FDA/M-CERSI Workshop, White Oak 2015

Data linkage to obtain information on driving conditions in a study evaluating exposure to ADHD medications and motor-vehicle accidents

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- Effect of drugs on driving performance and related injury is long-standing topic in pharmacoepidemiology / drug safety research
- Claims or medical records capture only injuries due to accidents
 - Low sensitivity; potential for differential misclassification
 - Validity of E codes not formally addressed
- Driving-related accidents are classic example where patient susceptibility is critical
 - No driver's license or no driving is highly protective of accidents
 - Driving in low traffic areas affects risk

Background: Data sources

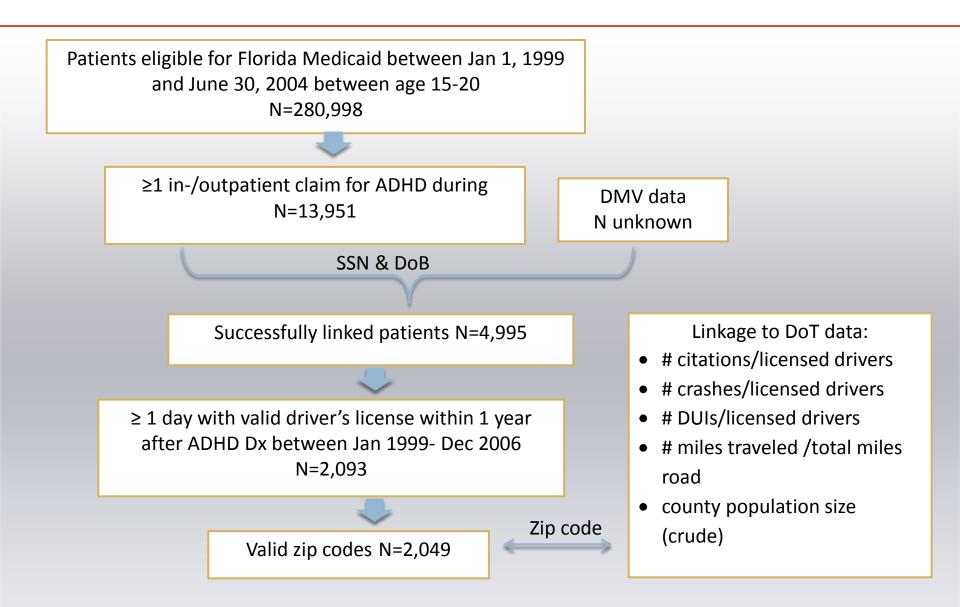
- Systematic review of benzodiazepines/accidents: 66 studies with primary focus on traffic accidents (Smink, CMS Drugs 2010)
 - Study population
 - General population
 - General driving population
 - Accident-involved persons w/wo injury
 - Persons hospitalized for injury
 - Responsible/non-responsibility accident involved drivers

- Exposure
 - Toxicology
 - Prescription data
 - Questionnaire

Application: Effectiveness of ADHD treatment on driving performance

- Several studies have suggested ADHD effect
 Increased risk taking & attention deficit
- Treatment effectiveness only studied in driving simulators
- Good application to balance cardiac safety study to further explore treatment effects
- **Problem:**
 - 15-20 year old patients: varying effects on driving performance and age-dependent drug exposure
 - Geographic determinants of driving outcomes and exposure

Cohort construction



Cohort definitions

- Cohort entry: 15th birthday, in- or outpatient diagnosis of ADHD (ICD9-CM 314xx), issuance of driver's license, ≥6 months continuous eligibility, whichever was last (index date).
- Censoring criteria: end of Medicaid eligibility, >12 months without ADHD diagnosis, driver's license expiration/suspension, 21st birthday, study endpoint, whichever came first.
- Endpoints: crashes and citations for active driving violations

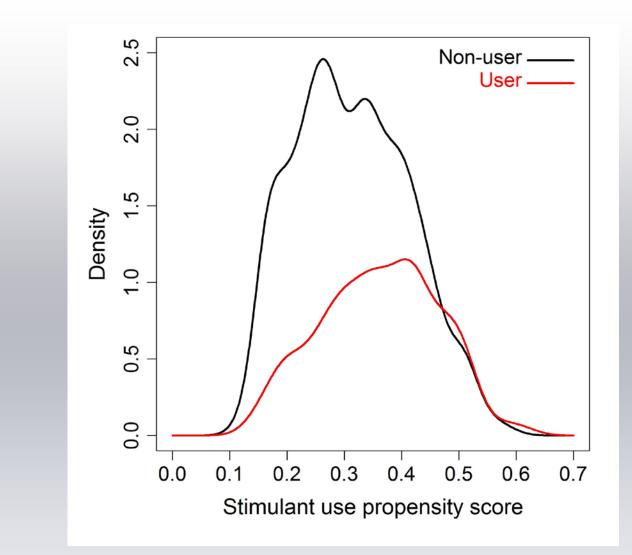
Independent variables

- Exposure: time-varying, stimulants or atomoxetine based on days' supply + 25%
- Exposure propensity score
 - At index date: Age, driver's license leaner permit status, disability, foster care, poverty, cash assistance
 - During 6 months look back: Substance use disorder, diabetes, epilepsy, ODD
 - Fixed: 2000 population size in county of residence, 2002 countylevel citations / crashes / DUIs per licensed driver, total annual daily vehicular miles traveled per miles of paved road
- Time-varying: Valid driver's license >1 year, age, substance use disorder, exposure to antidepressant, anticonvulsant, antipsychotic, anxiolytic, α-agonist

		No stimulant during follow-up (N=936)	Some stimulant during follow-up (N=1113)
	Age	17.9 (SD 1.2)	17.6 (SD 1.2)
	Male	723 (77.2%)	851 (76.5%)
	White	542 (57.9%)	761 (68.4%)
	Black	191 (20.4%)	185 (16.6%)
	Hispanic	162 (17.3%)	107 (9.6%)
	Foster care	178 (19.0%)	148 (13.3%)
	Substance abuse	35 (3.7%)	43 (3.9%)
	ODD/CD	115 (12.3%)	94 (8.5%)
)	Diabetes	8 (0.9%)	7 (0.6%)
	Epilepsy	19 (2.0%)	20 (1.8%)
2	Any CNS drug	350 (37.4%)	587 (52.7%)
	Antidepressants	261 (27.9%)	399 (35.9%)
•	Antipsychotics	136 (14.5%)	195 (17.5%)
	Anticonvulsants	127 (13.6%)	147 (13.2%)
)	Anxiolytics	69 (7.4%)	80 (7.2%)
)	Alpha-agonists	36 (3.9%)	141 (12.7%)
	DL learning permit	121 (12.9%)	148 (13.3%)

County-level characteristics		No stimulant during follow-up (N=936)	Some stimulant during follow-up (N=1113)
2002 citations/licensed drivers:	Q1	151 (16.1%)	281 (25.3%)
	Q2	145 (15.5%)	196 (17.6%)
	Q3	221 (23.6%)	264 (23.7%)
	Q4	341 (36.4%)	299 (26.9%)
	Q5	78 (8.3%)	73 (6.6%)
2002 crashes/licensed drivers:	Q1	142 (15.2%)	190 (17.1%)
	Q2	132 (14.1%)	197 (17.7%)
	Q3	140 (15.0%)	161 (14.5%)
	Q4	142 (15.2%)	209 (18.8%)
	Q5	380 (40.6%)	356 (32.0%)
2002 miles traveled/miles road:	Q1	35 (3.74%)	57 (5.1%)
	Q2	71 (7.6%)	96 (8.6%)
	Q3	176 (18.8%)	252 (22.6%)
	Q4	191 (20.4%)	254 (22.8%)
	Q5	463 (49.5%)	454 (40.8%)
2000 county population	Q1	24 (2.6%)	47 (4.2%)
	Q2	71 (7.6%)	84 (7.6%)
	Q3	131 (14.0%)	183 (16.4%)
	Q4	184 (19.7%)	276 (24.8%)
	Q5	256 (56.2%)	523 (47.0%)

Propensity score distributions



Crude rates

	Ν	Patient-years	Rate per 100 patient-years	
Crashes				
All Patients	67	2059.9	3.3	
Unexposed	45	1319.4	3.4	
Any exposure	22	740.6	3.0	
Citations				
All patients	319	1909.4	16.7	
Unexposed	223	1212.9	18.4	
Any exposure	96	696.6	13.8	

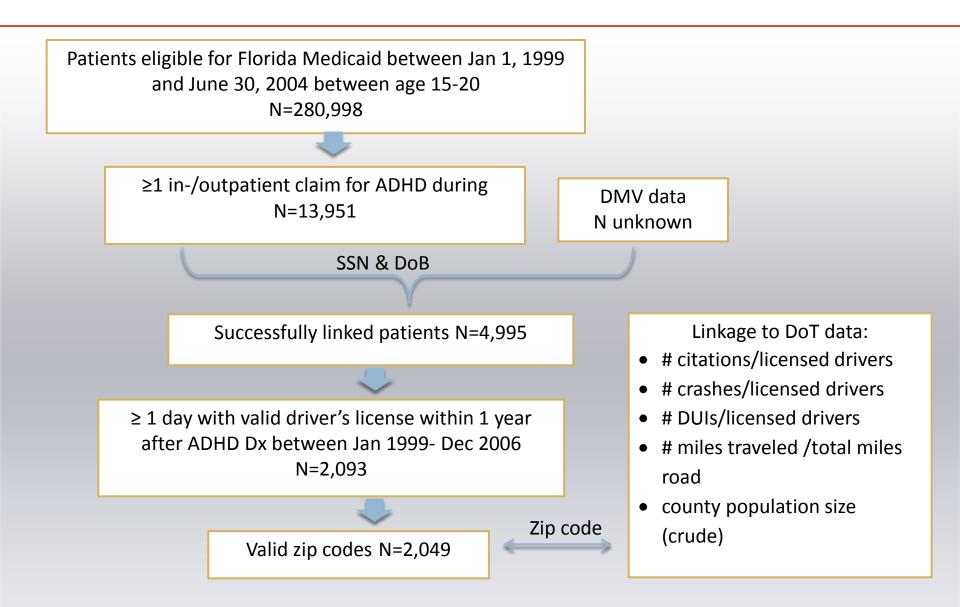
Hazard ratios: Crashes

	Crashes	
	Unadjusted HR	Adjusted HR
Stimulant use	0.87 (0.52-1.45)	1.22 (0.66-1.90)
Propensity score (logit)	0.56 (0.25-0.91)	0.57 (0.35-0.94)
Substance use	2.63 (1.05-6.59)	2.67 (1.07-6.71)
Antidepressant	0.30 (0.11-0.84)	0.30 (0.11-0.85)
Antipsychotic	1.21 (0.55-2.68)	
Anticonvulsant	0.82 (0.26-2.62)	
Anxiolytic	1.92 (0.60-6.13)	
DL > 1 years	1.93 (0.98-3.78)	
Age (linear)	1.19 (0.96-1.47)	

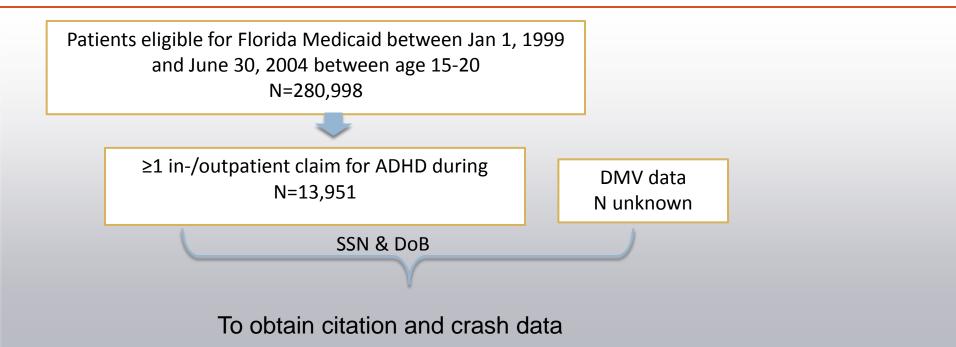
Hazard ratios: Citations

	Citations		
	Unadjusted HR	Adjusted HR	
Stimulant use	0.75 (0.59-0.95)	0.89 (0.69-1.13)	
Propensity score (logit)	0.72 (0.57-0.89)	1.04 (0.81-1.33)	
Substance use	0.70 (0.31-1.57)		
Antidepressant	0.72 (0.52-0.99)	0.71 (0.51-0.99)	
Antipsychotic	0.78 (0.50-1.21)		
Anticonvulsant	0.88 (0.53-1.45)		
Anxiolytic	0.90 (0.42-1.90)		
DL > 1 years	2.68 (2.01-3.57)	2.05 (1.52-2.77)	
Age (linear)			
Age: 15 years	Reference	Reference	
16 years	3.33 (1.31-8.48)	2.84 (1.13-7.17)	
17 years	4.41 (1.95-9.98)	3.38 (1.48-7.71)	
18 years	8.52 (3.63-19.97)	6.46 (2.72-15.36)	
19 years	8.03 (3.40-18.98)	5.91 (2.45-14.24)	
20 years	5.54 (2.13-14.39)	3.91 (1.47-10.4)	

Cohort construction



Effect of residual confounding



Effect of residual confounding

Crashes		
DMV link	No DMV link	
1.22 (0.66-1.90)	0.95 (0.58-1.56)	
Citations		
DMV link	No DMV link	
0.89 (0.69-1.13)	0.940 (0.74-1.19)	

Age effect increased into double digits
 AD, AP, and AC showed protective effects



- No evidence for ADHD treatment effectiveness, but confidence intervals were wide
- Driving variables were strongly associated with endpoints, but not exposure
- "protective effect" of other psychotropics suggests that actual driving activity remains insufficiently captured.

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