

Alaska Tribal Transportation

Safety Summit

Summit Report



December 1, 2010

Egan Convention Center Anchorage, Alaska

Prepared by Cambridge Systematics, Inc.



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16. Abstract This report documents the Alaska Tribal Transportation Safety Summit held December 1, 2010, in Anchorage, Alaska. The Summit brought together the full range of interested parties to begin communication and cooperation toward the ultimate goal of reducing crash-related injuries and deaths within tribal communities. The Summit pursued that goal by identifying key tribal safety challenges and the resources (human, technical, material, and financial) available to address them, and by stimulating multidisciplinary collaboration among safety stakeholders. Specifically, the objectives of the Summit were: <ol style="list-style-type: none"> 1. Raise awareness about tribal transportation safety issues in Alaska; 2. Review data limitations to addressing tribal transportation safety; and 3. Identify and prioritize recommendations for collaborative action. <p>The following report includes background information, themes discussed by Summit speakers and participants, Summit results, and next steps for moving forward.</p>				
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Background

Every year, more than 30,000 motorists die and almost 3,000,000 are injured on our Nation's roadways. For ages 4 to 34, motor vehicle-related injuries are the leading cause of death in the United States, and Native Americans are at particularly high-risk.¹ Among the Native American population, motor vehicle-related injuries are the leading cause of death up to age 44.² Native Americans are between two and three times more likely to be killed in motor vehicle crashes than other citizens. The real figure is likely worse. Researchers and traffic safety experts agree Tribal roadway crash data is under reported.



Alaska is no exception to the trend. On average, someone dies every four and a half days on Alaska roadways, and every two hours, someone is injured. Over 20 percent of those fatalities are Native Americans. Transportation safety is further complicated in Alaska, particularly in rural villages, where daily transportation involves other modes such as snow machines, all-terrain vehicles (ATVs), pedestrians, boats, and planes.

The Alaska Tribal Transportation Safety Summit held December 1, 2010 was an important step toward reducing traffic fatalities and injuries among tribal members. This document describes the Summit, focusing on the insights gained, lessons learned, and ideas for moving forward.

Summit participants representing numerous tribes and villages attended the event, which was carried out through the collaborative efforts of the Federal Highway Administration (FHWA) Federal Lands Highway and Alaska Division Offices, Bureau of Indian Affairs (BIA), Alaska Tribal Technical Assistance Program (TTAP), Tanana Chiefs Conference, Kawerak Inc., Alaska Department of Transportation & Public Facilities (ADOT&PF), Alaska Injury Prevention Center (AIPC), Alaska Native Tribal Health Consortium (ANTHC), Alaska Office of Boating Safety, Alaska State Legislature, Alaska State Troopers, and Federal Aviation Administration (FAA).

¹Subramanian R., Motor Vehicle Traffic Crashes as a Leading Cause of Death in the United States, 2005, DOT HS 810 936. April 2008. U.S. DOT, National Center for Statistics and Analysis.

²Hilton J., Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes 1999-2004, DOT HS 809 956. May 2006. U.S. DOT, NHTSA.

■ Purpose of the Summit

The Alaska Tribal Transportation Safety Summit brought together the full range of interested parties to begin communication and cooperation toward the ultimate goal of reducing transportation-related injuries and deaths within tribal communities. The Summit pursued that goal by identifying key tribal safety challenges and the resources (human, technical, material, and financial) available to address them, and by stimulating multidisciplinary collaboration among safety stakeholders. A detailed Summit agenda, listing all speakers and activities, is included in Appendix A.

Specifically, the objectives of the Summit were:

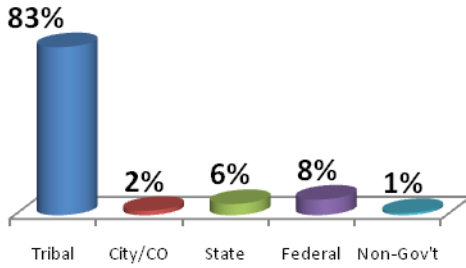
1. Raise awareness about tribal transportation safety issues in Alaska;
2. Review data limitations to addressing tribal transportation safety; and
3. Identify and prioritize recommendations for collaborative action.

Topics built off results from the 7th Annual Alaska Tribal Transportation Symposium, held in April 2009, where discussion demonstrated the complexity of tribal transportation safety issues in Alaska. The 2010 Summit began with an overview of the multimodal transportation safety issues and challenges facing Alaska tribes and rural villages. A plenary panel included presentations on data-driven decision-making associated with the different modes of transportation. These presentations demonstrated for participants the data used by different agencies to identify safety problems, how it is collected, and sources for additional information.

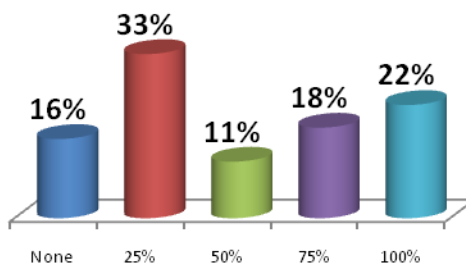
Polling exercises and facilitated discussion offered participants the opportunity to weigh in on safety issues; identify limitations to collecting and analyzing data, particularly for rural villages; and begin developing recommended actions for improving tribal transportation safety.

The Summit is a first step. Follow-up within and among Alaska's tribes in collaboration with local, state and Federal partners, as well as other safety stakeholders, is required for further progress.

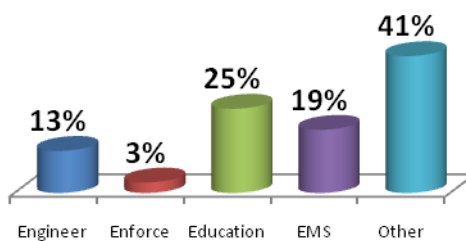
Participant Representation



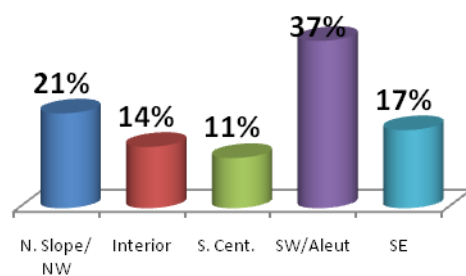
Participant Time Dedicated to Safety



Participant Disciplines



Participant Regions



Summit Participants

An initial polling activity revealed several notable details about the roughly 90 Summit participants (a list of individual participants is included in Appendix B):

- Over 80 percent represent tribal communities. The rest represent Federal, state, city/county, and nongovernment participants.
- Almost half indicated less than 25 percent of their time is dedicated to safety (16 percent indicated none). Only 22 percent of participants are focused on safety full-time.
- Forty-one percent of participants did not identify with any of the 4Es of safety. A quarter represent education, one fifth represent emergency medical services (EMS), and the rest identified with engineering or enforcement.
- Participants came from all around Alaska, with 37 percent from the Southwest/Aleutians Region, 21 percent from the Northern Slope/Northwest Region, 17 percent from the Southeast, 14 percent from the Interior, and 11 percent from the South Central Region.

These results reflect the complex nature of tribal transportation safety in Alaska. A range of stakeholders recognize and are committed to the importance of safety. However, limited availability of focused safety personnel with the necessary skills and experience complicate efforts to implement effective safety initiatives. Coordinating tribal safety efforts in Alaska is further complicated by the size of the state, with interested stakeholders in every region.

Themes

Dan Moreno, of the Tanana Chiefs Conference, and Bob Sparrow, of the FHWA Office of Federal Lands Highway, kicked off the Summit. Both speakers applauded participants' willingness to come together and acknowledging this event as an important step in addressing transportation-related fatalities and injuries among Native Americans in Alaska. Toward that end, several key themes emerged from the Summit as recurring emphasis areas in presentations and discussions: *data-driven decisions, action, and safety culture.*

■ Data-Driven Decisions

A plenary panel demonstrated the different types and sources of data and the importance of data-driven transportation safety planning and programming.



Lieutenant Craig MacDonald of the Alaska State Troopers explained how data collected by the Department of Public Safety (DPS) comes from tribal, village, and public safety officers, who in turn file reports with the local state troopers. Reports include who was involved, location, type of vehicle, etc. Data queries can be made through any trooper post, where they can mine the data from the files and share the results. DPS is implementing a new computer-aided design (CAD) system allowing better planning for communities. They are improving the system with new technology and better documentation so they can identify historically where the problems are. State troopers are also striving to improve coordination and collaboration with tribal and other local officers to improve the data reported to and available from the system.

Lt. MacDonald provided some examples of the data including different breakdowns of aircraft incidents and motor vehicle accidents (MVA) in "C" Detachment ranging from fatalities and injuries to flight overdue and MVA property damage counts. He noted of the 493 incidents in "C" Detachment for 2009, the majority took place in an off road environment and required some form of public safety resources.

NHTSA Performance Measures

- Fatalities (actual)
- Fatality rate per 100M VMT
- Serious injuries
- Fatalities involving driver or motor-cycle operator with .08 or above
- Unrestrained passenger vehicle occupant fatalities
- Speeding-related fatalities
- Motorcyclist fatalities
- Un-helmeted motorcyclist fatalities
- Drivers age 20 or younger involved in fatal crashes
- Pedestrian fatalities
- Percent observed belt use for passenger vehicles – front seat outboard occupants
- Seat belt citations issued during grant-funded enforcement activities
- Impaired driving arrests made during grant-funded enforcement activities

Typical HSIP Projects

- New turn lanes
- New or improved traffic signals
- Improve sight distance at intersections
- Intersection illumination and continuous illumination
- Two-way left turn lanes
- Closing median openings
- Pedestrian crossings and signals
- Shoulder guardrail and traversable roadsides
- Curve warning signs and delineators
- Rumble Strips – shoulder and centerline
- Protected left turns (Green Arrow) signalization
- Protective-Permissive left-turns (Flashing Yellow Arrow) signals
- Roundabouts

Cindy Cashen, Administrator of the Alaska Highway Safety Office at the DOT&PF, administers Federal funds to address safer driver behavior. Most of this funding is provided by the National Highway Traffic Safety Administration (NHTSA) through several different grant programs, all of which require strict accountability. Grant applications must address at least one of 13 safety performance measures. Two primary sources provide traffic crash data to support Federally funded projects. The Alaska Highway Safety Office is responsible for traffic fatality data and providing fatality data to NHTSA's Fatality Analysis Reporting System (FARS). The Transportation Data Services Highway Data Office is responsible for the Highway Analysis System (HAS), which houses all other motor vehicle traffic crash and traffic injury data for the DOT&PF.

The Highway Safety Office also receives 50 percent of the court fines collected in four designated safety corridors which, in FY 2012, amounts to \$115,000. These funds are not subject to NHTSA requirements but grant applications must use data to demonstrate a problem in the community. Grant forms and other guidance are available on-line (<http://www.dot.state.ak.us/stwdplng/hwysafety/index.shtml>) and Highway Safety Office personnel are available to help complete the documentation.

Jeff Jeffers, Assistant State Traffic & Safety Engineer at the DOT&PF, manages the state's highway safety improvement program (HSIP), which is a FHWA-funded program mandated by Congress to address road safety. The HSIP is a data-driven program focused on reducing fatalities and serious injuries through engineering improvements. Mr. Jeffers emphasized straying from that mission would make safety efforts less effective. He explained the HSIP process, which involves identifying potential project locations by the number and severity of crashes using five years of data; scoping, estimating, and ranking proposed projects; submitting projects for approval by FHWA; prioritizing projects based on fatal and serious injuries and benefit/cost analyses; and selected prioritized projects until funds are exhausted.

Most villages are eligible for funding through The High-Risk Rural Roads Program, which is part of the HSIP. Mr. Jeffers encouraged communities to explore how their crashes are reported and to get crash reports into the crash data tracking system so they have a track record of crashes to support project applications.



Hillary Strayer, of the ANTHC Injury Prevention Program, introduced herself as a data “user” and described the various data sources available for safety planning and programming

In addition to the motor vehicle crash data available from the DOT&PF described above, the Alaska Injury Prevention Center (AIPC) offers summary statistics of motor vehicle crashes on paved roadways.

Data on boating incidents is available through the Boating Accident Report Database (BARD), which includes self-reported noncommercial boating incidents, and the Marine Information for Safety and Law Enforcement (MISLE), which includes incidents involving United States Coast Guard (USCG) or USCG-certified vessels.

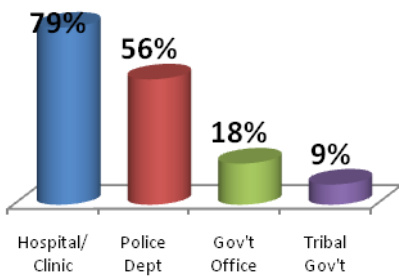
Two Federal databases on aviation incidents are available to the public. The National Transportation Safety Board (NTSB) is the official site for aviation “accident” data and causes, and includes data from 1982 to present. Reports or data sets include incidents with death, serious injury, or substantial aircraft damage. The FAA database includes NTSB “accidents” and minor “incidents” from 1987 to present and provides summaries in Excel or print full reports.

Ms. Strayer noted a good source of current data is often the media as they are reporting immediate events. Other sources for immediate information include law enforcement reports, and emergency room and clinic records.

The ANTHC EpiCenter can help track down data, either through on-line data queries, or direct requests to the appropriate agencies.



Joe McCullough, of the Alaska Office of Boating Safety, closed the panel presentations describing the Alaska Boating Safety Act, passed in May 2000, which provides funding through gasoline fuel taxes and registration revenues and for a state-tailored boating safety program. Boating accidents must be reported if: a person dies or disappears (immediate); a person receives medical attention beyond first aid (within 48 hours); or if damage exceeds \$500 (within 10 days). Reports are used for research purposes only, and are not public records. Mr. McCullough emphasized, regardless of program, the data available is only as good as the information entered. While fatality data is consistently reported, citizens must be better about reporting injury and damage crashes so decisions can be made based upon the most accurate data possible.

Community Injury/Fatality Data

A participate polling exercise highlighted some of the limitations to collecting and analyzing data for tribal transportation safety. While 80 percent of participants responded their communities have hospitals/clinics that collect injury and fatality data, only slightly more than half have police departments collecting this data and less than 20 percent have a local government or tribal government office collecting injury and fatality data.

■ Action

As Lt. MacDonald noted, most safety incidents are preventable. Mike Hoffman, of the Association of Village Council Presidents (AVCP) acknowledged the many obstacles to getting the job done, but stressed the roadblocks can be removed by working together. Presentations and discussions throughout the Summit highlighted examples of agencies or groups taking action to improve safety and additional opportunities to get involved.

Although faced with wildlife refuge restrictions and questions about maintenance and liability, AVCP has been involved in a concerted effort to put tripods up with GPS markings to help avoid people getting lost.

A number of villages have found trail markers do not require tremendous resources and are erecting the markers themselves. One method is to cut aspens, plant them in the ice, and wrap the them with color coded reflective tape, which is available in different colors for coding.

The Bethel region has four beacons that can be signed out and have proven to be an effective safe measure. A number of Summit participants expressed great interest in obtaining beacons. Lt. MacDonald explained the various types available to replace the outdated beacons that are no longer monitored, including locator and spot beacons.

Addressing a frequent mode of transportation for rural communities and villages, airports have been significantly improved over the last 15 years with only a few left that have not extended runways. Issues remain, including the fact that many of the planes in use date from the 1960s, and do not have modern safety equipment.

Alaska was the last state to pass a boating safety law, but has now established an active partnership between the Department of Natural Resources (focusing on education), DPS (focusing on



enforcement), and the Department of Motor Vehicles (focusing on registration).

Also focusing on boating safety, the ANTHC Injury Prevention Program, with assistance from the Coast Guard and the Alaska Office of Boating Safety, distributed white “float coats” to whalers, who had resisted using the standard red and orange flotation gear. The white “float coats” were custom-made, using a color traditionally worn as camouflage, so the whalers were more willing to use the proven effective personal flotation devices (PFDs).

The statewide SHSP provides one forum to promote tribal safety issues. The plan is going through an update and there is a number of opportunities to get involved, including a series of public forums starting in February 2011 and continuing through the spring.

Taking steps to improving crash data collection and reporting will open additional opportunities to apply for funding and implement safety improvement projects, such as those eligible through the High-Risk Rural Roads Program.

Attending and participating in the Summit is one important action toward improving tribal transportation safety in Alaska. Continued action is essential to saving lives and reducing serious injuries.

■ Safety Culture

Inherent in the discussions about data-driven decisions and taking action is the notion of improving the safety culture among stakeholders. In his introduction, Mr. Moreno emphasized the end goal is to ensure our brothers, sisters, uncles, aunts, nieces, nephews, etc., are safe. That goal needs to resonate from the individual level, through safer transportation behavior, to the community, state, and Federal levels, through improved safety programs and practices.

Mr. McCullough demonstrated the need at the individual level for improved safety culture around boating safety. The numbers of boaters not wearing PFDs such as life jackets reflects the need for a change in individual mentality. Even though the majority of Alaska’s boating-related fatalities involve cold water immersion, some of the reasons cited for why 9 out of 10 males do not wear life jackets include: generations of fathers not wearing them,

seeing the “professionals” not wearing them, acceptance of drowning as inevitable, finding them uncomfortable to wear, and overconfidence in one’s swimming ability or ability to locate and don a life jacket in an emergency. Boating professionals, as respected boaters and role models, are in a position to lead the culture change around boating safety. Echoing Mr. Moreno’s opening comments, Mr. McCullough stressed the key is making this subject personal.

Lt. MacDonald noted concerns begin on a local level and, in large part, need to be addressed on a local level. Where there is a fire or other disaster, the entire community comes out to fight the fire. But many communities are not coming out to fight the safety issues, such as finding community solutions to funding and installing trail markers.

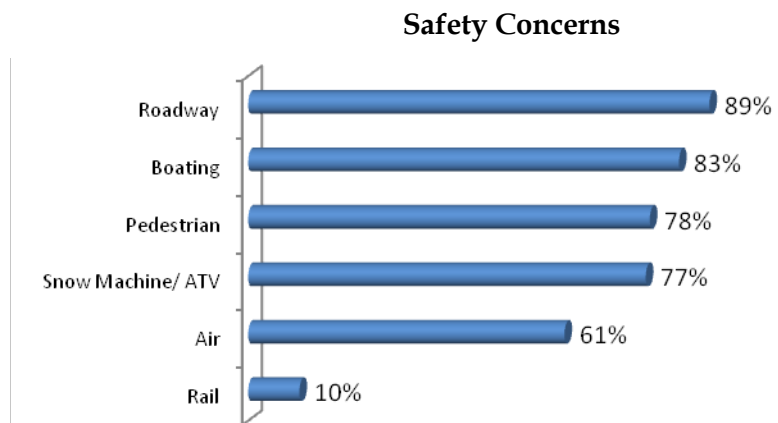
State programs are also moving toward a new culture of safety. Ms. Cashen introduced the statewide Strategic Highway Safety Plan (SHSP), which is an ongoing process providing a forum for safety stakeholders to work together to identify safety priorities and develop solutions rather than working in the traditional silos. Mr. Jeffers described how Alaska’s HSIP Manual encourages other parts of the department to adopt safety priorities and include safety features in other transportation projects, which will also make limited safety-specific funding go further.

Federal agencies participating in the Summit also committed to enhancing the safety culture and working toward improving safety for Alaska’s Native American communities and villages. Mr. Sparrow spoke for FHWA Associate Administrator John Baxter offering reflections on the Summit and expressing the support of the Office of Federal Lands Highway to improving tribal transportation safety. Other Federal Land Management Agencies were also encouraged to incorporate results from the Summit in their safety management systems (SMSs).

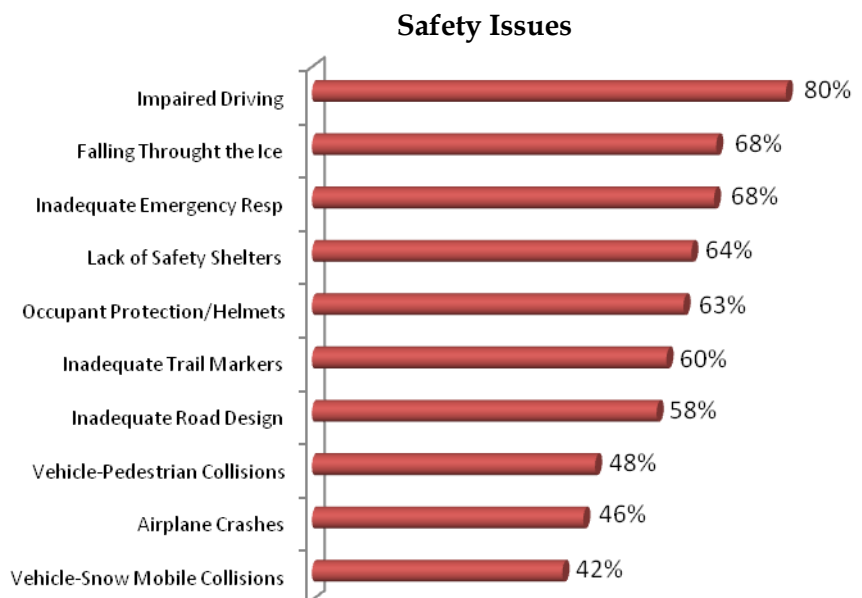
Through improved safety culture at the individual, community, state, and Federal levels it is possible make the necessary decisions and take the necessary actions to overcome challenges and barriers and improve tribal transportation safety in Alaska, thereby saving lives and reducing serious injuries.

Summit Results

A series of polling questions reinforced the range of concerns and safety issues facing tribal communities. As shown below, while roadway safety was the leading concern among Summit participants, boating, pedestrian, and snow machine/ATV safety are also significant concerns. Air safety was identified slightly less but still a concern for over half the participants, while rail safety was limited to only a few.



Impaired driving tops the list of specific safety issues. However, as demonstrated below, tribal communities face a number of safety issues across modes of transportation.



A primary Summit objective was to develop coordinated approaches to help reduce fatalities and serious injuries on tribal roadways. To achieve this, Summit participants discussed their experiences and offered potential opportunities to implement approaches for improving tribal traffic safety. The following recommendations were developed during facilitated discussion.

- Explore different options for obtaining beacons, including different types (i.e., locator and spot beacons), and different funding sources (i.e., grants, bingo revenues, etc.).
- Tribal councils should purchase life preservers and ice picks for individuals to borrow. (the Office of Boating Safety also has life jackets available to borrow)
- Look for alternative approaches to fund search and rescue equipment, fuel, etc. Some villages have purchased 50 gallon drums with bingo revenues and stored them for emergency use only.
- Work at the local level to improve crash reporting and data collection.
- Federal, state, and regional agencies and organizations are encouraged to contact tribal leaders before visiting communities and villages to ensure a receptive audience.
- Native American communities and villages are encouraged to reach out to the regional, state, and Federal agencies and organizations to get involved in different opportunities and to invite willing staff to visit and provide technical support.
- Focus the Alaska Tribal-State-Federal Transportation Task Force on researching specific safety issues and providing a central clearinghouse of information for rural villages.
- Although funding formulas are part of statute and cannot easily be revised, the pending Reauthorization bill offers opportunity to express desires for the future.
- Develop community and village Safety Management systems (SMSs).
- Raise tribal transportation safety priorities in Federal Land Management Agencies' SMSs.

Moving Forward

Alaska is committed to take the next steps in the pursuit of safer tribal transportation. As emphasized at the beginning of the Summit and throughout, an important component of any future direction should be to continue to foster a safety culture around data-driven decisions and action.

Tribes, along with Federal, state, and local partners, are encouraged to begin implementing applicable recommendations immediately. Participants will inform the tribal elders, leaders, and other safety stakeholders in their communities and villages about the Summit results and recommendations.

The 9th Annual Alaska Tribal Transportation Symposium is being planned for the spring of 2011 and offers an occasion to further pursue recommendations developed during the Tribal Transportation Safety Summit. Other opportunities at the state and local level, such as SHSP stakeholder meetings and tribal gatherings, provide ideal forums for continuing to raise awareness of the safety issues facing Native American communities and the resources and strategies available for reducing fatalities and serious injuries on tribal roadways.

More information about resources available from state, regional, and Federal partners involved in the Summit can be found at:

Alaska TTAP: <http://www.uaf.edu/attap>;

ADOT&PF: <http://www.dot.state.ak.us>;

AIPC: <http://www.alaska-ipc.org/>;

ANTHC: <http://www.anthc.org/chs/wp/injprev>;

Alaska Office of Boating Safety:
<http://www.alaskaboatingsafety.org/>;

FHWA Office of Federal Lands Highway:
<http://flh.fhwa.dot.gov/programs/irr/safety>;

FHWA Office of Safety: <http://safety.fhwa.dot.gov>;

BIA: <http://www.bia.gov/>; and

NHTSA: <http://www.nhtsa.dot.gov>.

Appendix A: Agenda

DECEMBER 1, 2010

ALASKA TRIBAL TRANSPORTATION SAFETY SUMMIT AGENDA

OBJECTIVES

1. Raise awareness about tribal transportation safety issues in Alaska;
2. Review data limitations to addressing tribal transportation safety; and
3. Identify and prioritize recommendations for collaborative action.

8:00 a.m. to 8:30 a.m.	Invocation Welcome & Introductions: <i>Where We've Been and Where We're Going</i> <i>Daniel Moreno</i> , Tanana Chiefs Conference <i>Robert Sparrow</i> , FHWA Office of Federal Lands Highway
8:30 a.m. to 9:30 a.m.	Safety and Alaska's Modes of Transportation <i>Mike Hoffman</i> , Association of Village Council Presidents <i>Joe McCullough</i> , Alaska Office of Boating Safety
9:30 a.m. to 10:00 a.m.	Identifying and Summarizing Alaska Safety Issues
10:00 a.m. to 11:30 a.m.	Data-Driven Decision-Making Panel: <i>Lt Craig Macdonald</i> , Alaska State Troopers <i>Cindy Cashen</i> , Alaska DOT&PF, Alaska Highway Safety Office <i>Jeff Jeffers</i> , Alaska DOT&PF, Traffic and Safety <i>Hillary Strayer</i> , Alaska Native Tribal Health Consortium <i>Joe McCullough</i> , Alaska Office of Boating Safety
11:30 a.m. to 12:30 p.m.	LUNCH
12:30 p.m. to 1:00 p.m.	Identifying Primary Data Limitations
1:00 p.m. to 4:00 p.m.	Issues and Recommendations for Collaborative Action <i>Facilitated Discussion</i>
4:00 p.m. to 4:30 p.m.	Reflections <i>Robert Sparrow</i> Continuing the Dialogue & Next Steps <i>Daniel Moren</i>

Appendix B: Participants

Casimero Aceveda
John Aguek
Lizzie Alexie
Morris Alstrom
Donald Amaktoolik
Eleanor Amaktoolik
Norm Anderson
Moxie Andre Jr.
Dennis Andrew
John Andrew
Maragaret Andrew
Melvin Andrew
Patrick Andrew
Jennifer Anthony
Kelly Anungazuk
George A. Arkanakuak Sr.
Angela Arnold
Earnest Arnold
Rusa Baker
Julie Baltar
Ernest T. Barger Sr.
Bonita Barr
Susie Barr
Steve Becker
Franklin Benjamin
Billy Bernhstr
Jean Bland
Byron Bluehorse
Della Brouillette
Viola Burgess
Ben Burshia
Robin Campbell
Thomas Carl
Cindy Cashen
Caryn Chagluak
Joseph Chaliak
Jimmy Cogn
Julia Cooper
Clarence Daniel
Florence L. Darling
William Dashkin Sr.
Roy H. David
Joseph Delgado
Shield Downey

David Dorris
Michael Douglas
Phillip Duffy
Machelle Edenshaw
David Eluska Sr.
Donald Fancher
Pete Field
Al Fletcher
Craig Genzlinger
Caroly George
Dennis Golodo
Randy Goodwin
Susan Green
Alexa Greene
Nathan Hadley Sr.
Marva J. Hatch
Susan Herbel
Charlyn Holter
Aaron Housl
Wilbur M. Howarth Sr.
Lisa Idell-Salsi
Wassillie Ilutsik
Steve Ivanoff
Delores Iyatuaguk
Edee Jackson
Mike A. Jackson
Nick Jackson
Charles S. James
Jeff Jeffers
Rondell Jimmie
Alexander Jockey
Jonathan John
Micheal Jones
Peter Julius
Kevin Keeler
James Kenezuroff
Todd Kennedy
Kyle Kitchel
Bernardo Kleiner
Annie Koderk
Maggie Komok
Terrence Koslouk
Rodney Kuagin
Dorothy B. Larson

Bob Laurie
Anna Lee
Nick E. Lekanoff
Ted Lekanof
Jonny Lind
Kamal Lindoff
Ruth Liskey
Victor Lord
Maggie M
Liza Mack
Scott Madisen
John Madros
Linda Mahlen
Catherine Mark
Wilson Manutoli
Joe McCullough
Rayette McGlashan
Brooke Merrell
Marie Messing
Cyrilene Mike
Kym Miller
Maggie Moses
Frankie B. Myomick
Chimai Ngo
Dennis Nickerson
Don Nickerson
Dawn Nickoli
Janess Nicolia
Alexander W. Nieore
Eli Nukapigak
Pauline Okitken
Cynthia Olanna
Aaron Oldmay
Glenna Parrish
Paul Passgakik
Tedor Pat
Jerry Peterson
Ben Phillip
Eric Phillip
Alec Phillips Jr.
Sally Phillips
George Sam
Jack A Savo
Greg Schertz

Debra Seetook
Dustin Semaken
Jarrett Semone
Josephine Shangin
Andy Shaugin
Theresa Shorty
Sandra Sims
Jon Smiley
Richard Smith
Rosanna Snigaroff
Steven Soenksen
Curtis Sommer
Phillis Spencer-Belz
Marilyn Staggs
Frank Standfor III
Randy Standifer
Albeita Stephan
Nicolai Steven
Gary Stevig
Hillary Strayer
Stanley Tecktoo
Fred Tu
Steffen Verdin
Robin Walagin
Lee Wallace
Shouvilleur Wassilie
Pauline Wassilly
Sam White
Brian Willard
Robert Williams
Gary Williams
Al Yatlin
Phillip Yupanik Sr.