


To: All Departments and Institutes of VUSE

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Bruce and Bridgitt Evans Dean of Engineering

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Subject: VUSE Internal Protocol for F&A/IDC (facilities and administration/indirect costs) associated with Federal TDOT (Tennessee Department of Transportation) Extramural Funding

Rationale

TDOT SPR (Statewide Planning and Research Work Program) and SPR – “like” projects work like “seed” projects for future, larger research opportunities. The School feels it needs to be flexible with respect to F&A/IDC rate applied in these instances in order to be competitive with other Universities/Organizations applying a lower F&A/IDC rate in like instances; by directing more dollars to the programmatic side of the project.

Protocol

The School of Engineering will apply the appropriate federally negotiated F&A/IDC recovery rate to TDOT projects. An investigator/PI may request a reduction of F&A/IDC, on a case by case basis, using the school’s existing protocol [C.6 - Request to Reduce or Waive F&A \(Indirects\)](#) for TDOT SPR or SPR – “like” mechanisms. The Dean and/or the Associate Dean for Research will confirm the mechanism is indeed SPR or SPR – “like”. The minimum F&A/IDC recovery rate required for SPR or SPR – “like” mechanism will be 15% contingent upon other mitigating factors as described in policy C.6 and further elaborated on [C.2 - Transparency around Requests for IDC Waiver and Cost Sharing](#) . This protocol will be assessed regularly to make sure there is value-added from the SPR or SPR – “like” projects justifying the continuity of allowing a reduced F&A/IDC rate.