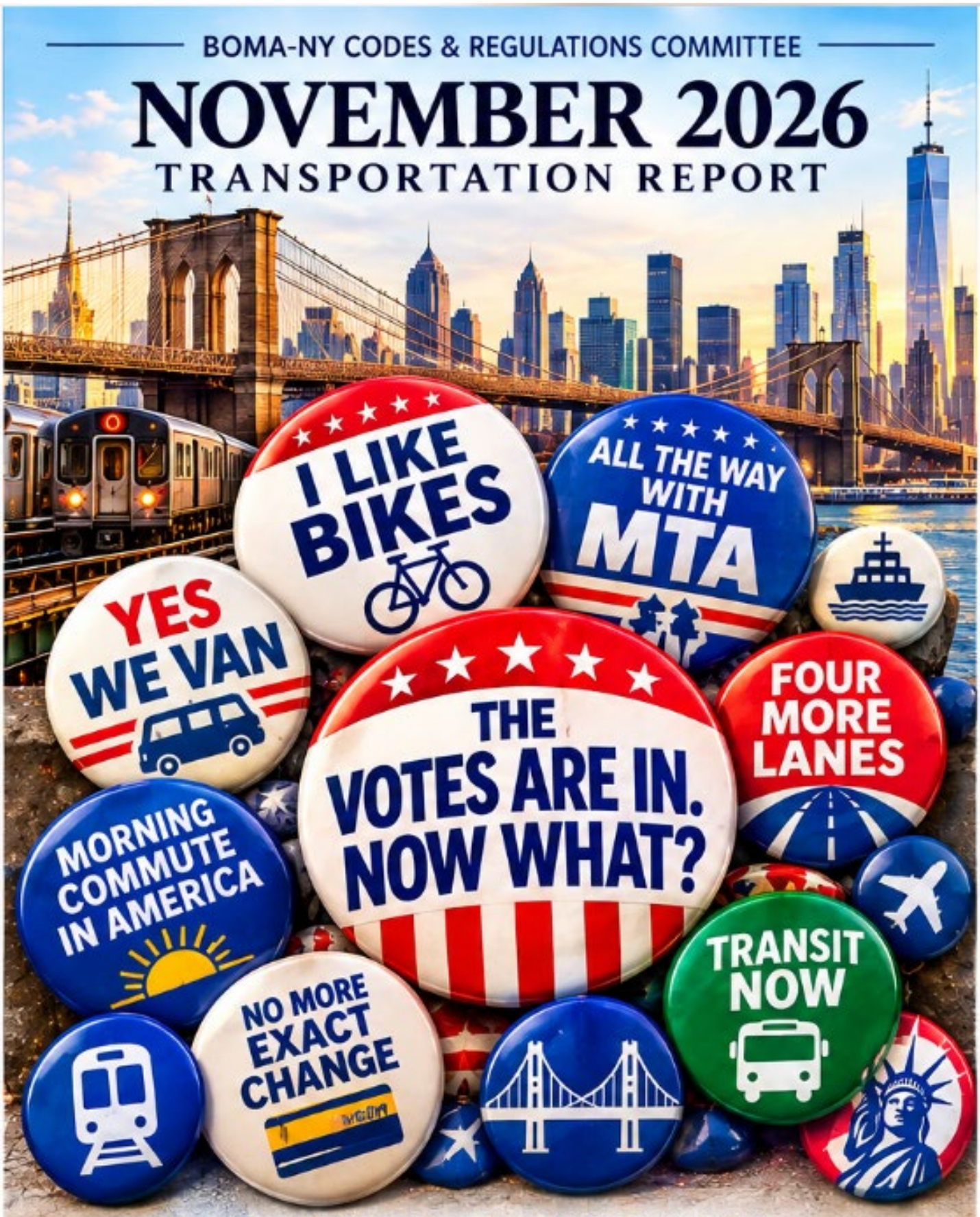
BOMA-NY CODES & REGULATIONS COMMITTEE

NOVEMBER 2026

TRANSPORTATION REPORT



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BOMA-NY Codes & Regs Committee
November 2026
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THE VOTES ARE IN. NOW WHAT? *THE CAMPAIGN ENDS. THE COMMUTE CONTINUES.*

We're touching the third rail: politics in a transportation newsletter. Don't worry. We'll be careful. The candidates elected will help determine what that commute costs, how reliably it works and which improvements actually get built. For the next two years, expect cooperation, confrontation, and the familiar muddle. Different issues will follow different paths. Some may take us through all three.

The results and the regional stakes - Democrats will control both chambers of Congress. As of November 8, Democrats won more than 250 seats in the House and secured at least 54 Senate seats. Alaska and Mississippi are unresolved. Governor Kathy Hochul won reelection, and Democrats held onto NY's Legislature. Cait Conley defeated Republican Mike Lawler in the Hudson Valley's 17th District. In New Jersey, Democrats flipped two seats leaving just one NJ Republican House member. NJ Senator Cory Booker was reelected.

Two Brooklyn neighbors are positioned to lead Congress: Hakeem Jeffries as the first Black speaker and Chuck Schumer returning as Senate majority leader. That could give our region considerable influence over transportation funding and policy. But influence isn't a construction contract. Democrats must hold together a broad caucus, find Republican partners when needed, and deal with the president.

The first signals - Trump has accepted the results, but his early governing signals point toward confrontation. He posted a red hat bearing the word "VETO" and named Stephen Miller as his next chief of staff. Reuters reported before the election that the White House was preparing possible executive actions involving tariffs, immigration, and spending. Senator Schumer, meanwhile, proposes action on tariffs and energy costs and expects some Republican support. Rep. Jeffries believes the larger House majority creates opportunities to pass legislation that can become law. In an ABC-7 news interview, NJ Democratic Representative-elect Rebecca Bennett identified Gateway, one-seat ride to/from NYC on the NJ Transit Raritan Valley line, air traffic control modernization, and fewer Newark Airport disruptions as priorities for bipartisan work.

What to watch - The first test arrives before January. Federal surface-transportation authority expires December 11, leaving the outgoing Congress to negotiate a longer agreement or another extension. The stakes are substantial. The MTA warns that the funding approach under consideration could cost it roughly $250 million annually. Separately, tariffs could add approximately $1 billion to its planned railcar and bus purchases. Less funding and higher prices both reduce what an approved budget can buy.

War and energy policy also reach the transportation budget. Gasoline, diesel and jet fuel affect commuting, deliveries and travel. Heating oil puts the same pressures directly into building budgets.
Other decisions concern the rulebook and the workforce: airline passenger protections, vehicle standards, charging infrastructure, airport screening and trained air traffic controllers. Congress can fund, legislate and investigate. Agencies must carry out the work, while disputes over executive authority may reach the courts.

Closer to home, Hochul's reelection provides continuity for the MTA's agenda. The test remains delivery: modern signals, accessible stations, reliable equipment and visible benefits from congestion-pricing revenue.
Our accompanying table shows how cooperation, confrontation or muddle could play out across these issues. Gateway's long history reminds us that one project can experience all three.

The election changed the balance of power. But elections are only part of the transportation system. Money, markets, interest rates, regulation, engineering, world events, and execution will determine what actually gets built, what it costs and whether it works. The next two years will show what the new political landscape delivers. Roscoe's commute continues.



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AFTER THE ELECTION: WHICH WAY DO WE GO?
Possible transportation outcomes for 2027–2028

ISSUES & OUTCOMES	*COOPERATION?*	*CONFRONTATION?*	*THE FAMILIAR MUDDLE*
1. Federal transportation funding - What happens when the current extension expires, and what follows?	A: Congress and the president agree on sustained funding for roads, bridges, transit and rail.	B: Disputes over spending and priorities delay an agreement or reduce support.	C: Short extensions keep programs operating while larger decisions wait.
2. Tariffs and equipment costs - How much will approved transportation budgets actually buy?	A: Bipartisan action or negotiated exemptions ease costs for vehicles and components.	B: The administration maintains or expands tariffs, while Congress challenges them.	C: Agencies seek exemptions, absorb higher prices and adjust purchases case by case.
3. War and fuel prices - What will it cost to commute, deliver goods, fly and heat buildings?	A: Agreements over war policy and funding help reduce conflict and pressure on energy supplies.	B: War and funding disputes continue, prolonging uncertainty and cost pressures.	C: Policy shifts and temporary arrangements leave fuel prices volatile and budgets difficult to plan.
4. Air traffic control and airport operations - Can staffing and technology catch up with demand?	A: Sustained funding supports controller training, modern equipment and coordinated upgrades.	B: Budget, staffing or procurement disputes delay improvements.	C: Hiring and upgrades advance, but shortages and disruptions persist during the transition.
5. Airline passenger protections - What assistance should travelers receive when something goes wrong?	A: Congress and the administration agree on clear, enforceable protections.	B: Legislative, regulatory and court battles keep additional requirements contested.	C: Existing rules and differing airline policies leave passengers navigating a patchwork.
6. Electric vehicles and charging - Will vehicles, chargers and electrical capacity arrive together?	A: Agencies, utilities and manufacturers coordinate funding and installation.	B: Funding and policy reversals delay projects and discourage investment.	C: Some locations advance while others wait for power, permits or equipment.
7. International travel and regional business - How will visa and entry policies affect visitors, employers and tourism?	A: Targeted agreements improve processing and address security and business needs.	B: Restrictive policies and disputes create additional barriers to travel.	C: Changing requirements and uneven processing complicate planning for visitors and businesses.
8. Federal grants and accountability -Will awarded money move predictably from announcements to completed work?	A: Clear standards, effective oversight and timely decisions support delivery.	B: Congress and the administration clash over grant conditions, spending authority and document requests.	C: Some awards move forward while others face reviews, delays or litigation.
9. New York: MTA investment and congestion pricing - Will funding commitments become visible improvements?	A: State and federal cooperation supports signals, accessibility, equipment and reliable service.	B: Funding disputes and legal challenges disrupt plans or schedules.	C: Construction advances unevenly, with benefits arriving more slowly than riders and drivers expect.
10. New Jersey: NJ Transit and cross-Hudson travel - Will investments produce a more dependable trip?	A: Washington, Trenton, NJ Transit and Amtrak coordinate Gateway, equipment and service improvements.	B: Funding and responsibility disputes delay work and strain cooperation.	C: Individual projects advance while riders continue to face disruptions and temporary fixes.

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NOVEMBER'S NEWS YOU CAN USE

🚇 **SECOND AVENUE SUBWAY: THE DRILL IS READY -** The first 1.5-million-pound tunnel-boring machine for Second Avenue Subway Phase 2 has passed its final factory test. Its 25-foot cutterhead will eventually chew through Manhattan bedrock and install concrete tunnel lining as the Q is extended to 125th Street. The important distinction: the machine is ready, but the digging itself comes after it arrives in New York. MTA



🚇 **FROM 1930s SIGNALS TO CBTC -** The MTA is launching a $1.9 billion modernization of A and C line signals in Brooklyn and Queens. The project replaces equipment dating to the 1930s with communications-based train control across 42 track miles and 23 stations. Congestion-pricing revenue is funding the work, which is expected to be completed in 2032. NBC4 NY

🎟️ **FARE ENFORCEMENT GETS A RESET -** The MTA temporarily stood down its EAGLE bus-fare enforcement teams after videos showed inspectors involved in physical confrontations with riders. The agency is reviewing procedures and reporting protocols while the larger debate over fare evasion, enforcement and free buses continues. Gothamist Meanwhile, the MTA is moving ahead with a $1.1 billion program to install modern fare gates at 150 subway stations. Gothamist

🚉 **PENN STATION: A NEW ENTRANCE, ANOTHER NEGOTIATION -** Amtrak's Penn Station concept would require purchasing and demolishing Madison Square Garden's roughly 5,600-seat Infosys Theater to create a major Eighth Avenue entrance. MSG executives say proceeds from a sale could be reinvested in another entertainment venue, potentially in New York City. With Amtrak seeking substantial federal support for the station redevelopment, the theater adds another financial and political wrinkle to an already complicated project. Gothamist



🚆 **ONE BLOCK, MILES OF TRAFFIC -** An intrepid NJ reporter, Colleen Wilson, traced weeks of miserable Lincoln Tunnel delays largely to emergency sewer repairs on a single block of West 42nd Street. Three eastbound lanes were squeezed into one, backing traffic through the tunnel and miles into New Jersey and doubling some bus commutes. After the problem was identified, tighter separation of the exclusive bus lane helped improve travel times. **The larger lesson is almost more interesting than the traffic story: one block in Manhattan was able to disrupt thousands of commutes across the Hudson.** Colleen Wilson, NorthJersey.com

🚌 **A VERY ROUGH WEEK AT THE GWB -** The George Washington Bridge endured an extraordinary series of disruptions in October. A driver was killed in an apparent road-rage shooting, a separate motorcycle crash was fatal, and construction-related closures later produced another morning of severe backups. The incidents showed how quickly trouble on one of the region's critical crossings can ripple across both states. The road-rage case subsequently became even more serious, with the retired NYPD detective accused in the shooting facing a murder charge. News 12 New Jersey | ABC News

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🚆 **PORTAL NORTH NEARS THE FINISH LINE -** After five weeks of reduced NJ Transit service, the final Portal North Bridge cutover is scheduled to finish **November** 14, with regular schedules returning November 15, subject to safety testing. The work moves the final active track from the 116-year-old Portal Bridge onto the new fixed span. This is the other side of the construction story: substantial short-term inconvenience to finally eliminate one of the Northeast Corridor's most notorious bottlenecks. NJ Transit

💰 **THE MTA'S MATH STILL MATTERS**

Higher borrowing costs forced the MTA to reduce a planned bond refinancing from $1.05 billion to $650 million. Separately, the Citizens Budget Commission projects that the agency could face a nearly $900 million shortfall by 2030 and is recommending major labor, operating and health-care changes. The MTA says it has already produced hundreds of millions of dollars in recurring efficiencies. Bloomberg | Gothamist

🚗 **VAN WYCK: MAJOR WORK COMPLETE**

New York says major work is substantially complete on the $1.4 billion Van Wyck Expressway project, including new managed-use lanes aimed at improving access to JFK along with bridge, ramp, drainage and resiliency work. Transit advocates continue to question whether improving highway access to the airport should take priority over better rail connections. Governor of New York

🔋 **E-BIKE BATTERIES: A DEADLY WARNING**

A lithium-ion e-bike battery caused the Patterson Houses fire in the Bronx that killed four members of one family. Days later, six people died in a Sunset Park fire where lithium-ion devices were found, although investigators had not determined whether the batteries caused that blaze. The incidents renewed questions about battery manufacturing, certification, charging and storage. NBC New York | Gothamist



ODDS & ENDS

🛥️ **ELECTRIC FERRY. EXTENSION CORD NOT INCLUDED.**

New York's $33 million hybrid-electric *Harbor Charger* still cannot charge from the grid because its Governors Island charging station has not been built. For now, the ferry can rely on onboard diesel generation. The New York Times

🎶 **BACK ON THE HIGH LINE AGAIN** 🌿

Seventeen years after the High Line first opened, construction is finishing on its last garden, the Rail Yard Preserve near 34th Street.
This will complete the transformation of an abandoned freight railroad into perhaps the ultimate rail-to-trail project. The park has also become inseparable from the redevelopment of Manhattan's Far West Side. Curbed

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🚌 **YOUR BUS IS COMING. PROBABLY.**
New York City is adding countdown clocks at more than 1,400 bus stops, with a longer-term goal of reaching 2,900 stops by 2030. The roughly $17 million program will also add text-to-speech capability for visually impaired riders. Gothamist

🎶 **TAKIN' CARE OF BRIDGES** 🌉
NYC DOT is developing a 50-year strategy for the Brooklyn, Manhattan, Williamsburg and Queensboro bridges, examining maintenance, climate resilience and how the crossings may be used in the decades ahead. Former DOT Commissioner Ross Sandler's wonderfully simple message: with proper maintenance, bridges can last essentially forever. Gothamist

✈️ **BAGS COST MORE WHEN FUEL COSTS MORE**
JetBlue raised checked-bag fees for the second time this year, explicitly citing higher fuel and operating costs. A first checked bag now starts at $50 and can reach $70 during peak periods for passengers who wait until the last 24 hours. JetBlue expects fourth-quarter fuel prices to be about 85% higher than a year earlier. Associated Press

✈️ **"I'M GONNA HIJACK"**
A Newark-bound United flight returned to Las Vegas after a flight attendant saw a passenger text that he was going to hijack the aircraft. The flight carried 150 passengers and six crew members. A New Jersey man was charged with making a terrorism-related threat; he later told police the message had been poorly worded banter between co-workers. FOX5 Las Vegas

🦈 **PLANES BORROW A TRICK FROM SHARKS**
The first Airbus A330 equipped with AeroSHARK has entered regular service. The transparent film mimics the ribbed texture of sharkskin to reduce aerodynamic drag, with Lufthansa Technik estimating fuel and CO_2 savings of around 1%. Lufthansa Technik



✈️ **GROUNDED JET ENGINES FIND ANOTHER JOB**
Retired aircraft engines are increasingly being stripped from parked planes and converted into natural-gas generators for power-hungry AI data centers. The attraction is speed: developers can obtain power faster than waiting years for new utility connections or conventional turbines. The tradeoff is poorer efficiency and higher pollution than modern purpose-built generation. The New York Times

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🚇 MARATHON DAY, SUBWAY RECORD

The New York City Marathon produced another record underground. More than 3.1 million riders used the subway on Sunday, November 1, the highest Sunday ridership in MTA history. The system also carried 4.7 million riders Thursday October 29, 4.5 million Friday, October 30 and 3.6 million Saturday, October 31, continuing the steady return of weekend and discretionary travel. The milestone came only weeks after the subway reached its billionth rider of 2026, earlier than it did last year. 6sqft



🚙 BYE-BYE, CYBERTRUCK

Tesla announced it will wind down Cybertruck production at its Texas factory around mid-2027 as it shifts capacity toward Cybercab. The truck never came close to Elon Musk's earlier prediction of 250,000 annual sales: Cox Automotive estimated 38,965 U.S. sales in 2024 and just 20,237 in 2025. The 2024 model was also subject to 11 voluntary recalls. One big buyer of the Cybertruck was one of Tesla's sister companies, Space Xwhich bought $131 million of the trucks and paid Tesla's suggested retail price. This makes the already modest sales totals look even less like broad consumer demand.

And then there is the historical insult: the much-mocked AMC Pacer lasted from 1975 through the 1980 model year and produced roughly 280,000 cars. In other words, the Pacer lasted longer and sold vastly more units than the Cybertruck has so far. Maybe the loser car of the 1970s deserves an apology.

And let us not forget that the Pacer got a second life with Wayne and Garth singing "Bohemian Rhapsody" in their Mirthmobile. Maybe the Cybertruck's second act will be as an office swivel garbage can. *Party on!* Cybertruck production report | AMC Pacer history | CNBC



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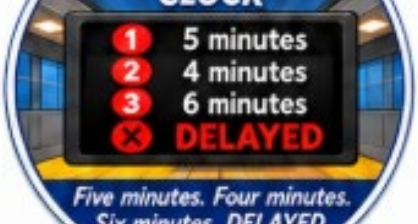
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