



**Provincetown Public Pier Corporation (PPPC)
Provincetown Town Hall, Judge Welsh Room
Meeting Minutes of Thursday, October 12th, 2017**

Members Present: Regina (Ginny) Ginder (GB), Herbie Hintze (HH), Scott Frasier (SF) , Carlos Verde (CV)

Excused Absence: Kerry Adams (KA)

Other Attendees: Rex McKinsey (RM), Jarrod Koskey (JK), Louise Venden (LV)

Public Attendees: Michael Glasfeld (MG)

Acting Chair, Ginny Binder called the meeting to order at 5:08 P.M.

Public Statements:

None

Special Agenda:

(GB) opened the special agenda by stating that Steve Milliken who was on the has withdrawn his request at this time. She introduced Michael Glasfeld of Bay State Cruise Company.

(MG) began his discussion by reporting that ferry service from Bay State Cruise Company between Boston and Provincetown would be extended potentially beyond Columbus Day November 5th up to at least the Thanksgiving holiday if the demand exists. (GB) expressed her support of this extension of service, whereupon (CV) asked about the schedule that would be in operation.

(MG) replied that the schedule would be on a limited basis Friday's through Sunday being a round-trip on Friday's at 5:30 pm into Provincetown and 7:30 back to Boston and a round trip from 8:30 am and 3 pm round-trip on Saturdays and Sundays.

(HH) recused himself from this point of the discussion due to a conflict of interest.

(MG) then stated his other request for the installation of a PA system which would include installing nine speakers on the pier in the waiting area for the ferry. Mr. Glasfeld referred to his letter sent to (RM) dated October 11th, 2017 outlining the specifics of the speakers and the system. (CV) asked about costs and who would be handling it and (MG) stated that Bay State Cruise Company would carry all costs for the system and installation and the reason for this would be to improve the experience of the passengers and the boarding process. Additionally, he spoke about how the system would also benefit the customers of the other ferry company and the formation of lining up passengers for the correct ferry.

He expressed that though he appreciates the personal touch for boarding but customers have been asking for such a system as they often come down up to an hour or more prior to boarding therefore not able to spend more time in town and potentially enjoying more of their time here in Provincetown.

(CV) stated that he does like the idea but would also like to consider the option for the other companies to have access and distribute the cost.

(MG) replied that the cost is not a problem for him to cover but as for others to have access he

believes that because his ferries are the first ones out and in essence would be alleviating the other issue of passengers from the other ferry service providers getting confused with boarding the correct ferry. Discussion ensued between (CV) and (MG) regarding the access being limited to only one company and potentially seeing the other ferry services wanting to also install systems and have an abundance of speakers being installed.

(RM) stated that the boarding issue truly exists only on the morning ferry and Capt. John's times do not interfere and at the moment all is fine with the exception of the morning crowds. He then mentioned the regulation 1-2-5 *Soliciting of business* but sees this not as soliciting of business or the Board could vote a waiver.

(GB) stated that this is a logistics issue and not a soliciting issue and will also enhance the passengers experience.

(HH) stated that the biggest problem is on Sundays for the 10:30 am ferry and the 11 am departure of 'Salacia' when many people are departing town. He continued that during this period the confusion amongst riders is at the worst and a better means of communication such as this system would be a huge benefit to the organization of the lines to board and riders arriving.

(CV) re-stated his belief that access to the system may ultimately benefit and that the pier could absorb the cost. He does like the idea of the system but simply prefers not to have an excess of speakers on the pier if other companies do not have access and decide to install their own systems.

(SF) stated that he respects the view of (CV) but feels that there would be only one other company in all probability that would want to install another system and that is at this point hypothetical and not an immediate reality. He stated that he believes the installation should be allowed to happen and use this as an experiment into how it will work in reality.

(GB) asked (HH) about the pedestrian traffic and lines and discussion continued between both about the logistics in aid of any confusion and congestion.

(GB) agreed that installing this system is a favorable idea.

Motion made to allow Michael Glasfeld install a wireless PA system on MacMillan Pier on the basis of alleviate congestion, simplify boarding and improve the overall experience of the passengers.

Motion – (GB)

2ND Motion- (SF)

Yes – (SF), (HH), (CV), (GB)

Motion passes.

(GB) then asked (RM) to speak to the third point of interest being the ticket booths for the ferries.

(RM) pointed out the diagram included in the meeting packet showing the current layout and the proposed locations to relocate the booths to. He stated the requirements to meet code and function as well as a design to compliment the design of buildings on Commercial Street. (RM) continued that the Army Corp of Engineers Permit is in hand and according to the engineer these changes along with other modifications and changes on the pier would be considered minor and could all be packaged into one request.

(GB) asked the term length of the permit to which (RM) replied he believes it is thirty years if not unlimited.

(GB) asked the question that if relocating the booths under the pavilion would interfere with the

original intent of the pavilion.

(RM) replied that the usage of the pavilion is not producing the revenue as was the intention when built.

Discussion ensued as to the proposed plans and the purpose including public safety with respect to lines of pedestrians in the turn-around area and vehicle traffic.

(HH) added that the problem is people driving and stopping in the middle of traffic and the problem can be resolved with an additional staff member being on traffic control and therefore keeping the pavilion an open area and not creating an expense.

(GB) asked (MG) about the issue and the advantage of relocating the booths to which he replied that the one most positive result would be protection of ferry passengers from the weather while in line at the booths. He added that if he has the choice he would leave the booths in the present position but that would be strictly on an economical viewpoint and he wishes to leave the decision to the Pier Corporation.

(CV) asked about the position of the proposed booths and issues of clearance to allow personnel to be able to enter the area safely to make clean ups of refuse and items that may collect in the area.

(RM) replied that due to people entering the area now and doing things not wanted done on the pier, the space was intentionally designed so put a stop to that.

(CV) suggested that the proposed relocation would block the view of the lighthouses and the view in general and a potential solution would be to place the booths in the center of the pavilion. This would also be less of a financial burden as the same booths could be used.

(SF) stated that due to a conflict of opinion of the issue of safety mentioned previously, we may want to collect data on this before asking customers to pay \$40,000 for the changes.

(GB) stated this should be placed on the 'unfinished business list' so that the problem can be examined and seen if it is in fact necessary to prevent a project being completed unnecessarily. Discussion ensued on the matter.

(SF) stated that first, the issue should be confirmed and agreed upon then discuss a resolution if needed.

(GB) suggested working with (HH) along with input from (MG) and then if necessary, work on options to resolve the issue.

(RM) stated that the changes could be built by the staff and (CV) agreed in the event of customer change that these structures be the property of the pier to avoid potential issues about who paid for it and feels that if we went to the town for approval, the voters would be in favor of it.

(SF) asked (MG) about the need for the booths originally to which (MG) stated that it was for the handling of customers efficiently.

Discussion ensued which included the trap sheds and pointed out "ownership" of the structures.

(GB) stated that we present it in February in the town meeting however (HH) and (RM) pointed out that we would truly need the 2018 season to gather the data before presenting the topic.

Discussion ensued and (RM) reminded that we have a five year time span to make the projects happen.

(CV) suggested reviewing video of the busiest weekends to cut down the need for a full season to pass in order to gather the information to make a decision.

The board members agreed and decided to have the videos reviewed and information gathered by February, 2018.

Motion made to approve the PPPC Meeting Minutes of September 28th, 2017 as written.

Motion- (HH)

2ND Motion- (GB)

Yes- (CV), (SF), (HH), (GB)

Motion passes.

Pier Manager's Report:

(RM) began his report with the concern of the restrooms at the Pier to include the repair of the windows on the South side of the Harbormasters Office. He added that the repair of the Ladies room restroom led to unexpected repairs and due to plumbing issues the plumbing and electrical repairs are not only unforeseen but also extreme. He reported that rot has been found as well therefore, leading to an extensive repair/ remodel job. They did stall work to contact their insurance company and as soon as the insurance company responds, work should proceed and probably continue through the Winter.

Discussion ensued regarding insurance coverage and the fact that the building was not built to code and how that may evolve.

(GB) asked to be kept updated.

(RM) continued that and reported that the piles have been buttoned up and boats have been Serviced and the engineers are preparing the RFP for pile replacement with greenheart.

(RM) continued with his report with the FEMA update and advising the board that the final two questions needing to be answered have been done so and Peter O'Conner feels along with (RM) that it is coming to a close shortly.

(RM) continued by reporting that there is a plan to build two additional trap sheds with one being built this year and the second shed in the following year.

(GB) stated that she would like to be able to have the the PPPC Board review the trap shed applications so they may have a choice in who is accepted for the 2018 season. (CV) agreed on the matter.

(RM) stated that when the applications are received he will have those forwarded to the board.

(SF) stated his disagreement with this and to allow them to remain the same if they are return tenants then allow the board to make changes if they wish to but if they have payment as required they should be allowed back.

Discussion ensued regarding the best options for this process and (GB) re-stated that she would like to see the applications.

(HH) stated that he had spoken with a return trap shed tenant and the individual volunteered to tell other folks who would be good candidates about the program.

Discussion then took place regarding the Hot wash meetings and two different colors for our funds and their funds as well as different labels/ colors for calendar year and fiscal year to ferry embarkation and excursion embarkation.

(CV) brought up the topic of excursion embarkations and possibly changing from the honor system to possibly a clicker process and further discussion continued on the idea and other possible reforms to the method of collecting the monthly numbers.

(RM) continued his report with an update that the Selectmen intend to schedule John Goodrich to provide a lesson on enterprise funds. He then stated that the financials have been closed for 2016 and a financial report will be available at the next PPPC Meeting.

(SF) spoke and reported he met with the Finance Director and Treasurer and that the Treasurer and (JK) will be meeting on a regular basis as was done in the past and that he feels we should move our operating account from TD Bank to Cape Cod 5.

Motion made to move PPPC operating account from TD Bank to Cape Cod 5 Bank.

Motion- (GB)

2nd Motion- (SF)

Yes- (HH), (CV), (GB), (SF)

Motion passes.

(SF) stated that the subject of changing auditors should be addressed by bringing it to the board following a recommendation.

Directors Statements/ Unfinished Business:

(SF) started discussion of dock space and the idea that we want a process consistent to support the commercial fishing industry and allowing only fishing vessels dockage. He also discussed the tax rates for residents of Provincetown verses non-residents and with that information we could create a rate schedule based on non-residents and residents. Discussion ensued and February of 2018 was set as a goal to have this drafted and created.

(CV) then stated he felt the meeting with the Board of Selectmen was positive and further discussion. There was agreement between (SF) and (CV) that we need a clarification of 'fisherman' when assigning slips and dockage. Further discussion was held regarding the rates and how it relates to what will be classified as a 'fisherman'

(CV) expressed his gratitude and appreciate to Michael Glasfeld's attendance at the meeting and the project presented by Mr. Glasfeld and stated that he hopes we make a good choice for Michael and his company. (GB) repeated the same sentiment.

Motion made to adjourn PPPC public meeting of October 12th, 2017.

Motion - (HH)

2nd Motion - (CV)

Roll call vote- Yes - (CV), (HH), (GB), (SF)

Acting Chair, Regina Binder adjourned the PPPC Meeting of October 12th, 2017 at 6:36 pm.

Respectfully submitted,

Jarrold Koskey
PPPC Administrative Assistant

Kerry Adams, Chair

