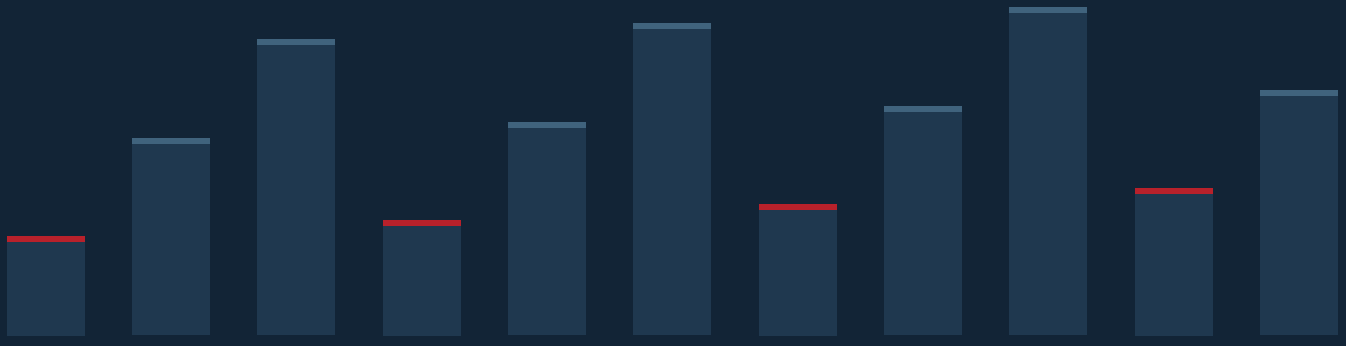
WEEKLY INTELLIGENCE

Weekly Report on Smart Cities

- 2026-11-14 to 2026-11-20

This edition brings together 12 distinct developments from Smart City Dispatch's published coverage for 2026-11-14-2026-11-20. It separates completed work, policy changes, funding and proposals, retaining the evidence limits in the original reporting.



PUBLIC-SOURCE RESEARCH / INDEPENDENT ANALYSIS

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EXECUTIVE SUMMARY

The reporting window refers to SCD coverage dates. Individual underlying announcements may predate this week; those dates and project stages are retained in the detailed accounts below. Publication is not proof that a proposal is operating or that an announced benefit has been measured.

MAIN TRENDS

This week's coverage spans urban infrastructure, mobility, public services and environmental resilience. Across these accounts, distinguish the decision or implementation step documented by each source from its anticipated benefits. Funding, procurement, trials, construction and operating results require different evidence. The development summaries below retain those distinctions rather than treating every announcement as an operational smart-city deployment.

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KEY DEVELOPMENTS

1. Construction begins on Harlem stormwater project

New York City has started construction on a stormwater-management and recirculation project intended to lessen flooding in Harlem and East Harlem. The available reporting does not describe the system's design or establish its eventual performance.

HARLEM AND EAST HARLEM ARE THE FOCUS OF A NEW EFFORT TO MANAGE STORMWATER: NEW YORK CITY HAS STARTED CONSTRUCTION ON A PROJECT INTENDED TO LESSEN FLOODING IN BOTH NEIGHBORHOODS. PLANETIZEN REPORTED THE START OF WORK ON NOVEMBER 9, CITING SMART CITIES DIVE.

The project combines stormwater management with water recirculation, according to Planetizen's account. That signals an infrastructure approach aimed at handling rainfall while also reusing water, but the available excerpt does not explain how the system will work, where it will be built, or what areas it will serve.

The excerpt also does not provide a completion schedule or results. Whether the project measurably reduces flooding-and how much water it recirculates-remains to be seen.

Source: Planetizen - discovery coverage

2. Alimentary Systems wins 2026 AcceliCITY resilience award

Smart Cities World reports that Alimentary Systems was named the 2026 Resilience Solution of the Year winner in the QBE AcceliCITY Resilience Challenge, part of Leading Cities' AcceliCITY programme.

URBAN RESILIENCE COMPETITIONS PUT A SPOTLIGHT ON PROPOSED SOLUTIONS TO CITY CHALLENGES, BUT AN AWARD ALONE DOES NOT SHOW HOW A PRODUCT PERFORMS IN PRACTICE. SMART CITIES WORLD REPORTS THAT ALIMENTARY SYSTEMS HAS BEEN NAMED THE 2026 RESILIENCE SOLUTION OF THE YEAR WINNER IN THE QBE ACCELICITY RESILIENCE CHALLENGE, A GLOBAL COMPETITION WITHIN LEADING CITIES' ACCELICITY PROGRAMME.

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The available report identifies the winner and award, but does not describe the waste solution, where it might be used, or whether it has been tested or adopted by a city. The announcement is therefore a recognition milestone, not evidence of a municipal deployment or measured waste-management benefits. Further details about the solution and any city partners would clarify what the award could mean for urban services.

Source: Smart Cities World - Waste solution inspired by a cow wins global resilience challenge

3. Dubai Future Foundation joins autonomous logistics partnership

Smart Cities World reports that a three-way partnership will develop and deploy autonomous solutions for ports, terminals and logistics zones, starting at Jebel Ali Port. The excerpt does not name the other partners or provide a timeline.

JEBEL ALI PORT IS THE STARTING POINT FOR A NEWLY REPORTED EFFORT TO DEVELOP AUTONOMOUS SOLUTIONS FOR PORTS, TERMINALS AND LOGISTICS ZONES. SMART CITIES WORLD SAYS DUBAI FUTURE FOUNDATION IS PART OF A THREE-WAY STRATEGIC PARTNERSHIP FOCUSED ON THAT WORK.

The report describes an aim to develop and deploy solutions, but the available excerpt does not identify the other partners, specify the technologies, or say when a system might begin operating. It therefore establishes a partnership and its intended scope, not a confirmed deployment or outcome.

What the partners choose to build-and whether they announce a pilot or operational timetable-will clarify how the initiative might affect logistics activity at the port and beyond.

Source: Smart Cities World - Dubai Future Foundation collaborates on autonomous logistics venture

4. 69 cities' climate plans target emissions and extreme weather

Smart Cities World reports that plans from 69 cities aim to cut emissions, protect communities from extreme weather and accelerate climate action. The excerpt does not identify the cities or describe their measures.

REDUCING EMISSIONS AND PROTECTING PEOPLE FROM EXTREME WEATHER ARE BOTH PART OF THE CLIMATE AGENDA AS COP31 OPENS IN ANTALYA. SMART CITIES WORLD REPORTED ON NOVEMBER 10 THAT PLANS FROM 69 CITIES AROUND THE WORLD AIM TO ADDRESS THOSE CHALLENGES AND ACCELERATE CLIMATE ACTION.

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The reported figure indicates the breadth of the plans, but the available excerpt does not name the cities or describe what they intend to do. It also does not establish whether the plans are new, funded or being implemented. Without those details, the report signals shared aims rather than specific commitments or demonstrated results.

Further reporting could clarify which measures cities have chosen and how they will track progress. For now, the extent to which the plans translate into action remains unclear.

Source: Smart Cities World - Mayors set out their next year of climate action

5. Port Authority proposes budget for Midtown bus terminal replacement

The Port Authority of New York and New Jersey has proposed a 2027 budget that would help fund replacement of Manhattan's Midtown Bus Terminal and support operation of the current terminal. The available reporting does not establish whether the proposal has been approved.

MANHATTAN'S MIDTOWN BUS TERMINAL MUST KEEP OPERATING EVEN AS ITS REPLACEMENT IS BEING PLANNED. THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY HAS PROPOSED A 2027 BUDGET THAT WOULD HELP FUND THE REPLACEMENT, PLANETIZEN REPORTED ON NOVEMBER 18, CITING FUTURE TRANSPORT WRITER TINA MAY.

Planetizen's excerpt also says the proposal allocates funding to maintain and operate the current terminal. That puts support for the existing facility alongside planning for its replacement, but the excerpt does not give a timetable or confirm approval. It also does not provide enough detail to establish the budget total or explain its other allocations.

Source: Planetizen - discovery coverage

6. Federal law removes chassis requirement for manufactured homes

The 21st Century ROAD to Housing Act removed the federal requirement that manufactured homes be built on a nonremovable steel chassis. State rules may need revision before builders can fully use the change.

MANUFACTURED HOMES ARE BUILT IN FACTORIES AND TRANSPORTED TO THEIR SITES, BUT A FEDERAL RULE DATING TO 1974 REQUIRED EACH HOME TO BE BUILT ON

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A NONREMOVABLE STEEL FRAME, KNOWN AS A CHASSIS. THE 21ST CENTURY ROAD TO HOUSING ACT HAS REMOVED THAT REQUIREMENT, NEXT CITY REPORTED ON OCTOBER 22 IN A STORY ORIGINALLY PUBLISHED BY STATELINE.

The change could give builders more design options. Stephanie Hawke of the University of California, Berkeley's Terner Center for Housing Innovation told Next City that removing the chassis could make it easier to stack homes and create multifamily developments. These are potential effects; the supplied report does not establish cost savings or completed projects.

State regulations may affect how widely the federal change can be used. Next City reports that the Pew Charitable Trusts' housing initiative estimates 30 states might need to revise their rules to align with the new law. How those rules change-and whether builders adopt the designs-will shape the practical impact.

Source: Next City - discovery coverage

7. U.S. homelessness count fell 6.3% in 2026, HUD reports

Next City reports that the U.S. Department of Housing and Urban Development counted 698,425 people experiencing homelessness on a single night in January 2026, 6.3% fewer than in 2025. The decline varied across communities, and the figures do not establish a single cause.

A NATIONAL ONE-NIGHT COUNT OFFERS A SNAPSHOT, NOT AN EXPLANATION. THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD) REPORTED THAT 698,425 PEOPLE WERE HOMELESS ON A SINGLE NIGHT IN JANUARY 2026, DOWN 6.3% FROM THE PREVIOUS YEAR, ACCORDING TO NEXT CITY'S NOVEMBER 10 REPORT. IT WAS THE SECOND CONSECUTIVE ANNUAL DECLINE, THE EXCERPT SAYS.

The change was not confined to a handful of major cities. Community Solutions, a nonprofit focused on homelessness, analyzed 182 communities and reported that 103 counted fewer people than a year earlier. Its analysis also estimated a 6.2% national decline; the National Alliance to End Homelessness separately estimated a 6.7% drop. Those estimates are close, but they are not the same measure as HUD's reported count.

The causes remain uncertain. Community Solutions said nearly half of the national decrease came from four cities that had seen large asylum-seeker arrivals-New York, Chicago, Boston and Denver-while counts also fell in communities beyond those cities. The excerpt does not identify which local policies or services drove the broader declines, and a one-night count cannot by itself show whether fewer people experienced homelessness over the year. The figures are encouraging, but they leave the more practical

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question open: what local changes can sustain progress?

Source: Next City - discovery coverage

8. Seattle Council Adds Spending to 2027 Budget

Seattle City Council members voted to add a net $36 million in General Fund spending to the 2027 budget, The Urbanist reported. The outlet says $31 million is one-time funding and that critics warned of risks to programs and future deficits.

THE BUDGET QUESTION RAISED IN SEATTLE IS NOT ONLY HOW MUCH THE CITY PLANS TO SPEND, BUT HOW MUCH OF THAT SPENDING HAS A LASTING FUNDING SOURCE. CITY COUNCIL MEMBERS VOTED TO ADD A NET $36 MILLION IN GENERAL FUND SPENDING TO THE 2027 BUDGET, THE URBANIST REPORTED ON NOV. 18. THE OUTLET SAYS $31 MILLION OF THE INCREASE IS ONE-TIME FUNDING.

Critics warned that the changes could put programs at risk of a "fiscal cliff" and contribute to future deficits, according to The Urbanist. Those are forecasts, not established outcomes. The available report excerpt does not identify affected programs or provide later budget projections.

The excerpt establishes the spending change and the criticism, but not how Seattle will address any ongoing costs after one-time funds are spent. Whether later budgets sustain or revise these commitments remains unclear.

Source: The Urbanist - discovery coverage

9. Oregon transportation department faces potential cuts without new revenue

Oregon's transportation department faces a fifth budget cycle in which it may need to cut services and staff unless lawmakers provide more revenue or rearrange existing funding, Planetizen reports. The excerpt does not specify which services or rail projects could be affected.

OREGON'S TRANSPORTATION BUDGET FACES ANOTHER DIFFICULT CYCLE: WITHOUT ADDITIONAL REVENUE OR A CHANGE IN HOW EXISTING FUNDS ARE ALLOCATED, THE STATE TRANSPORTATION DEPARTMENT MAY HAVE TO REDUCE SERVICES AND

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STAFF. PLANETIZEN REPORTED THE WARNING ON NOVEMBER 15, 2026, DESCRIBING IT AS THE DEPARTMENT'S FIFTH BUDGET CYCLE FACING THIS PROSPECT.

The excerpt also reports that Governor Tina Kotek said the department must live within existing revenue. That sets out the immediate constraint, but not how lawmakers will respond or which parts of the department's work could bear the consequences. The available reporting does not identify particular transit routes, rail projects, positions, or service levels at risk. For now, the reported development is a budget pressure and a potential need for cuts-not confirmation that any reductions have been approved or carried out.

Source: Planetizen - discovery coverage

10. California directs nearly $1.3 billion to transit projects

Planetizen reports that California Gov. Gavin Newsom has distributed almost $1.3 billion through the California State Transportation Agency's transit program. The excerpt identifies $750 million for The Portal, a Bay Area project planned to extend Caltrain by two miles.

A TWO-MILE CALTRAIN EXTENSION IS AMONG THE PROJECTS INCLUDED IN A MAJOR CALIFORNIA TRANSIT INVESTMENT. PLANETIZEN REPORTS THAT GOV. GAVIN NEWSOM HAS DISTRIBUTED ALMOST $1.3 BILLION THROUGH THE CALIFORNIA STATE TRANSPORTATION AGENCY'S TRANSIT PROGRAM, WITH $750 MILLION GOING TO THE PORTAL, A BAY AREA PROJECT.

That award connects the statewide funding announcement to a specific planned rail expansion. The excerpt describes The Portal as a major project but does not say when construction or service will begin, or explain what the remaining funding supports. It also does not establish whether the investment will avert transit service cuts. Those limits matter: the announcement signals substantial public backing for transit, but the excerpt alone cannot show how much new service or completed infrastructure riders will ultimately see.

Source: Planetizen - discovery coverage

11. MBTA uses bus-mounted technology to warn of illegal parking

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The Massachusetts Bay Transportation Authority is using technology from Hayden AI to automatically issue warnings for vehicles parked illegally in bus lanes and bus stops, Planetizen reported. The report does not establish whether warnings have reduced violations or improved bus service.

FOR A BUS TRYING TO REACH A STOP, AN ILLEGALLY PARKED VEHICLE CAN BE MORE THAN AN OBSTRUCTION: THE MBTA SAYS SUCH PARKING IS AMONG THE PERSISTENT CAUSES OF TRANSIT DELAYS. PLANETIZEN REPORTED ON OCT. 25 THAT THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY IS USING BUS-MOUNTED TECHNOLOGY FROM HAYDEN AI TO AUTOMATICALLY ISSUE WARNINGS TO VEHICLES PARKED ILLEGALLY IN BUS LANES AND AT BUS STOPS.

The reported intervention is a warning, not a ticket: the supplied account does not say that the system issues fines. The state authorized use of the technology in 2025, according to Planetizen, which also describes similar efforts in Philadelphia, Chicago and New York City. The MBTA hopes the initiative will improve transit safety and reliability, but the available report gives no results for the Massachusetts deployment. Whether warnings change driver behavior-and whether that translates into more reliable bus trips-remains unanswered.

Source: Planetizen - discovery coverage

12. Milan clubs unveil design for planned San Siro replacement

AC Milan and Inter have unveiled a design for Generali Stadium, a proposed shared venue planned alongside San Siro as part of a wider redevelopment. Construction is expected to start in 2028, subject to planning approvals.

SAN SIRO'S FUTURE HAS BEEN DEBATED FOR YEARS. NOW AC MILAN AND FC INTERNAZIONALE MILANO (INTER) HAVE UNVEILED A DESIGN FOR GENERALI STADIUM, A PLANNED SHARED HOME FOR THE TWO CLUBS IN MILAN. THE VENUE IS DESIGNED BY FOSTER + PARTNERS AND MANICA, AND IS PLANNED BESIDE THE EXISTING STADIUM RATHER THAN ON ITS SITE ALONE.

The proposal also encompasses redevelopment of the surrounding area, making the announcement about more than a new football venue. The reported plan describes a 281,000-square-meter redevelopment, though the available account does not detail what it will include or how it will affect nearby residents and businesses.

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The project is still contingent on planning approvals. Construction is expected to begin in 2028, with the stadium planned to host its first match in the 2031/32 season. Those dates remain projections, not evidence that work has begun; the design's unveiling marks a step in a long-running debate, not a settled outcome for San Siro or its neighborhood.

Source: ArchDaily - discovery coverage

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