

**Table 3**  
**VTA's Cost Estimates for the Six Projects We Reviewed Generally Fell Within Accuracy Ranges**

PROJECT	STATUS	INITIAL ESTIMATE <i>(ACCURATE IF WITHIN -50% TO +100%)</i>	PRECONSTRUCTION ESTIMATE <i>(ACCURATE IF WITHIN -10% TO +15%)</i>	CURRENT ESTIMATE	AMOUNT SPENT AS OF FEBRUARY 2024
<b>Upgrade Ohlone/Chynoweth Interlocking*</b> <i>variance from current estimate</i>	Ongoing	\$1,200,000 283%	\$4,600,000 0%	\$4,600,000	\$3,880,000
<b>Rail Replacement and Rehabilitation FY18</b> <i>variance from current estimate</i>	Ongoing	17,100,000 18%	18,440,000 10%	20,240,000	19,010,000
<b>Light Rail Crossover and Switches FY16-17*</b> <i>variance from current estimate</i>	Ongoing	8,200,000 3%	7,750,000 9%	8,440,000	8,370,000
<b>Rail Replacement and Rehabilitation FY16-17</b> <i>variance from current estimate</i>	Ongoing	4,500,000 0%	4,670,000 -4%	4,500,000	4,500,000
<b>Pocket Track</b> <i>variance from current estimate</i>	Complete	21,550,000 56%	24,810,000 36%	33,630,000	33,630,000
<b>US 101</b> <i>variance from current estimate</i>	Ongoing	60,000,000 26%	75,370,000 0%	75,370,000	58,780,000

Source: VTA capital project request forms, cost reports, cost estimates for each project, and criteria for cost estimate accuracy.

\* The "Current Estimate" and "Amount Spent" columns include appropriated funds for another project.

■ = Accurate Estimate

■ = Inaccurate Estimate