



BOMA – NEW JERSEY



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IT'S VACATION TIME!

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



BOMA - New Jersey

🌂 🌞 **June 2026 –Summer Escape Issue** 🌊 🍹
Glenn Waldorf, Bell Environmental Services

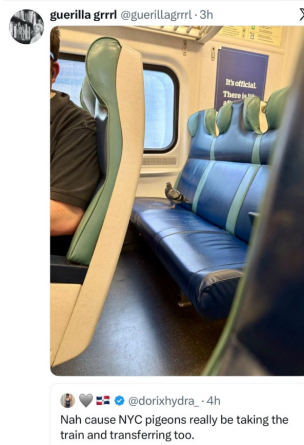


We all earned a summer vacation after making it through the last few months.

A Real Break. Sunshine. ☀️ Fun! 😄 The Beach. 🌴 Waves. 🌊 Tropical Drinks. 🍹 Great Tunes. 🎵
The Secretary of Transportation is doing a reality show road trip this summer. Even pigeons are **trying to get away** via the subway and LIRR. The question is how do the rest of us get to our happy places.

Cause this year, escape has fine print.

Summer escape is supposed to mean getting out: flights, ferries, Shore weekends, trains, and long drives away from the week. *But the fine print keeps interfering.* Our transportation infrastructure is often the obstacle and not the means to our well-deserved getaways. Gas prices are high and are reinforced in our minds everywhere we drive. Getting used to higher fuel costs has not made them cheaper or made the public any happier. Jet fuel is expensive. Flights and hotels are splitting



summer travel into haves and have-nots, **while even Jersey shore rentals are up 11%** from last year. A LaGuardia runway sinkhole, flash flooding, Shore crowd-control problems, and new hurricane-risk data for the New York metro all point in the same direction: **Getting away now depends on infrastructure, drainage, weather planning, crowd management, and backup routes as much as schedules.**

Penn Station is the critical hub for commuters, visitors, and many of our attempted escapes. World Cup planning restricts access to Penn Station on eight game days impacting commuters and Knicks fans, along with the implementation of gridlock plans, busways, security zones, and Midtown delivery restrictions.

The federal government announced a new Penn Station redevelopment will commence by year-end 2027 with a new master developer, a new design direction, and familiar questions: who pays, who controls it, and what happens when one fragile piece of the system fails?

That last question stopped being theoretical. In late May, Penn-related incidents included falling concrete that struck an NJ Transit train's pantograph and a separate overnight Amtrak contractor-equipment fire near the North River tunnel approach that injured workers, required a major FDNY response, and disrupted NJ Transit, Amtrak, and LIRR service. Public officials on both sides of the Hudson were angry, and riders were left with the usual lesson.

Penn is not just crowded. It is brittle.

And Gateway is not a future luxury. It is the backup plan the region does not yet have.

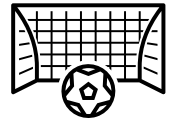
Given Penn Station's troubles, maybe **The Pigeon** should go back to **wanting the bus.**



♪ ***We've got the beat.*** ♪ ***We've earned the*** ♪ ***“vacation....had to get away....*** ♪

Now let's hope the route cooperates. Have A Great Summer!

World Cup Transportation: The June Update



World Cup rail sales lag despite fare cut - NJ Transit's World Cup rail plan is built around moving up to 40,000 fans by train for each MetLife Stadium match, or 320,000 riders across eight game days. Only 17,739 round-trip train tickets had been sold as of May 31, equal to 5.5% of the available inventory, even after NJ Transit cut the special World Cup fare. Fares are now \$98, below earlier prices of \$150 (and \$105) with no contingency plan to reduce prices further, and that the agency remained committed to preparing for 40,000 rail riders per match. Fans will not be able to buy physical NJ Transit World Cup tickets at New York Penn Station on match days because of FIFA's security perimeter outside the transit hub. Fans can use the NJ Transit app, which added a World Cup ticket feature placing those tickets at the top of the app page. NJT [experienced trouble](#) from [Amtrak on June 10](#). While it has back up plans including ferries and buses on standby if there are issues with the tunnel or rails on game days, NJ Transit notes that Amtrak owns the rail infrastructure and [bears responsibility if there are problems](#).

Shuttle buses are outselling NJ Transit rail - The official World Cup shuttle bus service appears to be selling faster than NJ Transit rail. About 32,000 shuttle tickets had been sold out of 126,000 total seats, with the opening matches selling at or above roughly 50% after the round-trip shuttle fare was reduced from \$80 to \$20.

State subsidy lowered shuttle fares - New York State invested \$6 million to help reduce the official shuttle fare from \$80 to \$20. Fans who had already purchased \$80 shuttle tickets are expected to receive \$60 refunds, and about 20% of bus tickets are being reserved for New York state residents who purchased match tickets.

MetLife's World Cup plan faces a buyer-behavior problem - Organizers are betting that New York and New Jersey are late-buying transportation markets and that fans will purchase official rail, bus, rideshare, or parking options closer to match day. The risk is that MetLife's World Cup transportation plan depends on advance decisions from fans who may be used to buying train tickets at stations on game day, even though ordinary parking will be sharply reduced and private-vehicle access will be restricted.

MetLife shifts from parking-heavy stadium to transit-first plan - MetLife Stadium normally has about 23,000 parking spaces for cars, but that number will be far lower during the World Cup because of security requirements and FIFA's stadium perimeter. The April transportation plan anticipated that only 6,000 people per match would arrive by rideshare, while more than 20,000 per match would arrive through commercial-organized travel for FIFA hospitality, partners, VIPs, and affiliates.

Parking sales are also limited - Fewer than 10,000 parking spaces across the eight MetLife matches were purchased as of May 31. Separately, NJ.com reported that American Dream parking was selling at premium prices, with some remaining spaces listed around \$225 or higher and final-match parking already sold out.

MetLife access restrictions tighten for private cars, black cars, and buses - Private cars, black cars and buses cannot return there for postmatch pickup unless they purchase one of 500 parking spaces. Uber, Lyft, and other rideshare vehicles must use the Meadowlands Racetrack as the official drop-off and pickup site. That location is about 1.3 miles from MetLife Stadium, or roughly a 25-minute walk, while taxis and other non-official rideshare vehicles are barred from using that site.

Officials prohibit shoulder staging near MetLife - Officials have warned that standing, waiting, staging, stopping, queuing, idling, and walking will be prohibited on state highways and roadways within or around the Meadowlands Sports Complex. Drivers violating the rules may be denied access, cited, relocated, or removed at the owner's expense.

NYC releases World Cup match-day traffic plan - New York City's match-day transportation plan treats all eight MetLife World Cup game days as Gridlock Alert Days. Planned changes include a river-to-river 42nd Street bus-only corridor, bus-only lanes on 6th Ave from 42nd - 59th streets, bus-only blocks near Port Authority, passenger queuing and security operations near Penn Station, and Midtown truck-delivery restrictions beginning 6 hours before matches and continuing up to 3 hours afterward.



And Now A Word From Our Sponsor....

Why See The World Cup When You Can See The World For 1/5 The Price?



THE PRICE OF ESCAPE

Air Transat turned a fan frustration into a powerful insight. As World Cup ticket prices soared, they made a simple comparison:

It can be cheaper to fly to the countries than to watch them play.

The campaign worked because it tapped into a real conversation fans were already having.



REAL PAIN.
REAL TIME.
REAL TALK.



CULTURALLY RELEVANT.
HIGHLY SHAREABLE.



But it also revealed something bigger about modern travel.



Transportation is often expensive.



Scarcity can be even more expensive.



The World Cup is one of the largest movement events on Earth, yet getting there may cost less than admission.

Everybody is trying to get somewhere else. Sometimes the trip is the affordable part.



DON'T JUST WATCH IT. *Go there.*

ESCAPE IS THE PLAN.

2026 BOMA TRANSPORTATION REPORT



Regional Rail, NJ Transit, PATH, and Commuter Operations

NJ Transit releases Rapid Action Plan and new app- NJ Transit and Gov. Mikie Sherrill released a Rapid Action Plan focused on customer-facing improvements including cleanliness, accessibility, safety, and digital tools. The plan pairs with NJ Transit's new app and is positioned as a near-term effort to improve the daily rider experience.

NJ Transit rolled out rail schedule changes across multiple lines on May 31.

NJ Transit systemwide rail delays follow Rail Operations Center issue - On May 31, NJ Transit's entire rail system was temporarily suspended and then delayed after "fire department activity" at the Rail Operations Center in Kearny. The facility monitors and directs every NJ Transit rail line, making the incident a clear example of centralized system fragility.

LIRR strike settles after three-day shutdown - The LIRR strike began at 12:01 a.m. on Saturday, May 16, and ended after a tentative agreement was reached May 18, with service resuming Tuesday, May 19. The agreement reportedly included retroactive raises, a 4.5% raise in 2026, a \$3,000 lump-sum payment, a contract extension through August 2027, and unpaid mandatory training, while work rules (which is a significant cost driver) were largely unchanged.

Amtrak work-train fire disrupts NJ Transit, Amtrak, and LIRR - A May 29 fire involving Amtrak work equipment near the Hudson River tunnels disrupted Amtrak, NJ Transit, and LIRR service. The incident reinforced the region's difficult dependence on a small number of critical rail chokepoints.

Brush fire near Hudson tunnel disrupts NJ Transit service - A brush fire near Hudson River tunnel infrastructure suspended or disrupted NJ Transit rail service into and out of New York.

Gateway tunnel work continues - Gateway Program updates show tunnel concrete liner segments for the Hudson Tunnel Project prepared for installation by tunnel boring machines. The Surface Alignment Project contract was awarded to connect the new tunnel to the existing Northeast Corridor.



Subways, Subway Safety, and Major MTA Projects

Second Avenue Subway Phase 2 construction advances - Gov. Hochul announced that the next phase of Second Avenue Subway construction is officially underway, extending Q train service from 96th Street to 125th Street in East Harlem. The project is expected to include new stations, connect with Metro-North and the Lexington Avenue subway at 125th Street, and serve about 100,000 daily riders when complete.

125th Street subway extension gets budget-process boost - NY state's budget included a one-off legislative change allowing segmented environmental review for the planned 125th Street crosstown subway extension. The change is intended to let the MTA keep tunnel boring machines moving west across 125th Street, potentially saving an estimated \$175 million or more.

MTA seeks AI track-intrusion detection technology - The MTA is seeking a provider to design, build, and test an AI-supported track-intrusion detection system at one underground and one elevated subway station. People or debris on tracks accounted for about 6% of subway delays last year. The proposed test could cost between \$10 - \$50 million.

Subway surfing deaths and injuries continue - Subway surfing continues to produce deaths and serious injuries among young riders, including another teen death over Memorial Day weekend. Incidents have surged since 2023, and the MTA and NYPD have responded with drones, enforcement, public-service campaigns, and family advocacy.

Subway rule-enforcement summonses increase - Criminal summonses for subway rule violations other than fare evasion nearly doubled in the first 4 months of the year. The increase fits into a broader enforcement discussion around subway order, safety, and rider behavior.

Airports, Airlines, AirTrain, and Fuel

Fuel costs remain high going into summer - Gasoline prices remain high, jet fuel is pressuring airline costs, and diesel affects trucking, deliveries, construction, and operating expenses. Energy-market commentary warned that low inventories could increase the risk of sharper price moves. Airline profits set to halve this year as fuel costs jump by \$100 billion.

Newark United landing incident gets NTSB preliminary report that a United Airlines Boeing 767 landing at Newark on May 3 struck a light pole and a tractor-trailer on the New Jersey Turnpike after the aircraft was warned it was "slow and a little low." The plane had 221 passengers and 10 crew members aboard, and no one on board was injured, though the truck driver was treated for minor injuries.

United wants more flights at Newark - United Airlines wants to add more flights at Newark, including seeking additional hourly capacity and pursuing available slots. United wants the federal cap of 72 hourly flights to move toward 75, and eventually closer to 77, while also relying on more widebody aircraft to grow capacity.



Newark Terminal B upgrade planning continues - United and the Port Authority are discussing the future of 50-year old Newark Terminal B. The PA has authorized near-term improvements to maintain and modernize the aging terminal before replacement.

AirTrain Newark construction requires weekday bus replacement - Newark Liberty Airport advised travelers that buses will replace AirTrain Newark service to and from the Airport Train Station on weekdays from 5 a.m. to 3 p.m. while the new AirTrain is built. Travelers should budget extra time.

Flights and hotels divide summer travel - Higher fares and hotel rates are splitting summer travel demand. Budget-conscious travelers are delaying, downsizing, or canceling trips, while premium travel demand remains stronger; one summary noted airfare rose more than 20% in April from a year earlier and outbound international summer bookings were down 25% year over year.

Streets, Buses, Curbs, and Local Mobility

Lexington Avenue bus lane work begins - NYC DOT began installing an offset bus lane on Lexington Avenue in Manhattan between 52nd and 60th streets. The work extends bus-priority treatment south from 96th Street to 60th Street and is intended to improve bus speeds and reduce pedestrian injuries.

34th Street busway advances - New York City advanced plans for a 34th Street busway between Ninth Avenue and Third Avenue. The project is intended to improve bus movement through one of Midtown's most important crosstown corridors.

Jersey City and Hoboken announce traffic safety upgrades - Jersey City and Hoboken announced new quick-build and Vision Zero traffic safety upgrades. Jersey City plans 100 quick-build safety projects at more than 80 locations, including curb extensions, flashing beacons, all-way stops, and signal upgrades, while Hoboken is advancing all-way stops, raised intersections, raised crossings, curb extensions, and green-circuit work.

E-bike registration stalls in New York City - New York City will not move forward this year with e-bike registration. The issue remains part of the broader debate over micromobility safety, enforcement, and how to distinguish low-speed e-bikes from higher-powered illegal vehicles.

Fatal Queensboro Bridge crash highlights e-scooter and bike-path safety - Two men died after an e-scooter driver and a cyclist traveling in opposite directions collided on the 11-foot-wide Queensboro Bridge bike path. The scooter was not street legal and was capable of exceeding the state's 20 mph maximum restriction.

New Jersey e-bike law takes effect July 19 - It requires registration and licensing for e-bikes. The law has drawn pushback that it treats low-speed e-bikes too much like motorcycles. MVC implementation details have created confusion for riders.



Roads, Driving, Insurance, Weather, and Infrastructure

New York super-speeder law signed - Gov. Hochul signed legislation requiring some repeat speeders to install intelligent speed-assistance devices. The law targets drivers with repeated speeding behavior by using technology to limit future violations.

New York budget changes car-insurance law - New York's state budget changed car-insurance law by curtailing certain payouts to people found mostly responsible for crashes. Uber supported the lobbying effort, arguing the change could reduce insurance costs, while Gov. Hochul has said she hopes the changes lead to lower driver rates.

Route 9 bottleneck relief planned, but not soon - New Jersey announced plans to address a major Route 9 bottleneck in Sayreville near the Garden State Parkway. Construction is expected to begin in 2029 and finish in 2030, making it a real project but not near-term relief.

New Jersey auto insurance rates climb sharply - New Jersey auto insurance rates climbed as much as 32.5% over two years, with insurers seeking numerous double-digit rate hikes since 2022. Critics point to weak regulation and socioeconomic pricing factors, while industry representatives cite crash costs, litigation, repairs, vehicle technology, minimum coverage requirements, and state law changes.

Flash flooding hits streets and transit access - Flash flooding in NYC affected streets, basements, and transit access, sending some rides through fast-running water. A storm-downed tree also crushed a vehicle and an Amazon delivery truck in Hell's Kitchen.

Sinkholes appear across the region - After the storms, sinkholes opened on LaGuardia's runway, the Long Island Expressway, Brooklyn streets, and the Bronx. Reported incidents included a car swallowed on the Long Island Expressway, a dump truck affected in Brooklyn, and a Bronx sinkhole affecting a school bus.

[Stephen Colbert weighed in on sinkholes on the last episode of The Late Show:](#)

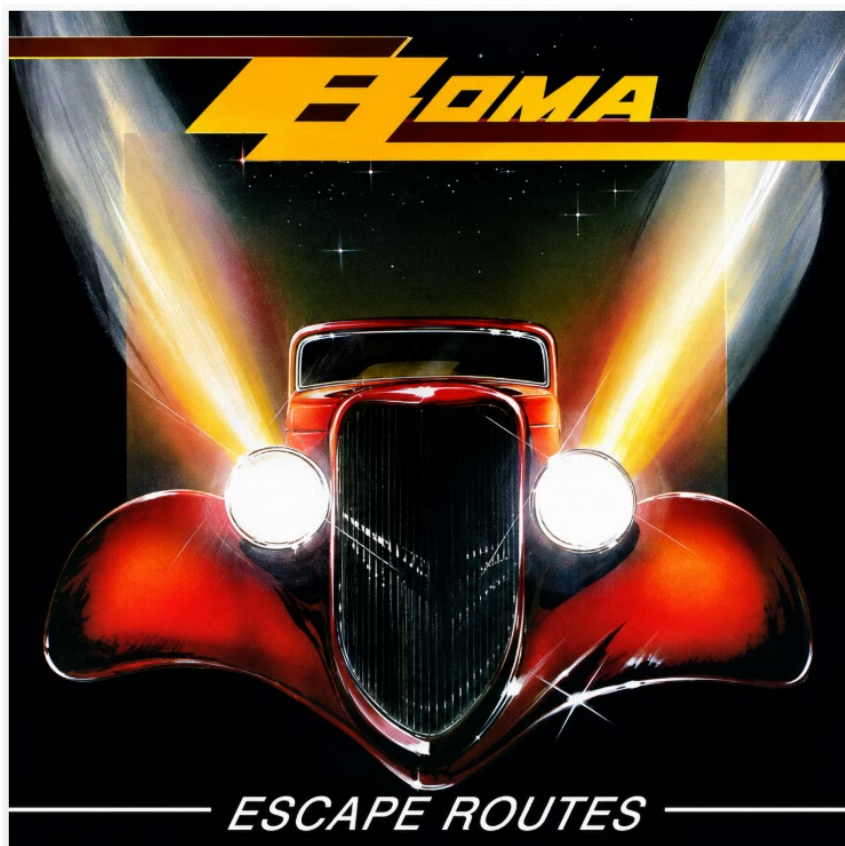
“Weirdly, that wasn't the only gaping hole to appear in New York City yesterday because. And everyone is fine. A school bus in the Bronx partially fell into a Sinkhole. First Queens, then the Bronx. Even sinkholes don't want to go to Staten Island. You know what? We better get off the air quick before a giant sinkhole swallows the Ed Sullivan.”

Policy, Funding Tools, and Infrastructure Delivery

New York budget includes “Let Them Build” and SEQRA changes - New York's state budget included “Let Them Build” reforms and SEQRA changes. Certain housing, park infrastructure, and school projects on previously disturbed land can avoid duplicative SEQRA review, with potential implications for infrastructure delivery and transit-adjacent development.

New York modifies climate-law timing and accounting - New York's budget also made climate-law changes, delaying some greenhouse-gas implementation deadlines and modifying emissions accounting. Environmental groups criticized the changes as weakening the state's climate law.

New York extends Section 119-R value-capture tools - New York extended Section 119-R, preserving tools that can capture land value created by transit investments. Those tools include special transit assessments, land-value taxes, and tax-increment financing, which policy analysts argue could help fund projects such as the Interborough Express and future subway extensions.



Ferries, Harbors, and Water Transportation

NYC Ferry summer service expands - NYC Ferry launched its 2026 summer schedule, described in the June materials as the system's largest summer-service schedule. Ridership is up from pre-pandemic levels, the fleet spans all five boroughs, fares have risen to \$4.50, and subsidy levels remain part of the ongoing policy debate.

Sail4th / America250 harbor operations will affect waterways - America250 and Sail4th events will bring tall ships, waterfront crowds, security zones, ferry demand, and harbor-operation restrictions. The Coast Guard has established special local regulations, temporary anchorage suspensions, and security zones for New York Harbor, Sandy Hook Bay, and the Hudson River. BTW, Macy's will show fireworks in both the East and Hudson Rivers this year.

Electric Vehicles and Charging

Robotaxis Hit Standing Water - Tesla's robotaxi rollout is off to a slow start, with a fleet of just 59 vehicles across three Texas cities and riders seeing long waits and stalled trips.

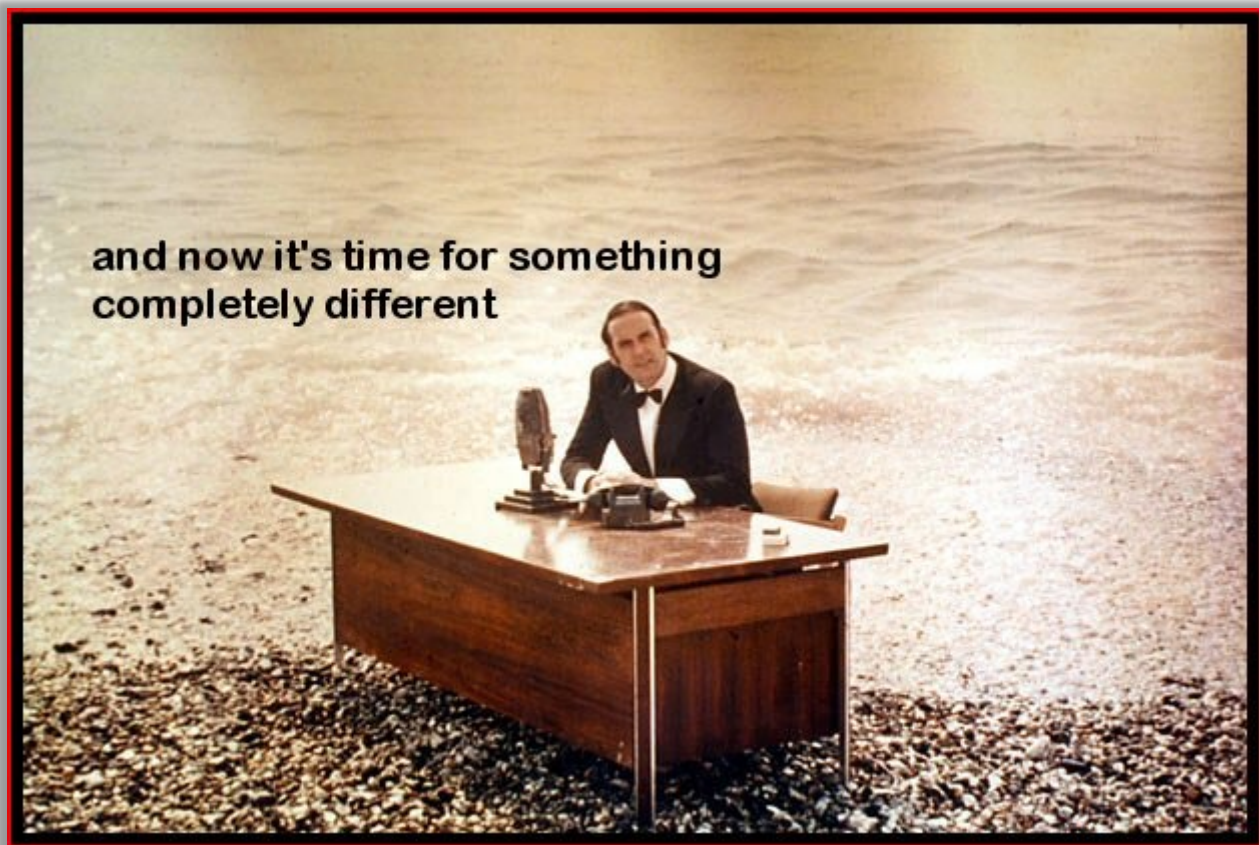
Waymo, meanwhile, has paused robotaxi service in five U.S. cities after vehicles drove into flooded roads and got stuck, including one empty car that was swept into a creek in San Antonio. The company also recalled nearly 3,800 robotaxis and temporarily suspended some freeway service while it works on software fixes.

The future may be driverless, but it still has to learn the oldest driving lesson: don't drive into water.

Revel and Voltera merge EV charging businesses - Revel and Voltera announced plans to combine EV charging businesses. The merger is aimed at charging infrastructure for commercial fleets, including taxis, ride-hail vehicles, autonomous vehicles, and other urban fleets.



AND NOW FOR SOMETHING COMPLETELY DIFFERENT.....



and now it's time for something
completely different

OVERHEARD IN HUDSON COUNTY, NJ:

**Defendant to the judge (after having
license suspended for six months:**

**"So I can drive, I just can't get
caught for six months."**

♪ WELCOME TO THE PENNSYLVANIA STATION ♪ - YOU CAN CHECK THE BOARD ANY TIME YOU LIKE...
BUT YOU CAN NEVER LEAVE

Even as we're all trying to escape through Penn Station, Penn Station is trying to escape being Penn Station.

That has been the dream for decades: escape the low ceilings, the maze, the platform crush, the "pit," the dead ends, and the feeling that the busiest rail hub in the country was designed around everything except the people trying to use it.

Now the federal government says the next escape attempt is real.

Amtrak, the U.S. DOT, and Penn Transformation Partners have unveiled a new plan to rebuild New York Penn Station, with construction targeted to begin by the end of 2027. The estimated cost is about \$7-8 billion, though the final price will depend on design, federal review, track-level requirements, financing, and the familiar New York reality that big public projects rarely get cheaper once the digging starts.

Penn Station's problem was never only that it looked bad. It was that the region kept asking a cramped, layered, politically

trapped station to do more than it was built to do. Moynihan gave Penn a better front porch. The LIRR concourse gave part of the complex a better hallway. The new question is whether this plan can improve the basement machinery: platforms, vertical circulation, track access, capacity, and recovery when something breaks.

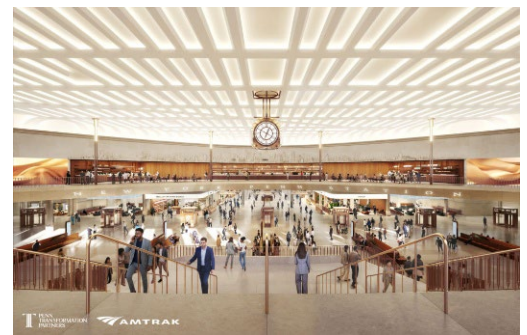
The most important design decision may also be the most limiting one: Madison Square Garden stays.

A competing vision would have moved the arena to create room for a more ambitious station rebuild. The selected proposal keeps MSG above the station, removes the Theater at MSG on Eighth Avenue, and replaces it with a new stone-and-bronze station building, a broad Eighth Avenue entrance, large windows, skylights, and a train hall meant to bring light into a place long defined by compression.

That choice makes the project more politically achievable. It also defines the challenge. Penn has to solve circulation, loading, platform, security, sidewalk, and passenger-flow problems while still operating under and around the arena that helped create many of those constraints.

For NJ Transit riders, the most practical promise is the end of "the pit," the disliked sunken waiting area and cluttered mezzanine system that makes Penn feel less like a station than a test of patience. The redesign calls for a single main concourse directly above the tracks, with no ceiling lower than 20 feet and portions rising to about 50 feet. A new south-side concourse at Seventh Avenue is being pitched as especially important for NJ Transit, replacing the current dead-end experience with a wider connection toward Eighth Avenue and the rest of the station.

The numbers are meaningful. The design team says pedestrian circulation space would grow from about 64,000 square feet to about 220,000 square feet. The long-closed Gimbels passageway to Herald Square and the 33rd Street PATH station would reopen. Removing the theater could allow as many as 100 platform columns to come out. The plan also calls for roughly one-third more stairs, escalators, and



elevators, including two wheelchair-accessible elevators per platform. Major mechanical, electrical, and plumbing systems would also be shifted to free up interior space for the rebuild.

Those are the real selling points. Penn is not just ugly. It is hard to move through, hard to understand, hard to evacuate, and too dependent on narrow stairs, low ceilings, constrained platforms, and compromises stacked on top of one another for generations.

A brighter entrance would be welcome. The stronger case is below the postcard level: fewer columns, more vertical circulation, wider concourses, better platform access, and a station that can actually move people.

Penn Needs Rebuilding. The Process Needs Daylight.

The federal government took control of the Penn redevelopment effort from the MTA and placed Amtrak at the center of the project. Amtrak owns the station, but Penn is not an Amtrak-only problem. Most Penn riders use the MTA, LIRR, and NJ Transit. The ownership may be federal, but the daily consequences are local and regional.

That is why the process matters.

Local New York officials and members of Congress have raised concerns about transparency, local input, and the role of private development around the station. Penn Transformation Partners includes Halmar, Skanska, Vornado, and other partners. Vornado owns significant property around Penn Station, which makes the land-use, tax, financing, and public-review questions unavoidable.

Penn's redevelopment is not only a station project. It is also a real estate project, a neighborhood project, a public-finance project, and a governance project.

The funding picture remains murky. Amtrak officials have said they hope to maximize the federal contribution and make the remaining gap as small as possible. Possible funding sources include federal grants, low-interest federal loans, private development value, public-private partnerships, and potential contributions from New York, New Jersey, or city taxpayers in exchange for public-realm improvements. New York State previously withdrew money it had committed after the federal takeover, and Gov. Hochul has said the state will not contribute additional funds under the current arrangement. Amtrak officials have said riders would not pay a special station surcharge, but that still leaves a very large project with a very large unresolved bill.

A related fight is forming around value capture and federal authority.



The economic stakes and development returns are significant. Penn District, Hudson Yards, and Manhattan West were 25% of office relocations from 2023-25. Rents at Vornado's redeveloped towers are reportedly near \$130/sq. foot, above earlier projections of \$95-100.

Language in a U.S. House transportation bill has raised concerns that Amtrak could gain broader power to own, lease, develop, and partner with private developers around major rail stations, potentially bypassing local zoning or redirecting revenue that would otherwise flow through traditional local tax channels.

Value capture itself is not the problem. Transit projects create real estate value, and using some of that value to fund public infrastructure can be legitimate. The problem is governance. Who controls the land? Who controls the revenue? Who approves development? Who protects the public interest? Who makes sure New York City, New York State, New Jersey, NJ Transit, LIRR, Amtrak, nearby businesses, residents, and daily riders have a seat at the table?

Penn has a developer. It does not yet have a fully public answer on cost, control, capacity, and who captures the value around the station.



Leaked renderings reportedly showed Trump's name and a presidential seal near an entrance, but the plan is not currently described as a formal renaming of Penn Station. That distinction matters. So does the larger point: politics, branding, real estate, and transportation are all embedded in this project.

Penn needs rebuilding. The process needs daylight.

The Station Is Brittle

The case for rebuilding Penn became less theoretical in late May 2026.

First came a falling-concrete incident that struck the pantograph of an NJ Transit train and forced Amtrak to close several tracks. Then came a separate overnight Amtrak contractor-equipment fire near the North River tunnel approach. The fire damaged overhead catenary, signals, track, and maintenance equipment. It injured workers, brought a major FDNY response, and disrupted NJ Transit, Amtrak, and LIRR service across the morning commute.

Amtrak later clarified that the falling concrete and the fire were separate incidents. That distinction matters. Together, they still made the larger point hard to miss. **Penn is brittle.**

The disruption was not contained to one railroad. NJ Transit service between New York Penn and Newark Penn was suspended. Midtown Direct trains were diverted to Hoboken. Tickets were cross-honored on PATH and buses. Amtrak service south of New York was temporarily suspended. LIRR service at Penn was disrupted.

That is the Penn problem in miniature. Amtrak owns and maintains key infrastructure. NJ Transit and LIRR depend on it. Riders across the region live with the consequences when it fails. Public officials can be angry at Amtrak, and in many cases they have reason to be. But anger does not create redundancy.

Infrastructure does.

That is why Gateway belongs in any serious Penn discussion. The Gateway Program is not a distant companion project. It is the missing backup plan for the same overloaded rail network. The existing North River tunnels are more than a century old. They are indispensable and vulnerable. When one tube is compromised, the region cannot simply route around the problem.

Recent Gateway progress, including the New Jersey Surface Alignment Project contract, is part of the same story. Penn is the station everyone sees. Gateway is the redundancy everyone will need.

The same fragility runs east as well as west. East River tunnel-area and interlocking disruptions show that Penn's reliability depends on the full rail plant around the station, not just the Hudson crossing.

A rebuilt Penn without Gateway would still feed into a fragile river crossing. Gateway without a more functional Penn would still deliver trains into a station that struggles to process people. The projects are different, but they answer the same regional problem: New York and New Jersey cannot keep adding commuters, visitors, events, and expectations onto a system with so little room for failure.



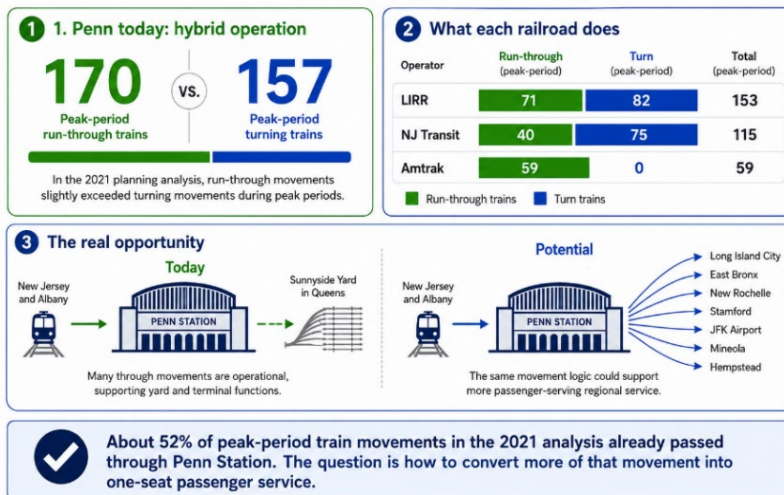
Through-Running Is Not a Magic Word

Through-running also belongs in the Penn conversation. The concept is simple enough: trains continue through a station instead of terminating, unloading, turning around, and heading back. Done well, through-running can improve capacity, reduce terminal conflicts, and create more useful one-seat regional trips.

But through-running is not just a track diagram. It requires compatible equipment, coordinated schedules, yard strategy, labor rules, power systems, platform capacity, and cooperation among agencies that do not naturally operate as one railroad. Penn already has through-running movements today. Many trains already pass through the station, often to reach yards or support operations. The opportunity is to turn more of those movements into passenger-serving regional service. The new plan includes language about improving operations and allowing at least limited through-running of some NJ Transit and LIRR trains. That is worth watching. It is also worth pressing for details: Which trains? How many? At what times? With what equipment? Under what agreements? With what benefits to passengers?

Penn Already Runs Trains Through

Penn Station already has significant through-running. The opportunity is to turn more of those movements into passenger service across the region.



Source: NY Penn Station Master Plan White Paper: Through-Running (2021 planning analysis).

What Success Would Look Like

Success would mean:

- NJ Transit riders no longer entering a dead-end maze.
- Platforms with fewer columns and safer evacuation.
- More stairs, escalators, and elevators where riders actually need them.
- A station that can handle daily commuters, Knicks games, concerts, tourists, World Cup crowds, and

weekend escape traffic without feeling like a civic panic room.

- Reopened underground connections, better lighting, better loading, less sidewalk chaos around MSG, and a funding plan the public can understand.

Success would mean Penn finally moves better.

Can people find their trains? Can they get off platforms safely? Can NJ Transit riders move through the building with dignity? Can LIRR, Amtrak, and NJ Transit operate without constantly stepping on each other? Can the station connect to the subway, PATH, Moynihan, Herald Square, and surrounding streets in a way that feels like a system

instead of a scavenger hunt? Can the region build Gateway before the next crisis proves the point again?

The plan now on the table may help. It promises light, space, circulation, platform improvements, and a new front door. It also keeps Madison Square Garden in place, leaves the funding plan unsettled, raises real questions about federal control and local oversight, and depends on a region that has struggled for generations to build big things on time and on budget.

So yes, rebuild Penn.

But do not confuse a rendering with an answer. The board may finally show a departure time for the next version of Penn Station, with groundbreaking planned by the end of 2027.

PENN STATION NEW YORK		DEPARTURES			EAST GATES WEST GATES	
TIME	TRAIN	TO	STATUS	TRACK		
2027	PENN REBUILD	NEW FRONT DOOR	SCHEDULED	TBD		
TBD	FUNDING PLAN	PUBLIC ANSWERS	STANDBY	TBD		
TBD	LOCAL CONTROL	DAYLIGHT	BOARDING SOON	TBD		
TBD	VALUE CAPTURE	WHO BENEFITS	DETAILS NEEDED	TBD		
TBD	GATEWAY	BACKUP ROUTE	IN PROGRESS	FUTURE		
TBD	THROUGH-RUNNING	REGIONAL SERVICE	DETAILS NEEDED	TBD		
NOW	RIDERS	ROOM TO MOVE	STILL WAITING	TBD		
SUMMER	ESCAPE	SOMEWHERE BETTER	BOARDING	TRACK TO COME		

The harder question:

While we can check out of Hotel Pennsylvania Station any time we like, can we ever leave?

One quick moment of teenage angst before we depart... As overheard at the airport

*Going through security

Dad: "Time to begin my strip tease."

Daughter: "I will pay you money to never say that again."

@overheardnewyork

And to prevent real angst and trauma, we proudly present:



Roscoe's Summer Escape Tips

Don't Bring Home the Worst Souvenirs Ever!

-  **Escaping for the summer is the goal.** Bringing home vampire bugs is not.
-  **Bed bugs are expert hitchhikers,** and they love luggage, hotel rooms, backpacks, coats, and overnight bags.
-  **Before you settle into a room, Roscoe recommends a quick inspection:** Check mattress seams, headboards, bedside tables, drawers, and the areas where carpet meets the wall. Look for black spotting and any stains or cast skins. Keep your luggage off the bed.
-  **When you get home, do not unpack directly onto the bed.** Bag travel clothes, run washable items through a hot dryer for 15–20 minutes, and inspect and vacuum luggage before storing it away.

A few careful minutes can help keep your vacation memories pleasant — and keep Roscoe from needing to make a house call. Bring home photos, stories, and maybe a T-shirt. **Leave the bed bugs behind.**



NJ Escapes: What could bring more smiles than Jersey beaches, slices, and disco fries?

Get down the Shore, even if the ocean is cold! Curfews and increased policing have things under control.



Take your taste buds on a journey with [NJ TRANSIT's Pizza & Pints!](#) Explore the NJ's finest breweries, pizzerias, wineries, and distilleries, all accessible by train, light rail, or bus.

The logo for 'PIZZA & PINTS' is set against a red background. The text 'PIZZA & PINTS' is written in a large, white, stylized font with a black outline. Surrounding the text are illustrations of pizza slices and beer glasses with foam.

...If you can't escape to the beach on a Friday, escape to the booth.

Diners: New Jersey's Original Third Place (aka: When the Trains Don't Run, the Coffee Still Does)

If Penn is where escape gets trapped, the Jersey diner is where escape slows down on purpose.

Some of the best summer days include lunch with BOMA friends. Diners are not just nostalgia. They are relationship infrastructure.

In a month built around escape routes, the diner booth deserves its place. BOMA NJ's Dave Heffler has been proving this one lunch at a time with his diner lunch series: part business development, part Jersey anthropology, part reminder that relationships still get built across a table. It's where vendors, contractors, and friends meet halfway, compare notes, and remember that business is still built in person.



NYC Escapes: Escape doesn't only mean leaving the city. It can mean finding a healthier, quieter, stranger, or more beautiful way to stay in NYC.

A walk down a subway tunnel can feel like an escape and moment of enlightenment when you encounter a musician playing Bach on a rainy day. Click the picture to listen.



Escape Upstairs Escape **to a new space**

at world famous Katz's Deli on Houston. Sometimes the best journey is up a staircase with pastrami waiting. BTW, we'll have what she's having.



Puerto Rico in the Park - If you cannot get to Puerto Rico, Puerto Rico came to NYC. Experience the culture, memory, music, food, community, of PR in Madison Square Park.



Escape To Your Childhood:

♪ Can you tell me how to get,
How to get to Sesame Street? ♪

Or at least the **Jim Henson Creature Shop** – now open for tours allowing fans to meet a puppet builder, see a puppetry demonstration and take photos and videos with beloved and iconic characters.



And Now, The Final Curtain.....

"Come on. I'll buy you a drink. You know, a drink?" – Marion Ravenwood, Raiders of the Lost Ark



After all the fares, fires, fuel prices, detours, sinkholes, shuttles, service changes, and station renderings, maybe the best summer escape is still the oldest one: getting where you were trying to go, opening the door, and stepping out at exactly the right moment in the song.

That is the feeling this issue has been chasing. Not just leaving. Arriving.

The perfect summer exit does not require a perfect transportation system, though that would certainly help. It requires a little luck, a working route, a reasonable fare, a train that shows up, a road that holds, a ferry with a view, a booth at the diner, a beach chair, a city park, a hotel room without surprises, and maybe one great track playing as you finally get out of the car.

So let's raise a tropical drink to lighter traffic, clearer signs, better platforms, cooler concourses, honest schedules, reliable backups, and the kind of arrival that makes even an ordinary sidewalk feel like a movie scene.

Hope you get to make your great escape and celebrate summer ♪ "Your Way." ♪

-Glenn

P.S. - We'll be back after summer, assuming Penn lets us leave.

Sources and End Notes for BOMA Transportation Reports – June 2026

World Cup Transportation, MetLife Stadium, Penn Station Access, and Midtown Traffic

The Athletic. Reporting on NJ Transit World Cup rail ticket sales for MetLife Stadium, including NJ Transit figures showing 17,739 round-trip rail tickets sold as of May 31, 2026, equal to approximately 5.5% of available rail inventory; NJ Transit's 40,000-riders-per-match rail planning target; the \$98 special rail fare; shuttle ticket sales; parking limits; and buyer-behavior concerns.

The Sun. "[World Cup train ticket prices spark fury as fans face huge costs to reach New Jersey stadium](#)"

Used for NJ Transit World Cup rail ticket inventory, sales, fare levels, shuttle-bus sales, parking limits, and early buyer behavior.

The Sun. "[World Cup bosses slash MetLife transport fares](#)"

Used for reduced World Cup transit fares, including the \$98 rail fare and \$20 shuttle fare.

New York Post. "[NYC's Penn Station to partially close ahead of World Cup matches, potentially leaving commuters stranded](#)"

Used for Penn Station access restrictions, FIFA security perimeter issues, and commuter impacts on World Cup match days.

New York Post. "[NYC will cut off traffic during 2026 World Cup games with amped-up Gridlock Alert](#)"

Used for New York City's World Cup traffic plan, Gridlock Alert Days, 42nd Street bus-priority corridor, Sixth Avenue bus lanes, Penn Station pedestrian/security operations, Port Authority bus staging, and Midtown delivery restrictions.

New York Post. "[NJ Transit will use emergency 600-person boats for World Cup](#)"

Used for NJ Transit backup ferry planning, standby bus/ferry operations, World Cup contingency planning, and the role of Amtrak-controlled rail infrastructure as a key reliability issue.

CBS New York. Reporting on 2026 FIFA World Cup transportation planning, reduced fares, shuttle service, special bus operations, and regional transit planning for MetLife Stadium match days.

NJ Transit / FIFA / MetLife Stadium transportation materials. Used for official World Cup match-day transportation assumptions, transit-first access planning, rideshare and parking rules, and fan-movement expectations.

NJ.com. Reporting on American Dream parking prices and limited World Cup parking availability near MetLife Stadium. Used for the parking-sales and premium-pricing discussion.

News 12 New Jersey. Reporting on NJ Transit and MetLife Stadium World Cup planning and possible overlap with other major regional events.

Penn Station Redevelopment, Madison Square Garden, and Station Design

The New York Times. Patrick McGeehan, "Natural Light. Soaring Ceilings. At Penn Station? That's the Plan." May 29, 2026.

Used for the Penn Station redevelopment overview, design direction, light/space improvements, concourse changes, and public framing of the latest plan.

New York Post. "[Stunning new before-and-after renderings reveal what's in store for NYC's Penn Station](#)"

Used for updated renderings, public design framing, concourse and station-entry features, Madison Square Garden staying in place, and public reaction to the proposal.

New York Post. "[Penn Station will bear Donald Trump's name with a seal](#)"

Used only for reporting on leaked renderings reportedly showing Trump's name and a presidential seal near an entrance, and for the distinction between rendering imagery and a formal station renaming.

New York Post. "[Hochul will make good on threat to pull \\$1.3B from Penn Station overhaul after Trump booted MTA from project](#)"

Used for state funding context following the federal/Amtrak takeover of the Penn Station redevelopment effort.

Gothamist. Reporting on Penn Station renderings, Trump-name controversy, federal takeover of the project, Amtrak's role, and local transparency concerns.

Streetsblog NYC. Reporting and commentary on Penn Station redevelopment, project cost, governance, federal control, local oversight, and transparency concerns.

amNewYork. Ethan Stark-Miller reporting on BUILD America 250 language, Amtrak development authority, value-capture concerns, local zoning/revenue questions, and Penn Station governance.

Amtrak / U.S. Department of Transportation. Public statements and materials on the federal role in Penn Station redevelopment, Amtrak project leadership, and redevelopment goals.

Penn Transformation Partners / project-team materials. Used for design details, redevelopment team structure, station-improvement claims, circulation, entrances, concourse planning, and public-facing project descriptions.

WSP / FX Collaborative for Amtrak, MTA, and NJ Transit. “New York Penn Station Master Plan White Paper: Through-Running.” April 2021.

Used for through-running concepts, operational constraints, regional rail coordination, and the distinction between through-running as a concept and through-running as an implementable operating plan.

Effective Transit Alliance / ETANY. Materials on modernizing New York commuter rail and through-running. Used for broader background on regional rail modernization, terminal operations, and commuter-rail coordination.

Penn District, Vornado, Real Estate Value, and Value Capture

The Wall Street Journal. “[Manhattan’s ‘Hell Hole’ Is Now in One of Its Hottest Office Districts](#)”

Used for the Penn District / Hudson Yards / Manhattan West commercial real estate discussion, including the area capturing nearly 25% of Manhattan office relocations from 2023 to 2025 and Vornado rents reportedly reaching the \$130-per-square-foot range, above earlier expectations of roughly \$95 to \$100 per square foot.

New York Post. “[Penn District poised to grow by another block, replacing junky retail as NYC loses retail giant](#)”

Used for Vornado’s Penn District redevelopment, commercial real estate investment around Penn Station, office leasing, retail redevelopment, and surrounding property activity.

Niskanen Center. “[New York State authorizes a land value tax that could provide billions for transit investment](#)”

Used for Section 119-R, land-value capture, transit assessments, land-value taxation, tax-increment financing, and the argument that transportation investments can create land value that can help fund public infrastructure.

General value-capture and tax-increment-financing background materials. Used for the explanation that public infrastructure can increase surrounding land values, and that value-capture tools can be legitimate when governance, public benefit, and accountability are clear.

Penn Station Fragility, Amtrak, NJ Transit, LIRR, and Gateway

NorthJersey.com. Manahil Ahmad and Colleen Wilson, “Amtrak repairs to loose concrete lead to train fire in NY Penn Station.” May 29, 2026.

Used for the falling-concrete incident, Amtrak maintenance context, the separate Amtrak contractor-equipment fire, and the importance of distinguishing between the two incidents.

The New York Times. “Train Fire at Penn Station Injures 5 and Disrupts Rail Service.” May 29, 2026.

Used for the Amtrak fire, worker injuries, rail-service disruption, FDNY response, and regional commuter impacts.

New York Post. “[Amtrak train catches fire, 2 seriously injured as Penn Station service is disrupted](#)”

Used for Amtrak work-equipment fire details, injuries, overhead wire damage, NJ Transit suspension between New York Penn and Newark Penn, Midtown Direct diversion to Hoboken, LIRR disruption, and Amtrak service impacts.

Amtrak NEC Alerts. May 29, 2026 service advisories. Used for Amtrak service disruption, cancellations, delays, and Northeast Corridor service effects.

Gateway Program News / Gateway Development Commission. Updates on the Hudson Tunnel Project, concrete liner segments, tunnel-boring-machine preparation, and the New Jersey Surface Alignment Project. Used for Gateway progress, North River tunnel redundancy, and the relationship between Penn Station and Hudson River rail capacity.

NJ Transit materials and public statements. Used for NJ Transit’s dependence on Amtrak-owned infrastructure into New York Penn Station and the operational relationship among NJ Transit, Amtrak, and Penn Station.

NJ Transit, PATH, LIRR, and Regional Rail Operations

NJ Transit. “[Governor Sherrill Releases NJ TRANSIT Rapid Action Plan to Enhance Customer Experience, Announces Launch of New App](#)”

Used for the Rapid Action Plan, customer-facing improvements, cleanliness, accessibility, safety, digital tools, Wi-Fi, unified communications, NJT LiveView, improved customer displays, and the redesigned NJ Transit mobile app.

NJ Transit. Service advisories and public materials on May 31, 2026 schedule changes. Used for NJ Transit rail schedule updates.

Gothamist. “[Entire NJ Transit rail system delayed after ‘fire department activity’ at operations center](#)”

Used for the May 31 Rail Operations Center incident in Kearny, systemwide rail delays, and the point that centralized rail operations can create systemwide vulnerability.

New York Post. “[LIRR strike begins after MTA failed to reach wage increase deal with union, disrupting 300K commuters](#)”

Used for the LIRR strike beginning May 16, 2026 after wage talks collapsed, commuter disruption, and labor context.

New York Post. "[Hochul, MTA largely cave to striking LIRR union workers but insist taxpayers won't be financially crushed](#)"

Used for the tentative LIRR strike settlement, including 2026 wage increases, retroactive raises, \$3,000 lump-sum payment, contract extension through August 2027, unpaid mandatory training, and work-rule context.

MTA / LIRR public materials. Used for LIRR service-resumption context and strike-related operational background.

Subways, Subway Safety, and Major MTA Projects

MTA / Governor Hochul. Public announcements on Second Avenue Subway Phase 2. Used for the Q train extension from 96th Street to 125th Street, East Harlem station planning, Metro-North and Lexington Avenue subway connections, and expected daily ridership.

New York Post. "[MTA greenlights whopping \\$1.9B contract for long-awaited Second Avenue Subway, and transit officials still claim it's a savings](#)"

Used for Second Avenue Subway Phase 2 cost, contract, timing, and ridership context.

Route Fifty / The City. Jose Martinez, "[New York MTA seeks AI subway 'track intrusion' tech](#)"

Used for the MTA's planned AI-supported track-intrusion detection test, one underground and one elevated station, 6% subway-delay figure for people/debris on tracks, two-year \$10 million to \$50 million estimated test cost, and related safety/technology concerns.

MTA. Contract solicitation and related materials for track-intrusion detection technology. Used for the technical description of the proposed pilot.

New York Post. Reporting on subway surfing deaths, injuries, youth/social-media concerns, MTA/NYPD response, drones, enforcement, public-service campaigns, and family advocacy.

Gothamist / Vital City. Reporting and analysis on increased criminal summonses for subway rule violations other than fare evasion. Used for the subway order, enforcement, and rider-behavior discussion.

Airports, Airlines, AirTrain, and Fuel Costs

Associated Press. "[United plane clips light pole and truck while landing at Newark airport, authorities say](#)"

Used for the United Airlines Boeing 767 Newark landing incident, including the aircraft striking a light pole and tractor-trailer while landing, 221 passengers and 10 crew aboard, safe landing, no onboard injuries, and minor injury to the truck driver.

New York Post. "[United plane strikes light pole, tractor-trailer while landing at Newark Airport, officials say](#)"

Used for local details, Newark Airport context, and public-facing summary of the incident.

NTSB preliminary report / aviation safety materials. Used for the "slow and a little low" warning, landing path, light pole/truck contact, and investigative framing.

The Guardian. "[Air fare rises inevitable as airlines face extra \\$100bn jet fuel bill this year](#)"

Used for jet fuel costs, airline fuel bills, and airline profit pressure.

Reuters / travel-industry reporting. Doyinsola Oladipo, reporting on higher airfare and hotel costs dividing summer travel into "haves and have-nots." Used for the travel-demand split, higher airfare and hotel rates, and budget-conscious travelers delaying, downsizing, or canceling trips.

CNBC / energy-market reporting. Used for oil inventory, gasoline, jet fuel, and summer energy-market risk framing.

Wall Street Journal / EIA-related reporting. Used for crude-oil inventory and fuel-stock context.

Port Authority of New York and New Jersey. Newark Liberty International Airport and AirTrain Newark materials. Used for AirTrain Newark construction, bus replacement between airport terminals and the airport rail station, weekday service impacts, and new AirTrain planning.

Port Authority / United Airlines materials and reporting on Newark Terminal B. Used for Terminal B age, near-term improvements, modernization planning, and eventual replacement discussion.

Reuters / aviation reporting on United Airlines and Newark flight capacity. Used for United's interest in adding Newark flights, hourly cap discussion, widebody capacity strategy, and FAA/airport operational limits.

Streets, Buses, Curbs, Micromobility, and Local Mobility

NYC Department of Transportation. Announcements and materials on Lexington Avenue bus-priority work. Used for the offset bus lane between 52nd and 60th Streets, bus-priority continuity south from 96th Street, bus-speed goals, and pedestrian-safety framing.

NYC Department of Transportation. Announcements and materials on the 34th Street busway. Used for the Ninth Avenue to Third Avenue busway plan, Midtown crosstown bus movement, and street-priority changes.

New York Post. [“34th St. busway clears final hurdle despite opposition”](#)

Used for the 34th Street busway debate, bus movement, community concerns, and project framing.

Hudson County View. John Heinis, [“Jersey City & Hoboken renew Vision Zero commitments to eliminate traffic deaths”](#)

Used for Jersey City’s plan for more than 100 quick-build safety improvements at more than 80 locations, including curb extensions, flashing beacons, all-way stops, signal upgrades, and Hoboken’s renewed Vision Zero commitments.

Jersey City and Hoboken public materials. Used for Vision Zero, quick-build, raised-intersection, raised-crossing, curb-extension, green-circuit, and traffic-safety background.

Gothamist. Reporting on New York City not moving forward with e-bike registration this year. Used for the micromobility policy and enforcement discussion.

New York Post. Reporting on New York City e-bike enforcement, reckless-riding debate, summonses, and public safety concerns.

Cycling Weekly. [“New Jersey and the terrible, horrible, no good, very bad e-bike law”](#)

Used for New Jersey’s e-bike registration/licensing law, criticism from advocates, and concerns that low-speed e-bikes are being treated too much like motorcycles.

NJ MVC / New Jersey state materials. Used for implementation background on e-bike registration, licensing, and rider confusion.

Local reporting on the fatal Queensboro Bridge e-scooter / bicycle crash. Used for the Queensboro Bridge bike-path safety item, two fatalities, path width, and scooter-speed/legal concerns.

Roads, Driving, Insurance, Weather, Flooding, and Infrastructure

Road & Track. [“New York governor signs law requiring speed-limiting devices for repeat offenders”](#)

Used for New York’s “Stop Super Speeders” legislation and intelligent speed-assistance devices.

New York Post. [“Traffic relief coming for 120K NJ drivers, but there’s a catch”](#)

Used for Route 9 bottleneck relief in Sayreville, New Jersey, including congestion, crash history, construction expected to begin in 2029, and completion targeted around 2030.

New Jersey Monitor. [“NJ car insurance rates”](#)

Used for New Jersey auto-insurance rate increases, including rates climbing as much as 32.5% over two years, double-digit rate-hike requests, regulator/industry debate, and cost drivers including crashes, repairs, litigation, vehicle technology, coverage requirements, and state-law changes.

New York Post / budget reporting on New York car-insurance law changes. Used for changes curtailing certain payouts to people found mostly responsible for crashes, Uber’s support for the lobbying effort, and Gov. Hochul’s stated hope that changes could help reduce driver rates.

NYC Emergency Management / Notify NYC. Weather alerts and heavy-rain advisories. Used for flash-flooding and street/transit access impacts.

Local New York reporting on flash flooding, storm-downed trees, Hell’s Kitchen vehicle damage, and street impacts. Used for stormwater and “escape has fine print” infrastructure framing.

New York Post. [“Sinkhole closes busy LaGuardia Airport runway, sparks fears of delays, cancellations”](#)

Used for the LaGuardia Airport runway sinkhole and flight-delay concerns.

New York Post. [“NYC surpasses Miami and Houston as America’s highest-risk city for hurricanes”](#)

Used for New York metro hurricane-risk data and storm/flood exposure.

Live Science. [“New York City is at major risk of flooding that could leave 4.4 million people exposed to extreme damage, study finds”](#)

Used for broader stormwater, flooding, and infrastructure-risk discussion.

Local reporting on sinkholes on the Long Island Expressway, Brooklyn streets, and the Bronx school-bus incident. Used for the regional sinkhole roundup.

The Late Show with Stephen Colbert. Monologue/commentary on New York sinkholes. Used as a comic cultural reference only, not as a factual source for the sinkhole claims.

Policy, Funding Tools, Climate Law, and Infrastructure Delivery

Times Union. Reporting on New York SEQRA changes and “Let Them Build” reforms. Used for previously disturbed land, environmental-review streamlining, housing, park, school, and infrastructure-delivery implications.

Governor of New York / New York State budget materials. Used for budget language on SEQRA, infrastructure delivery, housing, climate-law timing, and related policy changes.

NRDC / environmental-group commentary. Used for criticism of New York budget changes to climate-law timing and emissions accounting.

Niskanen Center. “[New York State authorizes a land value tax that could provide billions for transit investment](#)” Used for Section 119-R, land-value taxes, special transit assessments, tax-increment financing, and the argument that value-capture tools could support future transit investment.

Policy and planning materials on value capture, land-value taxation, special assessments, and tax-increment financing. Used for general explanation of how transit investments can create land value and how governments may try to capture part of that value for public infrastructure.

Ferries, Harbors, and Water Transportation

Patch. Ainsley Martinez, “[NYC Ferry Expands To Record Service: Here’s What To Know](#)”

Used for NYC Ferry launching the largest summer schedule in system history, expanded trips and beach service, larger vessels on high-demand routes, Rockaway Reserve, Rockaway Rocket, Governors Island shuttle service from Pier 11, extended South Brooklyn weekend service, summer service through Sept. 13, East River route ridership, system ridership records, 70 nautical miles, 38 vessels, six routes, and 25 landings.

NYC Ferry / New York City Economic Development Corporation materials. Used for ferry routes, fares, landings, vessels, seasonal service, beach service, Rockaway service, Governors Island service, and passenger-service details.

Bloomberg CityLab. Reporting on NYC Ferry ridership, fare, subsidy debate, and the ferry system’s role in New York’s summer travel network. Used for ferry policy and subsidy discussion.

New York Post. “[USCG could ban kayaks from Big Apple waters for Sail4th 250 event](#)”

Used for harbor restrictions, kayaks/human-powered vessels, Sandy Hook Bay, New York Harbor, Hudson River access, and event-security concerns.

U.S. Coast Guard. Special local regulations, security-zone notices, and temporary anchorage-suspension materials for Sail4th / America250 events. Used for harbor operations, security zones, ferry impacts, tall-ship movements, and waterway restrictions.

Macy’s / official Fourth of July fireworks materials. Used for the note that fireworks are planned on both the East River and Hudson River.

Electric Vehicles, Robotaxis, Autonomous Vehicles, and Charging

Bloomberg. “Deep Dive: Musk’s Messy Robotaxi.”

Used for Tesla robotaxi fleet size, the 59-vehicle fleet count, three Texas cities, rider reports of long waits and stalled trips, and the broader point that real-world robotaxi deployment is moving more slowly than investor expectations.

The Verge. “[Waymo recalls robotaxis after flooded-road incidents](#)”

Used for Waymo’s robotaxi recall involving flooded-road risk and software/map/weather-response issues.

Business Insider. “[Waymo robotaxi service interruptions, pauses and suspensions after freeway and flooded-road issues](#)”

Used for Waymo service pauses, flooded-road incidents, freeway/construction-zone issues, and robotaxi service interruptions.

BBC / Reuters / local reporting on Waymo flood incidents. Used for the San Antonio flooded-road incident, Atlanta/Texas service pauses, and the summary line that driverless cars still need to learn not to drive into water.

Revel / Voltera company materials and business reporting. Used for the Revel and Voltera EV charging merger, commercial fleet charging, taxi/rideshare/autonomous-vehicle charging infrastructure, and urban fleet electrification.

Bloomberg / transportation-business reporting on Revel and Voltera. Used for business context around charging infrastructure consolidation.

New York and New Jersey Summer Escape Pages

6sqft. Reporting on Katz’s Deli’s upstairs room / new upstairs space on Houston Street. Used for the Katz’s “escape upstairs” item.

Madison Square Park Conservancy / event materials / social media. Used for the Puerto Rico in the Park item, including culture, music, food, community, and public-space programming.

Jim Henson Creature Shop / official tour materials. Used for the Jim Henson Creature Shop tour item, including puppet-builder demonstrations, puppetry demonstrations, fan photos, videos, and character-focused visitor experience.

NJ Transit. Pizza & Pints map and promotional materials. Used for breweries, pizzerias, wineries, distilleries, and food/drink destinations accessible by NJ Transit train, light rail, or bus.

Local New Jersey shore reporting and public-safety materials. Used for shore curfews, policing, crowd-control issues, and summer beach access.

MSN. [“Jersey Shore rental prices rise as scam risk grows. These are the red flags to look for”](#)

Used for the report’s statement that Jersey Shore rental prices are up 11% from last year and for the broader summer-rental cost/fraud-risk discussion.

BOMA New Jersey / Dave Heffler diner lunch series. Used for the BOMA NJ diner lunch reference, relationship-building framing, and the idea of diners as informal business/community infrastructure.

NJ.com / USA Today / New Jersey diner coverage. Used for New Jersey diner culture, diner survival, Tops Diner references, and the state’s diner identity.

Somerset Patriots / BOMA NJ event materials. Used for BOMA NJ community-event and New Jersey diner/cultural context where applicable.

Cultural References, Visual Inspiration, and Light Commentary

The Go-Go’s, “Vacation.” Used as a cultural and visual inspiration for the summer escape framing and retro cover energy.

Eagles, “Hotel California.” Used as a cultural reference for the Penn Station “you can check the board any time you like” / “can we ever leave?” framing.

Bruce Springsteen / New Jersey music references. Used for New Jersey transportation culture and prior report continuity.

Frank Sinatra, “My Way.” Used as a light closing cultural reference for the summer signoff.

Raiders of the Lost Ark / Marion Ravenwood. Used for the closing Harrison Ford / Indiana Jones drink reference.

Harrison Ford / Indiana Jones recurring report motif. Used as a recurring transportation-report character and visual joke about cursed infrastructure, escape, and hard routes home.

Mo Willems, Don’t Let the Pigeon Drive the Bus. Used as a light cultural reference in connection with pigeons, buses, subways, LIRR, and Penn Station.

Social media / local-interest posts supplied in the project source trail. Used for lighter “escape” items, visual inspiration, overheard-style moments, and cultural color. These references are not used as sole support for major factual claims unless separately sourced above.

End Notes for Major Factual Claims

1. **World Cup rail and shuttle sales**

The report’s World Cup transportation section relies on published reporting based on NJ Transit figures showing weak early sales for special World Cup rail tickets, reduced rail and shuttle fares, limited parking, and a plan that depends on fans making advance transportation decisions.

2. **Penn Station redevelopment**

The Penn Station section relies on public reporting and project materials describing the new federal/Amtrak-led redevelopment plan, Penn Transformation Partners, Madison Square Garden remaining in place, the Theater at MSG being removed, an estimated \$7 billion to \$8 billion cost range, and construction targeted to begin by the end of 2027.

3. **Penn Station as a real estate and governance issue**

The report’s business framing relies on reporting that Penn District, Hudson Yards, and Manhattan West captured nearly 25% of Manhattan office relocations from 2023 to 2025, and that Vornado rents in the area reportedly reached approximately \$130 per square foot. It also relies on value-capture policy analysis explaining how public infrastructure can create private land value.

4. **Penn Station fragility**

The report’s “Penn is brittle” framing relies on late-May reporting about falling concrete striking an NJ Transit train’s pantograph and a separate Amtrak contractor-equipment fire near the North River tunnel approach that injured workers and disrupted Amtrak, NJ Transit, and LIRR service.

5. **Gateway as regional redundancy**
Gateway references rely on Gateway Program materials and public reporting on Hudson Tunnel Project progress, tunnel liner segments, the New Jersey Surface Alignment Project, and the broader need for additional Hudson River rail redundancy.
6. **NJ Transit customer-experience improvements**
The Rapid Action Plan section relies on NJ Transit's official May 12, 2026 release describing the customer-experience plan, redesigned mobile app, cleanliness, accessibility, digital tools, NJT LiveView, safety initiatives, and customer communications.
7. **MTA AI track-intrusion technology**
The subway AI section relies on Route Fifty / The City reporting that the MTA is seeking AI-supported track-intrusion detection technology, including a pilot at one underground and one elevated station, a two-year cost range of \$10 million to \$50 million, and track intrusions accounting for about 6% of subway delays.
8. **Fuel and airline-cost pressure**
The fuel section relies on energy-market and aviation reporting showing that high jet fuel costs are pressuring airline costs and profits, while higher fares and hotel rates are dividing summer travel demand.
9. **Newark Airport incident**
The Newark landing item relies on AP, NTSB, and local reporting on the United Boeing 767 that struck a light pole and tractor-trailer while landing at Newark, carrying 221 passengers and 10 crew, with no onboard injuries and minor injury to the truck driver.
10. **NYC Ferry summer service expansion**
The ferry section relies on Patch, NYC Ferry, and related reporting describing the largest summer schedule in NYC Ferry history, expanded Rockaway and beach service, larger vessels, Governors Island shuttle service, extended South Brooklyn weekend service, and system size.
11. **Street safety and micromobility**
Street-safety and micromobility claims rely on NYC DOT, Hudson County View, Gothamist, Cycling Weekly, New Jersey state materials, and local reporting on bus lanes, Vision Zero, e-bike registration/licensing, and e-scooter/bike-path safety.
12. **Roads, insurance, and weather risk**
Road and weather items rely on Road & Track, New York Post, New Jersey Monitor, local weather reporting, NYC Emergency Management materials, and flood/hurricane-risk reporting.
13. **Robotaxis and standing water**
The robotaxi section relies on Bloomberg reporting on Tesla's small early robotaxi fleet, plus reporting from The Verge, Business Insider, BBC, Reuters, and local outlets on Waymo flooded-road incidents, recalls, and temporary service pauses.
14. **Local NY and NJ escape items**
The escape pages rely on local event, restaurant, transit, and cultural sources. These are used mainly as lighter cultural references and suggested summer detours, not as central policy claims.
15. **Cultural references**
Song, film, and character references are used as commentary, humor, and visual framing, not as factual support for transportation claims.