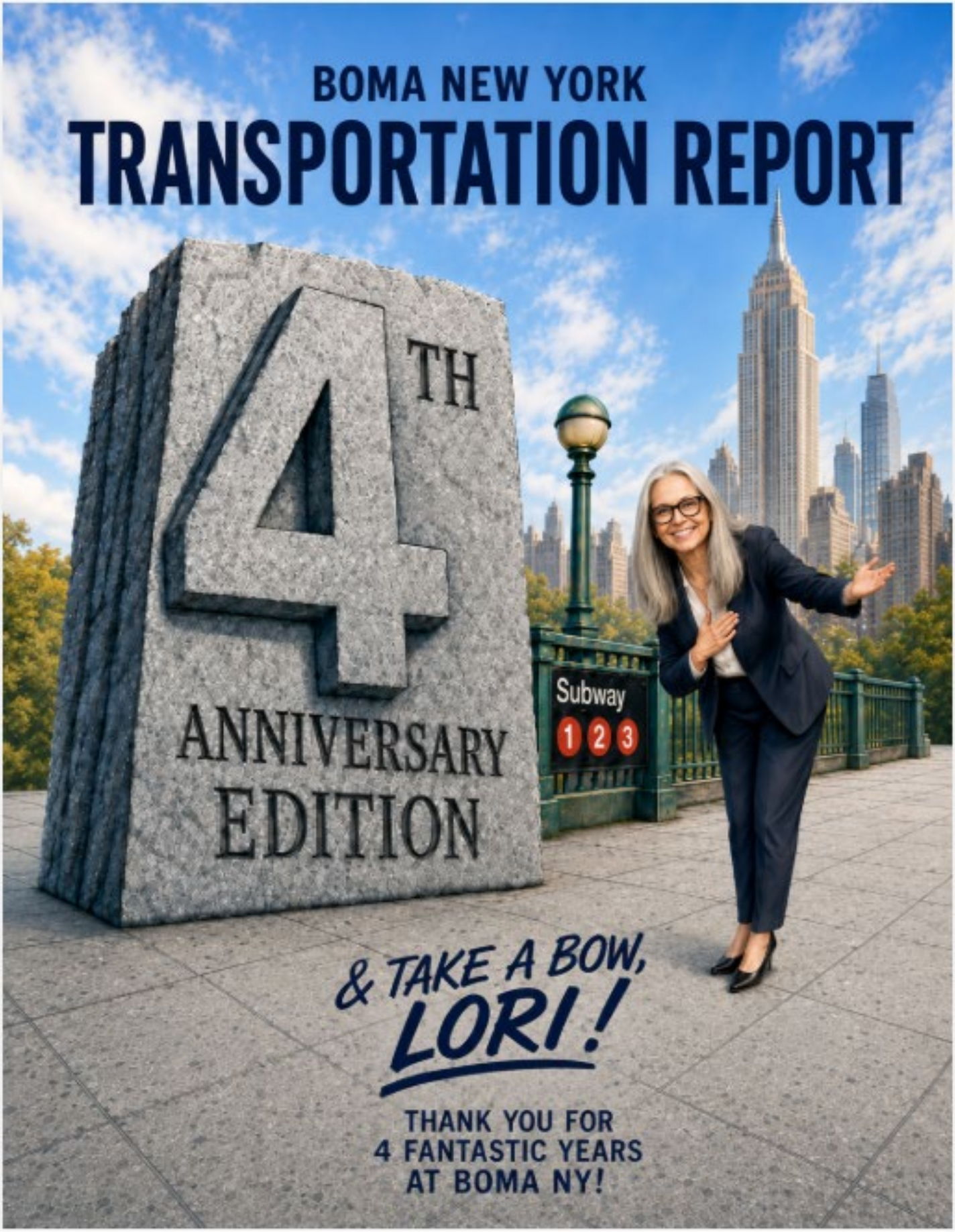
BOMA NEW YORK

TRANSPORTATION REPORT



GLENN WALDORF, BELL ENVIRONMENTAL
973-924-9004, GWALDORF@BELLENV.COM



BOMA-NY Codes & Regs Committee
October 2026 – 4th Anniversary Issue
Glenn Waldorf, Bell Environmental Services



OCTOBER IS BROUGHT TO YOU BY THE NUMBER 4

This report started with a challenge. Four years ago, the BOMA New York Codes & Regulations Committee put out a call for members willing to lead its subcommittees. I had already been chiming in on transportation issues: commercial vehicle idling, congestion pricing and the practical problem of getting people, deliveries and service companies around New York.

Transportation seemed like a natural fit.

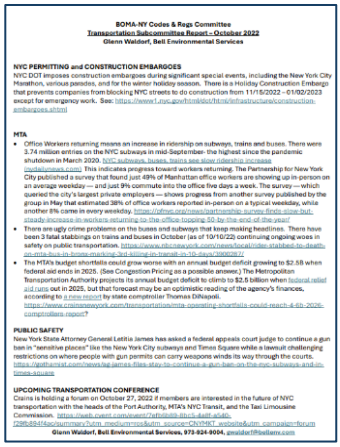
Committee Co-Chair Mark Landstrom asked me: **"It's a big job. Can you handle it?"**

My first thought was: *If I do a terrible job, fire me*. It was, after all, an unpaid position.

My second thought was: ***Challenge accepted.***

Mark's question reflected something important. He and Dom are stewards of a core BOMA committee, and there is a high standard in this room. Codes & Regs participants and subcommittee chairs take complicated subjects and quickly get to the question that matters: **What do these issues mean for the people who own, manage, operate and service New York buildings?**

Attorneys, engineers, union representatives, environmental experts, building professionals, and more come prepared every month. They know their subjects and break down small code changes so we learn how they impact our businesses. **Everyone brings their "A" game. That makes me want to bring mine.**



BOMA-NY Codes & Regs Committee
Transportation Subcommittee Report – October 2022
Glenn Waldorf, Bell Environmental Services

NYC PERMITTING and CONSTRUCTION EMBARGOES

NYC DOT imposes construction embargoes during significant special events, including the New York City Marathon, various parades, and for the winter holiday season. There is a Holiday Construction Embargo that prevents companies from blocking NYC streets to do construction from 11/15/2022 – 01/02/2023 except for emergency work. See: https://www1.nyc.gov/html/dot/html/infrastructure/construction-embargoes.shtml

MTA

- Office Workers returning means an increase in ridership on subways, trains and buses. There were 3.74 million entries on the NYC subways in mid-September- the highest since the pandemic shutdown in March 2020. NYC subways, buses, trains see slow ridership increase (nydailynews.com) This indicates progress toward workers returning. The Partnership for New York City published a survey that found just 49% of Manhattan office workers are showing up in-person on an average weekday — and just 9% commute into the office five days a week. The survey — which queried the city's largest private employers — shows progress from another survey published by the group in May that estimated 38% of office workers reported in-person on a typical weekday, while another 8% came in every weekday. https://nfhnyc.org/news/partnership-survey-finds-slow-but-steady-increase-in-workers-returning-to-the-office-topping-50-by-the-end-of-the-year/
- There are ugly crime problems on the buses and subways that keep making headlines. There have been 3 fatal stabbings on trains and buses in October (as of 10/16/22) continuing ongoing woes in safety on public transportation. https://www.nbcnewyork.com/news/local/nbc-stabbed-to-death-on-mta-bus-in-bronx-making-3rd-killing-on-transit-in-10-days/3900287/
- The MTA's budget shortfalls could grow worse with an annual budget deficit growing to $2.5B when federal aid ends in 2025. (See Congestion Pricing as a possible answer.) The Metropolitan Transportation Authority projects its annual budget deficit to climb to $2.5 billion when federal relief aid runs out in 2025, but that forecast may be an optimistic reading of the agency's finances, according to a new report by state comptroller Thomas DiNapoli. https://www.crainsnewyork.com/transportation/mta-operating-shortfalls-could-reach-4-6b-2026-comptrollers-report?

PUBLIC SAFETY

New York State Attorney General Letitia James has asked a federal appeals court judge to continue a gun ban in "sensitive places" like the New York City subways and Times Square while a lawsuit challenging restrictions on where people with gun permits can carry weapons winds its way through the courts. https://gothamist.com/news/ag-james-files-stay-to-continue-a-gun-ban-on-the-nyc-subways-and-in-times-square

UPCOMING TRANSPORTATION CONFERENCE

Crains is holding a forum on October 27, 2022 if members are interested in the future of NYC transportation with the heads of the Port Authority, MTA's NYC Transit, and the Taxi Limousine Commission. https://oweb.cvent.com/event/7df8b8b5-81c1-4a8f-acab-72863b474ec/summary?utm_medium=rss&utm_source=CNYMKT_website&utm_campaign=forum

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

The First Report - October 2022

My contribution is the transportation network and how it affects how we work, live and play, with considerably more pigeon, pop culture and Harrison Ford mentions than committee presentations require. Underneath the jokes is the same responsibility everyone else takes seriously: do the homework, understand the issue, and make it useful.

As Pat Dolan emphasizes: **Learn. Earn. Return.**

I learn something from this group every month that helps me run my business and serve clients. This report is one way I try to return something useful.

Mark made the same point when he and Dom accepted their Outstanding Local Member Award at the 2026 Pinnacles: join a committee, contribute, and you will get much more out of it than you put in.

Four years later, I understand exactly what he meant.







From the beginning, I decided the report shouldn't look like nor be homework. Where did I first learn that lesson? Watching *The Electric Company*. Any show with icons Spider-Man and Morgan Freeman is timeless.

Somehow, we're still talking about the electric company. At Codes & Regs, that usually means Con Edison and Peter Scales' thorough reports on power costs, transmission, efficiency and whether the grid can handle everything we are asking of it.

PBS was onto something: **education and entertainment could go together.** Teach people something, make them laugh and maybe keep their attention long enough for the information to stick. They gave us Letterman, the "faster than a rolling O" spelling superhero before the more famous David Letterman and his Top 10 Lists entered our entertainment universe.

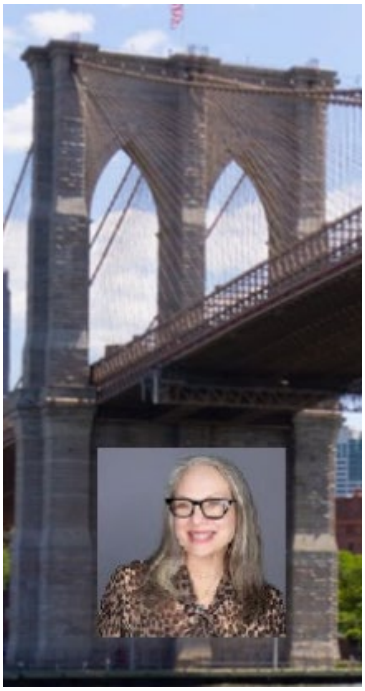

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Over four years we've had album covers, Springsteen rewritten for property management, pigeon cartoons, MTV, Roscoe, a Games Issue, *Overheard New York*, World Cup songs and Lady Gaga reminding us that **the costume doesn't mean a thing if you ain't got that swing.**

This was never supposed to become a publication in any grand sense. It was a committee report intended to help a discussion along. The best part has been hearing from friends who keep turning the pages and sharing the reports with colleagues and even other BOMA chapters.
"Good stuff."
"Mo Willems is a favorite of mine. And as a child of the 80's I watched Electric Boogaloo over and over. Fun trip down memory lane on this report. 😊 *"*
A strange transportation story sent my way. A question asking me to dig deeper into a project, shutdown or new rule. I appreciate it all.
I'm grateful to Mark and Dom for the original challenge and their stewardship, to everyone on Codes & Regs for setting the standard, and to everyone who's read, shared, corrected, encouraged or simply put up with my sense of humor.
Four years and 37 editions later, I'm glad I accepted the challenge.

THANK YOU, LORI

Lori, BOMA can be a big organization, with a lot of committees, meetings and people trying to figure out where they fit. You made it feel smaller, warmer, and easier to find your place. Pull up a chair. Meet everybody. Get involved. Understand what's going on. Then contribute ideas and turn them into useful actions for the community.



You were willing to take on the hard stuff, sort through the weeds and help us focus on the places where BOMA would make the most difference. You understood that we didn't have to weigh in on everything. We had to focus on the key issues that matter to our members, where we could have an effective voice, build the relationships and make sure we had a seat at the table when those decisions were being made. Some of our work here influenced and framed BOMA International's wider efforts.

As Pat Dolan emphasizes: **Learn. Earn. Return.** You took those goals and principles seriously, without insisting that everything around the work had to be serious. BOMA also gave us opportunities to meet people, build relationships, have some fun and even bowl along the way.



I felt that personally as I became more involved with Codes & Regs and joined the Business & Marketing Strategy Committee. In June, this Transportation Report put you on a Go-Go's cover on water skis, along with assorted other nonsense over the years. You were always a great sport.

So thank you, Lori. For welcoming us to the giant conference table, despite its occasional fits and starts with IT, for making hospitality part of the culture and even creating a committee around it, and for helping make BOMA a place where people want to pull up a chair and participate.

There will always be a seat at our table for you. Mazel Tov!

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

FOUR YEARS LATER:
WHAT ACTUALLY HAPPENED? PREP YOUR PILLOWS FOR HARD TRUTHS AND SOFT LANDINGS

We went back to the October 2022 Transportation Report and checked on four stories we were following then.

🚚 CONGESTION PRICING: FROM DEBATE TO DELIVERY

THEN - Congestion pricing was still theoretical. We were debating possible $17–$23 tolls, truck rates, exemptions, New Jersey opposition and whether traffic and pollution would simply move somewhere else.

NOW - The tolls are real, and now we can ask what the money actually does. One wonderfully full-circle example: NYC DOT is using **$5 million in congestion-pricing funding** to help businesses shift truck deliveries out of the busiest daytime hours. Transportation policy has become building operations. NYC Home 4

🚆 THE SNL FERRY: ONE NIGHT ONLY, STILL LOOKING FOR A HOME

THEN - Colin Jost and Pete Davidson had bought a retired Staten Island Ferry, named it **"Titanic 2,"** and were trying to find a dock for their hoped-for entertainment venue.



NOW - It became a floating comedy club, at least for one night. Jost and Davidson hosted a September show aboard the ferry at Pier 17. Four years later, the larger entertainment-venue dream is still a work in progress and the boat still lacks a permanent home.

🚇 SUBWAY SAFETY: BETTER NUMBERS. STILL UGLY HEADLINES.

THEN - Our first report noted **three fatal stabbings on trains and buses in ten days**, as transit violence dominated the headlines during the post-COVID ridership recovery.

NOW - August 2026 had zero subway murders or shootings, while major subway crime fell 8.4% from a year earlier. September 2026 ended with another fatal J-train stabbing. Subway homicides and assaults remind us that improving statistics and frightening headlines can coexist. NYC Government



⚡ WILL THE GRID BE READY? THE QUESTION GOT BIGGER.

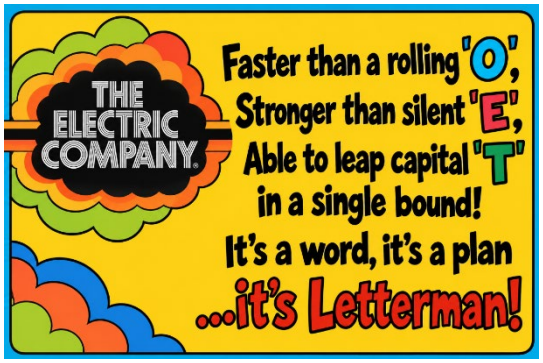
THEN - As New York embraced a 2035 EV future, we asked: **"Will the electrical grid be ready?"** The expectation was that EV adoption would be gradual while clean-energy investment expanded supply.

NOW - EVs are only part of it. Buildings are electrifying, data centers are adding major loads, new generation needs transmission, and NYISO expects electrification of buildings and transportation eventually to shift New York toward **winter peak demand**. And the Federal Government is not nearly as supportive of the movement toward Electric Vehicles.

***HEY YOU GUYS!* - Four years later, *The Electric Company* got a lot more complicated.**

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

IT'S A WORD. IT'S A PLAN. IT'S LETTERMAN!
Long before David Letterman made the Top Ten a late-night institution, *The Electric Company* had its own Letterman. This hero saved the day by changing one letter in a word and putting things right again. Four years into the Transportation Report, he finally has another assignment.



CAN LETTERMAN FIX TRANSPORTATION? *PLAY ALONG!*
Change one letter in each word to make it transportation-related:

🍓 BERRY → _____
📖 READ → _____
❤️‍🩹 FEEL → _____
✉️ MAIL → _____

Stumped? Answer key on next page. Letterman has the answers!



AND NOW, FROM THE HOME OFFICE IN SHEEPSHEAD BAY, BROOKLYN...
THE TOP FOUR THINGS THAT HAVEN'T CHANGED IN FOUR YEARS
4. LaGuardia still doesn't have a train. New terminals. New concourses. New restaurants. Still: bus.
3. We still call Triborough the Triborough. We still call the Tappan Zee the Tappan Zee. The signs can say whatever they want.
2. Penn Station is still about to be transformed. Really. This time.
1. You still can't find a cab when it rains. Some NY transportation traditions are apparently protected landmarks.

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

DOGS AND CATS LIVING TOGETHER. MASS HYSTERIA!

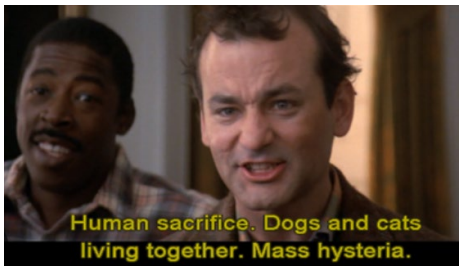
My preteen self would be surprised and thrilled that we're living in the "Ghostbusters" universe. In September, New York seemed headed for a disaster of Saturday-morning-cartoon proportions.

Buffalo in Times Square! A whole herd crossing toward Brooklyn!

"Mole people" climbing out of manholes near Penn Station!

And Queens And the UES – But Why?

Do we really have Teenage Mutant Ninja Turtles Among Us?



Jellyfish invading West Side walkways!

Grand Central turned into a life-size Monopoly board!

Kayaks paddling down flooded streets in Queens! **Giant dogs looming over Central Park!**

And then, just when you thought civilization might somehow survive: **A DIET COKE SHORTAGE!**

At this stage, I think the Mayor better call the Ghostbusters, who will be on stage on October 17.

The Nor'easter supplied the clouds, wind and special effects. New York supplied everything else.

The only thing missing was the Stay Puft Marshmallow Man coming down Central Park West.



Turn The Page Upside Down For The Answer To The Letterman Puzzle

CAN LETTERMAN FIX TRANSPORTATION?

Did you change the right letter in each word to make it transportation-related?

BERRY → FERRY

READ → ROAD

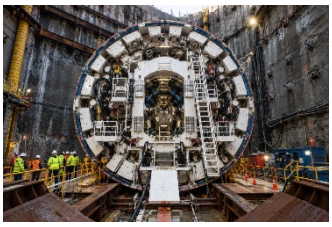
FEEL → FUEL

MAIL → BAIL

Quite a coincidence that the replaced letters spell out FOUR.

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

THE BIG NEWS - Tunnels, terminals, money and the cost of moving



1. GATEWAY REACHES THE TUNNEL-BORING STAGE
Gateway marked the start of tunnel boring September 28 in North Bergen, NJ. After final testing, the first of two machines will begin cutting roughly a mile through the Palisades toward Weehawken. The new Hudson rail tunnel remains targeted for service in 2035. **Why it matters:** After years of planning, funding fights and site preparation, Gateway is finally moving into the part everybody understands: digging the tunnel. Gateway Development Commission

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2. PORTAL NORTH'S FINAL CUTOVER BRINGS FIVE WEEKS OF DISRUPTION
Amtrak and NJ Transit will transfer the second and final track from the 116-year-old Portal Bridge onto the new fixed bridge. From October 11 - November 14, weekday Midtown Direct trains will run to Hoboken, while other lines operate reduced or modified schedules. PATH, ferries and buses will help carry displaced riders. **Why it matters:** Five difficult weeks should produce a very tangible payoff: the old swing bridge finally leaves regular service, removing one of the Northeast Corridor's longstanding trouble spots. NJ Transit: Portal Bridge Cutover

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3. BUS TERMINAL CONSTRUCTION IS MOVING INTO THE STREETS
The next stage of the Port Authority Midtown Bus Terminal construction will affect NJ Transit bus operations and traffic patterns around the existing terminal as the PA moves ahead with the multiyear replacement. **Why it matters:** This is not just a bus-commuter problem. Construction and changed bus movements in West Midtown can affect deliveries, service vehicles, building access and everyone trying to reach the Lincoln Tunnel.

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4. A PROPOSED FEDERAL BILL COULD COST THE MTA $250 MILLION A YEAR
MTA Chair Janno Lieber says provisions in a proposed federal surface-transportation bill could reduce the agency's formula funding by about $250 million a year. No cut has taken effect; the legislation remains a proposal. **Why it matters:** If that language survives, the MTA either has to replace the money or buy less with its capital program. Washington budget language can eventually become a station, signal, bus or subway-car problem in New York.

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5. PENN STATION: REBUILDING IT IS ONE FIGHT. CONTROL IS ANOTHER.
A previously unreleased draft agreement showed how Amtrak had proposed working with the MTA on the Penn Station rebuild, including funding, design review and possible changes involving the MTA's long-prepaid station lease. The MTA did not sign it, and Amtrak says the document does not reflect current negotiations. **Why it matters:** The design can keep advancing while some basic questions remain unresolved: who controls what, who pays for what and what rights each railroad keeps inside Penn Station. Streetsblog NYC: Penn Station Agreement

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6. MTA PUTS THE TARIFF HIT ON NEW TRAINS AND BUSES AT $1 BILLION
The MTA says tariffs on imported steel, aluminum, copper and other components are on track to add about $1 billion to new subway-car and bus costs. The vehicles are assembled in the United States, but many important parts still come from overseas. **Why it matters:** The capital budget does not get bigger simply because equipment costs more. Higher vehicle prices leave less money available for other transportation improvements. Tariffs Add to MTA Vehicle Costs

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7. HIGH FUEL COSTS ARE MOVING INTO AIRFARES AND AIRLINE SCHEDULES
Jet fuel remained expensive and volatile in September, while United and American were among airlines trimming planned flying. Airline executives also warn that fares may stay elevated even if fuel prices begin coming down. **Why it matters:** Transportation costs travel through the economy. Higher fuel prices affect flights, trucking, deliveries, commuting and business travel long after somebody fills a tank. High Airfares and Jet Fuel

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8. FUEL SHOCK ESCALATES INTO COORDINATED G7 INTERVENTION
The G7 will release 100 million barrels of oil and refined fuels over the next several months in an effort to ease soaring energy prices, including an accelerated release of diesel supplies. U.S. diesel prices are above $6 per gallon, while higher jet-fuel costs are also pressuring airlines and contributing to schedule and fare changes. **Why it matters:** Fuel costs ripple through nearly every part of the transportation system, from trucking, deliveries and construction fleets to commuting and air travel.

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

GETTING AROUND THE REGION - Roads, rails, airports and the daily commute

9. ONE CUT FIBER CABLE HELPED GROUND NEWARK AND NORTHEASTERN AIRPORTS
An NJ Transit construction crew accidentally severed a fiber-optic line September 21 while working near the Northeast Corridor. An FAA communications system had already lost its primary circuit, so the damaged line was needed as a backup. Ground stops and major delays followed at airports across the Northeast. **Why it matters:** A backup system is not much of a backup if the same chain of events can take it out. One construction accident showed how rail work, telecommunications and aviation can depend on infrastructure passengers never see. Northeast Air-Traffic Communications Failure

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10. THE BQE BYPASS MAY FLY OVER THE BROOKLYN BRIDGE APPROACH
New renderings show a temporary highway bypass rising above part of the Brooklyn Bridge approach while the aging BQE triple cantilever is rebuilt. The temporary roadway could remain in place for years during the multibillion-dollar project. **Why it matters:** "Temporary" becomes a very long time on a project of this scale. Downtown Brooklyn buildings, deliveries, trucks and neighborhood traffic could be living around the construction for much of the next decade. BQE Temporary Bypass

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11. NEWARK'S NEW TERMINAL IS ALREADY OUTGROWING ITS FORECASTS
Terminal A was designed for about 13 million annual passengers but is already handling roughly 18 million. The Port Authority has authorized construction of two additional gates and planning for six more. At the same time, AirTrain replacement work continues to affect airport access. **Why it matters:** Newark is dealing with two challenges at once: accommodating growth and rebuilding how passengers move around the airport. Terminal A Expansion | Port Authority: Newark Airport Travel Advisory

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12. MORE MONEY HASN'T ENDED NJ TRANSIT'S RELIABILITY QUESTIONS
A Garden State Initiative analysis found that NJ Transit's operating funding increased substantially from 2020 through 2024 while mechanical reliability declined. Separately, NJ Transit authorized up to $27.7 million to overhaul 50 engines in 24 dual-mode locomotives. **Why it matters:** Funding and newer equipment matter, but reliable service also depends on maintenance, asset management and execution. The Garden State Initiative findings are an outside analysis, not an NJ Transit conclusion. Garden State Initiative: NJ Transit Reliability Report | NJ Transit: September 2026 Board Agenda

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13. PATH IS FIXING TRACKS JUST AS MORE COMMUTERS MAY NEED IT
The Port Authority is moving ahead with track work on the Newark-World Trade Center line. At the same time, PATH will add service from Hoboken while Midtown Direct riders are diverted there during the Portal North cutover.
Why it matters: PATH is both part of the construction program and part of the backup plan. For five weeks this fall, its ability to absorb additional riders becomes especially important. PATH Track Replacement | NJ Transit: Portal North Final Cutover Plan

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14. NYC BUSES JUST HIT A FOUR-YEAR SPEED HIGH
City buses averaged **8.5 mph** in August, their fastest monthly average since August 2022. The MTA credits several factors, including lighter summer traffic, the Queens bus-network redesign and expanded camera enforcement.
Why it matters: Nobody is confusing 8.5 mph with *Speed*. But small improvements matter when a bus runs the same route again and again all day. City Bus Speeds Reach 8.5 mph



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15. CONGESTION-PRICING MONEY IS COMING BACK TO THE LOADING DOCK
NYC DOT will use $5 million in congestion-pricing revenue to encourage businesses to receive deliveries outside the busiest daytime hours. The city's longer-term goal is to move tens of thousands of daily truck trips into the 7 p.m. to 6 a.m. period. New York City Government **Why it matters:** This is where transportation policy becomes building operations. Off-hour deliveries only work if properties, tenants, loading docks and vendors can actually accommodate them. Off-Hour Delivery Incentives

Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

E-BIKES AND SCOOTERS AND FERRIES, OH MY! - Developing stories

16. NEW JERSEY'S $1.7 BILLION E-ZPASS CONTRACT IS NOW IN COURT

Conduent, which lost the contract to operate New Jersey's E-ZPass system to TransCore, challenged the award before a state appellate panel October 1. The Turnpike Authority defended the decision, and the judges have not yet ruled. **Why it matters:** This is more than a vendor dispute. The contract covers toll collection and customer service across several of the region's largest toll agencies. E-ZPass Contract Court Fight

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17. NYC IS TAKING A BROAD SWING AT E-BIKE AND SCOOTER RULES

The City Council reviewed 23 separate proposals September 30 covering e-bikes, scooters and other powered micromobility. The ideas range from stronger enforcement and delivery-company requirements to restrictions on faster devices. New York City Council **Why it matters:** This touches far more than recreation. Delivery operations, worker safety, pedestrians, street enforcement and the vehicles businesses use are all part of the same debate. New York City Council: E-Bike Legislative Review

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18. FERRIES GET PRICIER IN NEW YORK

The NYC Ferry's one-way fare rises from $4.50 to $5 on October 19. **Why it matters:** Water transportation keeps becoming a more serious piece of the regional network. The question is whether growing service, new vessels, fares and subsidies can produce sustainable ridership.

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19. ANOTHER NOR'EASTER, ANOTHER TEST FOR REGIONAL RESILIENCE

The September 25–27 nor'easter brought several inches of rain to New York City, strong winds and repeated coastal flooding. Roads and transportation systems dealt with the storm, while flooding in New Jersey knocked out the control equipment for the Route 71 Shark River drawbridge. *Talk about unfortunate timing:* Atlantic City brought Monopoly to Grand Central just before the nor'easter reminded everyone that Boardwalk really is waterfront property. **Why it matters:** Severe weather is increasingly an operating issue, not just an occasional emergency. Transit systems and buildings both have to plan for heavy rain, coastal flooding, heat and wind as recurring stresses on aging infrastructure. NYC Emergency Management: September Nor'easter Damage | NYS Comptroller: MTA Extreme-Weather Preparedness

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20. CH-CH-CH-CHIA! SUBWAY TILES START GROWING

Brooklyn ceramic artist Eujue turned a missing "E" at the Delancey-Essex Street station into living subway art, creating a replacement ceramic tile embedded with chia seeds that sprouted into the letter. **Why it matters?** The project went viral and helped inspire NYC Tile Watch, where people can report damaged or missing subway tiles for artists to creatively reimagine. The MTA and City Hall have taken notice, with discussions underway about whether the idea could grow into something more formal. For now, it may be the only subway repair that needs watering. It also takes the idea of art in the subway one step further, beyond artists using empty storefronts to give away their works and hold puppet shows.



Next time, Letterman can just grow the missing letter.



Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com

WAIT! BEFORE YOU GO...

ONE LAST ATTEMPT TO MAKE YOU SMILE

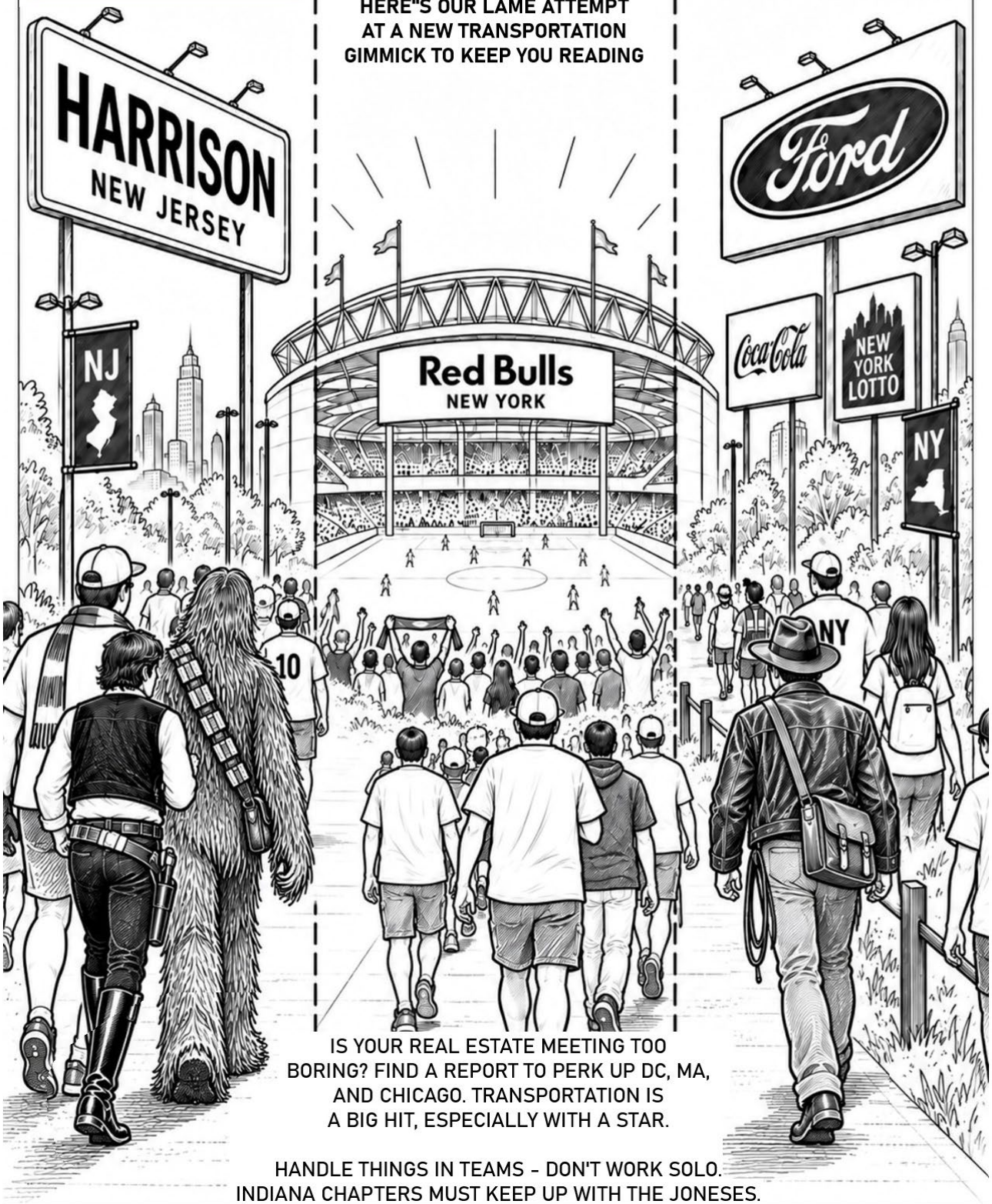
WITH A LITTLE FALL ENTERTAINMENT AND MAYBE EVEN A HALLOWEEN COSTUME IDEA

A FOLD PAGE OVER LEFT B FOLD BACK SO THAT "A" MEETS "B"

WHAT CAN MAKE A BORING MEETING INTO A BIG HIT?

FOLD IN THE PAGE TO FIND OUT.

HERE"S OUR LAME ATTEMPT AT A NEW TRANSPORTATION GIMMICK TO KEEP YOU READING



IS YOUR REAL ESTATE MEETING TOO BORING? FIND A REPORT TO PERK UP DC, MA, AND CHICAGO. TRANSPORTATION IS A BIG HIT, ESPECIALLY WITH A STAR.

HANDLE THINGS IN TEAMS - DON'T WORK SOLO. INDIANA CHAPTERS MUST KEEP UP WITH THE JONESES.

A short time ago on
the previous page....

FOLD IN GAG

October 2026

A FINAL ATTEMPT AT HUMOR

Did our fold-in actually work?

Too shy to try it?

No printer?

Didn't want to hurt the earth

for a cheap gag?

Scroll down and

May The Fold Be With You.



Glenn Waldorf, Bell Environmental Services, 973-924-9004, gwaldorf@bellenv.com