



BE FROM SAN FRANCISCO TO SANTA CLARA (CP COASTY)
 TRACKAGE, JPB AND ITS CONTRACTOR(S) INCLUDING
 SE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL
 GE ORDINARY AND CAPITAL MAINTENANCE COSTS
 PROXIMATE 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.

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 OR 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 PASSENGER
 RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED
 FREIGHT YARDS AND INDUSTRY TRACKS.
 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.

SOLID
 GREEN