GE FROM SAN FRANCISCO TO SANTA CLARA (CP COAST) TRACKAGE. JPB AND ITS CONTRACTOR(S) INCLUDING GE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL OGE ORDINARY AND CAPITAL MAINTENANCE COSTS ROXIMATE RATIO OF 96% JPB AND 4% UPRR. JPB AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR Y PASSENGER RELATED IMPROVEMENTS INCLUDING ATED FREIGHT YARDS AND INDUSTRY TRACKS.

SOLID BLUE

AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF THE JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.

UPRR EXCLUSIVE FREIGHT TRACKAGE ON UPRR OR UPRR RAIL SERVED INDUSTRY RIGHT-OF-WAY (OFF JPB RIGHT-OF-WAY). UPRR OR THE INDUSTRY OWNS AND PERFORMS ALL TRACK, SIGNAL, BRIDGE ORDINARY, CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND UPRR IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK. FROM LICK TO GILROY JPB AND VTA PAYS A PORTION OF THE

RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSE RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIG FREIGHT YARDS AND INDUSTRY TRACKS.

SOLID GREEN

UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TR AND JPB AND ITS CONTRACTOR(S) INCLUDING AMTRAK PERFORMS ALL TRACK, SIGNAL AND BR ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.