



# TIPCAP NEWS

*Newsletter of the Tribal Injury Prevention Cooperative Agreement Program of the Indian Health Service*

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## HO-CHUNK NATION

### Building networks and addressing community needs

**By: Lisa Herritz**

The Ho-Chunk Nation Injury Prevention Program was able to focus on additional injury prevention needs as well as having a successful year distributing 481 car seats through TIPCAP. The need for water safety and for a tribal networking coalition came to the forefront in 2022 and 2023. Pam Thunder addressed the water safety needs in the community, and Lisa Herritz worked closely with William Crump (IHS) and Jennifer Booge (National Digital Car Seat Check Form) to address the needs for a Midwest Tribal Child Passenger Safety Networking Coalition.

The Midwest Tribal Child Passenger Safety and Occupant Protection networking group was established to support new and existing child passenger safety and occupant protection (CPS/OP) programs and form a regional network of tribal CPS/OP advocates. The Tribal Child Passenger Safety Program Coalition (TCPSC) will hold four virtual meetings per year with two in-person events.

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**Office of Environmental Health & Engineering**  
Division of Environmental Health Services  
Injury Prevention Program

## [cont.] Building networks and addressing community needs

TCPSC aims to support CPS educational efforts unique to tribal communities by sharing resources to enhance tribal OP programs and outreach efforts. It aims to deliver guidance on certifying Child Passenger Safety Technicians (CPSTs) and providing continuing education opportunities, including seat checks for recertification requirements. By providing a space to share ideas, discuss effective program strategies, program challenges, and lessons learned from other CPS programs, this coalition will strengthen and grow sustainable injury prevention programs in tribal communities.

The TCPSC coalition invited CPSTs, instructors, technician proxies, tribal health departments, traffic safety partners, Head Start staff, Indian Health Services staff, and other tribal partners. The virtual meeting featured an educational CEU presentation by Denise Donaldson from Safe Ride News. Our first vir-

tual Tribal Child Passenger Safety Coalition networking meeting was held on May 18. The next meeting will be an in-person work and education day to provide CPSTs the opportunity for seat check offs and educational learning with the goal of helping prevent re-certification lapse.

Pam Thunder took the initiative to address the water safety needs in the community. It was discovered that many communities within the Ho-Chunk Nation were without swimming lessons and were also in need of life jackets. The Injury Prevention Program partnered with Ho-Chunk Nation's Head Start centers to conduct an injury prevention needs assessment. This assessment was completed during the 2022-23 school year at 6 centers. A short survey was developed and distributed to parents, caregivers, and Head Start staff. In total, 74 responses were gathered. Top areas of concern included falls,



swimming, and fire. The Injury Prevention Program was able to utilize a small amount of tribal funds to address swimming safety by purchasing life jackets for each Head Start student. A total of 120 children were offered appropriately fitted life jackets. In addition, educational materials were developed and distributed to parents, caregivers, teachers, and students. Our future plan is to focus on the injury prevention needs assessment data, as it will be utilized to plan future projects with Head Starts, including prioritizing and seeking grant funding. ■



## Thank you, Molly!

We want to extend our gratitude to LCDR Madson for her dedication to TIPCAP during her time as the TIPCAP Manager, and as a Project Officer, over the past many years. Molly is not leaving us, but moving on to the Injury Prevention Program Manager role as Andrea has been chosen as the new TIPCAP Manager. LCDR Madson's oversight and support of all TIPCAP programs has been instrumental in the success of this cooperative agreement program. Her leadership, especially during the pandemic, provided creative thinking, injury prevention expertise, and the kindness and grace we all needed, all while wearing multiple hats at IHS Headquarters. **Thank you, Molly, for your time, dedication, leadership, and endless hours of support.** It has truly been a pleasure working so closely with you. Also, please tell Lucy we will miss her face on Zoom – she brought a lot of light and smiles to our calls. 😊



# TCRHCC Injury Prevention Program continues preventative efforts to reduce factors of elder falls and suicide

By: Tina Billy

Falls and suicide remain the two leading causes of injuries within the Tuba City Service Area (TCSA) in Tuba City, AZ. Our goal for TIPCAP is to address and promote elder fall prevention in individuals 65 years and older by conducting home assessments at the residences of elder fall patients to identify tripping hazards, resource referrals, fall prevention education at community events, implementation of elder exercise programs at senior centers and chapter houses, case discussions, and partnerships with other programs. Suicide prevention is addressed through evidence-based strategies including providing suicide prevention presentations, such as ASIST training and safeTALK, at local schools

to reduce risk factors for students. Some highlights and activities since December 2022 include:

- 26 home assessments were conducted
- 31 fall prevention devices were delivered to fall patients
- 58 resource applications were submitted to various partners/organizations for assistance with installation of safety devices and other home improvements and repairs.
- Provided falls and suicide presentations each month at Chapter and Veteran meetings and with Case Discussions, Suicide Task Team, Native Connections (suicide), and the Injury Prevention Committee.

- Refined a partnership agreement with Native American for Community Action (NACA) in Flagstaff, AZ to address the Zero Suicide Framework. In return, TCRHCC Community Health Services will share suicide data with NACA.



## Welcome Takara Bighorse!

Ms. Takara Bighorse was hired as the new Injury Prevention Specialist/Program Assistant in the Environmental Health Services/Injury Prevention Program. Ms. Bighorse will be assisting the IP Coordinator with various tasks, such as home assessments and outreach activities, and as a Matter of Balance coach.

## Other Accomplishments from TCRHCC



The first Matter of Balance exercise component was introduced at a local senior center on May 8, 2023, and additional classes will be scheduled at other senior centers within the Tuba City Service Area.



The IP program assisted the Native Connections Program with classes that use culture to educate youth on the value of life through the art of making Dreamcatchers or Moc-casins. Youth benefit by learning the purpose of life, identifying their interests, and exploring or aligning their purpose and career paths with their own dreams and goals.



An ad on elder falls prevention awareness was published in the Navajo Hopi Observer.

# Demand for ATV helmets is on the rise

By: Skye Holmes



Beginning in June 2022, Indian Health Council started using social media to advertise the new ATV program, which includes ATV safety classes. The first class was held July 5, 2022. Since the first class, there have been ten ATV safety classes conducted. Each class has varied in the number of participants, and a total of 23 participants have completed the class. Thirteen free helmets have been distributed to participants, while ten helmets are awaiting distribution. ATV safety classes and helmet distribution was not the only new project to Indian Health Council.

In 2021, Indian Health Council started holding car seat check events. These events are still new to the community. Each event has had 1-3 participants attend. Participants have their car seats inspected, vehicles researched for recalls, and the Child Passenger Safety Technician addresses any questions or concerns that the participant may have. These activities will continue at Indian Health Council. The Injury Prevention Coordinator is creating educational material to inform community members on what a car seat check event is.

As of August 15, 2023, there will be a new Injury Prevention Coordinator working for Indian Health Council. Skye Holmes, who has handled the injury prevention program for the past six years, is set to resign from her position as the Injury Prevention Coordinator. Skye has received her certificates to practice as an EMT and is planning on moving into the field of emergency medicine. Her career goal is to be a firefighter paramedic, while still maintaining her Child Passenger Safety Technician certification. ■

## Goodbye and Good Luck, Skye!

IHS and the monitoring contractor team would like to wish Skye a fond farewell as she prepares to leave her position with TIPCAP. Skye has served as the Coordinator for IHC, Inc. since the last TIPCAP funding cycle, successfully transitioning the program from a Part II to a Part I and substantially increasing access to IP services in the many communities served by IHC in Southern California. Skye has been a leader in creating social media awareness and campaigns around injury prevention and has successfully increased car seat and helmet use amongst area tribes. Thank you, Skye, for all you have done. It's been a pleasure working with you and we wish you the very best in your future endeavors. We will greatly miss your creative videos and especially all of your costumes. Be well and keep in touch!





# Hopi Tribe adds child passenger safety to its IP agenda

By: Megan Talahaftewa

Hello from Hopi, Arizona! My name is Megan Talahaftewa; I serve as the TIPCAP Injury Prevention Coordinator with the Hopi Department of Transportation.

Six months into Year 3 of TIPCAP, we have added child passenger safety to our emphasis areas, while continuing to focus on increasing seat belt use by educating and advocating for a primary seat belt code for Hopi.

We are currently taking surveys for community feedback from Tribal members on a primary seat belt code for Hopi. So far, we have collected over 300 surveys and continue to gather more. Of the community feedback gathered thus far, 82% of community members favor a primary seat belt code for Hopi. We plan to use the feedback we receive to help demonstrate support for a Primary Seat Belt Code when we present to our Hopi Tribal Council. We have also been assisting the Office of Environmental Health and Environment with community seat belt observation in identified locations to collect primary data for Hopi.

With child passenger safety (CPS), we have been on a mission to get



more certified CPS Technicians (CPSTs) here in Hopi. In May, we partnered with the Navajo Department of Highway Safety to certify seven of our Hopi first responders (three from the fire crew, three from Public Health Nursing, and one for the emergency department). We also certified three local Community Health Representatives in November of 2022. As a result, we now have 17 certified CPSTs in Hopi. The Hopi TIPCAP program is in the works of planning a car seat distribution/check event and more events with our local technicians.

The Hopi TIPCAP program also has been conducting one-on-one car seat sessions with parents/caregivers who need a car seat for their children. Sessions have been going great as we educated parents/caregivers about picking the appropriate seat for their child based on height/weight, proper car seat installation, and vehicle recall checks.

Working with the TIPCAP program has been such an amazing experience. I am excited to continue with more activities this year for our Hopi/Tewa community. ■



# Prioritizing elder safety

*Providing exercise classes, safety equipment, and education for our community elders*

By: Teri da la Cruz



Good day everyone!

Here in the Ak-Chin Indian Community, we are going strong into Year 3 of our TIPCAP grant. Our focus in the community is targeting fall prevention for elders. As we try and keep our new aging 55+ elders active while they are still working, we aim to help the older elders cope with the daily tasks of life and the ways that some things are a little harder on their bodies. We provide Functional Fitness, a modified Yoga class, twice a week. In the class, they use yoga straps, bands, leg weights, and a light

medicine ball, all with the assistance of a chair, if needed. With this constant movement, our goal and hope is that they feel confident in their daily tasks.

We also assist elders in their homes. We conduct home assessments yearly and as needed. We want to help ensure their safety and that they have adequate protection in case of a fall. The Injury Prevention Program does a walk-through of the home and helps find ways the elder can improve their space if hazards are found. During this first visit,

we can help with maintenance or environmental issues. We ask if they are updated on their medications or need a community health nurse to visit. During these conversations, we ask if they have used or expired medications that they need to dispose of. We can provide the elder with our Detera medication disposal bags. We educate them that it is unsafe to throw or flush unused drugs. They find these bags helpful to keep people safe in their homes. I also request that they take our home safety education class. In the class, they receive a medication lock box, fire extinguisher, and extra smoke detectors. All this will help protect them in case of an emergency. We couldn't do this without our maintenance department making our elderly a priority and being a huge partner with the Injury Prevention Program.



Top: Function Fitness instructor demonstrates how to use the chair during class. Left: Elders use resistance bands during the Function Fitness class.



## Native CARS accomplishes much in Year 3!

By: Olivia Whiting-Tovar

In the last year, the NPAIHB's Native Children Always Ride Safe (Native CARS) TIPCAP project has been busy. We'd like to highlight some of our accomplishments:



We coordinated a Child Passenger Safety (CPS) Technician certification course for Tribal employees from five Northwest Tribes and one employee from an urban-Indigenous-serving organization in Portland. We are coordinating the second CPS Technician certification course to be held in Worley, Idaho. Partnerships with CPS Technician and Instructor networks from within Oregon, Idaho, and Washington have played a key role in allowing the project to flourish as well as expanding the CPS impact and visibility.



We collected over 400 Tribal community-specific car seat use observations with Tribal partners from four Northwest Tribes.



Native CARS TIPCAP was awarded the "Buckle Up for Life-Gift of Safety" special opportunity, which provides 20 convertible car seats to be distributed to partner Tribes in need of these resources in the Northwest.



On behalf of Native CARS TIPCAP, Tam Lutz, the NPAIHB MCH Programs Director, presented at the Lifesaver's National Conference on the work we've done since the beginning of the grant cycle and shared our resources with the session attendees. This was a great opportunity for both Tam and Olivia to connect with other resources and experts.



We held 3 Tribal and 3 urban car seat clinics, providing resources and education to Indigenous families.

There have also been quite a few cosmetic updates to the Native Children Always Ride Safe (CARS) Atlas ([www.NativeCARS.org](http://www.NativeCARS.org)), including making Tribal-specific CPS resources and data easily accessible on the Atlas. Module 3, Section 3.2 now has tutorials on utilizing national data systems to find American Indian and Alaska Native-specific motor vehicle-related injury data. Section 3.2 also has reports and other useful content from the Native CARS project and the Northwest Tribal EpiCenter's Motor Vehicle Injury Data Project. Module 4 now has video tutorials on how Native CARS TIPCAP collects Tribal community-specific CPS seat use and driver restraint use data and ways to analyze the data. The data collection methods can be implemented in your community, too!

All the resources on the Native CARS Atlas are free to use for your CPS needs. Come check us out at [NativeCARS.org](http://NativeCARS.org)! ■

Olivia (left), Native CARS TIPCAP Project Coordinator, CPST, and Tam (right), NPAIHB's MCH Programs Director, CPST, at Lifesavers National Conference.



## RMTLC provides resources to community for fall prevention and pedestrian & motor vehicle safety

**By: Elaine Cummins & Aishitha Chembeti**

Greetings from Montana to everyone! First things first, I would like to thank TIPCAP for funding our program on injury prevention. My name is Elaine Cummins, and I am the Injury Prevention Project Coordinator. Since our last update, we have come up with a home assessment to evaluate how we can help reduce elder falls in each of the Tribal communities that we serve. We plan to distribute those to the local clinics and Tribal leaders. The elders are still not comfortable doing in-person assessments due to Covid-19 restrictions and strict health guidelines still in place in their communities. We plan to promote fall prevention by distributing fliers and brochures. Also, we want to get an idea on what the needs are for safety devices in each community and educate the elders on our home assessment purposes. We plan to provide promotional materials like last year.

The Tribes enjoyed distributing injury prevention materials during their health fairs. We had pedestrian reflectors for people on bikes, going on walks, or if their child is walking home from school. There were seat belt covers provided with native designs in all different colors to promote seat belt usage. First aid kits, hand sanitizer, and multi-use flashlights for road side safety were distributed. By providing these materials, it resulted in many people attending the community health fairs.

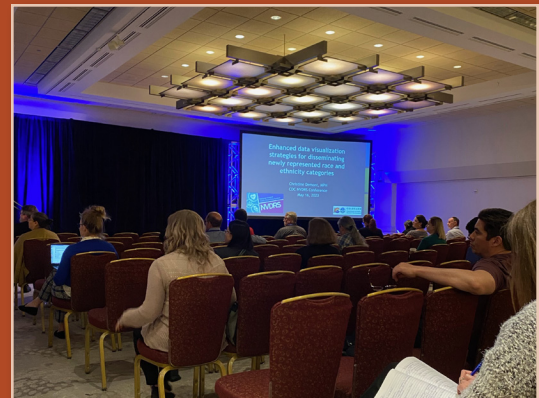
Aishitha developed injury mortality and morbidity reports and provided 2-pagers of the leading causes of injury for each Tribe. She is currently working on the needs assessment data collection for an analysis.

I have recently completed the online Injury & Violence Prevention Course Level III. My colleague, Aishitha, and I recently attended the SAVIR Conference in Denver, Colorado. We enjoyed the discussions and presentations. I recognized some faces from TIPCAP there. We look forward to the TIPCAP Workshop in the future and being able to network with other programs. ■



RMTLC works with Tribal communities in Montana and Wyoming and serves the following tribes:

- Blackfeet Tribe
- Chippewa Cree Tribe
- Confederated Salish & Kootenai Tribes
- Crow Tribe
- Eastern Shoshone Tribe
- Fort Belknap Tribe
- Little Shell Tribe
- Northern Arapaho Tribe



Photos from the SAVIR (The Society for Advancement of Violence and Injury Research) conference in Denver, CO.



# OCCUPANT SAFETY

## FROM INCEPTION TO BEYOND

By: Monte Yazzie



### 32% rate in 2016

Thirty-two percent was the child passenger seat usage rate in 2016 when the Tribal Injury Prevention Cooperative Agreement Program was introduced into the Salt River Pima-Maricopa Indian Community (SRPMIC). Comprised of two distinct Native American tribes, the Onk Akimel O'odham (Pima) and the Xalychidom Piipaash (Maricopa), SRPMIC grows mere miles away from the bustling epicenter of Scottsdale, Arizona. With a primary law for adult seat belts and child car seats, the low usage rate was unacceptable. What was happening in this small Tribal community? Why was this number so different in comparison to other communities near SRPMIC?

### 5 changes in 5 years

Tasked with needing to change the culture of safety in the Community, the SRPMIC Injury Prevention (IP) Program identified five changes to implement over five years to promote changes in education, engagement, enforcement, engineering, and evaluation.

**Education** was the first piece of the puzzle. In 2016, SRPMIC had two active certified child passenger safety technicians (CPST). Understanding the need for more subject matter experts in the Community, the IP Program pushed for the certification of educators to strengthen the education provided within the Community. Through partnerships with the Indian Health Service, Arizona Department of Health and Human Services, and Phoenix Children's Hospital, SRPMIC increased to five CPSTs in 2017, adding an accredited instructor and five more certified technicians by 2018.

The emphasis of the Child Passenger Safety Program in SRPMIC remains dedicated to education on child passenger safety (CPS) over the installation of car seats. We aim to leave families, caregivers, and guardians safer than when they arrived at their appointments, curbside checks, or safety events.

In 2023, education remains the most vital safety component for the program, proudly serving the Community with 27 CPSTs, two

instructors, and two special needs instructors.

**Engagement** was identified early in program development as a critical element of success. How does a public health program increase engagement? By committing entirely to a PUBLIC persona. The IP Program impacted engagement by being proactive with their distribution and education programming, making appearances, hosting tables, providing training, and presenting information at every opportunity where children, parents, or guardians might be present.

In 2023, engagement is a defining characteristic of the program, in-person but also through the digital storytelling public service announcements, education announcements, and event promotions that are now a successful engagement staple of the SRPMIC Child Passenger Safety Program.

**Enforcement** is consistently one of the most challenging components of any safety intervention, and it was the same with our program. However, through tailored training for police, fire, and EMS services,

*continued on page 2*

## [cont.] Occupant Safety: From Inception to Beyond

enforcement became a standard of care of the Child Passenger Safety Program. Over five years, “fix-it tickets,” “safe choice awards,” and “safety superstar recognitions” were provided by our enforcement officials to children and guardians to offer positive safety encouragement. Two factors can measure the success: the amount of commitment from police, fire, and EMS teams at CPS events and the continuation of these positive referrals for car seats by these emergency response teams in 2023.

**Engineering** is constantly changing in the car seat world. Through a partnership with the SRPMIC Early Childhood Education Center and the Safe Routes to School Project, the IP Program was designated as a leadership team member for this project in 2022. After thoroughly surveying streets and pathways, engineering changes were implemented with vehicle traffic calm-

ing changes in lateral shifts and speed reduction humps. These changes were introduced along with extensive digital signage that encouraged child car seat use, seat belt use, and ordinance reminders specifically concerning car seat use.

**Evaluation** for IP programming is critical to the continued success and future development of any program, big or small. Evaluation is multifaceted for CPS, and for the SRPMIC IP Program, it consists of observational surveys for child passenger seat usage at all events and parent/guardian compliance with car seat belt use at pick-up/drop-off sites. We also analyze Community motor vehicle collision data, CPST education monitoring with car seat distribution, and client engagement at education events/appointments. All this evaluation helps the IP Program make informed decisions regarding curbside check locations, event safety focus, and

client education methodology. The evaluation component promotes growth, partnership, and advocacy.

### 66% rate in 2023

In January 2022, the SRPMIC IP Program re-introduced CPS goals into their program work plan, emphasizing reaching 70% child car seat usage by 2026. After one year of program interventions, with bi-monthly curbside checks throughout the school year, quarterly car seat check events, bi-annual CPST training, and monthly department education training, the IP Program has reached a 66% usage rate as of May 2023. Through continued evidence-based intervention programming, data-driven evaluation, transparent communication with Community members, and collaboration with SRPMIC programs, the SRPMIC IP Program is confident about reaching its safety goal. ■





# The Value of Mentorship for Child Passenger Safety Technicians

By: Christy Hacker



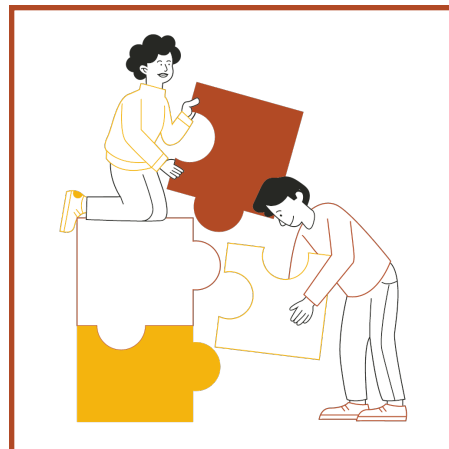
What is the best way to fit three car seats across the back seat of a sedan? What do you do when the seat belt gets caught up in the seat bight? What happens when a tether anchor isn't available in a pickup truck? What are the options to transport a large child under 2 years of age whose height and weight exceeds the limits of the car seats you have available for distribution? As the only Child Passenger Safety Technician (CPST), currently in GPIPP servicing the Rapid City urban service area, I'm often perplexed by how to handle these unique transportation situations. My experience has provided a CPST lens on how similar situations could be challenging for newer techs and techs working as the only CPST in rural reservation communities.

The Great Plains Tribal Leaders' Health Board's Great Plains Injury Prevention Program (GP IPP) is now in its 13th year of funding, and an ongoing challenge has been the retention of CPSTs to provide car seat safety education to families within tribal communities in the Great Plains. What's more, when people are trained, they may be the only tech in the community, which can be challenging when faced with a situation that is not straightforward.

I have found that CPST mentorship can come from long-distance connections, such as those I have gained through my instructor mentorship. A phone or video call can be extremely helpful to receive support. Through these support calls and video chats, I've gained confidence and felt more supported and much more prepared to help families and other CPSTs in tribal communities in our region. For example, a family came in with a need for multiple convertible seats and a booster to be installed in a passenger van. I was perplexed about the seat belt systems; there seemed to be missing parts and different configurations from what I was seeing in the manual. From a video call with my mentor, we found that all the vehicle passenger seats behind the driver's seat had been replaced. I learned confusion is a common reaction when seeing this for the first time, and I also realized that I don't have to be confused alone. I quickly recognized this situation when I saw it again in another van and was able to better support the family in their choices for that situation.

The questions I asked at the opening of this article were real scenarios presented to me. Without mentors or "phone-a-friend" resources, I'm afraid I may not have been able to help those families.

Other CPSTs within our service communities have voiced similar needs, especially newer techs that have attended GP IPP CPST certification courses and from more "seasoned" techs who may be the only tech in a remote rural community. There is a need for CPSTs in reservation communities in our region and equates to an ongoing need for a strong community of mentorship and support. Throughout the remaining years of this funding cycle, GP IPP is increasing opportunities for building tech confidence, supporting professional growth, and fostering support for families and communities in keeping their children safer with the CPST Curriculum mantra "Good, Better, and Best" in mind. ■



## Washoe Tribe gets new dedicated IP Coordinator

**By: Hunter Simpson**

My name is Hunter Simpson, and I am the new Injury Prevention Program Coordinator for the Washoe Tribe of Nevada and California. I have been in this position since February. I am a Washoe Tribal member myself and also grew up on the Dresslerville Reservation, where my office is today. After finishing school and receiving my degree in Kinesiology, I wanted to bring something back to my people and Tribe to help any way I can. I wanted to focus on the Elders' health by helping them stay active and prevent any injuries from occurring. I have been providing many home assessments and helping a lot more Elders, especially with the weather getting warmer.

We don't have a general contractor and housing authority is unable to help, so I install everything myself. I also have recently started a Bingo-cize program here in the Dresslerville community and have around 3-4 people coming consistently that are already benefiting in their everyday life.

Another highlight from the Tribe is the new "Sprung Structure" or the Wellness Center, a new fitness facility Washoe Tribal Members have access to Monday-Friday from 8am-7pm. This facility not only includes my office, it features a yoga room where I hold Bingocize each week. A Matter of Balance and our Elders' Balance classes also take place in this room. We

have about 5-6 Elders that come consistently for this class, with one gentleman that has started walking on his own again with his cane. I provided shoes for better support for him because of how often he comes and the walking he's doing now. We also have a 92-year-old woman who comes and performs everything with ease. She still drives and is very strong, and she is more flexible than all of us here! The Wellness Center is also a way for our Elders to learn and become better educated on not just fall prevention, but also exercise programs and nutrition. The Wellness Center features a kitchen, where our dietician can hold cooking classes. ■

Hunter installs safety equipment in Elders' homes, like ramps and safety bars, to help prevent accidental falls and to make mobility easier.



The new Wellness Center serves the whole community and offers exercise and balance classes and nutrition classes for Elders.

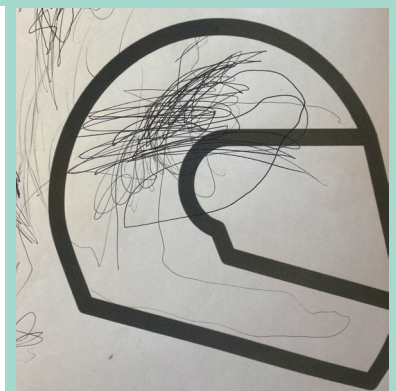
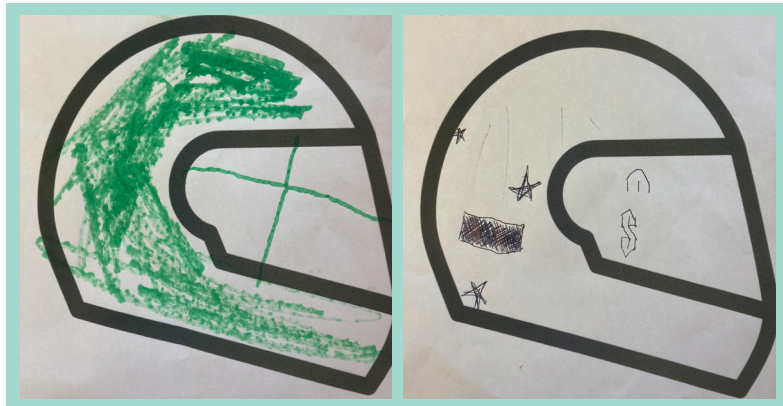




## Despite staffing shortage, BBAHC delivers on helmet safety initiatives

**By: Melanie Eakin**

Since receiving our TIPCAP funding in 2020, we have faced a string of turn-overs, followed by two and a half years of short staffing. This has really limited the amount of work we were able to complete in the first two years of the grant. Despite the staffing difficulties, we have continued to create partnerships and work towards meeting the goals laid out in our workplan, while recruiting to fill our empty positions. We are happy to announce that we filled one of our long-time vacancies with a new full-time Environmental Health Specialist, Jared Miller, who will help continue our education and helmeting program when school starts back up in the fall. Jared grew up in Dillingham and he and his family moved back here after graduating from University of Alaska Fairbanks. We are excited to welcome Jared to the team and have him working towards decreasing traumatic brain injuries (TBIs) in the Bristol Bay Region.



Students were asked to sign a contract declaring their intent to wear a helmet every time they ride an ATV. They could then draw a helmet design.

Through our staffing struggles, we have continued with outreach to surrounding schools and offered support to those wanting to provide some education to students on their own. In August 2022, we were approached by one of the Alaska WWAMI Medical School students on a rotation at the Camai Community Health Center in Naknek, AK who wanted to do an ATV safety event for kids of the Bristol Borough School District. Having worked on the ATV Safety Toolkit project with the Alaska Native Tribal Health Consortium, she was familiar with the work we are doing and wanted to offer education to the students and hand out helmets. We worked with her to pull some of the highlights from the curriculum to present to students, and she worked on getting some incentives from local stores and law enforcement. Even with it being a last-minute project, she was able to educate 24 students and raffle off 6 helmets in the process. We plan to work with Bristol Bay Borough School District staff in the coming school year to provide the full ATV safety curriculum and provide helmets to all the students.

We are excited for the upcoming school year to expand the program to additional schools in the region and provide follow-up to schools that we were able to implement the ATV Safety Toolkit with in 2022 through our TIPCAP funds. ■



# TIPCAP ANNOUNCEMENTS

TIPCAP PROGRESS REPORT TEMPLATE	
IP PROGRAM NAME	TYPE OF PROGRAM:
	<input type="checkbox"/> Part I
	<input type="checkbox"/> Part II
CURRENT REPORTING PERIOD: Choose current reporting period from drop-down menu	
<b>Instructions for using the template:</b> *You may delete or move all unnecessary sections (e.g., extra goals or objectives). *You may type continuously—extra rows will expand onto new pages. *You may add photos, links, and sound to the document. *For assistance, email <a href="mailto:ipguy@ihs.gov">ipguy@ihs.gov</a> or <a href="mailto:shelby@ihs.gov">shelby@ihs.gov</a> .	
<b>HIGHLIGHTS FROM REPORTING PERIOD</b>	
Semi-Annual: [Include major accomplishments from the <u>semi-annual</u> reporting period in the <u>white boxes</u> .]	
Annual: [Include major accomplishments from the <u>annual</u> reporting period in the <u>blue boxes</u> .]	

## Updated Progress Report Template

Exciting news! We have a new and improved narrative Progress Report Template. Some things you can look forward to are more colors, aligned activities to your reporting points, a numbering system to keep things better organized, and more! These revisions are aimed at making the Progress Report Template more user-friendly. A webinar recording will be posted on TIPCAP.org by the end of June and will go over all the changes made and how to fill out the reporting template.

You can download the new [Progress Report Template from TIPCAP.org](#). If you have any questions or problems using the updated template, please reach out to [Jenn Russell](#), [Holly McKinney](#), or [Shelby Billie](#).

## Semi-annual Progress Reports are due July 31, 2023

You should plan to submit your annual progress report to your Project Officer for review by **Friday, July 14**. The approved and finalized report should then be submitted to IHS via [www.grantsolutions.gov](http://www.grantsolutions.gov) by **Monday, July 31, 2023**. And remember, there is no harm in submitting your progress report before the deadline. 😊

## TIPCAP Annual Workshop Date Set!

The annual workshop will be held on **Thursday, September 14 and Friday, September 15, 2023 in Denver, CO**. The 14th will be a full day and the 15th a half day. The Project Officer meeting will be held the afternoon of September 13. Note that the dates follow the [Safe States Alliance conference](#), which is scheduled for September 11-13 in downtown Denver.



## Take Advantage of Safe States Membership

Did you know that TIPCAP sites can take advantage of free IP training materials from Safe States? Also, did you know that you can use TIPCAP funds for Safe States membership? This will get you a discount on the Safe States annual conference, access to the regional network, and more! [Learn more at safestates.org](http://safestates.org).

## Upcoming Trainings & Conferences

### IHS Introduction to Injury Prevention

Virtual | July 10-14, 2023

Link: <https://www.ihs.gov/ehsc/classes/>

### IHS Injury Prevention Course 2

Albuquerque, NM | August 15-17, 2023

Link: <https://www.ihs.gov/ehsc/classes/>

### Kidz in Motion

Oklahoma City, OK | August 24-25, 2023

Link: <https://kidzinmotion.org/>

### Safe States Injury & Violence Prevention Conference

Denver, CO | September 11-13, 2023

Link: <https://www.safestates.org/page/AnnualConference>

### National Transportation in Indian Country Conference

Anchorage, AK | September 24-28, 2023

Link: <https://www.nticc.org/>

### National Rural Transit Assistance Program

Myrtle Beach, SC | December 3-6, 2023

Link: <https://www.nationalrtap.org/News/Conference/2023-Myrtle-Beach>



# Welcoming IHS Staff to their new TIPCAP Roles

*With some recent changes to the TIPCAP IHS staff, we wanted to give them an opportunity to introduce themselves and for us to learn a little about them.*



“I look forward to seeing you all at the next TIPCAP workshop and spending time with you on site visits and conference calls. I am so thankful to be in this new role and excited to work with all of you!”

## Andrea Tsatoke *(New TIPCAP Program Manager)*

### **Injury Prevention Specialist, Indian Health Service Headquarters**

My name is Andrea Tsatoke, and I am the new Injury Program Specialist at IHS Headquarters! I have been with IHS for almost 15 years and have worked with Tribes in the Dakotas, Alaska, California, Nevada, and Arizona. My favorite parts of the job have been collaborating with tribal partners, working on innovative projects, and serving as a TIPCAP project officer and mentor during the fellowship. I have also had numerous opportunities working with communities to address falls, motor vehicle-related crashes, self-directed violence, and opioid poisonings.

I am passionate about injury prevention and have been fortunate to have amazing mentors, such as Holly Billie and Rob Morones. With TIPCAP, I hope to build partnerships, strengthen projects, and listen to how best to enhance and continue to support you and the program. Clearly, we have amazing TIPCAP coordinators and project officers who are really doing fantastic work addressing injuries. Thank you for your work and dedication to this program! Please feel free to reach out to me anytime on my cell (240-535-9642) or at [andrea.tsatoke@ihs.gov](mailto:andrea.tsatoke@ihs.gov) with any questions or input!

On a personal note, I have twin 11-year-old boys who are now as tall as me and keep me busy with sports and soon summer camp! I also love to travel, read, and having dance parties in the kitchen.



“It is hard to pick just one [injury to prevent] so I am going to choose two: AI/AN youth and adolescent suicides and homicides of AI/AN women.”

## Kayla Davis *(New Project Officer)*

### **District Injury Prevention Coordinator, Phoenix Area Indian Health Service, Western Arizona District Office**

Kayla has been with IHS since 2012. She has since served at two duty stations, the Shawnee Service Unit, serving the southwestern tribes of the Oklahoma City Area Office, and her current duty station in Tempe. Her background includes a Bachelor of Science in Environmental Science from Haskell Indian Nations University (2012) and a Master of Public Health with an Emphasis in Health Promotion from the University of Arizona (2021). Kayla is an Oklahoma Registered Professional Environmental Health Specialist (RPES), a Certified Child Passenger Safety Technician Instructor, a ServSafe Certified Food Manager Instructor and Proctor, and a 2020 Indian Health Service Injury Prevention Epidemiology Fellow. Kayla is an enrolled member of the Seminole Nation of Oklahoma. She has a passion for serving AI/AN communities and hopes to make significant contributions to the IHS Injury Prevention Program and the communities they serve in her new role.

# Welcoming IHS Staff to their new TIPCAP Roles



## CAPT Hugh R. Denny (*New Project Officer*)

### **Director, Office of Environmental Health & Engineering, Alaska Area Indian Health Service**

As Director of the Office of Environmental Health & Engineering, CAPT Denny oversees a complex network of Tribally managed healthcare programs across the state, including sanitation facilities construction, healthcare facilities operation, and environmental health. CAPT Denny is a commissioned officer in the U.S. Public Health Service. He joined the Public Health Service, Indian Health Service, in 1993, working to provide support for Sanitation Facilities Construction projects in many rural Alaska villages. In addition, CAPT Denny served as the facilities engineering manager for the Alaska Native Medical Center located in Anchorage. CAPT Denny received his Bachelor of Science and Master of Science in civil engineering and management from the University of Alaska Anchorage. CAPT Denny has lived in Alaska for 55 years and currently lives in Anchorage with his wife and 4 children. He enjoys hiking, skiing, biking, and exploring the beautiful State of Alaska.

“Being an avid Alaskan outdoorsman myself, if there was any injury I could help prevent, it would be traumatic brain injuries from ATV and snow machine accidents.”



## LCDR Michael Hiles (*New Project Officer*)

### **Institutional Environmental Health Officer, Nashville Area Indian Health Service**

In addition to his duties as an Environmental Health Officer, he services as the TIPCAP Project officer and Injury Prevention point of contact for Nashville Area Tribes. Prior to his arrival in Nashville in July 2020, LCDR Hiles served as the Safety Officer and Deputy Chief of Environmental Health and Safety for the Phoenix Indian Medical Center, the largest federal comprehensive medical center in IHS. Before joining the U.S. Public Health Service, LCDR Hiles worked for 6 years with the USDA, Agricultural Research Service where he served as a Safety & Occupational Health Manager assigned to the Eastern Business Service Center, providing compliance guidance and support to 14 USDA locations throughout the south-eastern US. He has a Master of Science in Public Health from the University of South Florida and previously served as an officer with the U.S. Navy and as an enlisted service member with the U.S. Army. LCDR Hiles is a single father of five wonderful children ranging in age from 13 to 32.

“As a data driven person, my focus would be on unintentional poisoning deaths. These deaths have drastically increased to 2x the next leading cause of unintentional injury (MVCs), yet the public seems fairly unaware of this fact.”



## Tod Narcomey (*New Project Officer*)

### **Sanitarian, Oklahoma City Area Indian Health Service, Lawton Field Unit**

Tod currently works with several Tribes in Southwestern Oklahoma in the areas of Environmental Health and Life Safety. Continuing to build skills in injury prevention, he currently is the Project Officer for the Apache Tribe of Oklahoma injury prevention program. For the last 4 years he has focused on child passenger safety with several Tribes and is currently a certified Child Passenger Safety Technician. A Texan native, he received his Bachelor of Science in Botany from the University of Oklahoma and his Master of Theology from the Baptist Missionary Association Jacksonville. He is a Christian, husband to Tygre, and father to 7 children. He is also a Tribal member of the Muscogee Creek Nation.





## We're halfway through...

## NOW WHAT?

*It's hard to believe that we're halfway through this TIPCAP funding cycle. It's been a strange, tumultuous, but exciting few years full of ups and downs and having to pivot. Through all of it, you have remained dedicated to preventing injuries in your communities. With that said, it's never too early to start thinking about what will happen when this funding cycle ends. Here are a few things to start planning for as we move into the second half of this five-year cycle and beyond.*

### Sustainability

When this cycle of TIPCAP funding ends, how will you continue to provide injury prevention (IP) services going forward? This looks different for each community, but starting to work on securing funding for IP activities sooner rather than later is critical. Think about **providing your tribe, organization, and leadership with information** and data to show how your work has made a positive impact in hopes they can help provide sustainable funding for IP activities long-term. Using your program profile is a great start and including data you have collected is helpful to visually represent your program's effects. If you need any assistance in program evaluation and creating materials for dissemination, we are here to help! Please reach out to us for any assistance we can provide.

We cannot stress enough how important it is to **collect data to show your program's impact**. These data are critical in applying for funding, whether it's future TIPCAP funding or through another funder like the BIA, for example. Speaking of future funding... now is a great time to start preparing for the next TIPCAP cycle. Although we do not yet know what the call for applications will require, being organized with data, budgets, narrative, and more will help you save time when the time comes. You might want to consider pulling data you have access to, or collect yourself, on what the injury issues are in your area. A community survey to ask what is locally perceived as the biggest injury issue could be a big help to fill in any existing gaps in service. Please reach out to us if we can help you create a survey and help you to evaluate results.

**Building and maintaining partnerships** is another important part of sustainability. Partnerships will be important going forward to assist in continuing to provide IP activities locally. Some partnerships could even provide funding or in-kind support to assist the sustainability of your programming. For example, you might be able to partner with state/local highway safety departments to obtain car seats for distribution. Seeking out opportunities that could provide you with supplemental funding could help sustain your program beyond TIPCAP funding.



# We're halfway through...

# NOW WHAT?

## Building Capacity

**Building capacity locally** is a big part of program sustainability. Providing training opportunities now while you have TIPCAP funding could be helpful in building a strong team of certified car seat technicians, fall prevention coaches and instructors, IP specialists, and more. Courses like the IHS provided IP trainings present an opportunity to introduce IP to partners in your community, while also rewarding them for their time and commitment to a mutually beneficial affiliation.

## Next Steps

As you start planning for program sustainability, **let us know if you are in need of any assistance!** Reach out to the monitoring contractor team or the IHS TIPCAP team. We also encourage you to send materials that have been helpful for you that we can share with all of the TIPCAP sites.

## Resources

### [A Sustainability Planning Guide for Healthy Communities](#)

This guide from the CDC helps coalitions, public health professionals, and other community stakeholders develop, implement, and evaluate a successful sustainability plan. The Guide provides a process for sustaining policy strategies and related activities, introduces various approaches to sustainability, and demonstrates sustainability planning in action with real-life examples.

### [Program Sustainability Assessment Tool \(PSAT\)](#)

The PSAT is a self-assessment used by both program staff and stakeholders to evaluate the sustainability capacity of a program. When you take the assessment online, you will receive a summary report of your overall sustainability, which can be used to help with sustainability planning.

### [Sustaining the Work or Initiative](#)

This toolkit from the Community Tool Box supports planning for using different tactics to sustain your organization or community initiative and outlines steps to follow and questions that should be answered as you go.



# TIPCAP Sites and Injury Prevention Focus Areas

## PART I SITES

TIPCAP Site	Focus Area(s)	Car Seats <sup>1</sup>	Seat Belts <sup>2</sup>	Helmets <sup>3</sup>	Exercise Classes	Home As- sess/Mods <sup>4</sup>	Other Fall Prevention <sup>5</sup>	Suicide Prevention
Albuquerque Area Indian Health Board	MVC/ Falls	X	X		X	X		
Choctaw Nation of Oklahoma	MVC	X						
Great Plains Tribal Leaders Health Board	MVC	X						
Hopi Tribe	MVC	X	X					
Indian Health Council, Inc.	MVC	X	X	X				
Kaw Nation	MVC/Falls/ Suicide	X				X		X
Maniilaq Association	Falls				X		X	
Northern Valley Indian Health, Inc.	Falls/ Suicide				X	X		X
Northwest Portland Area Indian Health Board	MVC	X						
Norton Sound Health Corporation	Falls/ TBI			X			X	
Ponca Tribe of Oklahoma	Falls				X	X		
Rocky Mountain Tribal Leaders Council	Data Profiles/ IP Support							
Salt River Pima-Maricopa Indian Community	MVC/Falls/ Opioid	X			X	X		
Santo Domingo Pueblo	Falls				X	X		
Tuba City Regional Health Care Corp	Falls/ Suicide				X	X		X
Washoe Tribe of Nevada & California	Falls				X	X		
Winnebago Comprehensive Healthcare System	MVC/ Falls	X			X	X		
Ak-Chin Indian Community	Falls				X	X		
Apache Tribe of Oklahoma	MVC	X						
Bakersfield American Indian Health Project	Falls				X	X		
Bristol Bay Area Health Corp	TBI			X				
California Rural Indian Health Board	MVC	X						
Ho-Chunk Nation	MVC	X						
Jena Band of Choctaw Indians	MVC	X						
Navajo Nation - Dept of Highway Safety	MVC	X	X					
Stockbridge-Munsee Community	Falls				X	X		
White Earth Band of Chippewa Indians	MVC	X						

## PART II SITES

MVC = motor vehicle crash (or other vehicle-related injuries); TBI = traumatic brain injuries; IP = injury prevention. <sup>1</sup> Car seat observation and/or distribution. <sup>2</sup> Seat belt observations. <sup>3</sup> Helmet observation and/or distribution. <sup>4</sup> Home assessments and modifications. <sup>5</sup> Fall prevention equipment, like ice cleats.

# TIPCAP Sites and Project Officer Contact Information

IHS Area	TIPCAP Site	Contact	Part	Project Officer
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Alaska	Norton Sound Health Corporation	Katie Hannon <a href="mailto:KHannon@nshcorp.org">KHannon@nshcorp.org</a>	Part I	Hugh Denny <a href="mailto:Hugh.Denny@ihs.gov">Hugh.Denny@ihs.gov</a>
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