

**Questions and Answers relating to:  
City of Asotin Boat Launch & Jetty Restoration Planning Project  
RFQ due Monday, December 7, 2015, at 11:00 a.m.**

Who is on the Selection Committee for this project?

Mayor Vikki Bonfield (City of Asotin)  
City Councilwoman Jennifer Bly (City of Asotin)  
Deputy Clerk Tina Davidson (City of Asotin)  
Port Manager Wanda Keefer  
Port Economic Development Assistant Belinda Campbell

One location in the RFP notes that “An architect and an archaeologist will also be consulted under separate contracts, *as well as permitting experts.*” However, the project description and scope note that the RFQ includes permitting support. Would this support be to the permitting expert hired under a different RFQ? If so, when do you expect to issue that RFQ?

The City of Asotin will not be releasing an RFQ for permitting expertise. They have entered into an interlocal agreement with the Port of Clarkston for these services, and the work to be done is considered in-kind match for the Recreation and Conservation Funding Board BFP award.

The "permitting support" listed in the RFQ for professional services relates to technical design details, drawings, descriptions and maps that will need to be included in the JARPA and SEPA forms.

Will you be releasing an additional RFQ for architecture and archaeologist services?

Architect: We are hoping a local architect will provide in-kind services for the ADA restroom review, as it is just a very small part of this project. This could change; a decision is not expected for months, as this area of design does not require the same amount of time that “regulatory review” is expected to take.

Cultural review: A local archaeologist with three decades of experience in this region performed the last work needed for both the City of Asotin and Port of Clarkston; he is presently being considered as a selection from the Professional Services rosters. A decision has not yet been finalized. Until impacts are known from the redesign, cultural review work cannot begin; thus, this selection is not time-sensitive.

Preliminary work by the U.S. Army Corps of Engineers offered a relief channel as an option. Has that been eliminated from alternatives?

The City expects to select a team with the qualifications to help us evaluate the relief channel option to assure adequate elevation changes exist for it to work, among other alternatives. It is expected, since the City's budget is limited, that the selected team will evaluate the work previously done by the Corps of Engineers and supplement it, rather than begin from scratch in its analysis.

How much assistance is expected from the U.S. Army Corps of Engineers during this redesign process, given that the boat basin is on Corps land and leased by the City?

Data exists from the work done by the Corps during the Programmatic Sediment Management Plan (see <http://www.nww.usace.army.mil/Missions/Projects/ProgrammaticSedimentManagementPlan.aspx>) as explained by documents on the City's website. Data from hydraulic modeling software may be accessible, depending on software and other considerations. More detail on the ability to transfer data is expected to evolve after selection of the design team but before final negotiation of the scope of work. A FOIA request has already been filed with the Corps requesting data.

The Corps is expected to assist with clearing the JARPA and moving the permits through the system. Very little assistance is expected in the redesign itself.

Is there any expectation that this scope of work could expand or contract?

Yes to both. The RFQ describes work eligible under the Recreation and Conservation Funding Board's Boating Facilities Program. If non-public moorage design is determined to be needed, this may be added to the scope of work, at City cost. On the other hand, if it is determined early on that every design will likely require dredging the boat basin on a frequent basis, the City may determine they have insufficient resources for future maintenance and close the design project without completing the full range of services.

What is expected from the design team selected with regard to coordination and communication with constituents? The U.S. Army Corps? The Nez Perce and other tribes? Other local governmental entities?

The City of Asotin and Port of Clarkston expect to be lead coordinators on all communications. There may be a hand-off where the design team hydrologist communicates directly with a Corps hydrologist, but for the most part, the City will be involved. The Corps, itself, will look to the City for information flow.

The City has begun to initiate "listening sessions" with its constituents for the purpose of gathering input on this project. The first listening session is December 8, 2015, at 7 p.m. at Asotin Community Center, 305 1<sup>st</sup> Street, Asotin (within the church).

Are there ESA considerations with this project?

Yes, endangered and threatened species (salmonid) exist in adjacent waterways. In addition, the lamprey eel is a species of cultural significance to the Nez Perce Tribe. The boat basin is located at the confluence of Asotin Creek and the Snake River; an ancient village was established there for the purpose of catching lamprey. (The name "Asotin" is derived from the Nez Tribe word for "eel.") A Biological Assessment will likely be needed for this project.