This 2014 PUBLIC TRANSIT MITIGATION IMPLEMENTATION AGREEMENT ("Agreement") is entered into and effective as of the date last signed below, by and between the Santa Barbara Metropolitan Transit District ("MTD" or "District") and The Regents of the University of California ("The Regents") and the University of California Santa Barbara Campus ("UCSB") (collectively the "University"), sometimes collectively referred to herein as the "Parties".

RECITALS

WHEREAS, MTD is a special district in the State of California, formed under the Santa Barbara Metropolitan Transit District Act of 1965, P.U.C. section 95000, et seq., and the University of California is a political subdivision of the State of California as set forth in Article IX, Section 9 of the California Constitution; and

WHEREAS, MTD provides public transit services for the entire South Santa Barbara County area, including UCSB and its environs; and

WHEREAS, UCSB enrollment growth is expected to add to the need for public transit services between the campus and University housing, as well as between the campus and the greater community; and

WHEREAS, The Regents approved the 2010 Long Range Development Plan (LRDP) based on a projected 25,000 FTE at full implementation and, in conjunction therewith, certified the 2010 LRDP Environmental Impact Report (EIR, State Clearinghouse #2007051128), in September 2010 thereby superseding and replacing UCSB’s LRDP approved by The Regents in 1990, as amended; and

WHEREAS, UCSB encourages the use of public transit in lieu of personal motorized vehicles and supports efforts to expand and improve public transit over the construction of parking lots and structures; and

WHEREAS, UCSB has established policies in the 2010 LRDP to “work in cooperation with the Metropolitan Transit District to maintain or expand regular bus and/or shuttle service between all University Housing, campus neighborhoods, Camino Real Marketplace and Goleta Train Station and the Main Campus” and to “provide transit service to campus neighborhoods and provide new bus or shuttle stops in each housing development to maximize convenience and increase transit ridership”; and
WHEREAS, UCSB has proposed the San Joaquin Apartments and Precinct Improvements Project (Project), implementing, in part, the 2010 LRDP, and in conjunction therewith prepared the Project EIR (San Joaquin EIR, State Clearinghouse #2013051009); and

WHEREAS, the Project currently proposes to provide 165 residential units for undergraduate students (990 bed spaces) and 13 residential units/bed spaces for resident assistants for a total of 178 student units (1,003 student bed spaces) and would also include eight (8) residential units to be occupied by resident directors and UCSB faculty for a total of 186 residential units; and

WHEREAS, a component of the Project is the operation of shuttle bus service by UCSB to provide transportation for Project residents to and from UCSB’s Main Campus and other major destinations in the Project vicinity, including along El Colegio Road, Storke Road, and the proposed parking lot on the west side of Storke Road adjacent to the Project site (San Joaquin DEIR 4-49); and

WHEREAS, the Project EIR concludes that the provision of shuttle bus service as part of the Project would not increase demand for MTD public transit service between the Project site, off-site parking areas, and the UCSB Main Campus and recommends the adoption of Mitigation Measure TRF-4a to ensure that the Project’s transit impacts would be less than significant; and

WHEREAS, MTD disagrees with the Project EIR conclusions related to specific and cumulative transit impacts and the efficacy of mitigation measure TRF-4a to ensure that public transit impacts are less than significant; and

WHEREAS, The Regents’ Committee on Grounds and Buildings considered and approved the Project and certified the EIR at the January 2014 meeting; and

WHEREAS, MTD is legally authorized and able to file a petition for Writ of Mandate and/or seek other judicial relief against the University, challenging the approval of the Project and certification of the San Joaquin EIR and the adequacy of the environmental setting, environmental impact analysis and mitigation measure TRF-4a; and

WHEREAS, MTD and UCSB desire to avoid such litigation, end all disputes and resolve all disagreements with respect to the Project as currently proposed and to implement the commitments of the Parties as set forth herein; and

WHEREAS, MTD and UCSB recognize that additional future proposed development projects implementing the 2010 LRDP may impact public transit and agree to meet and confer in good faith regarding the need for public transit enhancements by MTD and funding commitments by UCSB in addition to those set forth in this Agreement; and

WHEREAS, MTD and UCSB intend that this Agreement be binding as a resolution of disagreements and disputes as to the Project currently proposed arising out of the University’s approval of the Project and certification of the San Joaquin EIR, without the need for litigation; and
WHEREAS, in consideration of University’s commitments in this Agreement, MTD agrees to forbear from judicial proceedings challenging the validity of the Project as currently proposed and the San Joaquin EIR and to support that Project when considered by The Regents and the California Coastal Commission; and

NOW THEREFORE, in consideration of the mutual covenants, agreements, representations, and warranties contained herein, and other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, MTD and UCSB agree as follows:

Article I UCSB AND MTD COMMITMENTS RELATED TO ADDITIONAL TRANSIT SERVICES AND IMPLEMENTATION OF MITIGATION FOR THE PROJECT

1.1 MTD shall continue to provide public transit serving the UCSB campus, including express service to downtown Santa Barbara and at least two stops on the campus. Nothing in this Agreement shall be interpreted as reducing the amount of transit service currently provided by MTD. The Parties recognize, however, (1) that all public transit service is subject to adjustment based on demand and/or MTD funding following notice pursuant to Section 1.11, and (2) the funds to be provided by UCSB under this Agreement are to be used exclusively for the transit improvements specified herein, except as provided for in Section 1.7.

1.2 UCSB is committed to implementing mitigation measure TRF-4a identified in the San Joaquin Project EIR and adopted by The Regents’ Committee on Grounds and Building, which provides:

TRF-4a. UCSB shall continue to work with the Santa Barbara Metropolitan Transit District to identify the operating characteristics of the proposed San Joaquin Apartments project shuttle, such as the travel routes, stop locations, frequency of service during weekdays and weekends, and funding. Following implementation of the proposed project and shuttle operations, UCSB shall monitor the ridership levels generated by the proposed project over a two-year period and work with the transit district to adjust the shuttle operations, as warranted.

1.3 By and through this Agreement, UCSB shall provide funding to MTD to implement San Joaquin EIR mitigation measure TRF-4a and provide additional transit enhancements that benefit UCSB. The Parties agree that TRF-4a will be implemented and enhanced public transit service will be provided through MTD’s provision of service levels and routes described in Sections 1.4 through 1.4.1 and 1.5 through 1.5.1 of this Agreement. In exchange for the aforementioned transit service by MTD, UCSB shall provide funding to MTD as provided for in Sections 1.4.2 through 1.4.4 and Sections 1.5.2 through 1.5.6. In the event MTD proposes to eliminate or revise routes or significantly reduce the
service levels described in Sections 1.4 through 1.4.1 and 1.5 through 1.5.1 and
the attachments to this Agreement or, if due to other factors, the efficacy of TRF-
4a is materially compromised, the Parties agree to meet and confer in good faith
regarding concomitant revisions to this Agreement, including potential
adjustment of UCSB’s annual funding as provided for in Sections 1.4 and 1.5 of
this Agreement.

1.4 MTD will increase service level capacity on two existing lines: (1) line 24x, that
provides express service between UCSB and downtown Santa Barbara, as well as
service along El Colegio Road and to Camino Real Marketplace; and (2) Line
12x that provides service between the Hollister Avenue corridor and downtown
Santa Barbara, which service will also increase somewhat on the weekends as a
result of the existing interlining with Line 24x.

1.4.1 Line 24x is proposed for enhancement by providing somewhat later night
service (until approximately 11:00 PM) seven days a week, year-round,
and more frequent service overall. Subject to Sections 1.7 and 1.11,
service may be adjusted as demand dictates, e.g. on non-class days and
during summer. Line 12x is interlined with Line 24x until the evening.
Therefore, Line 12x weekend service will become more frequent
throughout the day and will extend later into the evening on Sunday. The
enhanced service will provide necessary increased capacity for
employment, essential needs and leisure destinations to which UCSB
students, faculty, staff, and their families travel. Increasing capacity on
Lines 12x and 24x will not presently require the District to expand its
fleet of buses.

<table>
<thead>
<tr>
<th>Improvements</th>
<th>Revenue Hrs</th>
<th>Operating Rate</th>
<th>Annual Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>24x Increase Capacity</td>
<td>2,000</td>
<td>$116</td>
<td>$232,000</td>
</tr>
<tr>
<td>12x Increase Capacity</td>
<td>1,311</td>
<td>$116</td>
<td>152,076</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$384,076</td>
</tr>
</tbody>
</table>

1.4.2 As illustrated in the table above, if the initial payment from UCSB to
MTD had occurred on October 1, 2013, it would have been $384,076 for
the first year of enhanced service along Lines 24x and 12x, which initial
payment at the then-current operating rate will eventually be due when the
enhanced service is implemented by MTD. Payments in subsequent years
shall be due no later than October 1st. The first year payment will be
prorated, as necessary, to conform to the MTD service year (typically
September through August, but subject to determination and/or change at
MTD’s discretion). The cost basis will be the estimated revenue hours
needed for the identified enhancement multiplied by the applicable annual
budgeted operating rate. (Example: Service implemented on October 1,
2013 would have been billed at the Fiscal Year 2013-14 rate = $116).
1.4.3 Following this same cost methodology (revenue hours x current operating rate) UCSB shall, hereafter, make annual payments to the MTD which will off-set the cost for this increased service on Lines 24x and 12x.

1.4.4 The cost basis for payments due MTD in subsequent years will be adjusted annually to reflect MTD’s current annual budgeted operating rate. In the event the actual increased cost to MTD exceeds 105% of the prior year’s cost basis, the Parties will meet and confer in good faith to attempt to resolve any such differential.

1.4.5 UCSB’s initial payment to MTD for this enhanced service on Lines 24x and 12x is conditioned on the California Coastal Commission’s approval of the Project in substantial conformity with how the Project is currently proposed and will be due when such enhanced service is implemented by MTD after such approval. In the event the Project is denied or materially altered by the Coastal Commission, the Parties will meet in good faith to determine what level of enhancement, if any, should be implemented for such lines and how much UCSB will pay for that enhancement.

1.5 MTD shall also add a new transit line, identified as Line 38, which will serve the UCSB campus along El Colegio Road to the Camino Real Marketplace.

1.5.1 Line 38 will provide service in both directions between the North Hall traffic circle at UCSB and Camino Real Marketplace, using El Colegio Road, Storke Road, Phelps Road, Pacific Oaks Road, Los Ninos, Santa Felicia and Hollister Avenue (see Appendix A for map showing proposed routing and general service schedule/frequency). Implementation of new Line 38 will require MTD to expand its fleet of 40-ft. buses by two. The service on new Line 38 will run year-round, with reduced weekday service during the summer. Subject to Sections 1.7 and 1.11, service may be adjusted as demand and/or MTD funding dictates. During the term of this Agreement and until such time as a Notice to Terminate is issued by any Party pursuant to Article 15, service on Line 38 shall be free for all UCSB faculty, staff and students with valid photo identification for all such riders.

1.5.2 The table below summarizes the initial estimated cost for implementation of this new service:

<table>
<thead>
<tr>
<th>Line 38 – UCSB School Year, reduced summer weekday</th>
<th>Revenue Hrs</th>
<th>Fully Allocated Rate</th>
<th>Annual Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7,005</td>
<td>$131</td>
<td>$917,655</td>
</tr>
</tbody>
</table>
1.5.3 If the initial payment to MTD for Line 38 service had occurred in 2013, the first year’s payment would have been $917,655, in addition to the capital infrastructure costs of constructing new Bus Shelter and Bus Stop improvements necessary to serve the new Line 38, which will also be funded by UCSB. The cost basis for this new Line 38 service will be the estimated revenue hours needed for the identified improvements multiplied by MTD’s applicable annual budgeted fully allocated rate. (Example: Service implemented on October 1, 2013 would have been billed at the Fiscal Year 2013-14 rate = $131). To the extent that buses for Line 38 are obtained by grant funding provided by UCSB from resources otherwise not available to MTD, the Fully Allocated Rate will be adjusted.

1.5.4 Following this same cost methodology (revenue hours x current fully allocated rate) UCSB shall, thereafter, make annual payments to MTD which will off-set the cost for this new Line 38 service.

1.5.5 The cost basis for payments due MTD for Line 38 service in years subsequent to its commencement year will be adjusted annually to reflect MTD’s current annual budgeted fully allocated rate. In the event the actual increased cost to MTD exceeds 105% of the prior year’s cost basis, the Parties will meet and confer in good faith in an attempt to resolve any such differential.

1.5.6 UCSB’s initial payment to MTD for implementing Line 38, shall be made no later than the date the Project is substantially completed or permitted for occupancy, whichever occurs first. Payments in subsequent years shall be due no later than October 1st. The first year payment will be prorated, as necessary, to conform to the MTD service year (typically September through August, but subject to determination and/or change at MTD’s discretion). (Example: Service implemented on October 1, 2013 would have been billed at the Fiscal Year 2013-14 rate = $131).

1.5.7 UCSB shall provide MTD a minimum of one year’s notice prior to the desired implementation of Line 38 service to allow District sufficient time to plan and implement the service. The Parties may also agree to implement Line 38 service earlier by mutual agreement. Funding by UCSB for Line 38 is not required until the Project is substantially completed or permitted for occupancy, whichever occurs first.

1.5.8 UCSB and MTD shall jointly determine the appropriate location of any new Bus Shelter and Bus Stop improvements associated with the establishment of Line 38. If located on University-owned land, the Bus Shelter and Bus Stop improvements will be considered for approval by the University following compliance with the California Environmental Quality Act and, thereafter, constructed at the sole expense of the University. If such improvements are proposed to be located on property not owned or controlled by the University, MTD shall be responsible for
obtaining entitlements or approval authority to construct the improvements, and UCSB shall reimburse MTD for such entitlement costs, in addition to actual construction costs.

1.5.9 Except as provided for in Section 1.5.8 regarding the location of Bus Shelters and Bus Stop improvements, which shall be in consultation with UCSB, MTD shall serve as the governing board which will establish all policies and operational protocols for its public transit service, including the new Line 38 service.

1.6 The specific and cumulative impacts of additional UCSB development projects implementing the 2010 LRDP will be assessed by MTD to determine their potential impacts on public transit and needed mitigation, if any. The Parties agree to enter into good faith negotiations to attempt to reach agreement on such additional projects and improvements, potential service enhancements and the amount of UCSB funding, if any, required to off-set the cost of new or enhanced MTD service necessary to serve additional UCSB development implementing the 2010 LRDP. MTD expressly reserves all of its legal rights should such negotiations not be successful in reaching an agreement.

1.7 The service improvements to be implemented by MTD with funding provided by UCSB will be limited to the enhancements of Lines 12x and 24x and the creation of new Line 38. However, following consultation with UCSB, UCSB funding required by this Agreement may be re-directed to Lines 6, 7, 9, 10, 11, 15x, 23 or 27 or other MTD service improvements consistent with the public transit goals of this Agreement and provided that the efficacy of TRF-4a is not materially compromised.

1.8 MTD agrees to meet and confer with UCSB in good faith within six (6) months from the effective date of this Agreement regarding the potential installation and funding of SmartCard readers on applicable MTD buses to determine the volume of UCSB ridership.

1.9 The Parties agree to take all necessary actions to ensure that this Agreement will be fully enforceable. In this regard, MTD agrees to forbear from judicial proceedings challenging the validity of the Project and the San Joaquin EIR and to support the Project as currently proposed when considered by the University and the California Coastal Commission. In the event that the University of California or the California Coastal Commission denies or significantly modifies the Project, the Parties agree to meet in good faith to attempt to renegotiate any affected provisions of this Agreement.

1.10 Notwithstanding that litigation regarding the Project has been avoided by this Agreement, and following a reasonable good faith attempt to resolve differences, the Parties hereby consent and submit to the jurisdiction of the Superior Court for the County of Santa Barbara to enforce or interpret this Agreement and to adopt the following summary procedure to ensure a prompt resolution of any such proceeding: (1) Initiation of a civil action by complaint; (2) Answer to that complaint by the other party, with both parties maintaining their rights under
CCP section 170.6; (3) Neither party will have the right to conduct any form of civil discovery; (4) The filing of a motion by one or both parties seeking a binding judicial declaration of the rights and duties of the parties under this Agreement. The parties agree to take all other reasonable steps to expedite a resolution of any dispute concerning this Agreement and may, by mutual consent, jointly agree to follow some other alternative dispute resolution process.

1.11 MTD shall provide UCSB no less than 90-days notice of any service adjustments to Lines 12x, 24x and new Line 38.

Article 2 GOOD-FAITH OBLIGATIONS AND TOLLING

MTD and University agree to cooperate fully, expeditiously, reasonably, and in good faith in the consummation and implementation of this Agreement; to execute any and all supplemental documents, gather and publish data, and to take all additional lawful and reasonable actions, which may be necessary or appropriate to give full force and effect to the terms and to fully implement the goals of this Agreement, including, but not limited to, compliance with the California Environmental Quality Act and the California Coastal Act. To afford the Parties adequate time to do so, all statutes of limitation, or similar statutory or regulatory time deadlines, potentially affecting MTD’s right to challenge the Project, including Public Resources Code sections 21167(b) et seq. or other sections of the California Environmental Quality Act and/or the California Coastal Act, were tolled by the Parties through a separate agreement on January 21, 2014, the terms of which existing tolling agreement are hereby incorporated by reference as if set forth in full in this Agreement. MTD and University also agree to exercise good faith, individually and through counsel, to attempt to work out any issues, misunderstandings, or disagreements that may arise with respect to the terms of this Agreement.

Article 3 COMPREHENSION OF AGREEMENT

MTD and University represent that in entering into this Agreement they have relied upon the legal advice of their attorneys, who are the attorneys of their own choice, and that the terms of the Agreement are fully understood and voluntarily accepted. This Agreement has been jointly drafted by the parties, and its provisions shall not be construed against either party on the basis of authorship.

Article 4 GOVERNING LAW

This Agreement shall be construed and interpreted in accordance with the laws of the State of California.

Article 5 NO ADMISSION OF LIABILITY

This Agreement is not an admission of liability by either party to this Agreement to the other party or to any third party. It is the intent of the parties that this Agreement is a compromise of disputed positions and potential claims.
Article 6  AUTHORIZATION

MTD and University hereby represent and warrant that the execution, delivery, and performance of this Agreement has been duly authorized by all necessary actions, and that the individuals who execute this Agreement on each party’s behalf are duly authorized to do so.

Article 7  ENTIRE AGREEMENT

This Agreement constitutes the entire understanding between MTD and University with respect to the resolution of all disputes arising out of the approval of the Project as currently proposed. Any other terms, promises, provisions, obligations or agreements by or between the parties shall be enforceable only as set forth in any other applicable written agreement. If any provision of this Agreement is held to be illegal, invalid or unenforceable, each party agrees that (1) it may be reformed, if possible, consistent with the objective intent of the parties and (2) all remaining provisions shall be enforced to the maximum extent permissible so as to effect the objective intent of the parties, and (3) the validity, legality and enforceability of the remaining provisions of this Agreement shall not in any way be affected or impaired by any such infirmity.

Article 8  EFFECTIVE DATE

This Agreement shall become effective upon full execution by MTD and University, which may occur in counterparts such that one or more signatures may appear on separate pages. The signatures of counsel may also be provided through facsimile transmission.

Article 9  AMENDMENT

Neither this Agreement nor any term, provision or condition hereof may be amended, and no obligation, duty or liability of any party hereto may be released, discharged or waived, except in a writing signed by each party hereto.

Article 10  NO ASSIGNMENT

Neither party to this Agreement shall assign any of its respective rights or delegate any of its respective obligations under this Agreement without the prior written consent of the other party hereto.

Article 11  TIME IS OF THE ESSENCE

Time shall be of the essence in the performance of this Agreement and/or each individual term, promise, provision, obligation, sentence, clause, section or paragraph hereof.
Article 12DEFAULT

The failure of either party to timely satisfy any obligation, promise, agreement, provision, term, sentence, clause, section or paragraph of this Agreement shall constitute a material breach of this Agreement and a default hereunder, subject to a thirty (30) day right to cure upon notice of any claimed breach or default.

Article 13REMEDIES

In the event of an uncured breach and/or default by either party to this Agreement of any obligation specified in this Agreement, and in addition to the parties’ enforcement rights set forth in section 1.10 hereof, which shall not be delayed or vitiating by any other legal proceeding, the other party shall be entitled, in accordance with applicable law, to seek any available remedy, including to sue for and recover all damages which may result from such breach or default. Further, and again protecting the procedure set forth in section 1.10, in the event of any such breach or default, the other party also shall be entitled to sue for and obtain specific performance, injunctive relief, mandate or other equitable relief to ensure that the breaching or defaulting party satisfies its obligations and complies with this Agreement.

Article 14WAIVER

The waiver by any party of any breach or violation of any term, covenant, provision or condition of this Agreement shall not be deemed a waiver of any subsequent breach or violation of the same, or of any other term, covenant, provision or condition.

Article 15TERM

This Agreement shall remain in full force and effect from execution through 10 years after the date of Project occupancy. After that initial term, this Agreement shall remain in effect on a year-to-year basis until such time, if any, as one party serves on the other a 180-day Notice to Terminate this Agreement pursuant to Article 17. Service of a Notice to Terminate shall not be cause for either party to fail to implement the commitments provided for in this Agreement, including but not limited to, the operation by MTD of transit service as provided for in Sections 1.4 through 1.4.1 and Section 1.5 through 1.5.1 and the payment of fees to MTD by UCSB. Within 30 days of service of a Notice to Terminate, the Parties shall meet and confer in good faith to attempt to resolve any disputes.

Article 16SURVIVAL OF PROVISIONS

Those obligations of the parties which by their nature are intended to survive the termination of this Agreement shall survive the termination hereof.
Article 17  NOTICE TO PARTIES

Any and all notices, data or other documents required or permitted to be served by one party upon the other shall be directed to the following representatives of the parties:

SBMTD:

Ms. Sherrie Fisher
General Manager
Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara, CA 93101

University of California, Santa Barbara:

Pam Lombardo
Acting Associate Vice Chancellor
Office of the Vice Chancellor of Administrative Services
University of California, Santa Barbara
4129 Cheadle Hall
Mail Code 2033
Santa Barbara, CA 93106-2033

IN WITNESS WHEREOF, MTD and University have caused this Agreement to be executed as of the date last written below.

[signatures on next page]
THE SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

Date: 2-18-14

Sherrie Fisher, General Manager

APPROVED AS TO FORM:

Douglas B. Large, General Counsel

THE BOARD OF REGENTS OF THE UNIVERSITY OF CALIFORNIA

By: Pam Lombardo
Acting Associate Vice Chancellor
Office of the Vice Chancellor of Administrative Services

Date: 2-12-14

APPROVED AS TO FORM

Kelly L. Drumm, Senior Counsel
UC Office of General Counsel
UCSB Enhanced Transit Plan Summary of initial proposed service changes- Draft

Note: Does not include late night service on Line 38, and all service may be adjusted as demand dictates.

<table>
<thead>
<tr>
<th>LINE</th>
<th>ROUTING</th>
<th>DURATION</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Day of Week</td>
<td>Current</td>
</tr>
<tr>
<td>24x</td>
<td>Express service from Transit Center using Hwy 101 to UCSB, El Colegio and Storke Road. Mostly interlined with 12x until evening.</td>
<td>Monday through Fridays</td>
<td>6:30 AM – 9:15 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saturdays</td>
<td>8:30 AM – 10:30 PM</td>
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<td>Sundays</td>
<td>9:30 AM – 6:15 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monday through Fridays</td>
<td>6:00 AM – 7:00 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saturdays</td>
<td>8:00 AM – 8:15 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sundays</td>
<td>8:00 AM – 5:15 PM</td>
</tr>
<tr>
<td>12x</td>
<td>Express service from Transit Center using Hwy 101 to Goleta Old Town, Hollister Ave corridor between Fairview and Storke and Camino Real Marketplace. Interlined with the 24x.</td>
<td>Monday through Fridays</td>
<td>6:00 AM – 7:00 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saturdays</td>
<td>8:00 AM – 8:15 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sundays</td>
<td>8:00 AM – 5:15 PM</td>
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<tr>
<td>38 (New Line)</td>
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<td>Monday through Fridays</td>
<td>7:30 AM – 11:45 PM</td>
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<td></td>
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<td>Sundays</td>
<td>7:30 AM – 9:45 PM</td>
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