



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK, 803 FRONT STREET  
NORFOLK, VIRGINIA 23510-1096

August 27, 1998

Planning Resources Branch

SEE LIST OF ADDRESSEES

Dear Sir or Madam:

Enclosed for your information are the final notes of the proceedings from the second workshop for the Navigation Management Plan for the Port of Hampton Roads conducted on June 24, 1998 at the Marriott Hotel in Norfolk. Draft notes were provided to attendees for their review and comment prior to finalizing the record of the workshop.

Included with the final notes are the list of port navigation concerns and the criteria to be used in prioritizing this list, both of which were finalized at the workshop. The Circle "A" advisory group is now complete and that list is also included with the final workshop notes.

The next action will be the prioritizing of the list of concerns by the Circle "A" advisory group. Potential solutions to be considered in addressing the primary items on this list will then be considered, which will lead to the development of a preliminary long-range plan. Progress will be monitored by the Circle "A" group. Additional workshops will be held to obtain comments from the Circle "B" workshop group.

If you have any questions about the Navigation Management Plan, please call Thomas J. Lochen at (757) 441-7539. Your cooperation is appreciated.

Sincerely,

  
Robert H. Reardon, Jr.  
Colonel, U.S. Army  
District Engineer

Enclosure

**NAVIGATION MANAGEMENT PLAN FOR THE  
PORT OF HAMPTON ROADS, VIRGINIA  
WORKSHOP #2--JUNE 24, 1998  
SUMMARY NOTES**

The second workshop for the Navigation Management Plan was held at the Marriott Hotel in Norfolk on June 24, 1998. A list of attendees is included as enclosure 1. The following is a summary of the comments expressed at the workshop. The comments are presented in the order as shown in the workshop agenda (enclosure 2).

The workshop was opened with a welcome and introductions, a discussion of the purpose of workshop, and a summary of activities conducted since the first workshop in October 1997. Noteworthy was the attendance of Rick Sanford from Senator Warner's office, Rich Williams from Senator Robb's office, Cliff Hicks from Congressman Pickett's office, and Sheryl Miller from Virginia Delegate Joannou's office. Margaret Ware of Drive Smart Hampton Roads and of the Hampton Roads Recreational Safe Boating Coalition then announced a conference held on May 20 and 21 entitled, "Rage Behind the Wheel on Land and Water" which was sponsored by the group Smart, Safe, Sober and by the Smith Mountain Lake Association. The goal of this conference was to develop a behavioral impact statement which will provide working tools for Virginia communities in their efforts to reduce aggressive behavior exhibited by boaters and automobile drivers. The draft report is now available. Ms. Ware passed around information concerning the conference, including a sign-up list for anyone interested in receiving a copy of the draft conference report. In addition, it was announced that Captain John Schrinner had just assumed his post as the Commander of the Marine Safety Office, U.S. Coast Guard (USCG), and as the new Captain of the Port. Captain Schrinner was not able to attend this workshop.

The list entitled "Identified Problems, Needs, Concerns, and Opportunities" was then discussed. This list was included in the letter announcing the workshop and was provided as a handout at the workshop itself. The finalized list is attached as enclosure 3.

1. Bill Hull, Hampton Roads Maritime Association, asked whether the list had been prioritized. It was explained that the concerns had not yet been prioritized. It was only a list of the concerns as identified in interviews with port users which had been grouped into general categories. Each of the concerns will be prioritized later by the Circle "A" advisory group which will be discussed later in the workshop.
2. Dr. John Boon, Virginia Institute of Marine Science (VIMS), indicated that the National Oceanic and Atmospheric Administration (NOAA) has a considerable amount of data concerning the port and complimented NOAA for their Physical Oceanographic Real-Time System (PORTS). He said, however, that there is a

**ENCLOSURE**

need for information on predicting and monitoring waves; there are models available for predicting waves, but a wave observation system is needed. He indicated that waves in the lower Chesapeake Bay can reach a height of 3.5 meters which can cause damage to vessels and bridge tunnel crossings.

3. LTJG John Mickett, USCG, also emphasized the significant impact of waves on navigation, especially at the mouth of the bay. He also expressed a need for 24-hour response time for side scan sonar surveys. He cited the recent incident on June 22 when two fishing vessels collided and one sank. The USCG had to close the channel and hold up at least four large commercial container ships. Side scan sonar surveys can determine if channels are being blocked by submerged objects such as sunken vessels or buoys. The quicker the surveys can be made, the faster the navigation channels can be opened.

4. Dr. Boon indicated that VIMS could probably make side scan units available to assist the USCG.

5. LCDR Andrew Beaver, NOAA, indicated that the Atlantic Marine Center may also have side scan sonar equipment and may be able to make a launch available for surveys on a 24-hour basis.

6. Jaleh Pett, Chesapeake Department of Planning, expressed interest in improvements to navigation in the vicinity of the Gilmerton Bridge on the Southern Branch of the Elizabeth River. It was explained that there is authorization for a 40-foot channel improvement including the 800-foot turning basin at the bridge. It was announced that Corps representatives would be available after the workshop to discuss any concerns in detail.

The handout entitled "Coordination Process" was then discussed, including an explanation of the Circle "A", "B", and "C" groups. A list for volunteers for the Circle "A" advisory group was passed around, and the duties of that group were explained. In summary, they include: (1) prioritization of the listed concerns, (2) review of subsequent workshop agendas, (3) review of the draft Navigation Management Plan, and (4) assistance with updates of the Plan in future years. The "Coordination Process" text and completed Circle "A" list are attached as enclosure 4.

1. Bob Jackson, Virginia Department of Environmental Quality, emphasized the need to consider environmental requirements, including the regulatory and permit process, early in the planning process. It was explained that the Plan itself would not lead to any kind of construction. Bob Jackson was invited to participate as a representative of his agency on the Circle "A" group.

2. Dr. Boon indicated that the Virginia Marine Resources Commission should also be included in Circle "A".

3. Kim Kimidy, Corps of Engineers, indicated that the Navigation Management Plan will take into account the entire regulatory/permit process from a local, state, and Federal perspective.

The handout entitled "Prioritization Criteria" was next discussed. It was explained that these criteria were to be considered by the Circle "A" advisory group when they prioritized the list of concerns. The criteria should be thought of as a checklist when weighing each concern, to make sure that all possible aspects are realized in the decision process. The text and finalized list of prioritization criteria are attached as enclosure 5.

1. Bill Hull suggested that national defense be included as a prioritization criterion. It was indicated that National Defense is very important and is included as part of the "Military Importance" criterion.
2. Neal Wright, Virginia Port Authority, asked why the category "Transient Pleasure Boat Operation" was not included under the "Vessel Traffic" category. It was explained that there is a need to separate temporary recreational vessel usage from routine and regular vessel traffic in the port. Hampton Roads is strategically located along the Atlantic Intracoastal Waterway and receives a considerable amount of transient business from these vessels enroute up and down the east coast. It was suggested that the category "Transient Pleasure Boat Operation" be changed to "Seasonal Pleasure Boat Operation".
3. Bill Cofer, Virginia Pilot Association, asked why anchorages were not included as part of the list of "Prioritization Criteria". It was explained that anchorages were a concern identified in the interview process and therefore must be included in the list of "Identified Problems, Needs, Concerns, and Opportunities". Whereas, the prioritization criteria are to be used as a tool in the prioritization process to evaluate concerns such as the anchorages.
4. Dr. Boon asked if the prioritization criteria category "Environmental Quality" would cover engineering and hydrodynamic modeling which are needed during the planning process in order to make good decisions. For example, it is important to evaluate and monitor the effects of channel deepening on estuarine circulation. Also, water quality should be included during planning. It was arranged for Dr. Boon to meet with the Corps staff after the workshop to further explore this idea.
5. John Carlock, Hampton Roads Planning District Commission, asked where intermodal conflicts were covered under the prioritization criteria. It was explained that this is viewed as a concern and is included in the list of "Identified Problems, Needs, Concerns, and Opportunities"; it will be prioritized by these separate evaluation criteria.

6. Bill Hull suggested that the Navigation Management Plan could also be used by the Governor and General Assembly, as well as the localities, for budgeting for port improvements. It was agreed that this is one of the purposes which will also be emphasized in the Plan itself.

7. LCDR Beaver asked about determining the feasibility of channel deepening--say to a depth of 60 feet. It was explained that feasibility studies are done separately under specific authorities which address the Federal interest in channel deepening projects. For example, the 55-foot deepening authorization was based on a feasibility study completed in the early 1980s.

Closing remarks were then made discussing future actions to be conducted on the Navigation Management Plan.

# Navigation Management Plan

WORKSHOP #2

June 24, 1998

Name	Organization	Phone Number
Tom Lochen	Corps of Engineers	(757) 441-7539
Ed Dozier	" "	" "
Earb Franier	" "	441-7866
Lisa Delphia	" "	441-7536
Tommy Glenn Bms	NAVAL STA Non Felk, Pent OPERATIONS	444-3939
Mlene, Haluska	Corps of Eng	441-7008
Tom Yancy	Corp of Engineer	441-7775
Robert Pratlou	" " "	441-7385
SAM LOVELACE	TIDSWATER CONSTRUCTION	(757) 547-2153
RICHARD KLEIN	Corps of Engineers	757-441-7243
Sam McGee	Corps of Engineers	757-441-7616
ROBERT OSWALD	" "	757-441-7513
Joel Scusser	" "	757-441-7642
Dave Stanger	Corps	757-441-7861
Rick Caldwell	Military Sealift Command	757-444-1622
LTDR Andrew Power	NOAA - At. Hydro Branch	757-441-6746
Tommy Richardson	ECN DEV CTY of PORTSMOUTH	757 393-8804
Ken Kimidy	Corps of Engineers	757 441-7832
Marin Huber	" "	X 7765
ConnieRooke	USCG MSO Hampton Roads	757-441-3453
JOHN BUCKETT	USCG MSO HAMPTON ROADS	757 441-3290

ENCLOSURE 1

# Navigation Management Plan

WORKSHOP #2  
June 24, 1998

Name	Organization	Phone Number
Tom Lochen	Corps of Engineers	(757) 441-7539
TOM MCCARTHY	CORPS OF ENGINEERS	(757) 441-7028
ROBERT BATES	CITY OF NORFOLK	(757) 241-8477
STEVE POWELL	CORPS OF ENGINEERS	(757) 441-7788
<b>BOB HYATT</b>	<b>CONDO-RE</b>	<b>441-7757</b>
BILL DUIS	VA POWER	857-2197
Sheryl Miller	Delegate Johnny Joannou	399-1700
STEVE WYLIE	DOMINION TERMINAL ASSOC.	245-2275
NEAL WRIGHT	Virginia Port Authority	683-2150
Cliff Hicks	Congressman Owen Pickett	757-583-5892
Jalen Pett	CHESAPEAKE PLANNING	757-382-6076
PAT YACCARINO	BAY DIESEL CORP.	(757) 485-0075
Bob Jackson	REQ-TRD	(757) 518-2113
DUDLEY WARE	Norfolk Dredging Co.	(757) 547-9391
JOHN MOORE	ALCOA	757 485-3303
Bob MERHIGE	VPA	683-2107
Margaret Ware	DEWE SMACET <sup>Hampton Rd 1</sup> <sub>Regional Conference</sub>	813-4604





**NAVIGATION MANAGEMENT PLAN FOR THE  
PORT OF HAMPTON ROADS, VIRGINIA  
WORKSHOP #2--JUNE 24, 1998  
AGENDA**

1. Welcome, opening remarks, and introductions
2. Purpose of meeting--to discuss the following:
  - a. Activities since last workshop in October 1997
  - b. Results of interviews and other contacts to identify problems, needs, concerns, and opportunities
  - c. Selection and responsibilities of Circle "A" advisory group
  - d. Proposed prioritization criteria
  - e. Future activities
3. Activities since October 1997 workshop
  - a. Draft workshop notes prepared and coordinated with all attendees
  - b. Final workshop notes sent to entire mailing list of 400 port users
  - c. Research efforts continued
  - d. Identification of historical records and data sources continued
  - e. Preparation of draft Navigation Management Plan continued
  - f. Interviews and correspondence to identify problems, needs, concerns, and opportunities completed
  - g. Proposed prioritization criteria for ranking problems, needs, concerns, and opportunities developed
  - h. Article about the Plan published in the Journal of Commerce (4/29/98)
4. Results of interviews and other contacts
  - a. Alphabetical list of all problems, needs, concerns, and opportunities identified to date (see handout)
  - b. Discussion: Do you have any additions, corrections, or deletions?
5. Circle "A" advisory group
  - a. See "Coordination Process" handout
  - b. Discuss responsibilities
  - c. Reference partial list of participants
  - d. Ask for volunteers from private sector--see categories of geographic and functional representation needed
  - e. Vital that Circle "A" be completed and activated as soon as possible

6. Proposed prioritization criteria
  - a. See handout
  - b. Alphabetical list of proposed criteria to be considered
  - c. Discuss appropriateness of criteria
  - d. Do you have any additions, corrections, or deletions?
  
7. Future activities
  - a. Draft workshop notes prepared and coordinated with all attendees, including completed list of problems, needs, concerns, and opportunities
  - b. Final workshop notes sent to entire mailing list
  - c. Research efforts continued
  - d. Identification of historical records and data sources continued
  - e. Preparation of draft Navigation Management Plan continued
  - f. Circle "A" advisory group roster completed; Circle "A" meeting to discuss prioritization of the list of problems, needs, concerns, and opportunities conducted; and Circle "A" prioritization of the list of problems, needs, concerns, and opportunities completed
  - g. Prioritized list of problems, needs, concerns, and opportunities coordinated with entire mailing list of 400 port users
  - h. Potential solutions to be considered in addressing identified and prioritized problems, needs, concerns, and opportunities developed
  - i. Long-range plan formulation from potential solutions initiated
  - j. Workshop #3 scheduled for Fall 1998 to discuss progress; crucial meeting to the development of a final Navigation Management Plan
  
8. Concluding remarks
  - a. Copy of draft workshop notes will be sent to all attendees for review prior to sending to entire mailing list
  - b. Circle "A" members will be contacted about their meeting
  - c. Closing comments from attendees
  - d. Thanks for participating

Handouts:

- ◆ Agenda
- ◆ Table of Identified Problems, Needs, Concerns, and Opportunities excerpted from the draft Navigation Management Plan

**Norfolk District would like to thank the Hampton Roads Maritime Association for providing the refreshments for this meeting. Their support is appreciated very much.**

**NOTE: This text is excerpted from the draft Navigation Management Plan.**

**Table IV-1. IDENTIFIED PROBLEMS, NEEDS, CONCERNS, AND OPPORTUNITIES**

**I. Anchorages**

1. Sewells Point: Need to deepen the western-most anchorage opposite Sewells Point (K-2) from 40 feet to the authorized depth of 45 feet
2. Sewells Point: Need to increase the swinging radius in the eastern-most, 45-foot-deep anchorage opposite Sewells Point (K-1) from the authorized radius of 1,200 feet to the recommended radius of 1,500 feet
3. Sewells Point: Need to make broader use of the anchorages opposite Sewells Point
4. Lamberts Point: Need to make broader use of the anchorages opposite Lamberts Point
5. Newport News: Need to deepen both anchorages opposite Newport News from 40 feet to the authorized depth of 45 feet
6. Authorized 55-foot-deep anchorages: Need to be constructed
7. Need additional anchorages

**II. Channels**

1. Depths
  - a. Atlantic Ocean Channel: Need to deepen to the recommended depth of 60 feet
  - b. Thimble Shoal Channel: Need to deepen the inbound lane from 45 feet to 50 feet
  - c. Thimble Shoal Channel: Need to deepen the inbound lane from 45 feet to the authorized depth of 55 feet
  - d. Thimble Shoal Channel: Need to deepen the outbound lane from 50 feet to the authorized depth of 55 feet
  - e. Hampton Roads and Elizabeth River Channel: Need to deepen the inbound lane from 45 feet to 50 feet to Lamberts Point
  - f. Hampton Roads and Elizabeth River Channel: Need to deepen the inbound lane from 45 feet to the authorized depth of 55 feet to Lamberts Point
  - g. Hampton Roads and Elizabeth River Channel: Need to deepen the outbound lane from 50 feet to the authorized depth of 55 feet to Lamberts Point
  - h. Elizabeth River Channel: Need to deepen from 40 feet to the authorized depth of 45 feet from Lamberts Point to the junction of the Eastern and Southern Branch Channels
  - i. Southern Branch Channel: Need to deepen from 40 feet to the authorized depth of 45 feet to the Norfolk Southern Railroad Bridge

- j. Southern Branch Channel: Need to deepen from 35 feet to the authorized depth of 40 feet to the Gilmerton Bridge
    - k. Newport News, Channel to: Need to deepen the inbound lane from 50 feet to the authorized depth of 55 feet
    - l. Newport News, Channel to: Need to deepen the outbound lane from 50 feet to the authorized depth of 55 feet
  - 2. Widths
    - a. Need to deepen the entire eastern-most anchorage area opposite Sewells Point (K-1) and a small section of channel to 50 feet to provide easier transit between the Hampton Roads and Elizabeth River Channel and the Channel to Newport News; in addition, the K-1 anchorage would need to be relocated
    - b. Need to deepen the entire eastern-most anchorage area opposite Sewells Point (K-1) and a small section of channel to 55 feet to provide easier transit between the Hampton Roads and Elizabeth River Channel and the Channel to Newport News; in addition, the K-1 anchorage would need to be relocated
  - 3. Maintenance dredging: Continued and timely maintenance of port channels
  - 4. Crossings
    - a. Bridges
    - b. Tunnels
    - c. Utility crossings
  - 5. Multiple-use conflicts: Potential conflicts between recreational, commercial, and military uses
  - 6. Navigation aids
    - a. Better channel markings
    - b. More lighted buoys
  - 7. Obstructions
    - a. Derelict vessels, sunken barges, etc.
    - b. Debris and drift material
    - c. Docked boats which obstruct view of navigation channel
- III. Dredged Material Placement Areas
  - 1. Need to extend life of Craney Island Dredged Material Area and/or locate alternative future placement sites
  - 2. Use of Craney Island Dredged Material Area for port development
- IV. Environmental Concerns
  - 1. Contaminated areas along rivers and on river bottoms
  - 2. Deep channel effects on currents and depths in the vicinity of the Norfolk Naval Base
  - 3. Water quality
  - 4. Wetlands
- V. Funding

- VI. Landside Concerns
  - 1. Receiving, storage, and transfer facilities
  - 2. Intermodal facilities which may impact navigation
  - 3. Land for future development
  - 4. Police and fire protection
  - 5. Productive workforce
  - 6. Impact of port growth on the host cities
  
- VII. Navigation Information
  - 1. Depths
  - 2. Tides
  - 3. Currents
  - 4. Waves
  - 5. Weather
  - 6. Planning and management tools
  - 7. Twenty-four hour side scan sonar capability
  
- VIII. Rules and Regulations
  - 1. Dredging permits
  - 2. Unnecessary and burdensome
  
- IX. Supplemental Facilities
  - 1. Turning basins
  - 2. Piers and wharves
  - 3. Berthing and mooring areas
  - 4. Additional dolphins for commercial vessels at Great Bridge Lock
  - 5. Recreational boating facilities

**NOTE: This text is excerpted from the draft Navigation Management Plan and is written as if the entire document has been completed.**

## **COORDINATION PROCESS**

This section discusses the manner in which coordination is conducted with the many and varied stakeholders involved in the development of the Plan. In order to develop an integrated and comprehensive plan, it is important to obtain the input and perspective of a wide variety of port interests. Over 400 stakeholders were involved in the Plan including Federal, state, regional, and local government agencies; large and small port-related businesses; professional groups; environmental organizations; and local universities. A topical, alphabetical listing of all stakeholders is included in Appendix \_\_\_\_\_ and contains a point of contact and address.

## **CIRCLES OF INFLUENCE**

The importance of the stakeholder's participation in developing and maintaining this Plan cannot be overemphasized; it is essential to a successful effort. Because there are so many port users, the coordination process is based on "circles of influence"; a tiered approach which divides stakeholders into specific groups based on their degree of responsibility with respect to their participation in the development and review of the Plan. Picture the rings formed when a rock is thrown into a pond. The innermost circle is Circle "A", the next ring is Circle "B", and so on. Each successive circle contains all the interior circles. The Circle "A" stakeholders listed in the following table were the principal advisors and reviewers during the 3-year period the Plan was being formulated. These stakeholders also have the responsibility of updating the Plan periodically--every 3 to 5 years--to insure that the information contained therein remains viable and useful. Circle "B" stakeholders are substantially involved but to a lesser degree than Circle "A". They provide crucial information concerning the navigation needs of the port. These stakeholders, who were consulted through correspondence, personal interviews, and meetings are listed in a subsequent section of this segment. Circle "C" stakeholders include all of the others who have some connection and interest in the Plan. These

stakeholders were consulted primarily via correspondence during the 3-year period of development, and a complete listing of them is contained in Appendix \_\_\_\_.

Table I-7. CIRCLE "A" STAKEHOLDERS

Name	Point of Contact	Title	Address	Telephone Number
• National Oceanic and Atmospheric Administration	LCDR Andrew Beaver	Chief, Atlantic Hydrographic Branch	439 West York Street Norfolk, VA 23510-1114	757-441-6746
• U.S. Army Corps of Engineers	Thomas J. Lochen	NMP Technical Team Leader	Planning Division 803 Front Street Norfolk, VA 23510	757-441-7539
	AND			
	Richard L. Klein	Operations Manager, Norfolk Harbor Maintenance	Engineering Division 803 Front Street Norfolk, VA 23510	757-441-7243
• U.S. Coast Guard	CAPT John Schrinner	Captain of the Port	Marine Safety Office Suite 700 200 Granby Street Norfolk, VA 23510	757-441-3302
	POCs:			
	LJTG Connie Rooke	Planning & Preparedness Staff	Marine Safety Office Suite 700 200 Granby Street Norfolk, VA 23510	757-441-3453
	AND			
	John R. Walters	Chief, Waterways Management Section	Commander (AOWW) U.S. Coast Guard Atlantic Area 431 Crawford Street Portsmouth, VA 23704	757-398-6230

Table I-7. CIRCLE "A" STAKEHOLDERS  
(Cont'd)

Name	Point of Contact	Title	Address	Telephone Number
• U.S. Fish and Wildlife Service	William M. Hester	Fish and Wildlife Biologist	6669 Short Lane Gloucester, VA 23061	757-693-6694
• U.S. Maritime Administration	L. Frank Mach	Region Maritime Programs	Room 211, Building 4D 7737 Hampton Boulevard Norfolk, VA 23505	757-441-6393
	ALTERNATE:			
	Willie Barnes	Region Environmental Programs	Room 211, Building 4D 7737 Hampton Boulevard Norfolk, VA 23505	757-441-6393
• U.S. Military Sealift Command	Rick Caldwell	Marine Transportation Specialist, Fleet Operations	Military Sealift Command Atlantic 1966 Morris Street Norfolk, VA 23511-3496	757-444-1623
• U.S. Navy	RADM R.T. Ziemer	Commander	Naval Base Norfolk Suite 2200 1530 Gilbert Street Norfolk, VA 23511-2797	757-322-2800

POC:  
(To be determined)

Table I-7. CIRCLE "A" STAKEHOLDERS  
(Cont'd)

Name	Point of Contact	Title	Address	Telephone Number
• Virginia Department of Environmental Quality	Robert F. Jackson, Jr.	Environmental Manager, Planning and Permit Support	Tidewater Regional Office 5636 Southern Boulevard Virginia Beach, VA 23462	757-518-2113
	ALTERNATE:			
	Kevin A Curling	Environmental Engineer, Planning and Permit Support	Tidewater Regional Office 5636 Southern Boulevard Virginia Beach, VA 23462	757-518-2155
• Virginia Marine Resources Commission	Robert Grabh	Chief, Habitat Management Division	P.O. Box 756 Newport News, VA 23607	757-247-2250
• Virginia Port Authority	Robert R. Merhige, III	General Counsel and Deputy Executive Director	600 World Trade Center Norfolk, VA 23510	757-683-2107
• Hampton Roads Planning District Commission	John M. Carlock	Director of Physical and Environmental Planning	723 Woodlake Drive Chesapeake, VA 23320	757-420-8300
• Municipal Government, Northside	Robert G. Bates	Port Development Administrator and Harbor Master	Department of Planning and Development City of Newport News 2400 Washington Avenue Newport News, VA 23607	757-247-8437
• Municipal Government, Southside	G. Timothy Oksman	City Attorney	Portsmouth City Hall 801 Crawford Street Portsmouth, VA 23704	757-393-8731

Table I-7. CIRCLE "A" STAKEHOLDERS  
(Cont'd)

Name	Point of Contact	Title	Address	Telephone Number
• Academic Institution of Higher Learning	Dr. John D. Boon	Professor of Marine Science	Department of Physical Sciences Virginia Institute of Marine Science P.O. Box 1346 Gloucester Pt., VA 23062	804-684-7272
• Craney Island Study Commission	George E. Watkins	Member	4301 Hatton Point Road Portsmouth, VA 23703	757-484-4040
• Dredging/Construction Company	T.J. Wright	President	Wright Dredging Company P.O. Box 16072 Chesapeake, VA 23328	757-482-5775
• Hampton Roads Maritime Association	J.J. Keever	Executive Vice President	236 East Plume Street Norfolk, VA 23510	757-622-2639
• Railroad Company	Robert E. Martinez	Assistant Vice President, Marketing	Norfolk Southern Corp. Three Commercial Place Norfolk, VA 23510-2748	757-629-2748
• Recreation Interest	Steve Phillips	Member, Hampton Roads Recreational Safe Boating Coalition	Boating Safety Specialist U.S. Coast Guard 431 Crawford Street Portsmouth, VA 23704	757-398-6204

Table 1-7. CIRCLE "A" STAKEHOLDERS  
(Cont'd)

Name	Point of Contact	Title	Address	Telephone Number
Recreation Interest (cont'd)	ALTERNATE: Margaret Ware	Member, Hampton Roads Recreational Safe Boating Coalition	Drive Smart Consultant USAA Mid-Atlantic Region 5800 Northampton Blvd. Norfolk, VA 23502-5514	757-893-4604
• Ship Agent and Broker	David Host	Executive Vice President	T. Parker Host, Incorporated Suite 820 World Trade Center Norfolk, VA 23510	757-627-6286
• Ship Repair Interest, Major	J. Douglas Forrest	Vice President	Colonna's Shipyard, Inc. 400 East Indian River Road Norfolk, VA 23523	757-545-2414
• Ship Repair Interest, Minor	Patrick A. Yaccarino	Operations Manager	Bay Diesel Corporation 3736 Cook Boulevard Chesapeake, VA 23323-1604	757-485-0075
• Terminal, Coal	Charles E. Brinley	President and Chief Operating Officer	Dominion Terminal Associates P.O. Box 967-A Newport News, VA 23607	757-245-2275
	ALTERNATE: Stephen A. Wylie	Manager, Production and Quality Control	Dominion Terminal Associates P.O. Box 967-A Newport News, VA 23607	757-245-2275 (extension 314)

Table I-7. CIRCLE "A" STAKEHOLDERS  
(Cont'd)

Name	Point of Contact	Title	Address	Telephone Number
• Terminal, Other Than Container and Coal	Phil Stedfast	Manager, Customer Relations	Elizabeth River Terminals, Incorporated 4100 Buell Street Chesapeake, VA 23324	757-543-0335 (extension 16)
• Trucking Company	Shirley Roebuck	Terminal Manager	Marine Freight Company, Incorporated 400 Lee Avenue Portsmouth, VA 23707	757-398-0679
• Tug Company	Paul Horshall	Vice President and General Manager	Moran Towing of Virginia, Incorporated P.O. Box 3415 Norfolk, VA 23514	757-625-6000
• Virginia Pilot Association	J. William Cofer	President	3329 Shore Drive Virginia Beach, VA 23451	757-496-0995
• Warehouse Company	Fred Schultz	General Manager	Norfolk Warehouse Distribution Centers, Incorporated 6969 Tidewater Drive Norfolk, VA 23509	757-857-6081
• Waterside Industry	John J. Moore, Sr.	Office Manager	Aluminum Company of America, Incorporated P.O. Box 2067 Portsmouth, VA 23702	757-485-3303

**NOTE: This text is excerpted from the draft Navigation Management Plan and is written as if the entire document has been completed.**

## **PRIORITIZATION CRITERIA AND RANKING**

Time and resources must be efficiently allocated to properly address the most important identified problems, needs, concerns, and opportunities facing the port. In order to effectively evaluate the many and various concerns within the port, it is necessary to develop a prioritized list. This portion of the section presents the relevant criteria used in the development of the priority ranking of the previously identified concerns. These criteria provide a checklist when weighing the individual concerns to insure that all pertinent aspects are considered in the decision process. The following is an alphabetical list of items which are considered important in establishing a priority of action.

- Benefits
- Business: Attraction and location of new domestic and foreign business
- Commerce
- Competitiveness of the port
- Congestion, delays, and losses
- Costs
- Dredging cost efficiency
- Economic impacts
- Efficiency/productivity
- Environmental quality
- Fiscal impact on host cities
- Growth of port
- Landside development
- Mega ship operation
- Military importance
- Safety

- Seasonal pleasure boat operation
- Vessel traffic

The relative importance of each criterion listed varied with respect to the problem, need, concern, or opportunity to which it was being applied, and to the individual making the judgement. A committee of port users and interests, referred to as Circle "A" stakeholders and identified in Section I, was responsible for assigning priority rankings to each of the identified concerns. The Circle "A" stakeholders considered the importance of each prioritization criterion as it applied to each concern in making their evaluations. The individual numeric rankings were then combined to develop a composite list based on the total assigned values.