

TRIBAL INJURY PREVENTION COOPERATIVE AGREEMENT PROGRAM (TIPCAP)

TIPCAP

NEWSLETTER DECEMBER 2014

FOCUS ON TRIBAL MOTOR VEHICLE INJURY PREVENTION

Motor-vehicle related crashes are a leading cause of unintentional injuries and deaths for American Indian/Alaska Natives (AI/AN) ages 1 through 44. AI/AN have death rates two to four times the rates of all U.S. race and ethnic groups. Factors increasing the risk for motor vehicle-related injury and/or death include low use of occupant restraints and alcohol-impaired driving. Tribal Injury Prevention Cooperative Agreements Program (TIPCAP) sites conduct observational seatbelt use in support of their work plan, including reporting on the agency's performance measure. Observational surveys for adult seatbelt use in AI/AN communities by Indian Health Service (IHS) and Tribal Injury Prevention Coordinators report low use, with an average at or about 62 percent, compared with the overall U.S. rate of 81 percent. The IHS Injury Prevention Program provides funding (TIPCAP) to target motor vehicle occupant restraint use in AI/AN communities. Tribal injury prevention efforts for this cycle of TIPCAP focus on a broad range of topics (Figure 1), including elder fall prevention and bullying prevention. As seen in Figure 1, 29 of 33 sites are focusing on motor vehicle injury prevention. TIPCAP is in its fifth program year, and the grantees are continuing to implement successful programs.

TIPCAP Injury Prevention Initiatives

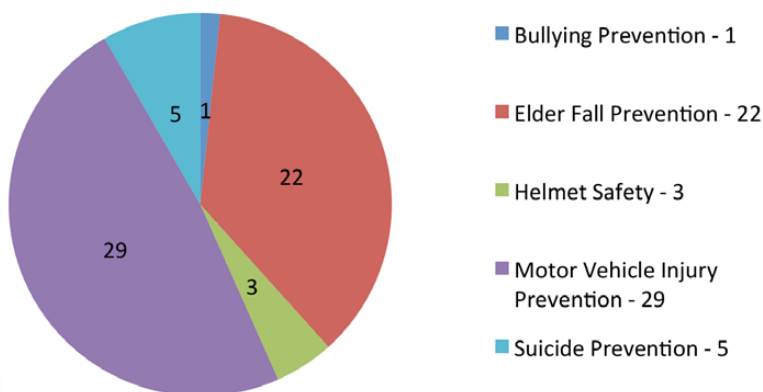


Figure 1: The number of sites focusing on injury prevention topics.

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Greetings to the Tribal Injury Prevention Cooperative Agreement Program Team! We present to you the TIPCAP December 2014 Newsletter. Every quarter, we highlight program successes. This quarter's newsletter features program wide data from TIPCAP Data Online in addition to an article from the Advisory Committee.

Focus on Tribal Motor Vehicle Injury Prevention continued

TIPCAP Data Online was set up to capture observational occupant restraint data from the 29 AI/AN communities. In collaboration with IHS, the Technical Assistance Team developed TIPCAP Data Online, an online reporting system, to promote program-wide evaluation of motor vehicle injury prevention outcomes.

Since officially launching TIPCAP Data Online in June 2014, 19 sites have entered seatbelt data, amounting to 155 records submitted for seatbelt observation. Thank you all for your dedication to improving injury prevention efforts by collecting and entering these crucial data. The following articles will highlight data that were collected.

Seat Belt Observation Summary Form

Seat Belt Observation Summary
Instructions: Please provide your site information and the year and quarter in which seat belt observations took place. Provide totals for all drivers and passengers observed. If information was collected by gender please provide these totals as well, otherwise leave "By Gender" sections BLANK.

Grantee: Select
IHS Area: Select State: Select
Year: Select Quarter: Select Program Year:

Driver Seat Belt Use

Driver Totals:
Total Number of Drivers Observed:
Total Number of Drivers Wearing a Seat Belt:

By Gender (If Available):
Total Male Drivers Observed: Total Female Drivers Observed:
Total Male Drivers Wearing a Seat Belt: Total Female Drivers Wearing a Seat Belt:

Passenger Seat Belt Use

Passenger Totals:
Total Number of Passengers Observed:
Total Number of Passengers Wearing a Seat Belt:

By Gender (If Available):
Total Male Passengers Observed: Total Female Passengers Observed:
Total Male Passengers Wearing a Seat Belt: Total Female Passengers Wearing a Seat Belt:

Child Safety Seat Clinic Summary Form

Child Safety Seat Clinic Summary Form
Instructions: Please provide your site information and the totals requested below. Totals should be tallied from ALL clinics performed during the quarter specified. Percentages will autocalculate using "Total Number of Safety Seats Checked" as the denominator. Please enter "0" for any totals that are not applicable, DO NOT leave any fields blank. When making corrections, ALWAYS tab through to the end of the section again to recalculate any new percentages.

Grantee: Select
IHS Area: Select State: Select
Year: Select Quarter: Select Program Year:

Safety Seat Installation

Total Number of Safety Seats Checked:

Total Safety Seats Properly Installed During Period, By Type:
Infant:
Convertible:
Combination:
Booster (High Back):
Booster (Low Back):
Special Needs:
Other:

Total Number of Safety Seats That Arrived Properly Installed:
Percentage of Safety Seats That Arrived Properly Installed:

Total Safety Seats Improperly Installed During Period, By Type:
Infant:
Convertible:
Combination:
Booster (High Back):
Booster (Low Back):
Special Needs:
Other:

Total Number of Safety Seats That Arrived Improperly Installed:
Percentage of Safety Seats That Arrived Improperly Installed:

*Please also provide the following totals if available:
Total Number of Safety Seats Uninstalled on Arrival:
Total Number of Unsafe Seats Confiscated:

Child Safety Seat Summary Form

Safety Seat Distribution
Total Safety Seats Distributed During Period, By Type:
Infant:
Convertible:
Combination:
Booster (High Back):
Booster (Low Back):
Special Needs:
Other:
Total Number of New Seats Provided:

Sources of Safety Seats Distributed During Period (Select Yes or No for each option):
IHS: Select
BIA: Select
State: Select
Safety: Select
Medicaid/Medicare: Select

¹ Injuries Among American Indians/Alaska Natives (AI/AN): Fact Sheet. Centers for Disease Control and Prevention Web site. <http://www.cdc.gov/motorvehiclesafety/native/factsheet.html>. Updated April 23, 2010. Accessed October 24, 2014.

FACING THE CHALLENGE AHEAD FOR TIPCAP

A MESSAGE FROM NANCY BILL, THE IHS INJURY PREVENTION PROGRAM MANAGER



Greetings TIPCAP Coordinators,

The goal of TIPCAP is to build tribal capacity to prevent severe injuries in tribal communities. TIPCAP has built support tribal capacity in incorporating effective strategies and innovative approaches in injury prevention.

The Year 5 of TIPCAP is very exciting time as we can begin to view the accomplishments over the years. This issue of the TIPCAP newsletter summarizes work accomplished by you all. The feature articles in this newsletter focus on occupant restraint use by TIPCAP sites. The positive results show how your efforts in promoting seatbelt and child safety seat use are making changes. These results will be reflected in future reports in measurable decreases in AI/AN motor vehicle related injuries and fatalities.

Program success with evidence of data is not only important for the program but also support for improvement in policy for the community. The lives saved due to your efforts are commendable.

A brief note about the upcoming holiday season, which as we know brings the risk of alcohol-related fatalities due to motor vehicle crashes. Partnerships in collaborations with law enforcement to support Impaired Driving campaigns are a key strategy for injury prevention.

Your vigilance in promoting traffic safety this holiday season is important for the community, including sober driving, use of seatbelts, proper use of child safety seats, no texting/no drowsy drivers, etc.

Thank you for all your great injury prevention work. I wish you all a happy and safe holiday season!

Ahe bee'

Thank you!!

Nancy M. Bill

MPH, CHES; CAPT USPHS

Injury Prevention Program Manager, Indian Health Service
OEHE-EHS-TMP 610

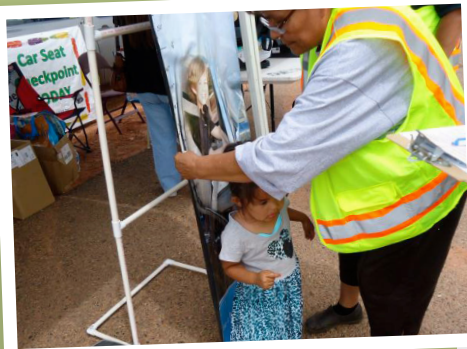
801 Thompson Ave., Suite 120, Rockville, MD 20852

Desk phone: 301-443-0105; Fax: 301-443-7538

E-mail: nancy.bill@ihs.gov

TIPCAP Year 5 Motor Vehicle Injury Prevention

TIPCAP Coordinators' Work: A Positive Impact on Seatbelt Use



Darlene Yellowhair, CPS Tech, taking height and weight measurements at Kaibeto Seat Clinic in Kaibeto, AZ on July 8, 2014.

Conducting seatbelt observations for drivers, and at times front-seat passengers, is a key tool for measuring the success of TIPCAP activities. TIPCAP grantees have been successful in promoting the passage of policy for seatbelt and occupant restraint use. Data Online shows that seatbelt use overall is increasing in AI/AN communities! Of the 155 records submitted for child passenger safety in the first quarter of data submission, there were 5 records for 2010, 20 records for 2011, 31 records for 2012, 79 records for 2013, and 20 records for 2014.

According to the number of records submitted to TIPCAP Data Online, Injury Prevention Coordinators and their partners conducted 53,369 observations of drivers in which seatbelt use could be determined. In 2010, there were 451 observations; this increased to 5,485 observations in 2011. There were 9,021 observations submitted for 2012 and 31,890 records for 2013. So far, 6,522 records have been submitted for 2014. However, what is impressive is that the number of drivers reported to be using seatbelts has steadily increased through this cycle of TIPCAP. Figure 2 displays the positive trend in the percentage of drivers using seatbelts.

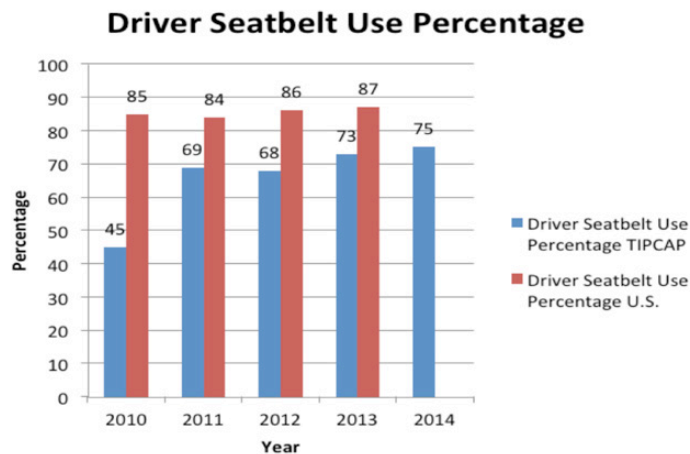


Figure 2: Percentage of driver seatbelt use.

NOTE: U.S. Seatbelt Use was collected from the following: <http://www-nrd.nhtsa.dot.gov/Pubs/811875.pdf>.

The seatbelt observational data show that although there is more work to be done, Injury Prevention Coordinators' efforts are influencing seatbelt use. TIPCAP program interventions include occupant restraint policy, enforcement of those policies, and educational activities that incorporate best practices. The aforementioned interventions are key to site-specific and program-wide success. Partnerships with key stakeholders are important not only for program implementation but also for program sustainability. Injury Prevention Coordinators work with Tribal leadership and Councils, Tribal law enforcement (including city, State, and county), schools, and other local agencies to promote and enforce seatbelt laws. Policy is another key strategy. Sites have worked with Tribal leadership to write and pass ordinances to promote seatbelt and child safety seat use. Once policy has been enacted, many Injury Prevention Coordinators partner with Tribal police to enforce the law and give citations. Promotion through social media, newspapers, radio and public service announcements (PSAs) have helped Injury Prevention Coordinators increase the reach of tailored educational messages. TIPCAP initiatives are able to reach some of the most rural community events, including rodeos, health fairs, training, and school events.

TIPCAP Year 5 Motor Vehicle Injury Prevention

Improving Motor Vehicle Safety Through Child Safety Seat Distribution



TIPCAP Data Online allows Injury Prevention Coordinators to submit child safety car seat use and distribution data starting in 2010 until the current program year. Data collection and reporting is ongoing as Injury Prevention Coordinators continue to plan and implement interventions through Year 5. Of the 126 records submitted for child passenger safety in the first quarter of data submission, there were 7 records for 2010, 26 records for 2011, 34 records for 2012, 44 records for 2013, and 15 records for 2014.

In just 4 program years, TIPCAP sites have distributed 5,164 child safety seats to Tribal and community members (Figure 3). This translates into over 5,000 infants and young children who are better protected from injury and fatality as a result of motor vehicle crashes. There is a steady positive trend until 2013 in increasing the number of seats distributed—we expect the number of seats distributed in 2014 to be greater than in 2013 once the calendar year ends and data are prepared for submission using TIPCAP Data Online.

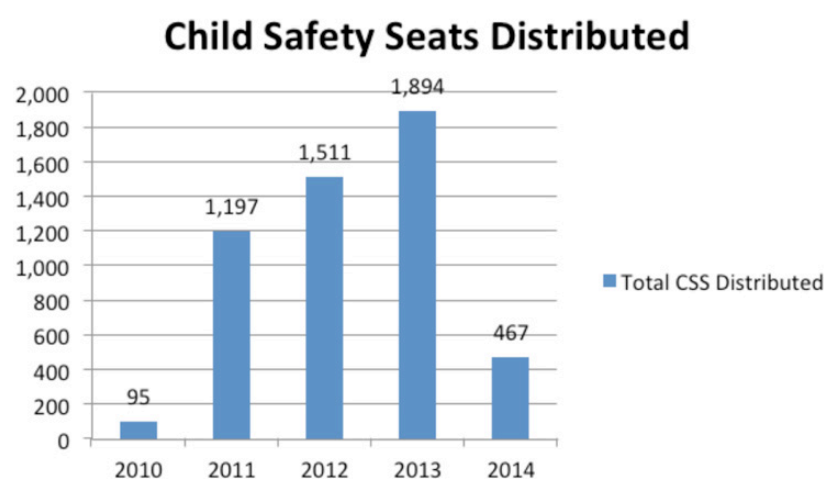


Figure 3: Total child safety seats distributed by year.

There are also trends in the type of child safety seats distributed. Injury Prevention Coordinators are clearly following best practices. The use of convertible child safety seats are reported as the highest of the distribution. Following convertible seats, both high- and low-back booster seats have been distributed widely (Figure 4). It is also important to note that many TIPCAP sites reported that funds to purchase child safety seats were provided through IHS, State Injury Prevention Programs, Safe Kids Coalitions, and the Bureau of Indian Affairs Indian Highway Safety Program.

TIPCAP Year 5 Motor Vehicle Injury Prevention

Improving Motor Vehicle Safety Through Child Safety Seat Distribution *continued*

Number Distributed by CSS Type

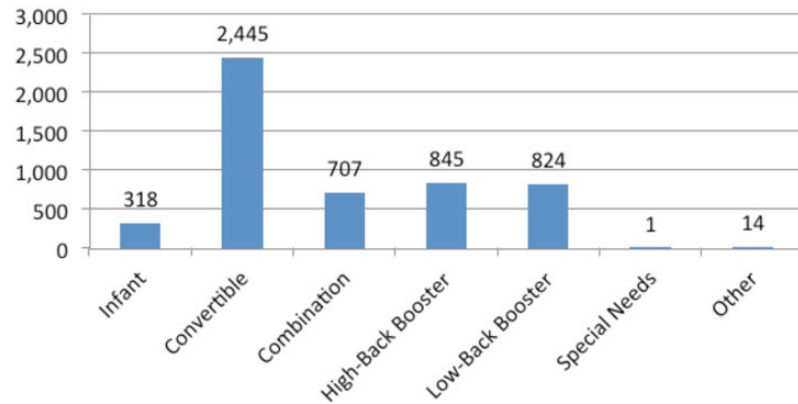


Figure 4: Types of child safety seats distributed.

Injury Prevention Coordinators become certified in child passenger safety in order to distribute child safety seats. Among the TIPCAP Coordinators, six are instructors. TIPCAP Coordinators are using programs such as SNAP (Safe Native American Passengers) and Ride Safe to educate parents and caregivers, as well as individuals who can become advocates for child passenger safety. Family members and caregivers are not the only ones who receive education; many Coordinators work with children too. TIPCAP sites have worked with schools to have students participate in poster competitions about motor vehicle injury prevention. Injury Prevention Coordinators have many established several partnerships with schools and Head Start Programs and have even started coalitions that help advocate for policy change. In regards to policy, TIPCAP grantees have presented data showing TIPCAP success in order to influence the Tribal Council's decisions to change occupant restraint policy. For example, some TIPCAP grantees have been able to impact policy so that the fines for lack of child safety seat use are increased and age limits for car seat use are increased (from 4 years to 8 years).



Greetings from the California Rural Indian Health Board

Pathways to Injury Prevention

Season's greetings from Sacramento, CA! I would like to share information on recent TIPCAP activities at California Rural Indian Health Board, Inc. (CRIHB). CRIHB had a busy summer teaching the new National Highway Traffic Safety Administration (NHTSA) curriculum. The new curriculum took place over 4 full days, including practice at the fitting station. One piece of advice to new students—ask a lot of questions and spend as much time as possible in the vehicles! By training to become strong technicians who can provide education to families to properly install child safety seats, you will save lives and money through early intervention, serving as an expert in your field and seeking funding to sustain programs to address your community need. You will be able to network with similar agencies and combine resources to increase community outreach. Lastly, if you are a confident technician, you can complete your instructor candidacy and become a community child passenger safety (CPS) instructor. This will allow you the ability to provide continuing education units (CEUs) to other technicians, and you could charge a fee for services for your teaching hours. It is important for Tribal communities to build on relationships within their local communities to ensure sustainability.

One of CRIHB's injury prevention goals is to help our member programs achieve sustainability and find ways to increase their capacity to deal with injury prevention issues. I partnered with Tule River Indian Health Council's newly certified CPS instructor, Adrianna Gibson; Safe Kids Sacramento instructors; Graton Rancheria; and the IHS area office to make the course a success.

The August course was a great success, and Indian Health Council, Inc.'s new Injury Prevention Coordinator, Rick Romero, is now a certified CPS Technician, along with Yvonne Blank from American Indian Health Project in Bakersfield, CA; Ramona Najera and Nichole Redmond from Fresno American Indian Health Project; Peggy Frank from Graton Rancheria Tribal TANF; Melissa Nesvald from CRIHB Tribal Head Start; and, last but not least, Sherry Caldwell, Kristi Lozinto, and James Le Beaux from Sonoma County Indian Health Project. Of the 15 students, 9 were from Tribal health programs across California.

I will keep everyone posted on the next CPS course to be held by CRIHB, in case you want to visit California!



For more information, contact:

Julie Adams
Injury Prevention Coordinator

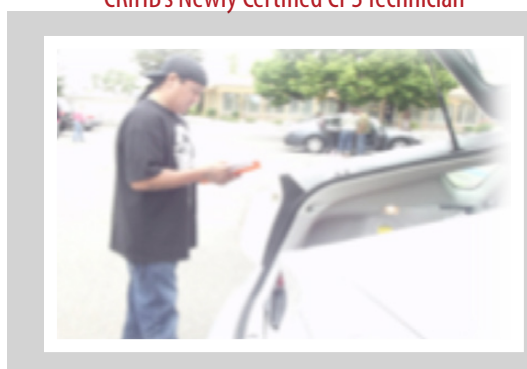
California Rural Indian
Health Board, Inc.

Phone: (916) 929-9761 x151
E-mail: julie.adams@crihb.org

Rick Romero

TIPCAP Coordinator

CRIHB's Newly Certified CPS Technician



Tribal Technical Assistance Program (TTAP) Centers

The Centers for Disease Control and Prevention (CDC) Injury Center and the Federal Highway Administration Office of Technical Services (FHWA–OTS) have formed a partnership to enhance Tribal transportation safety services at three of seven Tribal Technical Assistance Program (TTAP) centers. Traditionally focused on road improvements, the TTAP centers will expand technical assistance to Tribes to include preventing impaired driving, increasing seatbelt use, and increasing child safety seat use. Focus areas include partnership building, training, data collection, evaluation, and the 4E's of prevention.

CDC will fund three modified safety circuit rider (SCR) positions to work with Tribal programs and coordinators in implementing evidence-based countermeasures at the following TTAP centers:

- Western TTAP Center, located at the National Indian Justice Center in Santa Rosa, CA, provides service to 139 Tribes in California and Nevada. <http://www.nijc.org/ttap.html>.
- Southern Plains TTAP, located at Oklahoma State University in Stillwater, OK, provides services to 44 Tribes in Kansas, Southern Nebraska, Oklahoma, and Texas. <http://ttap.okstate.edu/>.
- Northern Plains TTAP, located at United Tribes Technical College in Bismarck, ND, serves 24 Tribes in Montana, Northern Nebraska, North Dakota, South Dakota and Wyoming. <http://www.uttcc.edu/about/forum/ttap/>.

TIPCAP programs in the above TTAP service areas are encouraged to utilize this new resource for technical assistance. The modified SCR Program will begin in mid-December 2014. For questions about this program, contact Holly Billie, CDC Injury Prevention Specialist, at hdb3@cdc.gov.

Holly Billie, MPH
CAPT, US Public Health Service
Injury Prevention Specialist

For more information, contact:

National Center for Injury
Prevention and Control
Centers for Disease Control and Prevention
4770 Buford Highway, NE (F62)
Atlanta, GA 30341-3724
Phone: (770) 488-4712
Fax: (770) 488-1317
Email: hdb3@cdc.gov

Ask the Advisory Committee: TIPS FROM THE ADVISORY COMMITTEE

The Advisory Committee serves a very important role in building capacity and strengthening networks among TIPCAP Injury Prevention Coordinators across the TIPCAP sites. As TIPCAP Year 5 is well underway, the Advisory Committee wants to remind all TIPCAP Injury Prevention Coordinators they are available for guidance to share ideas, concerns, and resource needs. At the Advisory Committee meetings, the members share information for a successful injury prevention program. The following are recommendations from the Advisory Committee:

1. **Be creative concerning data collection!**

Advisory Committee members understand that there are many factors that may lead to slippages in collecting outcome and impact data, but do not be discouraged. Many TIPCAP Injury Prevention Coordinators are collecting extremely useful data. For example, many people have sign-in sheets at events such as health fairs. By counting the number of names on a sign-in sheet, you can show program reach! If there are gaps in collecting seatbelt or child safety seat data, develop written surveys that look at knowledge of car restraint policies (if applicable) and self-reported use of occupant restraint use. Make sure you follow appropriate approvals for Tribal community surveys if applicable.

2. **Be an advocate!**

As TIPCAP Injury Prevention Coordinators who oversee the many duties and tasks of the injury prevention program, you have a voice that can influence policy. Ask to present at Tribal leadership meetings or Council or Health Board meetings. TIPCAP Injury Prevention Coordinators also have strong and broad networks with various coalitions, Tribal fire and police departments, and even Head Start Programs to create a group that will become advocates as well.

3. **Be visible!**

Instead of only relying on fliers or email, attend community events (e.g., pow-wows, Tribal fairs). Present at other coalition and/or work groups to share how they can be involved in IP. Other ways to increase visibility could involve using Tribal newspaper and social media.

THE 2014-2015 TIPC ADVISORY COMMITTEE

The Advisory Committee meets every third Monday of the month. Please do not hesitate to contact your Advisory Committee representatives to ask questions of TIPC events and activities or advice!



Nancy Bill, IHS Injury Prevention Program Manager



ALASKA
Shawna Hildebrand
Tanana Chiefs Conference
shawna.hildebrand@tananachiefs.org
907-452-8251
Alternate: Mary Clark



OKLAHOMA
Vacancy



ALBUQUERQUE
Alvino Lovato
Pueblo of San Felipe Injury Prevention
alovato@sfpueblo.com
505-771-9900 ext. 1107
Alternate: Maria Benton



PHOENIX
Lyndee Hornell
Hualapai Health Department
lhornell@gmail.com
928-769-2207 ext 230
Alternate: Carrie Brown



BEMIDJI
KaRee Lockling
Fond du Lac Band of Lake Superior Chippewa
KareeLockling@FDLREZ.COM
218-878-2148
Alternate: Alan Tomow



PORTLAND
Gloria Point
Northwest Washington Indian Health Board
Gloria@indianhealthboard.org
360-647-9480 ext 204
Alternate: Luella Azule



CALIFORNIA
Julie Adams
California Rural Indian Health Board, Inc.
julie.adams@carih.org
(916) 929-9761 x151
Alternate: Adrianna Gibson



GREAT PLAINS
Gina Yellow Eagle
Great Plains Tribal Chairmen's Health Board
gina.yelloweagle@gptchb.org
605-721-1922 ext 156
Alternate: Pam Pourier



NAVAJO
Tara Clitso
Tuba City Regional Health Care Corporation
tara.clitso@tchealth.org
928-283-2855
Alternate: Norma Bowman

TECHNICAL ASSISTANCE CENTER RESOURCES



For more information, contact:

Ciara Zachary, Ph.D., M.P.H.
Program Manager
Econometrica, Inc.
7475 Wisconsin Ave., Suite 1000
Bethesda, MD 20814
Office: 240-204-5153
czachary@econometricainc.com



For more information, contact:

Oladoyin (Doyin) Idowu, M.H.S.A.
Health Research Associate
Econometrica, Inc.
7475 Wisconsin Avenue, Suite 1000
Bethesda, MD 20814
Office: 240-204-5147
oidowu@econometricainc.com

The following new resources are available from the TIPCAP Technical Assistance Team:

TOOLS

- An interactive injury calculator entitled “Motor Vehicle Prioritizing Interventions and Cost Calculator for States (MV PICCS)” by the Centers for Disease Control and Prevention: <http://www.cdc.gov/motorvehiclesafety/calculator/>.

ARTICLES

- An article entitled “Louis Garneau Recalls Aerodynamic Bicycle Helmets Due to Injury Hazard” by U.S. Consumer Product Safety Commission, available at: <http://www.cpsc.gov/en/Recalls/2015/Louis-Garneau-Recalls-Aerodynamic-Bicycle-Helmets/>.
- An article entitled “Strength Training Boosts Memory in a Single Session,” from Medscape, http://www.medscape.com/index/section_10173_0.
- An article called “Building Community Commitment for Safe, Stable, Nurturing Relationships and Environments” by Prevention Institute and the Centers for Disease Control and Prevention: <http://www.preventioninstitute.org/component/jlibrary/article/id-355/127.html>.
- An article entitled “Almost All Infant Car Seats Misused” by Jim Kling, American Academy of Pediatrics (AAP): <http://www.medscape.com/viewarticle/833213>.
- An article entitled “Cyber Bullying Facts and Tips, A No Bullying Guide Released Today” by Ciaran Connolly, Treze Ltd., available at: <http://www.prweb.com/releases/2014/10/prweb12215890.htm>.
- An article entitled “Heavy Backpacks on Little Backs” by C. Claiborne Ray, The New York Times, http://www.nytimes.com/2014/10/14/science/heavy-backpacks-on-little-backs.html?_r=0.
- An article entitled “Study Details the Risk to Infants Put on Sofas to Sleep” by Catherine Saint Louis, The New York Times, <http://www.nytimes.com/2014/10/13/us/study-details-the-risk-to-infants-put-on-sofas-to-sleep.html>.
- An article entitled “Tax Free Child Passenger Safety” from Safe Kids Worldwide, http://www.safekids.org/sites/default/files/documents/publicpolicylibrary/tax_free_car_seats_v.f_09.22.2014.pdf.

REPORTS

- Centers for Disease Control and Prevention, October 2014 Vital Signs Issue: Motor Vehicle Crash Injuries. For more information, visit: <http://www.cdc.gov/vitalsigns/crash-injuries/index.html>.
- Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report (MMWR). For more information, visit: <http://www.cdc.gov/mmwr/>.
- National Highway Traffic Safety Administration, Traffic Safety Facts 2012 Data. For more information, visit: <http://www-nrd.nhtsa.dot.gov/Pubs/812070.pdf>.

EVENTS

- February: American Heart Disease Awareness Month, American Heart Association. For more information, visit: <http://www.heart.org/HEARTORG/>.
- February 1–7: National Burn Awareness Week, American Burn Association. For more information, visit: <http://www.ameriburn.org/preventionBurnAwareness.php>.
- March: National Nutrition Month, Academy of Nutrition and Dietetics. For more information, visit: <http://www.eatright.org/nnm/#VFevOBZ77Uw>.
- March 23–27: National Workzone Awareness Week, American Traffic Safety Services Association. For more information, please go to the following Web site: <http://www.atssa.com/Events/NationalWorkZoneAwarenessWeek.aspx>.

DEADLINES

- IHS 2016 Injury Prevention Epidemiology Fellowship: a 12-month advanced learning experience to increase knowledge and skill-building in injury prevention, due **December 15, 2014**.

If you would like a copy of an aforementioned resource, please contact
Ciara Zachary at czachary@econometricainc.com or
Doyin Idowu at oidowu@econometricainc.com.

NEW FACES AT TIPCAP



Sarah Kay "Nasaluk" Crumbley,
TIPCAP Coordinator

Meet Sarah Crumbley, New IP Coordinator, Maniilaq Association

Sarah Kay "Nasaluk" Crumbley was born and raised in Kotzebue, AK, and has a precious 6-year-old daughter named Brianna. She graduated from Kotzebue Middle/High School in 2005, has taken classes at the local Chukchi College, and also attended the University of Alaska Anchorage for 2 semesters and Charter College for several quarters. She says, "I am still unsure as to what I want to be when I grow up, but I know I want it to be in the medical field! I have been part of the Maniilaq family for about 8 years altogether now, in different parts of the hospital, and a Certified Pharmacy Technician for 3 of those years. I am very excited to see what God has in store for the future of our people and our entities."



Yvette Zotigh,
TIPCAP Coordinator

Meet Yvette Zotigh, New IP Coordinator, Kiowa Tribe of Oklahoma

Yvette Zotigh of Hobart, OK, is a full-blood Kiowa and is honored to have the opportunity to work for the Kiowa Tribe as the Injury Prevention Program Coordinator. Yvette is a mother of five boys, three in college and one serving in the U.S. Navy. Her focus is to achieve the goals of TIPCAP in motor vehicle safety and elder fall prevention. With 18 years of business management in customer relations and "servant leadership" experience, her hope is to create an engaged and passionate recourse for the children and elders in her Tribe. Her ultimate mission is to promote living longer lives for elders in a safer environment, as they are very much needed and valued in Native American communities, both local and national. She appreciates the opportunity to be a positive instrument for creating a safer and healthier environment for her Tribe!

TIPCAP GENERAL ANNOUNCEMENTS

TIPCAP Webinars

The winter webinar is tentatively scheduled for January/ February 2015 and will focus on Child Passenger Safety. The spring webinar will focus on elder fall prevention.

TIPCAP Data Online

The TIPCAP Data Online team is happy to fulfill requests for site-specific data and TIPCAP summary data. To request a meeting to discuss your program's data and how TIPCAP Data Online can help, please send an email to tipcapdataonline@econometricainc.com!



Bundle of Joy!

Gina Yellow Eagle, Injury Prevention Coordinator at the Great Plains Tribal Chairmen's Health Board TIPCAP site had a little girl. Adrina Marie Bad Wound, born 10-14-14, 6.4 lbs, 19 inches long.



TIPCAP General Announcements

If you would like to share general announcements with TIPCAP, please provide your information to Ciara Zachary at czachary@econometricainc.com.

TIPCAP CONTACT LIST

Alaska Area

Mary Clark, Injury Prevention Coordinator
Bristol Bay Area Health Corporation
Phone: 907-842-3396
E-mail: mclark@bbahe.org

Vacancy, Injury Prevention Coordinator
Norton Sound Health Corporation

Lesa Way, Injury Prevention Coordinator
South East Alaska Regional Health Consortium
lesaahw@searhc.org

Sarah Crumbley, Injury Prevention Coordinator
Maniilaq Association
Phone: 907-442-7544
E-mail: sarah.crumbley@maniilaq.org

Cyndi Nation
Injury Prevention Coordinator
Tanana Chiefs Conference
Phone: 907-452-8251 x3227
E-mail: cyndi.nation@tananachiefs.org

Albuquerque Area

Alvino Lovato, Injury Prevention Coordinator
Pueblo of San Felipe Injury Prevention
Phone: 505-771-9900 ext. 1107
E-mail: alovato@sfpueblo.com

Maria Benton, Injury Prevention Coordinator
The Pueblo of Jemez Injury Prevention Program
Phone: 575-834-1001
E-mail: mabenton@jemezpuablo.us

Bemidji Area

Luis Salas, Injury Prevention Coordinator
Northern Native American Health Alliance
Phone: 715-682-7137, x4813
E-mail: naha@badriverhealth-services.com

Vacancy, Injury Prevention Coordinator
Oneida Environmental, Health, and Safety Division

Alan Tomow, Injury Prevention Coordinator
Menominee Indian Tribe of Wisconsin
Phone: 715-799-4938
E-mail: atomow@mitw.org

Vacancy, Injury Prevention Coordinator
Ho-Chunk Nation

KaRee Lockling, Injury Prevention Coordinator
Fond du Lac Band of Lake Superior Chippewa
Phone: 218-878-2126
E-mail: KareeLockling@fdlrez.com

California Area

Rick Romero, Injury Prevention Coordinator
Indian Health Council, Inc.
Phone: 760-749-1410
E-mail: romero@indianhealth.com

Adrianna Gibson, Injury Prevention Coordinator
Tule River Indian Health Center, Inc.
Phone: 559-784-2316 x235
E-mail: Adrianna.Gibson@crihb.net

Julie Adams, Injury Prevention Coordinator
California Rural Indian Health Board, Inc.
Phone: 916-929-9761 x1512
E-mail: Julie.Adams@crihb.net

Great Plains Area

Danita Wanna
Sisseton-Wahpeton Oyate of Lake Traverse Reservation
Phone: 605-698-3652
E-mail: danitaweswo-nsn.gov

Gina YellowEagle, Injury Prevention Coordinator
Great Plains Tribal Chairman's Health Board
Phone: 605-721-1922 x156
E-mail: gina.yelloweagle@gptchb.org

Pam Pourier, Injury Prevention Coordinator
Oglala Tribe Department of Public Safety
Phone: 605-867-8167
E-mail: ppourier@ostdps.org

Navajo Area

Mary Robertson-Begay, Injury Prevention Project Director
Hardrock Council on Substance Abuse, Inc.
Phone & Fax: 928-725-3501
E-mail: mbegay523@yahoo.com

Vacancy, Injury Prevention Coordinator
Navajo Nation Department of Highway Safety

Tara Clisto, Injury Prevention Coordinator
Tuba City Regional Health Care Corporation
Phone: 928-283-2855
E-mail: tara.clisto@tchealth.org

Oklahoma Area

Yvette Zotigh, Injury Prevention Coordinator
Kiowa Tribe of Oklahoma
Phone: 580-654-2300 x361
E-mail: kipp@kiowatribe.org

Vacancy, Injury Prevention Coordinator
Kaw Nation Injury Prevention
Phone: 580-362-1045
E-mail: tharris@kawnation.com

Vacancy, Injury Prevention Coordinator
Choctaw Injury Prevention Program

Rosie Tall Bear, Injury Prevention Coordinator
Absentee Shawnee Tribal Health Programs
Phone: 405-701-7601
E-mail: RTallbear@astribc.com

Phoenix Area

Lisa Aguerro, Injury Prevention Coordinator
Quechan Indian Tribe
Phone: 760-572-0437
E-mail: laguerro@quechantribe.com

Lyndee Hornell, Injury Prevention Coordinator
Hualapai Tribe
Phone: 928-769-2207 x230
E-mail: lhornell@ymail.com

Carrie Brown, Injury Prevention Coordinator
Reno-Sparks Indian Colony
Phone: 775-329-5162 x1929
E-mail: cbrown@rsiclinic.org

Jaymee Moore, Injury Prevention Coordinator
Colorado River Indian Tribe (CRIT)
Phone: 928-669-8090
E-mail: jaymee.moore@crit-dhs.org

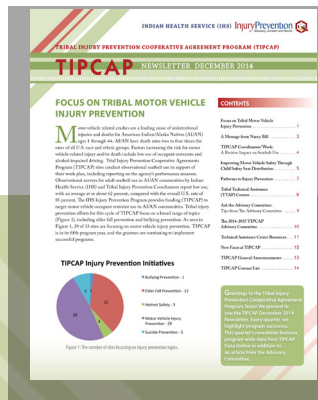
Jessica Haozous, Interim Injury Prevention Coordinator
San Carlos Apache
Phone: 928-475-2338
E-mail: jhaozous@scpd.scat-nsn.gov

Verena Jackson, Injury Prevention Specialist
Gila River Indian Community
Phone: 520-550-8000
E-mail: verena.jackson@gric.nsn.us

Portland Area

Gloria Point, Injury Prevention Coordinator
Northwest Washington Area Indian Health Board
Phone: 360-647-9480 x204
E-mail: Gloria@indianhealth-board.org

Luella Azule, Injury Prevention Coordinator
Northwest Tribal Epidemiology Center
Phone: 503-416-3263
E-mail: LAzule@npaihb.org



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