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## Supporting Statement

### **B. Collections of Information Employing Statistical Methods**

The proposed information collection will not employ statistical methods. Rather, the information collected will only qualify respondents for participation in the licensing restriction study where instrumentation will be installed in each participant's car for a month of automated data collection.

#### **B.1. Describe the potential respondent universe and any sampling or other respondent selection to be used.**

The potential respondent subject participant universe comprises all drivers in selected zipcodes of eastern Virginia where drivers 70 years of age and older with certain license restrictions are clustered. Three hundred seventy-two (372) drivers age 70 and older with one or more of the 'behavioral' restrictions of interest on their licenses reside in these areas, according to data provided by the Virginia DMV.

Additionally, an unknown number of drivers have been evaluated by Certified Driver Rehabilitation Specialists and received recommendations to restrict driving without referral to the licensing authority for action. Those drivers, 70 years of age and older located within the same catchment area, comprise another part of the respondent universe.

Finally, the third part of the potential respondent universe comprise a small subset of those Virginia licensed drivers 70 years of age and older within the same geographic area and without those restrictions that are the subject of the study. This subset represents the control population.

#### **Potential Respondent Universe**

Group, Licensed Drivers 70+	Universe	N Contacted	Expected Response Rate	Sample
Behavioral Restriction (State)	372	372	11%	40
Behavioral Recommendation (DRS)	1000*	1000	4%**	40
Unrestricted	>250,000***	600****	between 6% and 10%	40

\* Estimated potential Recommended (not imposed) drivers.

\*\* We anticipate greater reluctance to participate among this group.

\*\*\* Estimated distribution of Licensed Drivers 70 years of age and older within the catchment area.

\*\*\*\* We plan to adjust mailing to achieve desired sample count.

The geographic area of the study was chosen because of the clustering of study subjects reflecting the greater population density for efficiency and similarity of exposure variables.

## **B.2. Describe the procedures for the collection of information.**

NHTSA has arranged the cooperation of the Commonwealth of Virginia Department of Motor Vehicles to mail letters of solicitation to the restricted license population and a control population within the catchment area. Recipients of the solicitation are encouraged to respond by business reply mail to NHTSA's contractor by providing a telephone number and signature indicating a wish to participate.

Following receipt of a response to the mailing, a researcher representing NHTSA will call the respondent at the provided telephone number and ask eleven (11) questions to qualify the potential participant and acquire logistic information to facilitate installation of data recording instrumentation in participant's car.

To the extent possible, subject and control populations will be gathered concurrently so subjects and controls will experience exposure to similar light and weather conditions.

The interviewer will record the respondents' answers and identify those respondents who qualify for and elect to join the study. Each (now) participant will be assigned a unique identifier (to protect participants' privacy, so that the final data set does not include personally identifiable information) and identifying information will be conveyed to the data collection system installer for scheduling.

## **B.3. Describe methods to maximize response rates.**

Participation by approximately 11% of the anticipated restricted license recipients of mailed solicitation is necessary for the instrumented portion of this study. An unknown percentage of those qualifying drivers with only restriction recommendations by CDRS providers will be necessary to meet the design count of 40. The potential pool of controls from among the driver population in the catchment area is very large and a less robust response rate can be tolerated.

For all participants, we intend to offer a \$100 gift card as compensation for inconvenience related to having instrumentation installed in their vehicles, and then having the instruments removed a month later. Experience indicates that people will not agree to participate in a study of this kind if we provide a smaller incentive.

Additionally, we promise all participants that their information will not be shared with the Virginia DMV and that no personally identifiable information will ever be shared or published in any manner.

For those potential respondents with only restriction recommendations (and not restricted licenses,) a leader in the Driver Rehabilitation and Occupational Therapy community has agreed to solicit cooperation from providers within the catchment area to encourage their clients to cooperate with this research.

Finally, we anticipate that mailed solicitation from Virginia's licensing authority with the promise that participation in the study will have no effect on any participant's driver license will yield the desired response.

**B.4. Describe any tests of procedures or methods to be undertaken.**

We do not anticipate substantive changes to the simple method and modest question set proposed, however, we intend to remain sensitive to the nature of responses we receive and will respond with modest changes as needed to meet our participant counts.

**B.5. Provide the name and telephone number of individuals consulted on statistical aspects of the design**

Statistical methods will not be employed with respect to this data collection.