

and activity preferences are assumed to measure autonomy and meaningful activities as the underlying constructs associated with residents' psychosocial needs. Yet, the validity of this assumption has not been tested. This study examines PAT's construct validity using item response theory. We fitted graded response models to the two PAT sections using 2017 MDS annual assessments of 8,829 long-stay residents in 291 Minnesota NHs. Most items discriminated well between residents who had at a low versus high intensity of these two types of psychosocial needs (i.e. have discrimination parameters > 1). Two daily routine preference items (family's involvement in care planning, and having snacks), and three activity preference items (having pets, keeping up with news, and reading) had poor discrimination in measuring autonomy and meaningful activities respectively. Overall, the PAT appeared to be more sensitive in measuring the lower middle range of the two constructs. We estimated the correlation between the two constructs as 0.65. In conclusion, the PAT performs fairly well in measuring the two types of psychosocial needs for NH residents. Nevertheless, more items are needed to capture a broader range of psychosocial needs beyond autonomy or basic leisure activities. The findings of this study brought attention to the utility of the PAT in measuring residents' psychosocial needs and in guiding resident-centered care.

KEEPING COOL IN FLORIDA ASSISTED LIVING COMMUNITIES: BARRIERS TO POWER RULE IMPLEMENTATION

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In 2018, in response to deaths of nursing home residents after Hurricane Irma, Governor Scott and the Florida legislature enacted an emergency power rule for nursing homes and assisted living communities (ALCs). It mandates these settings to have a generator to regulate ambient air temperatures during loss of primary power by Jan. 1, 2019. However, due to cost and supply challenges the implementation of these plans has been difficult, particularly for small and independently owned ALCs. The purpose of this mixed methods study is to determine the characteristics of ALCs that were able to comply with the rule and concerns raised by ALC administrators. Using data from state regulatory agencies on all Florida ALCs (N=3082), we determine associations between ALC characteristics (size, specialty license, low-income residents) and non-compliance to the rule, using chi-square and t-tests. Additionally, we conducted interviews and focus groups with ALC administrators (N=60) about issues of implementing their emergency power plan. A content analysis approach was used and Atlas.ti v7 was used for initial and axial coding. Some prevalent themes were issues with time frames, coordination between local and state regulations, and financial burden. Themes varied by size and organizational structure of ALCs. Results will inform policy-makers

on the barriers faced by ALCs to implement a new regulation that may cause financial difficulties and compromise quality care. This study has implications related to disaster preparedness regulations and their effects on independent ALCs with fewer financial resources.

SESSION 1410 (POSTER)

TRANSPORTATION/DRIVING IN OLDER ADULTHOOD

DIFFERENCES IN SELF-REGULATION BETWEEN OLDER DRIVERS WITH AND WITHOUT DEMENTIA

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Given the high current prevalence of dementia and expected increases in the coming years, it is increasingly important to understand and address the process of transitioning from driving to non-driving among older drivers with dementia and the potential role of self-regulation (e.g., avoiding challenging driving situations). The purpose of this Alzheimer's Association-funded study was to examine differences in self-regulation between older drivers with and without dementia. Fifty-two active drivers age 65 or older (16 with dementia; 36 healthy controls), completed a validated self-regulation questionnaire and standardized assessment of cognition, vision, and psychomotor skills. The dementia group reported some awareness of cognitive challenges (lower driving-related abilities to remember things and concentrate on multiple things at a time than the comparison group). Similarly, the dementia group performed significantly worse on memory tasks and complex reaction time in the objective assessment. Both groups were confident they could drive safely where they needed to go. However, the dementia group reported being less comfortable driving in several situations (unprotected left turns, unfamiliar areas, alone, rush hour traffic, backing up). Despite lower driving comfort among the dementia group, there were few differences in self-regulation between the groups. The only statistically significant difference was that more of the dementia group had reduced their driving in the past year. There were no differences in self-regulation between groups for any of the specific driving situations for which the dementia group reported feeling less comfortable. Full study results will be presented along with implications for programs and future research.

OLDER ADULTS' OPINIONS ON DIFFERENT VEHICLE TECHNOLOGIES

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Vehicle technologies have the potential to greatly improve road safety. Given normative changes in cognitive, sensory and physical functioning, older drivers may particularly