

# Older Driver Research Feasibility Study

ACTIVE

## Contract Opportunity

### Notice ID

693JJ923RQ000237

### Related Notice

### Department/Ind. Agency

TRANSPORTATION, DEPARTMENT OF

### Sub-tier

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

### Office

693JJ9 NHTSA OFFICE OF ACQUISITION

## General Information

- **Contract Opportunity Type:** Sources Sought (Original)
- **All Dates/Times are:** (UTC-05:00) EASTERN STANDARD TIME, NEW YORK, USA
- **Original Published Date:** Feb 16, 2023 12:22 pm EST
- **Original Response Date:** Feb 24, 2023 04:00 pm EST
- **Inactive Policy:** 15 days after response date
- **Original Inactive Date:**
- **Initiative:**
  - None

## Classification

- **Original Set Aside:**
- **Product Service Code:** AF12 - EDUCATION, TRAINING, EMPLOYMENT, & SOCIAL SVCS R&D SVCS; EDUCATION SVCS R&D; APPLIED RESEARCH
- **NAICS Code:**
  - 541720 - Research and Development in the Social Sciences and Humanities
- **Place of Performance:**

Washington , DC 20590

USA

## Description

Action Code: Sources Sought

Classification Code: AF12, Education, Training, Employment, & Social SVCS R&D  
SVCS; Education SVCS R&D; Applied Research

Solicitation: 693JJ923RQ000237

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

Location: National Highway Traffic Safety Administration HQ

NAICS Code: 541720, Research and Development in the Social Sciences and  
Humanities,

\$24.5 M.

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

Title: Older Driver Research Feasibility Study

**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 perform studies, research along with efforts to provide training for traffic safety related initiatives and countermeasures.

NHTSA welcomes all qualified 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 project as listed below. 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; 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 educational, engineering, and enforcement programs with the goal of preventing tragedies and reducing economic costs associated with vehicle use and highway travel.

The older adult population (65+) is continuously increasing and staying longer behind the wheel as a driver. In 2020, older drivers made up 21 percent of all licensed drivers in the US. <sup>1</sup> Many older adults rely on their personal vehicles for their independence. Although, older drivers are less likely to drive aggressively or to speed they are considered a vulnerable road users. Due to age-related changes that may undermine an individual's driving ability and increase their likelihood to sustain a serious injury or fatality in a crash.<sup>2</sup> This age group is over-represented in the number of traffic fatalities accounting for 17% of all traffic fatalities in 2020.<sup>1</sup> Among older drivers, the highest rate of fatal crash involvement per 100,000 licensed drivers was highest in the 85 and older age group.<sup>1</sup> It is important for those who work directly with older drivers to know of the physical, visual and cognitive changes that may affect an older adult's driving ability and crash risk that are associated with aging, medication or even diagnosis.

While driving is the most common form of transportation for adults, driving is not always the safest option as adult's progress through the aging process. Increased frailty, decreased range of motion, disease complications, increased needs for medication and their interactions, all have a potential to impact safe driving or chances of severe injury or fatality if crashes do occur. The ultimate goal is to balance older drivers safe mobility on the roads with the safety of all other road users.

The issue of older driver safety continues to demand involvement from family members, friends and health care providers to prepare drivers even before a person's driving has become dangerous. Many healthcare providers are at the forefront of interacting with the older adult population. Health care providers have the best interests of the patient/client at the center of their treatment plans. They are adept at balancing patient autonomy with patient safety. Health care providers also have credibility because they know how age-related changes can influence an individual's functional abilities and instrumental activities of daily living (IADL).

Intervention begins with knowledge: knowledge of resources; knowledge of the impact of health and aging on driving ability, impact of medications (prescribed or over the counter), of alcohol, drugs or combination of substances on driving, as well as the impact of emerging technologies on independent mobility (driving and walking). Need of more systematic and equitable ways to addressing both the components of safe mobility (such as driving) and the interactions that must considered under the Social Determinants of Health. Additionally, new immerging issues and a particular focus on identifying and mitigating issues that are over-represented in marginalized and undeserved communities. Also, elevating health equity as we develop older driver

safety courses. Now more than ever, health care providers are in a unique position and are a vital link to the safety of their aging clientele.

1National Center for Statistics and Analysis. (2022, July). *Older population: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 341). National Highway Traffic Safety Administration.

2Pomidor A, ed. *Clinician's Guide to Assessing and Counseling Older Drivers*, 4th Edition. New York: The American Geriatrics Society; 2019.

### **Objective:**

The purpose of this project is to expand the availability and accessibility of educational opportunities related to "Older Driver Safety" for health care providers (HCP), using a variety of formats and delivery mechanisms and end products. Products will address emerging issues and focus on identifying and mitigating issues in over-represented, marginalized, and undeserved communities (65+).

The goal of this project is to consider content and themes developed in other NHTSA training and education materials or currently lacking and establish cost effective and strategic approaches, given limited funding, to: develop the most critical and timely topics; select which delivery approach; and recertify which developed courses and how often. Additionally, NHTSA wishes to reach different types of health care professionals with training and education on such things as patient safety, medical ethics, and practical information on counseling and referring potentially high risk patients for which driving skill is potentially compromised.

### **Capabilities:**

The corporate capability statement must address the capabilities necessary to provide specific services to accomplish tasks identified under the Statement of Work (SOW). (see attached)

At the time of award the contractor must have all necessary personnel, facilities and equipment to conduct the following:

The Contractor shall:

### **Project Goals and Objectives**

- Expand the availability and accessibility of web-based educational opportunities related to "Older Driver Safety" for health care providers (HCP), using a variety of formats and delivery mechanisms and end products. Since professional recertification is needed for most HCP; all educational offerings must be developed using the established standards required to allow continuing education credit to be earned by participants, including recertification of courses; with courses focused on identifying and mitigating issues over-represented in

marginalized and undeserved communities. Address the emerging issues related to older driver safety.

- Establish cost effective and strategic approaches, given limited funding, to determine the most critical and timely topics to develop, which delivery approach to select, and which developed courses to recertify and how often;

- Incorporate evaluation of content into the planning process to explore participants' reactions to the training so that future efforts may be refined and improved to better meet participants' needs.
- Reach different types of health care providers with training and education on such things as patient safety, medical ethics, and practical information on counseling and referring potentially high-risk patients for which driving skill is potentially compromised;
- Participate and/or coordinate efforts among government and not for profit organizations to promote and share resources regarding older driver safety among health care providers and the general public.

#### **Format of Corporate Capabilities Statement:**

Any interested qualified Small Business firms, 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 by the closing date for responses to this notice.

## **Attachments/Links**

Download All Attachments/Links  
Attachments

Document	File Size	Access	Updated Date
<a href="#">Draft SOW Older Driver Safety Continuing Education for Health Care Providers (693JJ923RQ000237).pdf (opens in new window)</a>	279 KB	Public	Feb 16, 2023

## **Contact Information**

## Contracting Office Address

- OFFICE OF ACQUISITION MANAGEMENT 1200 NEW JERSEY AVE SE,  
ROOM W51-30
- WASHINGTON , DC 20590
- USA

## Primary Point of Contact

- **Vincent Lynch**
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- Phone Number 2023669568