

### **Waste away.**

One can make the case the \$2.1 billion to extend the #7 subway to the Far West Side would be better applied – even as its city money involved – to the overall capital plan -- rather than for this project.

After all, part of the problem over the last decade remains diminished City – as well as State – contributions to the MTA.

And do not think for one second, the City will argue its allocation for the #7 line extension covers any obligation it might have to makeup to pay going forward. And that remains the point.

Everyone knows the priority on service and capital needs and the question remains: Why does the MTA continue to budget in contravention to its own needs?

[http://www.nydailynews.com/ny\\_local/2010/04/07/2010-04-07\\_unlucky\\_7\\_to\\_bust\\_budget\\_report\\_says.html](http://www.nydailynews.com/ny_local/2010/04/07/2010-04-07_unlucky_7_to_bust_budget_report_says.html)

NYDailyNews.com  
**DAILY NEWS**

## **Budget for West Side extension of No. 7 train going off track, engineers warn**

BY [Pete Donohue](#)  
DAILY NEWS STAFF WRITER

Wednesday, April 7th 2010, 4:00 AM

The West Side extension of the No. 7 subway line is going over budget, engineers warn, creating another financial headache for the MTA and the city.

Construction costs are "trending above" the \$2.1 billion price tag set years before tunneling began, says a report from McKissack + Delcan, an engineering firm retained by the [Metropolitan Transportation Authority](#).

The consulting firm hasn't determined the size of the developing deficit, but [Assemblyman Richard Brodsky \(D-Westchester\)](#) called the situation a "huge, unresolved mess."

"The MTA is looking at a project no one has the money to complete," Brodsky said. "The city's broke. The state's broke. The MTA's broke."

The 1.5-mile extension - from [Times Square](#) to 34th St. and 11th Ave. - wasn't in the MTA's plans, but was sought by [Mayor Bloomberg](#) to spur development. In September 2006, the MTA agreed to build it after City Hall pledged up to \$2.1 billion for construction.

City and transit officials never signed an agreement fixing responsibility for cost overruns. At the time, some transit advocates and officials feared the MTA would wind up diverting money from more worthwhile projects to the No. 7 line extension.

[Andrew Brent](#), a spokesman for Bloomberg, said yesterday, "If it becomes clear at some point that overruns are unavoidable, we'll address how they would be covered then."

MTA spokesman [Jeremy Soffin](#) declined to discuss the report until another internal "risk assessment" is completed. Officially, the extension remains on budget, Soffin said, adding that the MTA has no money to plug a deficit.

The report says costs are rising partly because it is taking longer than anticipated to obtain easements and title to property needed for ventilation, signal, communications and other systems. The city also is requiring the MTA to reconstruct the 11th Ave. viaduct.

[pdonohue@nydailynews.com](mailto:pdonohue@nydailynews.com)