

**Quality Partnership Initiative**  
**American Association of Port Authorities and the U.S. Army Corps of Engineers**  
**Communication/Collaboration Best Practices**

**Port Name:** Port of Seattle

**USACE District:** Seattle District

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**Best Practice:** Programmatic permits for maintenance dredging and pile systems repair.

**Purpose:** Plan and obtain pre-approvals for sets of multiple projects associated with berth maintenance dredging and pile systems repair over a ten year period.

**Explanation:**

Berth maintenance dredging: The port engaged in long-term planning to determine work necessary to maintain berth depth at Terminal 5 over a ten year period and obtained a single permit for the entire work package. Without the programmatic permit these projects would require at least four separate permits. Three cycles of maintenance dredging have been completed under the programmatic permit since 2011. The permit allowed the port to dredge a not-to-exceed volume in phases over ten years. In addition to maintenance dredging, the permit incorporated removal and replacement of damaged fender piles, backfilling as required to maintain slope stability, upland disposal of dredged material and placement of clean sediment.

Pile systems repair: The port received a programmatic permit for pile systems repair and maintenance over a ten year period. The scope of the permit covers 27 facilities, 3,300 piles and other pile-associated elements, such as caps, beams and fender components.

**Examples of Results:** The programmatic permits allowed both the port and the Corps to save time that would be required to undergo multiple individual permitting processes. The port's planning is more accurate and effective because maintenance schedules have become more predictable. These successful collaborations have led the port and the Corps to explore programmatic permits for future, larger work packages.

**Why this Process is Important to the Port and the Corps:** The programmatic permit allows both the port and the Corps to save money and time that would be required to undergo multiple individual permitting processes. All planned in-water work is incorporated into the permit review and subject to the same requirements as for a standard permit, so the integrity of the review process is not compromised.