

# Driving Evaluation Programs: Development and Effective Service Delivery

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# Welcome by Elin Schold Davis

- This program is offered in appreciation of the:
  - Many applicants for the NHTSA funded mini-grants
  - In recognition of the wide range of excellent proposals and ideas
  - In hopes of encouraging continued progress toward the goal of driving and community mobility program development, regretting that we could not offer more grants!
- We welcome learning about your progress and hope to offer TA as possible

# Thank You!

- Thank you to The National Highway Traffic Safety Administration (NHTSA) for funding the mini-grants cooperative agreement with AOTA
- Thank you to Susan Pierce for her tireless support of driving rehabilitation program development and TA for this project
- Thank you to each participant for your effort to expand resources and services critical to the safe mobility for seniors!
- For more information
  - [www.aota.org/olderdriver](http://www.aota.org/olderdriver)
  - [driverhelp@aota.org](mailto:driverhelp@aota.org)
  - Elin Schold Davis [escholddavis@aota.org](mailto:escholddavis@aota.org)

# Webinar Rules

- Elin will serve as your moderator
  - Elin will put all participants on MUTE during the presentation
  - Please send questions in writing via the LIVEMEETING program
- We will offer a short Q&A at the end, addressing the written questions received. However, we may follow-up the session with written responses if the questions exceed our time allotted.

# Intro by Susan Pierce

- My task is to answer some of the questions submitted before today.
- Typical questions – good questions
- The mission – expand program and start new programs
- Pleased to see the work being done and supported by AOTA & NHTSA

Let's get started!



# The questions centered around:

- The OT Practitioner's Role
- Common clinical assessment tools used when determining to refer or not refer to a specialist
- Reimbursement and billing issues
- Hospital-based vs. private practice
- Business aspects of starting a driving program
- Insurance
- Liability Issues of a driving program

# Today's News

- The *Good News* is that there are answers to all of these questions today somewhere!
- The *Better News* is that I believe that as a trained occupational therapy professional you probably already know the answers to most of those questions yourself!
- First, a few overview comments:

# Question

- **The OT Practitioner's Role**

# AOTA has greatly helped in defining the OT Practitioner's Role

- OT Generalist
- OT Specialist in Driving
  - *Driving and Community Mobility for Older Adults: Occupational Therapy Roles*, AOTA Online CEU Course, 2005, [www.aota-learning.org](http://www.aota-learning.org). (\$112.50 members)
  - Occupational Therapy Practice Guideline for Driving and Community Mobility for Older Adults (AOTA Press, 2006)

# The Association for Driving Rehabilitation Specialists

[www.ADED.com](http://www.ADED.com)

- Best practice guidelines
- Model program guideline
- Certification
- Annual conference and Chapter Meetings
- Membership directory
- Factsheets

# Education Efforts & Resources

- We have seen a leap in involvement by OT
- The reality : there are still not enough therapists stepping up to the plate and doing their due diligence
- Unmet need...
  - Physicians are not “referring” when no program is offered
  - Consumer and physician demand is too often met with the negative “we don’t offer driving”
  - Awareness: “What is driving rehabilitation???”

# Occupational Therapy...

“...focuses on assisting people to engage in daily life activities that they find meaningful and purposeful.”

(OTPF, 2002,pg 610)

# Instrumental Activities of Daily Living:

- Care of others
- Care of pets
- Child rearing
- Financial management
- **Community mobility**
- Health management and maintenance
- Home establishment and management
- Meal preparation & cleaning
- Safety procedures and emergency responses
- shopping

*Driving* is a vital activity that contributes to health and well-being.

Vital: “essential to life, of greatest importance, & indispensable.”

(Webster’s dictionary)



# The Conclusion:

- Driving is in the Domain of Occupational Therapy
- Occupational Therapy programs need to develop their response to the IADL question “Can I (or my parent or my patient, etc ) drive?”

A question for you: *How do you address IADL competence in your practice?*

- How do you address the ADL of dressing, grooming and cooking within your practice?

*(Elin will briefly un-mute the line – Susan is looking for your responses to her questions...)*

# The OT Process for any ADL

- Evaluation toward developing your individualized intervention plan involves:
  - Occupational profile
  - Evaluation of performance skills
  - Contextual and environmental factors
  - Client factors

- Can we not perform the same process for the IADL of driving & community mobility?

# The OT Practitioner's role in regards to **Driving & Community Mobility:**

- Develop an occupational profile
- Evaluate performance skills as they relate the activity demands of driving and community mobility
- Consider client factors that may impair driving abilities
- Consider contextual & environmental factors that may impede safe driving and use of transportation choices
- Come to a conclusion: Develop and complete an OT intervention plan

# The Intervention Plan for Driving

- OT's decision tree
  - Are they functioning “within normal limits” with no red flags or barriers regarding driving sub-skills (vision, physical functioning, cognition)?
    - I do not have reason to flag this client for further evaluation related to driving (the client will likely return to normal driving) – document, inform, educate
  - Should I delay the conclusion because there are performance skill issues or contextual/environment factors that I can enhance, improve or change that may positively affect their driving skills?
    - Not yet
  - If there is a red flag but not an obvious answer re: their driving ability, then the referral to the OT Specialist in Driving should be made.
    - Referral based on evidence
    - A referral that is defensible and justified

# What has happened in the past:

- The OT Generalist asked if the client wanted to drive
- If yes, referral made to Specialist without professional judgment if this was good or bad timing
  - Was readiness to pass considered?
  - Was the therapist familiar with the driving program and what they expected from the client?
  - Was cost and time explored with client and/or family?
- **Simply referring is not enough!**
  - The OT Generalist has a role in determining readiness to consider driving as much as they think & consider readiness to advance expectations for dressing, grooming, cooking and all other ADL / IADLs.

# I believe that:

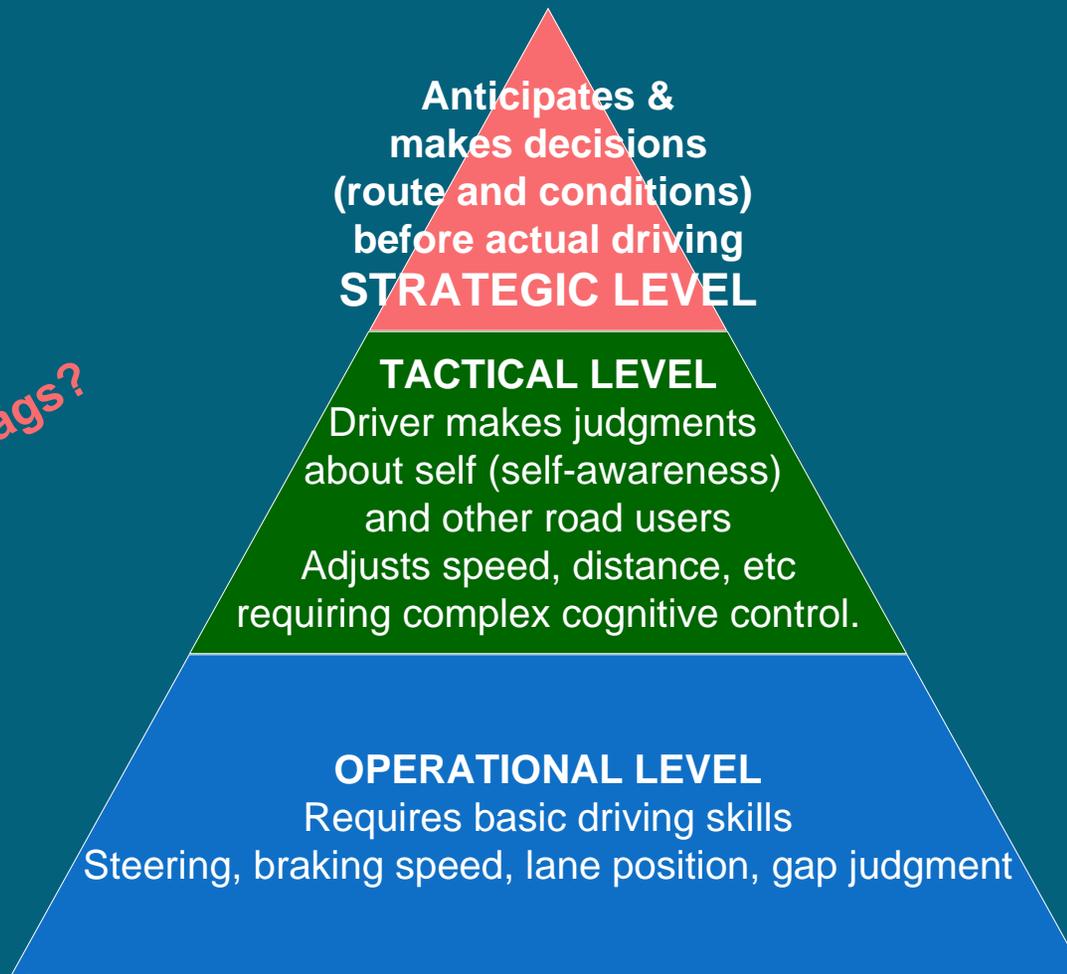
- if we use our holistic eyes....
  - if we consider driving as any other ADL....
  - if we use our good professional judgment...
  - if we follow our code of ethics and practice standards...
- 
- Then we will know the answer of the OT Practitioner's Role

# The questions centered around:

- The OT Practitioner's Role
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- Reimbursement and billing issues
- Hospital-based vs. private practice
- Business aspects of starting a driving program
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# Driving Performance: A hierarchy of skills

Red Flags?



Based on Michon Levels

Lundqvist, A. & Alinder, J. (2007). Driving after brain injury: Self-awareness and coping at the tactical level of control. *Brain Injury*, 21(11), 1109-1117

## Common clinical assessment tools used when determining to refer or not refer to a specialist

- Evaluation tools used in your practice that indicate a impaired sub skill likely to impact driving competence
  - Vision
  - Physical ability
  - Cognition
- Evaluation tools used to indicate referral to a specialist
  - Develop a relationship with your local driving rehabilitation programs
  - Develop your referral pathways that justify the time and cost for the specialist evaluation

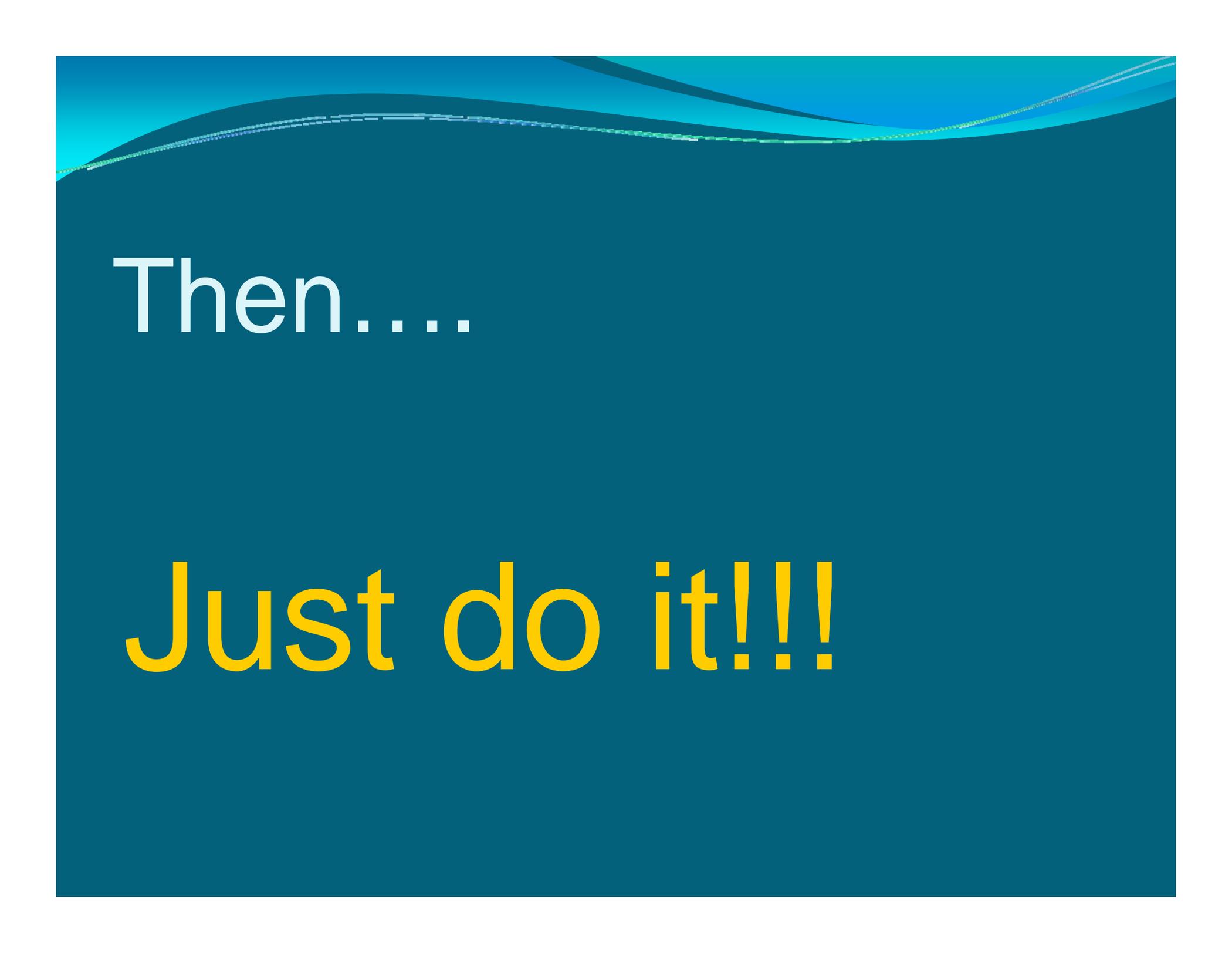
# Professional Judgment

- We must value our OT skills and our judgment
- This is what separates us from the DMV examiners and the driving schools.
- Our holistic perspective....our consideration of the occupation of driving and not just the physical act of vehicle operation!
- It is not just about driving a car? What about the tactical and strategic levels?

- Considering our *professional code of ethics and standards of practice*, OT practitioners “are expected to comply with the principles, values, and conduct delineated in the Code and related ethics documents.”
- This applies to addressing driving and community mobility as an IADL as it does to any other activity or responsibility that is within the domain of occupational therapy.
- Addressing driving and community mobility is also addressing the client’s as well as the public’s safety

# The OT Generalist should:

- Develop P & P in your facility for addressing driving
- Know the resources for OT Specialist(s) in your region
  - Contact them
  - Develop a referral pathway & communication
- Know the Dept of Driver Licensing requirements for vision, seizures, renewals, reporting of medical conditions, etc.
  - <http://www.aamva.org/KnowledgeCenter/ResearchCtr/Resources>



Then....

**Just do it!!!**

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- Hospital-based vs. private practice
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# Facts about reimbursement/billing

- Reimbursement by Medicare & private health insurance is tough
- Some facilities will bill 3<sup>rd</sup> party payers for the clinical evaluation using codes for functional mobility, community re-entry, ADL evaluation or extended ADL evaluation
- They will not bill for the on-road piece – so private pay
- Many facilities will offer a discount on services for a senior
- Medicare would not pay for any of it if they knew it was for driving so must be careful with documentation

# The questions centered around:

- The OT Practitioner's Role
- Common clinical assessment tools used when determining to refer or not refer to a specialist
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- **Hospital-based vs. private practice**
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# Hospital-based vs. private practice

## Business aspects of starting a driving program

- Developing a program is do-able and viable in both settings ... but you need your ducks in a row
- Programs serving the “older driver” are growing
- Viable programs tend to offer a range of services
  - Hospital based
  - Private practice
- Not every program needs a van. (research)

“this service is not defined by having a car”

You need:

- Knowledge
- Use your OT skills
- The Confidence to make a decision
  - yes...grey...refer...no
- The judgment of knowing when it is necessary to refer to the driving rehabilitation specialist.

# Working in non-profit setting?

- Could resources from your driving program fulfill requirements for community outreach or service, required to maintain your non-profit status?
  - Community education, screening, etc.
  - Toolkit resources for offering education!

# Facts about private billing:

- Driving is a valued ADL. For many, finding a service to address this question is well worth the cost.
- If it is not perceived as a valued service, then the client will not be motivated to pay for it.
- OT Generalists **must must must** be better at describing the driver evaluation process and its value! They should not use negative terms such as costly or *may be necessary* instead of it is necessary.
- 95<sup>0</sup>% of my call-in clients/families will come for the driver evaluation after I have explained who I am and what I do.

# Liability for a program can be managed

- Using Best practice procedures
- Having good communication
- Having good documentation procedures
- Informing and Educating all Parties
- Having professional liability insurance
- Using a competent Specialist
- Knowing the outcome

# Occupational Therapy Students

- Education Module
  - *Older Drivers in the Community: An Education Module for Entry-Level Occupational Therapy Practitioners*
  - Available to all OT programs, format flexible for classroom or individual study
  - Contact [escholddavis@aota.org](mailto:escholddavis@aota.org)
- CarFit [www.car-fit.org](http://www.car-fit.org)
  - Education about person – vehicle fit
  - Several academic programs involving students
  - Excellent exposure to D&CM

# Q & A

- Questions texted during the presentation will be addressed at this time
- Elin Schold Davis, facilitator

# Thank You!

Elin Schold Davis, OTR/L, CDRS

Coordinator AOTA Older driver Initiative

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- [www.aota.org/olderdriver](http://www.aota.org/olderdriver)
  - Professionals, see TOOLKITS
- [www.nhtsa.gov](http://www.nhtsa.gov)
- [www.aded.net](http://www.aded.net)
- [www.adaptivemobility.com](http://www.adaptivemobility.com)
- Goggle: AMA Physician's Guide, Older Driver