



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 10, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

Present at Roll Call: Commissioners Cohen, Fewer, Peskin, Ronen, Stefani and Tang (6)

Absent at Roll Call: Commissioners Breed (entered during Item 2), Kim (entered during Item 2), Yee (entered during Item 2), Safai (entered during Item 4) and Sheehy (entered during Item 4) (5)

2. Citizens Advisor Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended a motion of support for item 5 on the agenda, amendment of the 2019 Prop K Strategic Plan Baseline, but elected to continue the selection of the Pennsylvania Alignment as the preferred alternative for grade separations at 16th Street and Mission Bay Drive on the approach to the Caltrain Downtown Extension (DTX). He said the CAC wanted to know potential relocation areas of the railyard before recommending approval and requested a presentation of the proposed 7th street alignment that had been previously rejected. He said regarding item 6, allocation and appropriation of Prop K funds, the CAC asked if lessons learned from the Van Ness Bus Rapid Transit (BRT) project were being applied to the Geary BRT project. He said the San Francisco Municipal Transportation Agency (SFMTA) staff stated that unlike the Van Ness BRT project, the Geary BRT work was divided into two projects; one contract for the underground sewer water and fiber-optic cable work and another for the surface signal and paving work. Mr. Larson said there was objection to the Geary BRT project during public comment, stating that the original project called for a light rail service.

Mr. Larson said the CAC supported the Balboa Park station improvement plan request and showed interest in the redesigned passenger drop-off area that could also be closed and used for public events. He said in response to public comment about better integrating the Muni M Line terminus with the Balboa Park station improvements, Transportation Authority staff noted a current Neighborhood Transportation Improvement Program (NTIP) for District 11 that was studying the area as well as the San Jose Avenue and Geneva Avenue intersection. He reported that the CAC discussed the scalability of newer autonomous technology like drones for item 9 on the agenda, Adoption of the Emerging Mobility Evaluation Report. He said Transportation Authority staff remarked that they were working with the SFMTA regarding sidewalk robots and with the Department of Motor Vehicles (DMV) and San Francisco Public Utilities Commission (SFPUC) regarding autonomous vehicles with passengers. He said the CAC pointed out that the Federal Aviation Administration would need to be consulted about drone technology.

During public comment Roland Lebrun thanked Mr. Larson for allowing him extra time to explain the 7th street alignment to the CAC and summarized the contents of an email he had previously sent to the Board.

After public comment Chair Peskin stated that the Planning Department and Transportation Authority staff would further brief the CAC on the Pennsylvania Alignment and railyard options at the July CAC meeting and that the item would be before the Board in September.

3. Approve the Minutes of the June 26, 2018 Meeting – ACTION

There was no public comment.

Commissioner Cohen moved to approve the minutes, seconded by Commissioner Ronen.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Stefani, Tang and Yee (9)

Absent: Commissioners Safai and Sheehy (2)

4. State and Federal Legislation Update – ACTION

Mark Watts, State Legislative Advocate, presented the item.

Chairs Peskin asked if helmets were already required under state law for e-scooters.

Mr. Watts said they were not previously required under state law. He said the first set of amendments to Assembly Bill (AB) 2989 did mandate helmets, and the most recent set included a mandate that only applied to users under the age of 18.

With respect to Senate Bill (SB) 1014, Commissioner Cohen said bike share and scooter miles travelled accounted for only 3.5% of the total vehicle miles travelled in San Francisco and asked what the harm was in counting bikes and scooters. She noted that the goal of the legislation was to establish greenhouse gas emission baselines for Transportation Network Companies (TNCs). She questioned whether the 3.5% was significant enough to move the Board's position and instead suggested working with TNC companies to reduce their emissions. She also asked how the word vehicle was being defined in SB 1014.

Director Chang said the intent of SB 1014 was to reduce motor vehicle emissions for the fleet of TNCs rather than all vehicles. She said vehicle trips by bicycles and scooters were not meant to be the focus of the bill and would dilute the intent of reducing motor vehicle emissions.

Commissioner Cohen asked which cities in California had the largest active transportation programs.

Director Chang said she was not sure but noted San Francisco likely had one of the most robust markets for scooter and bike share in the state.

Commissioner Cohen asked if the percentage of total vehicle miles travelled by bikes and scooters was known.

Director Chang said there were not specific mode share studies but said the 3.5% was likely not too far off.

Commissioner Cohen said she understood that bikes and scooters were not the focus but reiterated that they were only 3.5% share of vehicle miles traveled in San Francisco.

Director Chang said the policy call was based on the principle to encourage the bill to focus on motor vehicles.

Amber Crabbe, Public Policy Manager, said the bill was looking at the percent share of miles completed by qualified zero emission vehicles, where “vehicle” included walking, biking, and other modes of active transportation as well as zero-emission passenger vehicles. She said the intent was to not just have bicycle sharing and scooters to count toward the targets, but also to be able to count the walking that the passengers did to get to shared passenger vehicles. She said looking at passenger vehicles only was a simpler way to look at it and a way to make sure that the targets were consistent and focused as the use of other various modes evolved.

Commissioner Cohen said there was room to make an amendment for supporting SB 1014 since expanded to bikes and scooters and helped San Francisco. She said San Francisco’s focus was beyond vehicles.

Chair Peskin asked if the most recent amendment related to subsidies of Lyft and Uber driver vehicles using public dollars.

Mr. Watts said that was correct and that the subsidies were intended to be part of the prior set of amendments, before being withdrawn.

Commissioner Cohen said the subsidies were not shared with her when briefed by Transportation Authority staff.

Ms. Crabbe said the original version of the bill included a \$30 million a year subsidy that would go toward assisting TNC drivers in purchasing electric vehicles. She said Transportation Authority staff moved to support the bill after the subsidy was removed. She said the current version of the bill introduced language requiring the state to work with the TNCs and other stakeholders to evaluate incentives that could be provided. She said the revised bill produced an opportunity and a framework for providing public subsidies in the future, which was why staff sought moving towards a seek amendment position to address both amendments.

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

5. Amend the 2019 Prop K Strategic Plan Baseline, Allocating \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriating \$600,000 for One Request – ACTION

Anna LaForte, Deputy Director for Policy and Programming and Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

During public comment Roland Lebrun said the full board had not yet decided on the Pennsylvania Avenue alignment and felt the allocation of Prop K funds was premature. He suggested that the Board consider the entire alignment from 22nd Street all the way up to the Transbay center. He said the appropriation of \$600,000 for oversight was inadequate and should be increased to \$2 million to avoid not being able to hire top class engineering firms.

Mr. Cordoba said the Pennsylvania Avenue alignment was a separate and independent utility and had to do with the more southern portion of the D'TX project. He said the Transbay Joint Powers Authority (TJPA) Board and their staff were working towards getting the federal record of decision later this year. He said regarding oversight efforts, there was significant additional oversight that would be needed for the project to move forward and that staff would seek further funds next year. He explained that the current appropriation was just meant to cover the next year's work of work.

Mark Zabaneh, Executive Director at the TJPA, said phase two of the project would be completed through partnership effort with the Transportation Authority, the SFMTA, County of San Francisco, the Metropolitan Transportation Commission (MTC), Caltrain and high-speed rail. He said the TJPA would seek the assistance of the Transportation Authority and experts to conduct peer reviews as needed.

Commissioner Breed moved to approve the item, seconded by Commissioner Cohen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

6. Allocate \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

7. Approve Part 1 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, Programming \$388,003 to Four Projects – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

During public comment Clarrissa Cabansagan, New Mobility Policy Director at TransForm, urged the Board to include bike share access funding and investment for low income students at San Francisco State University (SFSU) and stated that it was one of the best investments with demonstrable results. She said because of TransForm's advocacy and dedicated funds from MTC, Ford Go Bike and Bay Area cities; Ford GoBike was leading the nation with the highest proportion of low income riders using bike share. She noted San Francisco's underwhelming percentage of low income residents who used bike share when compared to other Bay Area cities that had invested in public outreach.

After public comment, Commissioner Cohen said she was concerned about the recommendation to remove funding to provide Ford GoBike memberships for up to 400 SFSU Pell Grant eligible students, along with 150 free yearly passes and 300 single month passes for students who were not Pell Grant eligible but met the low-income requirements. She said the pilot program was approved by the Transportation Authority CAC and initially recommended for adoption by Transportation Authority staff. Commissioner Cohen continued to note that in 2016 the transportation survey at

SFSU showed that nearly half of their students got to campus by Muni or BART. She said the percentage of SFSU students who arrived on foot increased by 42% between 2008-2014 and felt the Board should support students in the last mile that got them to class. She said she understood the policy direction set forth toward not providing public funds for TNCs but felt an exception could be made for the proposed pilot program. She said the pilot program would remove barriers to activate transportation for young people at one of the least accessible college campuses in one of the most expensive cities in the world. She asked Transportation Authority staff where they drew the line for working with private companies.

Deputy Director for Policy and Programming Anna LaForte said the Air District at the regional and state levels had a history of funding both public and private entities in the spirit of improving air quality for all. She said Transportation Authority staff looked at eligibility from the grant guidelines when determining whether to recommend a project.

Commissioner Cohen motioned to amend item 7 to restore the Ford GoBike memberships for SFSU students to the list of projects recommended for the funds. The motion was seconded by Commissioner Kim.

Chair Peskin appreciated the sentiments expressed by his colleagues and said the recommendation for the Ford GoBike pilot program at SFSU was inconsistent with previous actions of the Board. He said Lyft was a company with a valuation of \$7.5 billion and that their acquisition of Motivate was reported to be about \$250 million. Chair Peskin stated that Lyft had refused to reveal data and information to the Transportation Authority, but research by staff had revealed that at peak, up to 26% of the downtown congestion in Districts 3 and 6 was a result of TNCs. He said the Board had voted last year to restrict funds from the emergency ride home program, to not go to TNCs. He said he did not want to penalize low income SFSU students but felt Lyft had the wherewithal to subsidize the proposed pilot program. Chair Peskin said he would oppose the motion to amend item 7.

Commissioner Yee asked if Lyft had offered a matching fund for the Ford GoBike membership program for SFSU students.

Mr. Quintanilla said the grant was going to be administered by SFSU. He explained that Ford GoBike currently offers discounted memberships for low-income individuals: \$5 for the first year and \$60 for the second-year membership. He said the proposed TFCA subsidy would go toward covering the discounted membership.

Chair Peskin asked if the proposed program would fund the \$60 discounted membership fee.

Mr. Quintanilla replied in the affirmative and said SFSU would administer the grant and either provide the subsidy to the Pell Grant-eligible students or on a first come-first serve basis for other low-income students.

Commissioner Yee asked if it was a one-year grant.

Mr. Quintanilla stated that it was a two-year pilot.

Commissioner Yee asked what the intent of the program was after the two-year pilot.

Mr. Quintanilla said the grant was coordinated with the expansion of the Ford GoBike station network around the SFSU campus, so the intent of the pilot was to encourage students to use a new alternative mode of transportation.

Chair Peskin asked if the contract that the MTC entered into with Motivate required not only

subsidies to low-income individuals but also geographic equity.

Mr. Quintanilla said he was not certain but stated that the grant would not subsidize operations or the expansion. He said it would cover the extra \$5 or \$60 that a low-income student would pay for a membership.

Chair Peskin asked if all the eligible recipients were Pell Grant students.

Mr. Quintanilla said that most recipients were Pell Grant students, but that staff could work with SFSU to ensure there were enough eligible students to cover the full grant if the desire was to only subsidize Pell Grant students.

Jeff Hobson, Deputy Director for Planning, said there were requirements about geographic equity that would require Motivate to expand into communities of concern.

Commissioner Yee asked if provisions could be added to ask Motivate to provide additional funding for eligible students.

Ms. LaForte said a condition could be added and that funding agreement would have to be between SFSU and Motivate.

Chair Peskin said he would like to hear from Motivate at the next Board meeting if that was acceptable to the members.

Commissioner Yee said he would support continuing the item to hear from Motivate.

Commissioner Ronen said she would support a motion to continue the item and felt Lyft had an opportunity to step up and provide a benefit to students that deserved it and needed it. She highlighted her previous communication with Lyft in which they replied to her concerns around TNCs blocking bike lanes on Valencia Street. She said Lyft began a geo-fencing pilot program and was sharing the data with District 9.

Commissioner Safai said he would support an opportunity to continue the item and agreed with the sentiments of Commissioner Cohen and Chair Peskin. He asked if the current contract between Motivate and SFSU required Lyft to subsidize any programs related to income-based recipients.

Tom Maguire, Director of Sustainable Streets at the SFMTA, said the current thinking was that Lyft would take on the current contract and would have the same relationship with the MTC. He said the SFMTA had sent a letter to the MTC to confirm that understanding. He said when the contract was finalized, there was a provision that 20% of the bikes were required to be in communities of concern and that Motivate was required to offer Bike Share for All, a \$5 first-year membership for any applicant that qualified for the lifeline transit pass program. He said it was one of the most comprehensive income-based equity programs of any of the bike share systems in the country.

Commissioner Safai asked if the lifeline transit pass program was based on income and if it had any impact on students

Mr. Maguire said the lifeline transit pass program was based on income and that he would like to return to the Board at a future date to report if there were any restrictions or special conditions for students to participate in the program.

Commissioner Safai said it did not make sense to double subsidize if Lyft was already required to provide the lifeline transit pass program. He said would also be in favor of continuing the item.

Chair Peskin said that the four projects seeking approval could move forward and come before a vote.

Commissioner Cohen said the Ford Go bike memberships for SFSU students was a pilot program and that the conversation with SFSU had begun prior to the acquisition of Motivate by Lyft. She said the pilot program was encompassing Pell Grant students as well as students that met the basic requirements. She said she was happy to support the continuance of the item to allow the representatives of the respective companies to come and present.

Director Chang said the Board could agree to support the Transportation Authority staff recommendations for the other four projects without continuing the item. She said a new item could be brought to the Board for the GoBike project, inviting Lyft and SFSU.

Commissioner Cohen and Commissioner Kim withdrew their motion and second to amend the item.

Chair Peskin reopened public comment without objection.

During public comment Liore Milgrom-Gartner spoke in support of the proposal for the Grace Cathedral DC Fast Chargers and said installing electric vehicle charging spaces would provide an opportunity for individuals who worship there and to the many houses of worship across San Francisco to be inspired to reduce vehicle emissions.

Commissioner Yee moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Safai (1)

8. Approve a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program – ACTION

Eric Young, Senior Communications Officer, presented the item per the staff memorandum.

There was no public comment.

Commissioner Safai moved to approve the item, seconded by Commissioner Cohen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

9. Adopt the Emerging Mobility Evaluation Report – ACTION

Jeff Hobson, Deputy Director for Planning, presented the item per the staff memorandum.

During public comment Paloma Hernandez, Summer Associate on the Environmental Equity team at Greenlining Institute, said Greenlining was a 25-year old non-profit fighting racial and economic injustice in California. She said she was in support of Item 9 and wanted to emphasize the principles of equitable access and collaboration. She said communities of concern were hit the hardest by the transportation costs. She said the Greenlining Institute strongly encouraged the Transportation Authority to maximize equitable outcomes by incorporating Greenlining Institute's framework into the implementation of its emerging mobility work.

Bob Walsh, General Manager for Scoot Networks, spoke in support of Item 9 and emphasized how important and vital the report was. He said understanding the city's needs was complicated, but the report created and shared a framework that was very helpful for Scoot to understand how it was perceived by the city and where it could thrive as a business while remaining a responsible and effective player within San Francisco's transportation networks. He said Scoot aligned with the report's guiding principles for emerging mobility and proactively worked with the SFMTA to create a shared electric moped permit. Mr. Walsh hoped the report remained a living document and would establish a solid basis for all shared mobility companies to work effectively with the city.

Nadia Marquez, Government Relations for Cruise Automation, spoke in support for Item 9 and the Transportation Authority and SFMTA's guiding principles for emerging mobility services and technologies. She said from Vision Zero to Transit First, companies like Cruise played an integral role in moving San Francisco forward and believed that their mission and commitment were complimentary to the city's principles for emerging mobility and technologies.

Josie Ahrens, Senior Community Organizer at Walk San Francisco, spoke in support of Item 9 and thanked Transportation Authority staff for including Walk SF in the process. She said the report set the foundation for the city to be able to prioritize a mass public transportation system, including walking and biking infrastructure that would be the backbone of the city while accommodating new mobility options. She said she looked forward to the city implementing all the recommendations listed at the end of the report.

Bryan Goebel, Executive Officer of LAFCo, spoke in support of Item 9 and said LAFCo would be partnering with the Transportation Authority to examine emerging mobility services and the effect on labor.

Alexa Diaz, Summer Associate on the equity team at the Greenlining Institute, spoke in support of Item 9 and emphasized the principle of equitable access. She encouraged the Transportation Authority to incorporate strategies in its emerging mobility work that both increased access to reliable internet and addressed language and awareness barriers for underserved communities. She said the Greenlining Institute recommended that the Transportation Authority continue to engage and collaborate with community groups and equity and transportation justice stakeholders to ensure that emerging mobility would help create a just and fair San Francisco.

Joel Espino, Environmental Equity Legal Counsel at the Greenlining Institute, spoke in support of Item 9 and recognized the work of Warren Logan of the Transportation Authority and Danielle Harris of the SFMTA and their colleagues who were critical in advancing San Francisco's policy framework on emerging mobility services and technologies.

Clarrissa Cabansagan spoke in support of item 9 and shared the need for emerging mobility in the southeast neighborhoods of San Francisco. She highlighted Lyft desire to partner with TransForm and community partners.

Danielle Harris, Senior Transportation Planner for the Office of Innovation at the SFMTA, spoke in support of Item 9 and thanked Transportation Authority staff for the collaborative effort involving advocacy departments and the companies. She said the SFMTA Office of Innovation would continue to work in the development of the emerging mobility strategy to ensure the implementation of San Francisco's goals for a safe, sustainable, and equitable transportation network.

Arielle Fleischer, Senior Transportation Policy Associate at SPUR, spoke in support of Item 9 and

said the report was developed through a great deal of research and outreach and dialogue with the public and private transportation sectors. She said SPUR appreciated the emphasis not just on regulation, but also on how public transportation could grow and take advantage of new technologies. She said a regionwide approach would further learning and growing and make it easy for people and Bay Area cities to engage with new emerging services.

Jason Haight, employee at AAA of Northern California and Gig Carshare, spoke in support of item 9 and said AAA and Gig had been active in the discussions with the Transportation Authority and the SFMTA that shaped the guiding principles for emerging mobility and services technology. He said the developed standards would help ensure the accelerated and safe adoption of new mobility services; which would bring convenience, affordability, and improved air quality to the residents of San Francisco.

Megan Mitchell, employee for JUMP Bikes, said it was an honor to launch the service in District 10 and Hunters Point where she was born and raised. She said JUMP Bikes was committed to working with communities of concern, of color, and supporting the adoption of the Emerging Mobility Evaluation Report.

After public comment Chair Peskin commented on the feedback from the public and addressed the recommendation referenced on Page 72 regarding an Emerging Mobility tax due to agencies not paying their full and fair share. He asked that Transportation Authority staff to prepare an information item on decongestion pricing and incentives. Chair Peskin also called attention to Recommendation #7 on Curb Management and asked the Transportation Authority staff to agendize a time to talk about curb management and mobility services.

Commissioner Fewer addressed the third recommendation related to labor and total costs such as those that will affect taxi drivers, the displacement of their vehicles, and how this will economically impact the city of San Francisco. Commissioner Fewer commented on the ten guiding principles and the impact of the existing labor force with emerging mobility in San Francisco. She highlighted the importance of cost recovery beyond vehicle miles travelled and capturing the costs of added enforcement; citing the significant increase in TNC rides to and from the airport.

Commissioner Ronen moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

10. Adopt the Bay Area Rapid Transit (BART) Perks Evaluation Findings Document – ACTION

Camille Guiriba, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

11. Transportation Management for Major Corridor Projects Update – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, Tom Maguire, Director of Sustainable Streets

at the SFMTA, and John Thomas, Deputy Director for Infrastructure Design and Construction at San Francisco Public Works presented the item per the staff memorandum.

Chair Peskin asked if there were project managers tasked with compiling and reviewing look-aheads.

Mr. Maguire said look-aheads were done in a couple of different scales. He said the SFMTA traffic routing group scheduled 60-to-100-day look-aheads for the most congested parts of the city and looked for cumulative impacts. He said the traffic routing groups also adjusted contractors permits as necessary to make sure that two parallel streets, for example, were not both impacted on the same block at the same time. He said more broadly, the SFMTA worked with Public Works and the Transportation Authority to make ensure staging was being done at a city-wide scale and on a longer term.

Chair Peskin asked if it was the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) or a separate section within the SFMTA that provided the look aheads.

Mr. Maguire said ISCOTT dealt with temporary street closures largely related public events. He said the SFMTA traffic routing staff regularly conducted cumulative 60-to 100-day look-aheads.

Chair Peskin asked if the SFMTA had standard measurements for traffic barriers and sidewalks and remarked that he had witnessed tourists on Van Ness Avenue and Broadway having to bike around barriers because they did not provide space for bikes.

Mr. Maguire said the SFMTA had standards and had published the “blue book” that laid out the minimum width of sidewalks, appropriate size of traffic lanes and the appropriate height for barriers. He said an SFMTA inspector would go out and inspect the intersection of Van Ness Avenue and Broadway.

There was no public comment.

12. Update on the Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc. – INFORMATION

Commissioner Safai moved to continue Item 12 to the next Board meeting, seconded by Commissioner Sheehy.

The motion was approved without objection.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 12:14 p.m.