

Ministry of Transportation

Road Safety Research Partnership Program Guidelines 2021 - 2022



Ministry of Transportation
Safety Program Development Branch

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Background

Ontario's roads are among the safest in North America; however, despite significant transportation safety improvements in recent years, motor vehicle collisions continue to be a leading cause of death, injury, and disability among persons of all ages. The Ministry of Transportation (MTO), through the Research and Evaluation Office (REO), is committed to conducting and supporting research on road user behaviour and human factors surrounding transportation safety. In the past, our research has contributed to policy and program developments such as the inclusion of cognitive screening tools into the Senior Driver Licence Renewal Program and the expansion of Ontario's drinking and driving laws. A key component of the REO's mission is to work with external partners to conduct research into aspects of transportation safety that cannot be addressed from within the ministry. Accordingly, the Road Safety Research Partnership Program (RSRPP) has been established.

The RSRPP provides grant funding to researchers in the broader Ontario public sector, enabling them to contribute policy-relevant research to support Ontario's efforts to improve transportation safety and keep the province among the safest jurisdictions in the world.

Examples of RSRPP-funded research currently underway include:

- investigating methods to maintain driver vigilance during use of Advanced Driver Assistance Systems (ADAS), which may reduce certain types of collision involvement but also lead to driver distraction or attention
- measuring the effects of cannabis edibles alone or in combination with alcohol on simulated driving performance

The call of proposals for the 2021-2022 Road Safety Research Partnership Program is now open.

Ontario's strong transportation safety record has been built on relationships established over the years with the academic/medical community, other ministries, municipal and federal governments, police services, industries and associations, and grassroots road safety stakeholders. Together, we can achieve our shared goals and improve transportation safety for all Ontarians.

Deadline Dates

The closing date for submitting an application is **December 13, 2021**.

An electronic copy of the application submission must be received by the application deadline. Please submit electronic applications to REO@ontario.ca.

All inquiries during the application, review and post-award processes are to be coordinated by the applicant's designated project contact and the assigned Ministry staff.

Applicants requiring information or clarification regarding their application may contact REO@ontario.ca.

1.0 PURPOSE

The primary purpose of the program is to stimulate applied transportation safety research in Ontario, with a focus on road user behaviour and human factors, and to deliver practical policy or program-ready solutions for the MTO. The secondary purposes of this program are to facilitate the transfer of knowledge, skills, and methodologies from other disciplines to road user safety research, and to foster collaborative working relationships between MTO and researchers in the academic and broader public sector community.

2.0 SCOPE & ELIGIBILITY

2.1 Eligible Applicants

Funding through the RSRPP (“sponsoring institution”) is open, on a competitive basis, to the following Ontario institutions: hospital research institutes, colleges of applied arts and technology, publicly assisted universities (including their affiliated colleges, research centres, institutes, and hospitals), and other public institutions. The principal investigator(s) must be a member of the faculty (full or part-time) or an employee of the sponsoring Ontario-based institution. Faculty carrying out behavioural and social research in road user safety in departments such as Economics, Engineering, Geography, Medicine, Rehabilitation, Psychology, and Sociology are encouraged to apply for funding under this program. An institution that is listed on MTO’s Vendor of Record pool for procurement services may not be the sponsoring institution. The successful applicant may not subcontract to outside vendors.

2.2 Eligible Topics

The ministry is interested in funding research projects that address one of the specific problem statements outlined in Appendix A. The statements are grouped into four key priority areas:



2.3 Project Structure and Reporting Requirements

Please note that the project and funding structure has changed for the 2021-2022 competition. Guidelines from earlier RSRPP competitions will not apply.

A combined pool of \$150,000 is available to fund projects this fiscal year (ending March 31, 2022), with additional funding expected for 2021-2022. There are three application streams:

STREAM A: Long-Term Projects (15 months)

- **Study Period:**
 - The overall study period will be from January 1, 2022 to March 31, 2023.
- **Topics:**
 - This stream is appropriate for multi-phase projects that will require longer time frames to a maximum of 15 months.
 - Every project must address a problem statement within one of the eligible topics/priority areas outlined in Appendix A, with the exception of the Entry-Level Training for Commercial Motor Vehicle Drivers eligible topic/priority area (which is subject to shorter timelines).
- **Project Structure and Deliverables:**
 - The project will have a maximum of three phases:

Phase 1	January 1, 2022 to March 31, 2022
Phase 2	April 1, 2022 to July 31, 2022
Phase 3	August 1, 2022 to March 31, 2023

- Specific deliverables must be tied to each phase and submitted before the end of the phase.
 - Phase 1 deliverables may include a literature review (e.g., foundational work for subsequent project phases conducted by experts), a Research Ethics Board (REB) protocol with an approval letter, a brief research report with a quantitative analysis, a summary of expert opinions on a focused topic, or other similar products.
 - Phase 2 and 3 deliverables would consist of technical or research reports, research papers for submission to a peer-reviewed journal, knowledge translation materials, or other similar products.
- **Funding:**
 - The maximum amount of funding for Stream A projects is:

Phase 1	\$100,000 maximum
Phases 2 and 3	\$80,000 maximum
Total	\$180,000 maximum

- A breakdown of the project costs associated with each phase must be provided.
- Subject to these guidelines, reimbursement will be provided:
 - upon the submission of the deliverables within each phase; and
 - upon the submission of a financial report for project-related expenses.
- RSRPP funding has been allocated for Phase 1 and will be paid upon the receipt and

approval of the items for reimbursement listed above.

- Funding for subsequent phases will only be confirmed at the start of the phase(s) and is dependent on (1) the Ministry's appraisal of the Phase 1 deliverable(s), and (2) the availability of funding in the upcoming fiscal year.
 - Any project that is stopped due to funding limitations can be resumed once new funding becomes available.
 - Any project that is stopped due to inadequate or missing deliverables will not be eligible for funding in subsequent phases.

STREAM B: Short-Term Projects (3 months)

- Study Period:
 - The overall study period will be from January 1, 2022 to March 31, 2022.
- Topics:
 - This stream is appropriate for brief projects with a narrow scope within the areas of interest, which are amenable to being addressed within a 3-month timeframe.
 - Every project must address a problem statement within one of the priority areas outlined in Appendix A.
- Project Structure and Deliverables:
 - The project will have only one phase consisting of study period indicated above.
 - The deliverable(s) could be a literature review conducted by experts in the field of interest, such as a brief synthesis of relevant literature, which includes an interpretation of the findings by experts in the field, an opinion paper conducted by experts, a focused analysis requiring external data sets (e.g., health data to which MTO does not have access), or similar products.
 - The deliverable(s) must be submitted by March 31, 2022.
- Funding:
 - The maximum amount of funding for Stream B projects is \$50,000.
 - Subject to these guidelines, reimbursement will be provided:
 - upon the submission of the deliverable(s); and
 - upon the submission of an invoice for project-related expenditures
 - RSRPP funding has been allocated and will be paid upon the receipt and approval of the items for reimbursement listed above.
- Topics:
 - Every project must address a problem statement within one of the priority areas outlined in Appendix A.

STREAM C: Ongoing Projects (> 3 months)

- Study Period:
 - Projects in this stream would be in-progress at the time of application and end no later than March 31, 2022.
- Topics:
 - This stream is appropriate for ongoing projects that are near completion within the areas of interest, which would provide the Ministry with early access to results in these areas.
 - Every project must address a problem statement within one of the priority areas outlined in Appendix A.

- Project Structure and Deliverables:
 - The deliverable(s) could be a literature review conducted by experts in the field of interest, such as a brief synthesis, which includes expert interpretation, an opinion paper conducted by experts, a focused analysis requiring external data sets (for example, health data to which MTO does not have access), or similar products.
 - The work on the deliverable(s):
 - must have been completed within the prior six months or planned to be completed by March 31, 2022;
 - can be part of a larger study that ended within the prior six months;
 - can be part of a larger study that is ending after March 31, 2022 but has (an) eligible deliverable(s) that can be submitted by March 31, 2022;
 - can involve a newly planned analysis as part of a larger study or already planned work for that study;
 - may be completed by graduate students, provided that it is work that could not be completed by MTO staff (e.g., the work requires resources that are external to the MTO including external datasets or a novel synthesis of expert opinion).
 - The deliverable(s) must be submitted by March 31, 2022.
- Funding:
 - The maximum amount of funding for Stream C projects is \$50,000.
 - Subject to these guidelines, reimbursement will be provided:
 - upon the submission of the deliverable(s); and
 - upon the submission of an invoice for project-related expenditures
 - RSRPP funding has been allocated and will be paid upon the receipt and approval of the items for reimbursement listed above.
- Topics:
 - Every deliverable of the project must address a problem statement within one of the priority areas outlined in Appendix A, but the overall project can have a larger scope.

Program administration matters, including funding and record keeping requirements for successful applicants, are outlined in sections 5 and 6 below. Funding will be remitted to recipients upon the receipt of the deliverable(s), provided that the deliverable(s) are satisfactory to the Ministry in its sole discretion.

The number of projects funded and the amount of funding that will be provided for each project is at the discretion of MTO. The ministry reserves the right not to grant any funds. If multiple applications score highly, the proposed budget may be used as a determining factor in determining the successful candidate(s). Projects may be funded by other grant agencies simultaneously. Sources of additional funding, including in-kind contributions, must be disclosed to MTO.

3.0 KNOWLEDGE TRANSLATION

3.1 Ministry Involvement

Research and Evaluation Office staff have extensive experience in carrying out transportation safety research in a variety of areas. Each funded project will be assigned a team of MTO staff that are subject matter experts in that area of study. At the beginning and end of stream A projects, as well as some stream B or C projects as requested, the Principal Investigator (PI) and their team may be invited to a kick-off and close-out meeting (in-person or virtually), respectively. MTO subject

matter experts will be at both meetings and may also provide collective feedback to the PI throughout the course of the project at key milestones and/or upon receipt of progress reports. MTO subject matter experts will work closely with the PI on a knowledge translation strategy, and, where relevant, may also assist in research design, in data extraction from MTO databases, and in soliciting involvement of other stakeholders.

3.2 External Opportunities

Opportunities for RSRPP-funded research to be profiled at working groups (e.g., with the Canadian Council of Motor Transport Administrators) and conferences may arise. In these instances, MTO expects to work collaboratively with the PI(s) to prepare the appropriate materials.

Should researchers choose to publish their findings, MTO requires a copy of the final manuscript accepted for publication at least 30 days prior to the publication date. Should MTO choose to post a submitted deliverable online, MTO will coordinate with the principal investigator(s) to ensure no impact on the candidacy of the research for future publication.

4.0 APPLICATION PROCESS & SELECTION

4.1 Application Package

Interested applicants are invited to submit an application for evaluation. The full application package will include a completed **application form** that includes the following components:

a) **Application Form with Detailed Summary of Proposed Research**

The form will request relevant information about the applicants, a concise summary of the proposed research, and the budget with justification. Additional information about the proposed research (e.g., tables and figures) can be provided in an appendix to the form. Budget items listed on the application form may require additional justification. Please refer to Appendix B for eligible expenditures and provide an explanation accordingly.

b) **Curriculum Vitae (CV) of Principal Investigator(s)**

There is no format or length restriction for the CV of investigators; use of an existing and current CV is encouraged.

Information contained in the application package will be treated as confidential and is subject to MTO's obligations under the *Freedom of Information and Protection of Privacy Act*.

4.2 Evaluation

Applications will be reviewed by a selection committee comprised of MTO staff. One or more transportation safety research experts, external to the MTO, may be requested to review applications at the discretion of the MTO. The selection committee may request clarification of points contained in proposals.

Applications will be evaluated on how well the project and investigator(s) satisfy the following criteria (with the weighting of criteria in parentheses):

- a) **Relevance to the provided problem statements and innovativeness of the approach (35%)**
 The association between the research project and one of the provided problem statements (see Appendix A) should be clear and tangible. Higher scores will be awarded to projects that challenge or seek to shift current research paradigms by utilizing novel and innovative concepts and approaches.
- b) **Methodology and team (30%)**
 The study design, methods, and proposed analyses must be appropriate and rigorous. The stated aims should also be feasible to accomplish within the estimated time and budget. The budget should be realistic and justifiable, including the optimal use of proposed personnel. CV(s) should demonstrate alignment between team expertise and project proposal.
- c) **Impact on transportation safety in Ontario and external assets leveraged (25%)**
 The research should result in an important understanding of, or improvement in, transportation safety in Ontario. Proposals should clearly outline how the project could not otherwise be completed by MTO internally (e.g., by not relying solely on data to which the MTO has access, including driving records, collision records, etc.). Accordingly, applicants are expected to specify any non-MTO resources being utilized, for example, new or existing external datasets that will be used, expertise being leveraged, etc. The experience and qualifications of the researcher(s) in transportation safety or related fields should be stated. Capacity in project management and quality control should be demonstrated.
- d) **Communication and knowledge translation (10%)**
 The proposal should be well-written, comprehensible, and demonstrate understanding and expertise on the relevant topic areas. The proposal should outline how the researcher(s) plan to disseminate the results of the project to other transportation safety professionals and organizations (e.g., publications, conference presentations, etc.), and how results from the research may readily be translated into policy, program, or public education initiatives.

Applications will be reviewed carefully by the selection committee and assigned scores for each criterion based on how effectively the requirements are satisfied. Those that do not adequately satisfy each of the criteria will not be considered eligible for funding. Aggregate scores of satisfactory submissions (weighted as specified above) will then be used to generate a rank ordered list of applications. MTO will make its funding decisions based on this list; applications will be considered for funding in rank order. MTO reserves the right to adjust rankings to reflect current ministry priorities. In these rare occurrences, adjustments will be made only after consensus at the Senior Management level.

5.0 NOTIFICATION OF AWARD & ONBOARDING

MTO will notify successful candidates directly. A Letter of Award will be sent to the PI(s) along with a Letter of Agreement. Expenses incurred in excess of the approved budget are not eligible for reimbursement. The Letter of Award and Letter of Agreement will outline the maximum funding for the project. The holders of research awards and their associates are not considered employees of MTO.

The PI(s) will be asked to sign and return the Letter of Agreement, along with any additional items requested in the Letter of Award. These additional items may include a signed certificate from the Research Ethics Board at the sponsoring institution indicating acceptability of the study

on ethical grounds, missing signatures, or revisions to the budget or proposal.

Upon receipt of the above documents, MTO will invite the PI(s) to a kick-off meeting (in-person or virtually), if applicable. The project will officially commence on a mutually agreed upon date.

6.0 REPORTING REQUIREMENTS

When submitting deliverables, the following documentation must be provided:

1. The deliverable itself (e.g., a literature review, research paper);
2. A progress report or final report (see sections 6.1 and 6.2 below); and
3. A financial report (see section 6.3 below).

Please note that if multiple deliverables are scheduled for submission on the same day, a single progress report and financial report covering them all is acceptable.

6.1 Progress Report

Researchers must submit a progress report alongside the deliverable(s) and financial report(s). Progress reports must detail the project's completed activities to date and work that has yet to be completed. The summary should also include any unforeseen circumstances that have led to any deviations from the original project timelines. This section does not replace the requirement of the researchers to inform MTO of any alterations to the project schedule.

6.2 Final Report

Researchers must submit a final report by the end of the project alongside the final deliverable(s) and financial report.

Stream A	End Date: March 31, 2023
Stream B	End Date: March 31, 2022
Stream C	End Date: March 31, 2022

The final report should include the following: an executive summary, a table of contents (including figures, tables, and appendices), as well as background, methods, results, and discussion sections. The discussion should focus on applications of the new findings to the reduction or monitoring of collision risk on Ontario's transportation networks. In addition, the final report shall include plans for publication and for dissemination of results to other transportation safety professionals and organizations. A copy of a student thesis or dissertation is not a substitute for the final report. Final reports will be kept in the Research and Evaluation Office for future reference.

6.3 MTO Funding and Financial Report

Once the deliverable(s) have been reviewed and deemed acceptable by MTO in its sole discretion, funding will be remitted to the researchers up to the lesser of the eligible expenditures or the maximum approved amounts for the study/phase. Costs not invoiced by the stated end date of the associated phase (Stream A) or project (Streams B or C) are not eligible for funding, neither are costs incurred for producing financial reports.

Stream A	End Date: March 31, 2023
Stream B	End Date: March 31, 2022
Stream C	End Date: March 31, 2022

Financial reports will include an itemized list of eligible expenditures and activities that were funded by the RSRPP, including equipment that was purchased (in whole or part). The following headings will be included in the reports: salaries and benefits, equipment, and other costs. MTO reserves the right to question discrepancies or disallow expenditures that are not adequately justified or previously approved. MTO also reserves the right to audit any project. The institution is required to keep any records that may be required for a financial audit for the duration of the current fiscal year plus an additional seven (7) years. These rights are in addition to any rights provided to the Auditor General pursuant to section 9(1) of the *Auditor General Act (Ontario)*.

6.4 Termination by MTO

MTO reserves the right to terminate an award if, in the opinion of MTO, the award recipient: a) fails to comply with any of the requirements set out in these Guidelines and in the Letter of Agreement; b) requests reimbursement for a purpose not authorized by or without the prior written consent of MTO; or c) fails to provide the requested deliverable(s), progress reports, or financial reports. MTO reserves the right to terminate an award at any time by providing written notice of termination for the reasons above or for failure by MTO in receiving the necessary appropriation of funds by the Legislative Assembly of Ontario.

If MTO terminates funding, it may determine the recipient’s reasonable costs to end the RSRPP project and permit it to offset these costs against the Ministry’s RSRPP funds.

6.5 Conflict of Interest

An award recipient receiving RSRPP funds must ensure the RSRPP project is carried out and RSRPP funds are used without an actual, potential, or perceived conflict of interest. A conflict of interest includes any circumstances where the recipient, or any person who has the capacity to influence the recipient’s decisions, has outside commitments, relationships, or financial interests that could, or could be seen to, interfere with the recipient’s objective, unbiased and impartial judgment relating to the RSRPP project and the use of the RSRPP funds.

Appendix A Priority Areas and Problem Statements

1. Entry-Level Training for Commercial Motor Vehicle Drivers

Background:

In Ontario, a Class A licence is necessary for driving heavy articulated vehicles (e.g. transport trucks). Applicants for a Class A licence are required to complete a mandatory training program before they are eligible to take a road test. This entry-level training (ELT) must be delivered by an approved provider, such as a registered private career college, and must include at least 103.5 hours of instruction delivered according to a provincial curriculum standard. The training is intended to cover the entry-level knowledge and skills needed to safely operate a large truck on Ontario's roads. As part of a Ministry evaluation of the road safety impact of ELT, areas of potential improvement for the curriculum standard have been identified, including the need to emphasize collision prevention in addition to basic vehicle operation.

Problem Statement:

The ministry is interested having a team of experts perform an evidence-based review of the ELT curriculum standard and make recommendations for modification/enhancement to better align with collision prevention. Such recommendations must be feasible for implementation by private career colleges across the province and must not yield programs that would be prohibitively expensive or time-consuming for driver trainees.

Of particular interest:

- How can prospective commercial motor vehicle drivers be taught collision avoidance/prevention skills in a manner that does not produce overconfidence and risk-taking?
- Should the curriculum standard have a stronger emphasis on fatigue management and/or longer on-road training component?

Important Note:

- **Timeline:** Proposals on this topic area must adhere to requirements for Stream B or C projects. Work must begin no later than January 2022 and be completed by March 31, 2022.
- **Curriculum:** The existing curriculum components can be accessed at this link:
<http://www.mto.gov.on.ca/english/driver/pdfs/commercial-truck-driver-training-standard.pdf>

2. Simulator Testing to Understand the Road Safety Risk of Commercial Motor Vehicle Drivers with Reduced Vision

Background:

Effective July 2021, drivers who do not meet the vision standards for a commercial licence class in Ontario may be considered for a vision waiver for a Class A, C, D, or F licence. Eligible applicants for a waiver are required to complete a functional driving assessment and pass a road test in the vehicle that meets the requirements for the class of licence sought (A, C, D, or F). The ministry is considering

how it can leverage existing driving assessment technology to improve the safety of the evaluation process (i.e., avoiding placing potentially high risk drivers in situations that may risk the safety of the driver, examiner, and other motorists) while offering insight into challenging conditions (e.g., inclement weather, hazardous obstacles, pedestrians, cyclists, intersection traffic), in a standardized manner, that may or may not be present or possible during a standard on-road test. Modern driving simulators may offer a solution.

Problem Statement:

The Ministry is interested in supporting a pilot test that explores how effective driving simulator technology is at distinguishing between safe and unsafe commercial motor vehicle drivers with reduced vision, and/or predicting on-road test performance (e.g., road test failure rate, prospective on-road collision risk).

Of particular interest:

- Evaluating driving performance in a simulator against real-world driving.
- Determining whether certain testing conditions are more effective at distinguishing between safe and unsafe drivers and/or predicting on-road test performance (e.g., how drivers perform in specific, high risk situations, such as driving in rain, snow, fog, low light, heavy traffic, high speed roadways, busy intersections, pedestrian obstacles, etc.).
- Testing conditions that challenge drivers (i.e., secondary tasks), such as scenarios where the driver must divide their attention (e.g., using a smartphone/texting, smoking, manipulating dashboard controls, eating/drinking, minding children or other passengers, etc.).

3. Alternative Countermeasures to Improve Driver Behaviour

Background:

Over the past few decades, Ontario has realized significant road safety progress and now has some of the safest roads in North America. Much of Ontario's road safety success can be attributed to stringent and comprehensive road safety laws designed to enhance safety of all road users. For example, a report published in March 2021 examined existing distracted driving legislation and found Ontario to have the strongest distracted driving laws across Canada and the United States. At the same time, collisions related to inattentive driving increased by 8% between 2009 (when distracted driving laws were introduced) and 2018, indicating a need to explore alternative driver improvement countermeasures.

To build on Ontario's road safety progress, MTO is interested in exploring non-punitive driver improvement programs and strategies to complement existing sanctioning regimes. Over the past decade, behavioural science has become increasingly utilized in public policy targeted at influencing positive changes in user behaviour. However, it remains relatively underutilized when it comes to enhancing road safety. Ontario faces various persisting road safety challenges which can benefit from the application of behavioural interventions aimed at improving road user behaviour. These challenges may include the following, among many others:

- The continued use of cell phones while driving despite increasing penalties
- Unsafe pedestrian and cyclist behaviour

- The recent reduction in occupant protection despite widespread historical success following the introduction of mandatory seat belt laws
- Impaired driving, specifically an increase in cannabis-impaired driving following legalization of recreational cannabis
- Speeding and aggressive driving (especially during the COVID-19 pandemic)

Problem Statement:

MTO is interested in engaging researchers from a variety of disciplines to identify, develop and trial interventions aimed at improving public safety by positively influencing road user behaviour. Particularly, 1) What are current best and promising practices utilized globally to improve driver behaviour using non-punitive methods? and 2) How can insights from behavioural science be incorporated into novel countermeasures to influence increased engagement in safer driving?

Of particular interest:

- How do people make driving decisions and act upon those decisions?
 - How can this inform design or re-design of existing road safety programs, services, or policies?
- How can Behavioral Insights (BI) be incorporated into new interventions to nudge drivers into safer driving behaviours?
- How alternative driver improvement programs and strategies supplement existing sanctioning regimes?
- An inventory of all non-punitive driver improvement programs and strategies ranked by proposed efficacy, cost-effectiveness, and feasibility.

4. Reducing High Risk Driving

Background:

In the past few decades, Ontario has experienced significant road safety progress. Over the nearly 20 year period between 1999 and 2018, the number of licensed drivers in Ontario increased by 31%, while the number of annual fatalities decreased by 31%. Despite overall progress, there are certain driver sub-populations who are overrepresented in collisions, specifically drivers who engage in certain high risk driving behaviours such as impaired driving and speeding, often exhibiting multiple risk factors at once. For example, among all speeding drivers that are killed on Ontario's roads, 71% test positive for either drugs or alcohol, and 32% of them are unbelted. Much of the initial progress in road safety improvement can be attributed to certain essential road safety policies (such as mandatory seat belt laws), as well as increasing social awareness through successful public education campaigns ("don't drink and drive"). However, despite their overall effectiveness, there seems to be a group of high-risk drivers that are not deterred by the threat of sanction or positively influenced by public education. To continue the progress that has been made, we need to grow our understanding of why certain drivers continue to engage in high risk driving behaviours despite negative consequences.

Problem Statement:

The Ministry is interested in engaging researchers from a variety of disciplines who are well-versed in ethnographic research methods to investigate risk-taking driving behaviour in ways

that go beyond conventional qualitative research. Specifically, the Ministry is interested in 1) what impact, if any, do existing policies and messaging have on high-risk drivers? 2) What are some motivating factors that are likely to influence decision-making among high-risk drivers? and 3) based on findings, what are some non-punitive countermeasures that can be employed to positively influence high risk drivers?

Of particular interest:

- What are the psychological, social, and cultural factors that influence some drivers' decisions to continually engage in high risk driving behaviour such as aggressive driving, drinking and driving, or drug-impaired driving?
- How do high-risk drivers perceive the threat of negative consequences such as arrest or injury?
- How are high-risk drivers influenced to make better decisions in other aspects of their lives and how can these insights be applied to influencing driving behaviour?

Appendix B Budget

The detailed budget must include a full account of purchases and activities to be funded by the award. The budget breakdown and supporting information must be in sufficient detail to justify the items relative to the project description. Other sources of funding for the project should be indicated on the application, including in-kind contributions. The selection committee reserves the right to disallow expenditures in the budget that are not adequately justified. Partial support of a project may be recommended by the committee.

Expenditures will only be eligible for reimbursement under the RSRPP (an “Eligible Expenditure”) if it meets all of the following general criteria: (1) directly related to and necessary for the successful completion of the research; (2) specifically identified in, and made in accordance with, the budget provided to MTO as part of its application for funding under RSRPP; and (3) documented through paid invoices or original receipts, or both. No changes to the budget will be allowed without the prior written approval of MTO.

Salaries and Benefits

The number of persons involved with each deliverable should be specified along with the amount of time each individual will spend on the project (e.g., in person-days). Salaries will be in accordance with those considered appropriate by the sponsoring institution. Salaries of graduate and undergraduate students, post-doctoral fellows, research associates, overhead, technical, clerical, and secretarial staff working on the proposed project under the direction of the principal investigator(s) are eligible for inclusion. The salary of the principal investigator(s) will not be funded by this program.

Equipment

Hardware includes all equipment essential to the project that is purchased, including operating and maintenance costs. Hardware and software should be listed separately and broken down into two categories: purchase and rental. If equipment or supplies are to be purchased, consideration should be given first to Canadian manufacturers and suppliers. Purchases from non-Canadian manufacturers and suppliers will be acceptable if adequate justification is provided in the proposal. Equipment purchased under this program will be retained by the sponsoring institution for further research or teaching. Desktop and portable microcomputers will not usually be eligible for funding unless a sufficient argument is made in the proposal for this otherwise standard equipment.

Other Costs

These expenses include costs for computing, administration, travel, and accommodation, consulting costs, overhead, supplies and services, and contingency costs. The method for calculating the value for overhead costs must be stated in the budget and must be congruent with that of the sponsoring institution. Overhead costs may not exceed 15% of the total requested budget. Funds may be requested for travel that is essential for the collection of data, for fieldwork, or for the presentation of papers resulting from the project. Travel to centres performing similar work to obtain first-hand information essential to the project will be considered. Travel and accommodation costs should be in accordance with the sponsoring institution's internal guidelines. Supplies and services include expendable materials, telephone, postage, printing, photocopying, and the like. Requests for common office items are not eligible for inclusion.