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This appropriation was made last year and the governor vetoed the language and put the appropriation into the Department of Transportation for their operations.

HB 457 appropriation will be used for:

75KW diesel Generator and transportation costs

Bulk Fuel Storage Tanks and transportation costs

Design and Engineering Platting, community plan and administrative costs.

* this is vital for the Local Service Roads and Trails moneys that appropriates \$117,500 in FY 81 and 82 for a total of \$232,000.

* HUD has committed to 23 housing units and this study will plan for plotting and location.

Despite time, problems, Chenega residents still plan return

By BILL HESS
Times Times Staff

Almost 18 years after the great earthquake and tidal wave of 1964 destroyed their village and drove them from their homes, the people of Chenega still plan their return. Soon, they say, whether help is forthcoming or not.

"I just think of it as home," says Larry Evanoff, chairman of the Chenega Village Council, and president of the village corporation. "I want to see all the people together again. I remember the village as a fun place, a place where everybody always kind of helped each other out. Nobody kept anything locked. If someone went hunting, they left their house open. Then if someone was in a bad way, they were welcome to come in."

"It gave you a feeling of belonging. It was a far cry different from Anchorage. Evanoff's current home, where everybody is a stranger, where monetary values are put ahead of everything else. Where there is barbed wire. It all gives you a

feeling of being alone." Evanoff was 14 when the disaster struck.

"His wife, Gail, did not grow up in Chenega, but as president of the Village Council, she is a vigorous supporter of the move to build a New Chenega. Her childhood-village of Candle was also destroyed by fire, giving her empathy with the people whose interests she represents.

There were about 120 residents of Chenega when the earth shook and then the water swept in and washed everything away, except for the schoolhouse which sat on a hill. Twenty-three of these, including Larry Evanoff's parents, were killed. The survivors found refuge in Tautek, but most later moved to Cordova.

Through it all the villagers kept their sense of community. Although no one was living in Chenega when the Alaska Native Claims Settlement Act passed in 1971, the Chenega survivors were able to form a village corporation in the Chugach region under a special "Act of God" clause.

Sixty-nine shareholders are enrolled in the corporation. They also have formed a village council under provisions of the Indian Reorganization Act.

Since that time, the council has been busy planning its community, and seeking help to do so. Three alternate sites covering 69,000 acres were selected. Village members plan to build New Chenega at Crab Bay, 15 boat miles from the old townsite. Crab Bay provides a natural harbor and an area relatively clear of the dense forest which rises from the waters of Prince William Sound. It also should be less susceptible to annihilation in the event of a repeat of 1964, as is evidenced by the still standing remains of an abandoned cannery which survived the tidal wave.

The quest to rebuild has been met with frustrating delays and red tape. Help was sought through the Bureau of Indian Affairs' Emergency Relief program, but the Chenega people learned that aid given (Continued on Page Seven)

(Continued from Page One)

them in relocating to new areas after the earthquake was all that they qualified for under the program.

In 1981, the BIA provided a \$7,381.50 grant which was used to hold a community meeting in October, and to keep open a council office in Anchorage. The funds have been cut by 45 percent this year.

The state legislature last year approved a \$225,000 grant for planning, engineering, and surveying in the New Chenega townsite, but this was taken out of the budget by Governor Jay Hammond. The community will be lobbying for the funds during the current legislative session, with the services of Community Regional Affairs.

The U.S. Department of Housing and Urban Development originally turned down the villagers' request for housing, but last fall finally approved 23 applications for homes to be built in New Chenega. Funds for their construction have not actually been released, however, and with the budget cutting of the Reagan administration, construction can't be guaranteed until the money is actually received.

Aides to U.S. Senator Ted Stevens and U.S. Rep. Don Young note that the final HUD appropriations for this fiscal year were signed into law just before Christmas. Now the appropriation is in the Office of Management and Budget where it must be assigned to the different area offices by the end of January. Rick Agnew of Young's office notes that the Chenega homes have been a top priority rating in the Anchorage area, and that their outlook is "pretty good." Pam Rubinstain, press secretary to Stevens indicates that funding for the 23 homes is virtually assured.

In addition to the HUD homes, which are priced at \$1.8 million, the council has projected water and sewer construction costs at \$3 million, roads and trails at \$117,000, a school and community center complete with a medical clinic, post office, council and corporation offices, and a community room at \$500,000 to be built with a HUD community development block grant; a dock to berth up to 30 fishing vessels at \$225,000 and an Alaska Native Industries Co-operative Association store, complete with stock, at \$100,000.

The figures have been reached with the help of different governmental agencies, such as the Alaska Department of Transportation, whose help is being sought in obtaining them. Studies are underway to determine the costs and best methods of providing power to New Chenega.

Additionally, community members seek an airstrip, but have been told by state officials that they want to see a community in place before they attempt to justify the cost of construction.

Whatever happens, the Evanoffs say their new community will be founded come June. "We're moving back this summer," Gail Evanoff emphasizes. "If it's going to be in tents, it's going to be in tents! The government agencies want to see our plans before they justify our moving back. We say, let us build our community, then we can see what plans will work out best. But we are going back. My children will go to school next fall in Chenega!"

The Evanoffs express optimism in the potential for economic development for New Chenega. "We know there are several good opportunities for Chenega," Evanoff stresses. "The sound offers great fishing and tourism potential. We can

A Prince William Sound Aquaculture Corporation would like to build a road from New Chenega to their hatchery facilities, and would look for workers among the Chenega population. Most of their help is currently imported from the Lower 48, or urban areas such as Anchorage and Juneau.

The potential for a small sawmill, whose product could be used for building a dock as well as telephone poles and other export needs, also is being explored. Leo Barlow, coordinator of the Alaska Industrial Council, notes that the village has applied for \$13,000 aid for training in sawmill skills at the Alaska Vocational and Technical Center in Seward. "We are supportive of the concept," Barlow says, but stresses that the council has yet to make any decision.

"We have encouraged them to work with their ideas," he notes, adding that there is "tremendous potential for

their approach, and for their concept of starting a sawmill operation."

Ms. Evanoff contends the culture of what is believed to have been the oldest village in Prince William Sound will be lost if New Chenega is not built. There also are a number of important archaeological sites in the area. "A lot has been taken from these sites by people who are interested only in their monetary gain. Ms. Evanoff notes. "We could help preserve these sites. What they want money for, we want respect!"

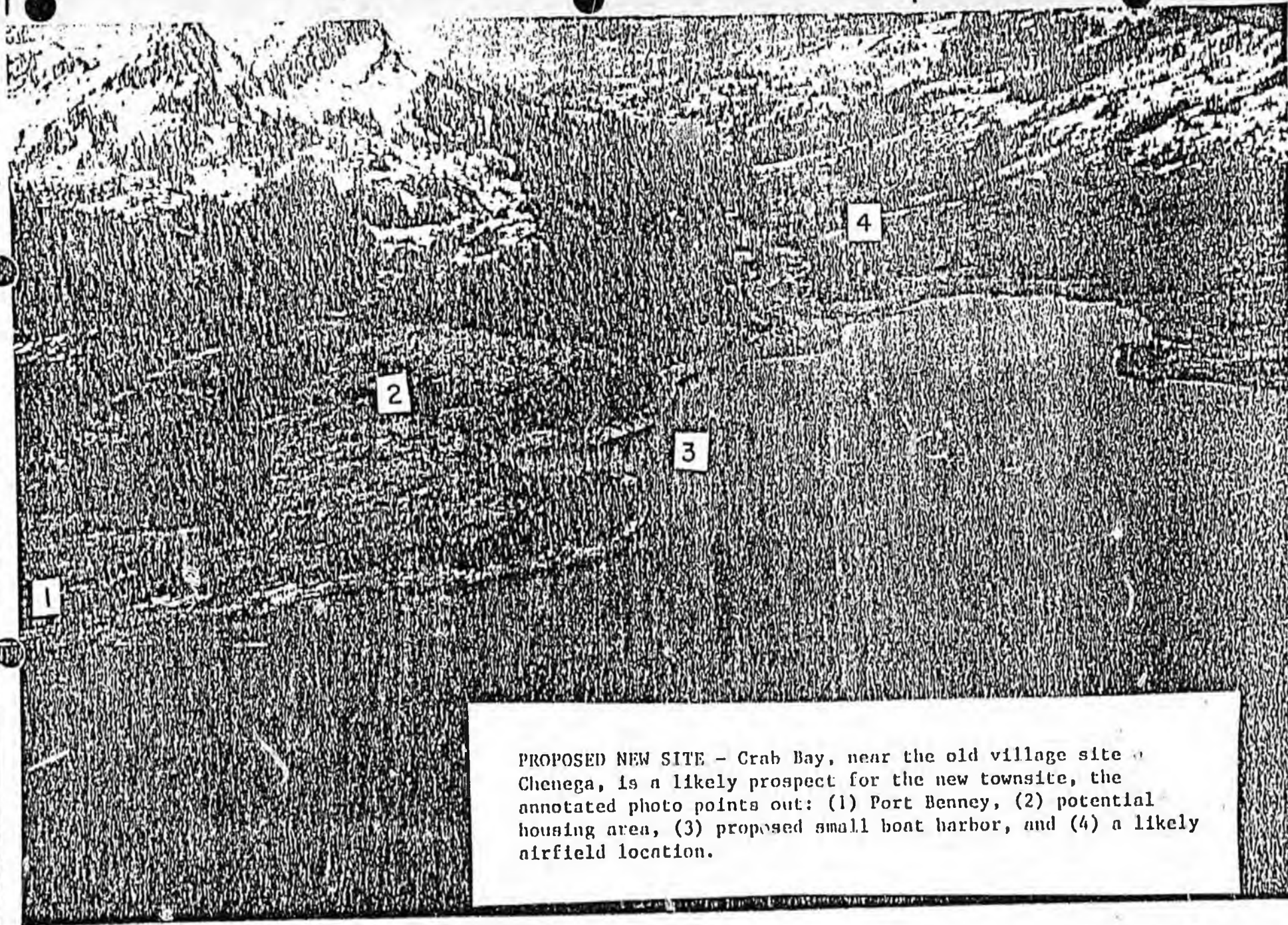
Approximately 70 people would fill the 23 HUD homes. Others among them also emphasize their desire to return. "Oh, we have wanted to go back for so many years," explains John Vlasoff, a Chenega elder. "We have wanted to have our own home there for a long time. I guess since I was a little boy." Vlasoff lives in Cordova.

"I just love village life."

adds Dotry Pavik, also of Cordova. "I want to get out of town. It is so expensive here! I have so many bills. Sure, I will have bills in Chenega but it won't be so bad, where we can support ourselves." And at least you wouldn't have to contend with the booze, bars, and drugs that you have here!" "You better believe it, I will!" Pavik answers when asked if she would be willing to go back this summer even if it means tent living for a while.

Although Evanoff admits that life in New Chenega would not be exactly like it was in the past, perhaps unattended homes could not be left unlocked for long periods of time; he still believes residents will have a strong sense of community, and will help each other. "I want my children to know village life," he stresses.

"We don't want anyone to feel sorry for us," adds his wife. "We feel we deserve to be able to go back. We're not asking something for nothing. We are tax payers too, by golly! We pay our way!"



PROPOSED NEW SITE - Crab Bay, near the old village site of Chenega, is a likely prospect for the new townsite, the annotated photo points out: (1) Port Benney, (2) potential housing area, (3) proposed small boat harbor, and (4) a likely airfield location.

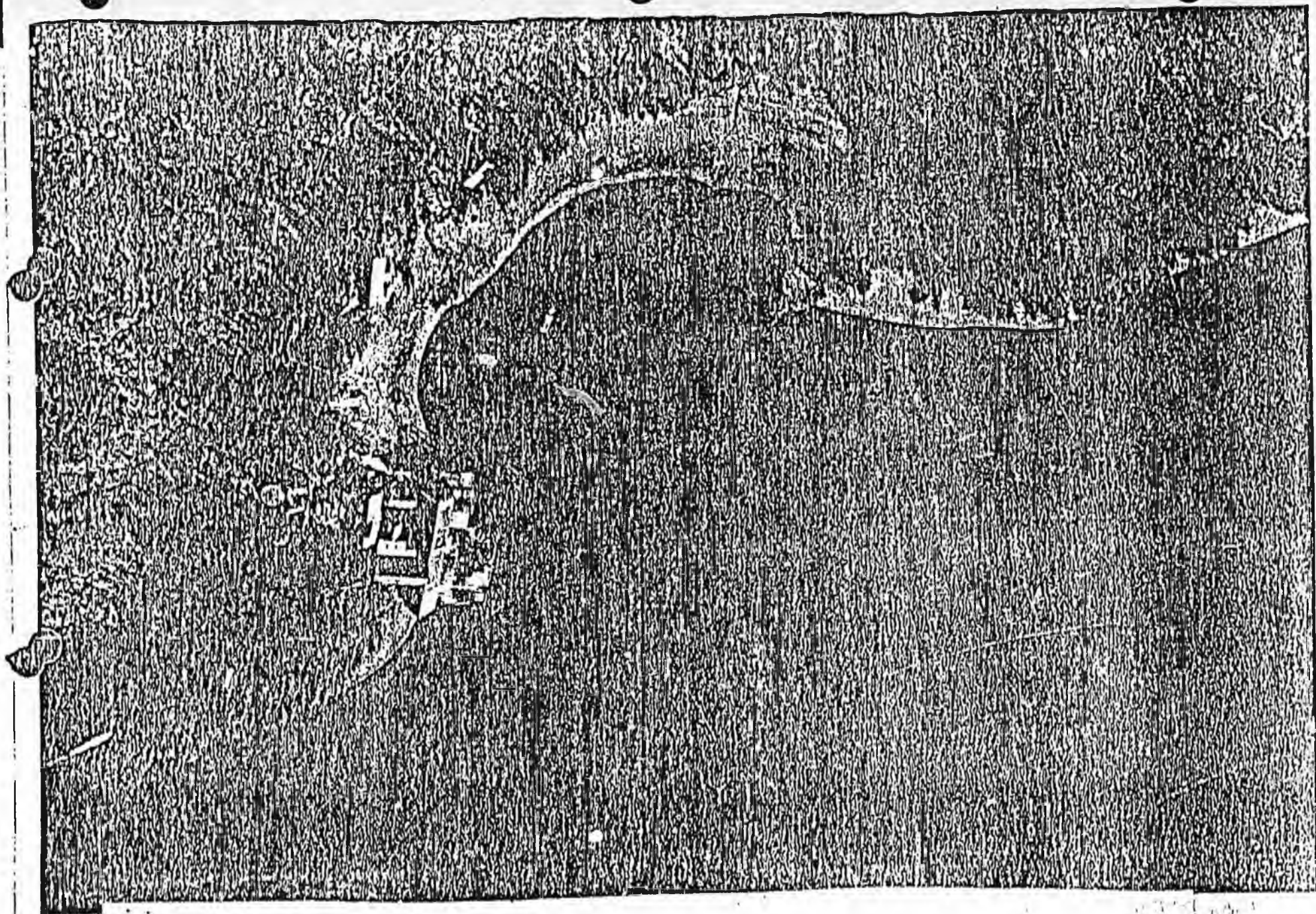


PHOTO #2. Showing one of several potential small boat harbors and abandoned cannery.



PHOTO #3. Cannery damaged during and abandoned after 1964 earthquake (uplift in area 8 to 9 feet).

NEW CHENEGA
DEVELOPMENT PROGRAM

Planning
Work Program
Budget

Prepared by:

CHENEGA VILLAGE COUNCIL
903 W. Northern Lights Blvd., Suite 203
Anchorage, Alaska 99503
Gail Evanoff, President

February 17, 1981

The Chenega Village Council is an IRA Council which is spearheading the development of the New Chenga Village. There are 23 households of Chenega residents who have committed themselves to return to New Chenega.

At first the village considered rebuilding at the village's former location on Chenega Island, and has a plan prepared to guide them on that endeavor. Then, however, the people realized that they would be vulnerable to the same kind of disaster that struck previously. They were also fearful of living at what was now considered a historic place.

Consequently, the Corps of Engineers was asked to assist the village in identifying a suitable site on lands selected by the Village Corporation under the Settlement Act. A Corps of Engineers party, led by Mason Wade and Erv Long visited the area in 1976 and recommended that Crab Bay on Evans Island be considered as the site for the new village. This site is 15 miles south of the former village location. It has a sheltered harbor, a good level area for development, plentiful water supplies and enough protection from all elements to assure that a disaster similar to the one that befell the Chenega people before would never happen again.

In the spring of 1977 the Soil Conservation Service of the U.S. Department of Agriculture visited the site and performed a soils survey. In 1980 the Anchorage firm of Lounsbury and Associates was selected to draft a design plan for the new village. These alternatives were produced under that agreement, and in October of that year the Chenega people assembled in Cordova and chose their preferred alternative.

Based on that decision, the Chenega Village Council has worked with several consultants to prepare this proposal for funding. It entails the collection of sufficient site information for

survey, engineering and design purposes, so that major construction can get underway in late 1981 and 1982.

The Chenega people were uprooted seventeen years ago by an Act of God. Hopefully, the funds granted under this proposal and the construction activities which are soon to follow will finally provide them with a home to return to.

II. DEVELOPMENT PLAN

The Chenega Council proposes to develop New Chenega in a series of phases. Planning for the site has already begun. Significant effort has gone into site selection and preliminary evaluation. A preliminary layout of lots and roads has been done and approved by the stockholders. Initial location studies have been done for a variety of community facilities, including an airport, a school site, a boat harbor, a sewage treatment plant, electrical power generation source and a water source. Consideration has been given to areas for commercial development and future expansion of the residential uses. A preliminary layout of New Chenega is attached (Attachment C). The Chenega Village Corporation owns all of the land involved in the site, thus there should be no title-related problems.

The overall schedule for the development of New Chenega stretches over several years. The short-term schedule anticipates an intensive effort that will result in initial occupancy by late 1982.

In 1981 the Village Council is ready to begin detailed planning, layout and design studies. The feasibility of the utilities should be verified and the village design needs to be adjusted to fit the exact physical conditions of the site. After that the final stages of engineering, surveying and construction can begin.

Chenega's immediate goal is to complete the planning, layout and surveying during this summer. Engineering would be started with completion of construction documents during the winter of 1981-82. It is anticipated that some preliminary construction activity would begin in 1981. However, the major construction effort would occur in 1982. This would include construction of roads, utilities and some houses. An investigation of the

hydroelectric potential identified in the preliminary planning would be conducted to determine the most efficient source of electric power for the village.

Following initial occupancy in late 1982, the Village Council will continue planning for construction of ancillary community facilities, including the small boat harbor, the airport, electrical system improvements and road extensions.

During the winter of 1982-83 design work would continue. The airport would be designed and construction prepared for. The small boat harbor would also be designed and the necessary permits would be obtained prior to construction. Design of the school and community hall would also be completed.

In the summer of 1983 construction of both the road to the airport and the airport would be completed. The school and community hall would be built. Additional housing would be completed and occupied. Improvements to the water storage system could be made, if needed.

Construction of the small boat harbor could begin in 1983 with completion by 1984. By late 1984 the village would be essentially complete.

At the same time that New Chenega is being built, several entities, including the Chugach Region and the Chenega Village Corporation, are searching for and encouraging the development of new economic enterprises in the village. This will provide a stabilizing economic base that will give New Chenega momentum and added ingredients for a stable and permanent community.

Chenega recognizes that this is an ambitious schedule. It is not, however, one that cannot be met. Since the initial planning decisions have already been made, the most critical factor

affecting scheduling of the project will be availability of funding.

The following work program and budget has been prepared for the purpose of requesting financial assistance for this project. This assistance, combined with the financial and human resources of the Chenega people, will allow the plans for replacing the Chenega Village to come to fruition after 17 years of effort.

III. NEW CHENEGA 1981 WORK PLAN

The following is an expression of the tasks that need to be accomplished within the next year in order to maintain the schedule described above.

Task 1: Soils Investigation

Prior to proceeding with final planning and actual layout of the new village on the site and before any engineering activities can begin, it will be necessary to gain definite soils information. This will be a major planning and design determine. The soils information will be used to help adjust the preliminary site plan to actual conditions on the site, to help develop engineering studies and to develop estimates of construction costs for the village infrastructure and building foundations.

The soils investigation will involve moving a boring rig to the site by barge and taking core samples on a grid pattern. The location of test holes will have to be surveyed. Both onsite and laboratory analysis will be conducted. The final soils report will describe the subsurface conditions in detail and will make engineering and construction recommendations pertaining to the site.

Task 2: Schematic Design and Construction Cost Estimates

This task will utilize the soils information and the preliminary planning that has been done to date to develop a schematic design for utilities and roads. The sewer and water lines will be layed out on a preliminary basis and the treatment facilities will be sited. The roads will also be sited and preliminary design will be done.

This information will then be converted to cost estimates for construction and maintenance of the utilities and roads. After review of these schematic designs and cost estimates by the Village Council and its engineer, any necessary adjustments to the plan and approach to development of the new village will be made. This may involve changes in the site plan and in the method of handling wastewater collection and treatment. After the necessary adjustments and "fine tuning" are complete, the plan can be fitted to the site.

Task 3: Site Validation

This task will involve onsite layout of the village plan to assure that it takes advantage of the soil conditions, topography and other physical features. Changes to accommodate the characteristics of the site will be made and the final layout confirmed. Final location will be determined for the initially required community facilities, including docking facilities, school and town hall, water source and wastewater treatment facilities.

The roads will be staked out and cross-sections will be surveyed in preparation for final engineering. Computations of lot sizes for the final plat will be made so that reconveyance can be planned. This process involves the Village Corporation reconveying all lands necessary for public purposes and community expansion, including residential lots, to the State Municipal Lands Trust Officer, as provided for in Section 14(c)(3) of the Settlement Act, as amended and in Alaska Statute 49.47.150. The trust officer will deed individual lots to the residents as they are ready to move to New Chenega.

Task 4: Final Plat Preparation and Staking

This task will include final subdivision design and computation and staking of each lot. The road system will be surveyed and staked for construction and the above described community facilities will be staked.

The final plat of the village site will be prepared and processed.

Task 5: Engineering Design

This task will begin in the late summer of 1981 and continue into the winter. It will involve final design and preparation of construction documents for the following facilities and utilities:

- Streets and Trails
- Water Source & Storage
- Waterline Extensions
- Sanitary Sewer Laterals
- Sanitary Sewer Treatment Plant
- Initial Dock Facilities
- Hydroelectric Investigation
- Initial Electrical System Design
- Airport Design
- School Design

These designs will be totally complete by the spring of 1982. This will allow the major construction effort to be concentrated in the summer of 1982. Some initial design work will be completed by late summer 1981, which will allow initial construction of the road and trail system to begin in 1981.



PROPOSED HYDRO FACILITY

PROPOSED POWERLINE

PROPOSED ROAD

PROPOSED AIRSTRIP

PROPOSED HARBOR FACILITY

NEW CHENEGA TOWNSITE

PRINCE OF WALES PASSAGE

Shelter Bay

Sawmill Bay

LATOUCHE

ERLINGTON ISLAND

Broon Buttes

Borsabee Bay

Chicken Island
Carmel
Lair Hayes
Lake Putnam
Sullivan River
Powder Pt.
Latauche
Phenix
Ful