

# Occupational Therapist and Older Driver Safety

## Next Steps

Active

Contract Opportunity

Notice ID

693JJ920RQ000045

Related Notice

Department/Ind. Agency

TRANSPORTATION, DEPARTMENT OF

Sub-tier

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Office

693JJ9 NHTSA OFFICE OF ACQUISTION

## General Information

- **Contract Opportunity Type:** Sources Sought (Original)
- **All Dates/Times are:** (UTC-05:00) EASTERN STANDARD TIME, NEW YORK, USA
- **Original Published Date:** Nov 07, 2019 07:58 am EST
- **Original Response Date:** Nov 15, 2019 03:00 pm EST
- **Inactive Policy:** Manual
- **Original Inactive Date:**
- **Initiative:**
  - None

## Classification

- **Original Set Aside:**
- **Product Service Code:** U - EDUCATION AND TRAINING
- **NAICS Code:** 611430 - Professional and Management Development Training
- **Place of Performance:**

Washington , DC 20590

USA

## Description

Action Code: S

Classification Code: U008, Training / Curriculum Development

Solicitation: 693JJ920RQ000045

Agency/Office: National Highway Traffic Safety Administration (NHTSA)

Location: National Highway Traffic Safety Administration HQ

NAICS Code: 611430, Professional and Management Development Training, \$12.0M

Point of Contract: Vincent Lynch, Contracting Officer, ph(202) 366-9568

Title: Occupational Therapist and Older Driver Safety Next Steps

### Description(s):

The National Highway Traffic Safety Administration (NHTSA) is issuing this Sources Sought Notice to identify potential qualified Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, HUBZone SB, SDVOSB, or WOSB concerns that may be interested in and capable of performing the work described herein to build upon the training developed for Occupational therapists (OTs) using the model OT-Drive Risk Toolkit and OT-Learn education model who work with medically-at-risk drivers.

NHTSA welcomes all qualified certified Small Business concerns with the appropriate NAICS Code and past experience to submit their Corporate Capability Statements that demonstrate their ability to successfully accomplish the goals of the proposed project as listed below. In addition to soliciting on the open market, the government may decide to later limit its competition to those qualified GSA MOBIS Schedule holding contractors listed under SIN 874-1, Integrated Consulting Services, 874-4, Training Services: Instructor Led Training, Web Based Training and Education Courses, Course Development and Test Administration,

Learning Management, Internships, and/or 874-7, Integrated Business Program Support Services. NHTSA does not intend to award a contract on the basis of responses to this notice or otherwise pay for the preparation of any information submitted. Acknowledgement of receipt of responses will not be made; and no formal evaluation of the information received will be conducted by NHTSA. NHTSA may; however later on issue a Request for Proposals (RFP). However, should such a requirement fail to materialize, no basis for claims against NHTSA shall arise as a result of a response to this notice.

**BACKGROUND:**

The National Highway Traffic Safety Administration (NHTSA) is an agency of the U.S. Department of Transportation (DOT). NHTSA's mission is to save lives, prevent injuries and reduce traffic-related health care and other economic costs. The agency develops, promotes and implements effective educational, engineering and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel.

Older Driver Safety continues to be a concern to NHTSA for at least three glaring reasons. One based on the large volume of baby boom drivers reaching 65 years old, living longer, remaining active for more years, and expecting to drive longer and further than previous cohorts. Occupational therapists (OT's), now more than ever, will be needed to meet the huge demands to assess older people to see if driver education, skill building, or driver rehabilitation is warranted or if they see clear indications that the person is unsafe to drive. Secondly, while aging affects individuals at different rates, the research supports functional decline at some point in an individual's aging process, due to changes in visual, motor, or cognitive function, requiring driving adaptations and if a person lives long enough, cessation of driving. Thirdly, increased risk of aging associated conditions and multiple medications may put older drivers at risk for harm to self or others due to increased crash risk.

Historically, NHTSA's behavioral safety research program has been in place since the late 1980's, leading to subsequent programmatic activities in the late 1990's. Under the behavioral program activities, NHTSA continues to identify key groups, who serve as subject matter experts or persons in positions of authority capable of influencing older driver behavior.

These groups include those in: allied health (occupational health providers, driving rehabilitation specialists (DRSs) social services providers like social workers and case

managers, those involved in law enforcement, driver licensing, and, medical professionals. Medical professionals of interest to NHTSA have broadened from physicians to clinicians, as Nurse Practitioners and Physician Assistants have increased in primary care, in particular.

Occupational therapists (OTs) have played an important role in addressing older driver safety because of the way they address their clients' needs. While OT's may choose to specialize in the field of driver rehabilitation, community mobility should be addressed regardless of area of practice, as an Instrumental Activity of Daily Living (IADL). OTs work with clients on Activities of Daily Living (ADL) bathing, eating, and toileting and with IADLs, including things like money management, housework, meal preparation, and community mobility. If a client has a weakness in an IADL, the OT can assess and then work with the patient/client through the rehabilitation process to address the level of independent function and safety. Driving is considered a key component of the community mobility aspect of IADL.

The issue of older driver safety continues to demand involvement from health care providers, family members and friends to prepare drivers even before a driver's license has to be taken away. Intervention begins with knowledge: knowledge of resources; knowledge of the impact of health and aging on driving ability, impact of medications and alcohol on driving, and impact of even upcoming technologies on independent mobility (driving and walking). Now more than ever, health care professionals are a vital link to the safety of their aging clientele.

### **OBJECTIVE:**

The goal of this project is to build upon the training developed for occupational therapists (name) using the model OT-Drive Risk Toolkit) and OT-Learn education model developed in the prior agreement. Such efforts will help meet the needs and demands of clinicians and driver licensing agencies (where suitable) in response to the increasing numbers of older drivers in the U.S.

### **Capabilities:**

The corporate capability statement must address the capabilities necessary to accomplish the scope outlined above as well as the additional tasks listed in the attached draft SOW.

## Format of Corporate Capabilities Statement:

Any interested qualified Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, HUBZone SB, SDVOSB, or WOSB concerns should submit their Corporate Capability Statement, which demonstrates the firm's ability and past experience in no more than 10 pages to perform the key requirements described above to the identified NHTSA point of contact listed herein.

Any proprietary information should be marked as such. All respondents are asked to certify the type and size of their business organization is in-line with the requirements of this Sources Sought Notice, and must be received no later than 9 calendar days from the date of publication of this notice.

## Attachments/Links

[Download All Attachments/Links](#)

Attachments

Document	File Size	Access	Updated Date
<a href="#">Draft_SOW_-_693JJ920RQ000045.pdf (opens in new window)</a>	363 KB	Public	Nov 07, 2019
<a href="#">Sources_Sought_Notice_(693JJ920RQ000045)_Occupational_Therapist_and_Older_Driver_Safety.pdf (opens in new window)</a>	125 KB	Public	Nov 07, 2019

file uploads

## Contact Information

### Contracting Office Address

- WASHINGTON , DC 20590

## Primary Point of Contact

- **Vincent Lynch**
- [vincent.lynch@dot.gov](mailto:vincent.lynch@dot.gov)
- Phone Number 202-366-9568