



PER DIEM, TRAVEL AND TRANSPORTATION ALLOWANCE COMMITTEE

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PDTATAC/tgh

26 June 2013

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: UTD/CTD for MAP 069-13(E)/CAP 061-13(E) – Constructed
Transportation Costs

1. **SYNOPSIS:** Redefines constructive transportation cost computations. This item was originally submitted as MAP 123-12(E)/CAP 105-12(E) and was tabled awaiting GSA response. GSA response indicated that the constructed transportation cost for a traveler authorized a specific transportation mode is limited to **ONLY** the cost of the transportation (FTR §301-10.309). This would exclude any ‘anticipated’ costs in the computation when an alternate mode of transportation is used by the traveler.
2. These changes are scheduled to appear in JFTR change 320, and JTR Change 574 dated 1 August 2013.
3. Revisions in this information item are *effective 26 June 2013*.

//Approved//

W. B. TIRRELL, SR.

Chief, Policy and Regulations Branch

Attachment:

Rev 1

Uniformed E-Mail Distribution:

MAP Members T&T Branch PMO-DTS GSA-3FT GSA-OGP(MTT) DTMO PPC

Civilian E-Mail Distribution:

AP Members T&T Branch PMO-DTS GSA-3FT GSA-OGP(MTT) DTMO CBCA Judges

JFTR REVISIONS

U3050:

A. *****

*B. GOV'T and GOV'T Procured Air Transportation Available

*1. When GOV'T/GOV'T procured air transportation use is required under par. U3500-O, but a traveler elects to travel by a different transportation mode at personal expense, reimbursement for the transportation cost must not exceed the amount that would have been paid for the available GOV'T/GOV'T procured air transportation.

*2. When the city pair airfare is the POLICY CONSTRUCTED AIRFARE, constructed costs are based on the POLICY CONSTRUCTED AIRFARE (see APP A) which includes the non-capacity controlled city pair airfare. *Capacity controlled city pair airfares are never used for cost construction.*

*3. *****

C. GOV'T/GOV'T Procured Air Transportation Not Available

1. When GOV'T/GOV'T procured air transportation is not available, reimbursement for transportation used must not exceed the POLICY CONSTRUCTED AIRFARE (See APP A) available for scheduled commercial air service over the usually traveled direct route between the origin and destination.

2. *****

D. *****

E. Computation

1. Except as prohibited in pars. U3525 and U3660, reimbursement for travel by other than the authorized transportation mode and/or route is limited to the cost the GOV'T would have paid for the authorized transportation mode and/or route. *No other costs are added to the computation.* The traveler is paid whichever (actual or constructed) is less.

2. *****

3. The constructed transportation cost and the normal scheduled travel time for the carrier must be obtained from the appropriate transportation officer or other authentic tariff source.

F. *****

U4710:

A. *****

B. *****

C. POC Use Is *Not* to the GOV'T's Advantage. If a traveler elects to use a POC instead of the authorized transportation mode (other than GOV), reimbursement must be limited to the authorized transportation mode constructed cost, which is the sum of per diem and the transportation cost the GOV'T would have incurred if travel was performed by the authorized transportation mode. *No other costs are added to the computation.*

Example: A traveler is authorized air transportation from Washington, DC, to Orlando, FL, at a cost to the GOV'T of \$500 for the air transportation only. The traveler elects to use a POC to perform travel to the TDY site. The

traveler is limited to a maximum of \$500 for transportation costs. Any other costs that MAY HAVE BEEN associated with the use of the authorized air transportation have no bearing on the cost construction of the reimbursable transportation costs.

U4735:

A. General. The GOV'T's constructed transportation cost is computed solely on fares/charges for the POLICY CONSTRUCTED AIRFARE (APP A) between authorized points. See par. U4710-C.

B. Constructed Cost Comparison by Airplane

1. *****

2. The GOV'T's constructed transportation cost is computed solely on fares/charges for the POLICY CONSTRUCTED AIRFARE (APP A) (often contract city pair airfare, par. U3045-D3). See par. U4710-C.3.

4. Air transportation constructed costs include taxes or fees the GOV'T would have paid if GOV'T procured transportation was used. See par. U4710-C.

C. Constructed Cost Comparison by Train

1. When air accommodations are not provided between origin and destination points, mileage reimbursement is limited solely to the constructed cost of coach train accommodations for the travel performed. See par. U4710-C.

2. *****

D. Constructed Cost Comparison by Bus. When neither air nor rail transportation is provided, mileage reimbursement is limited solely to the bus transportation cost. See par. U4710-C.

E. *****

U4765 MIXED MODE TRANSPORTATION

A. General. A traveler who travels partly by POC and partly by common carrier is authorized:

1. TDY mileage for the distance traveled by POC,
2. The transportation cost, and
3. Per diem for actual travel.

B. Reimbursement

1. *****

2. POC Use Is *Not* to the GOV'T's Advantage. Reimbursement is NTE the cost of constructed transportation and per diem. See par. U4710-C.

JTR REVISIONS

C3050:

A. *****

B. *****

C. *****

D. *****

E. Computation

1. Except as prohibited in pars. C3525 and C3660, reimbursement for travel by other than the authorized transportation mode and/or route is limited to the cost the GOV'T would have paid for the authorized transportation mode and/or route. ***No other costs are added to the computation.*** The traveler is paid whichever (actual or constructed) is less.

2. The authorized transportation mode means the transportation mode that would have been furnished IAW these Regulations.

3. The constructed transportation cost and the normal scheduled travel time for the carrier must be obtained from the appropriate transportation officer or other authentic tariff source.

F. *****

C4710:

A. *****

B. *****

C. POC Use Is *Not* to the GOV'T's Advantage. If a traveler elects to use a POC instead of the authorized transportation mode (other than GOV), reimbursement must be limited to the authorized transportation mode constructed cost, which is the sum of per diem and the transportation cost the GOV'T would have incurred if travel was performed by the authorized transportation mode. ***No other costs are added to the computation.***

Example: A traveler is authorized air transportation from Washington, DC, to Orlando, FL, at a cost to the GOV'T of \$500 for the air transportation only. The traveler elects to use a POC to perform travel to the TDY site. The traveler is limited to a maximum of \$500 for transportation costs. Any other costs that MAY HAVE BEEN associated with the use of the authorized air transportation have no bearing on the cost construction of the reimbursable transportation costs.

C4735:

A. General. The GOV'T's constructed transportation cost is computed solely on fares/charges for the POLICY CONSTRUCTED AIRFARE (APP A) between authorized points. See par. C4710-C.

B. Constructed Cost Comparison by Airplane

1. *****

2. The GOV'T's constructed transportation cost is computed solely on fares/charges for the POLICY CONSTRUCTED AIRFARE (APP A) (often contract city pair airfare, par. C3045-D3). See par. C4710-C.

3. *****

4. Air transportation constructed costs include taxes or fees the GOV'T would have paid if GOV'T procured transportation was used. See par. C4710-C.

C. Constructed Cost Comparison by Train

1. When air accommodations are not provided between origin and destination points, mileage reimbursement is limited solely to the constructed cost of coach train accommodations for the travel performed. See par. C4710-C.

2. *****

D. Constructed Cost Comparison by Bus. When neither air nor rail transportation is provided, mileage reimbursement is limited solely to the bus transportation cost. See par. C4710-C.

E. *****

C4765:

A. General. A traveler who travels partly by POC and partly by common carrier is authorized:

1. TDY mileage for the distance traveled by POC,
2. The transportation cost, and
3. Per diem for actual travel.

B. Reimbursement

1. *****

2. POC Use Is *Not* to the GOV'T's Advantage. Reimbursement is NTE the cost of constructed transportation and per diem. See par. C4710-C.

JFTR/JTR REVISIONS

T4030:

A. Transportation Mode. The AO may direct travel by a transportation specific mode (e.g., GOV'T or commercial air, bus, train) except the AO cannot require the traveler to use a personal or rental vehicle for official travel. ***If a certain mode is directed and another mode is used, transportation reimbursement is NTE the directed transportation mode cost. No other costs are added to the computation.***

B. *****

C. *****

1. *****

2. *****

3. *****

4. *****

*5. An approved claim for damage to a rental vehicle, while the rental vehicle is being used for official business, is reimbursable to either the traveler or the rental car vendor and shown as a reimbursable expense. The claim must be adjudicated as payable per the DoDFMR, Volume 9, Ch 4, (<http://www.dtic.mil/comptroller/fmr/>) (or appropriate Service issuances for the non-DoD Services). If damage is to a rental car under the DTMO rental car agreement, a DoD traveler may file an accident report at the DTMO website <http://www.defensetravel.dod.mil/Rental/>. When the AO has not authorized/approved special conveyance use, reimbursement for rental car use is limited to the POC mileage rate in JFTR, par. U2600/JTR, par. C2600 for the official distance NTE the GOV'T's constructed cost. See JFTR, par. U4710-C/JTR, par. C4710-C.

NOTE 1: *****

NOTE 2: *****

NOTE 3: *****

D. *****

*E. POC. When the AO authorizes/approves a POC as being to the GOV'T's advantage, reimbursement is authorized at the standard rate per mile for the POC type and the distance between duty locations or between home and TDY location(s) as appropriate. Reimbursement is authorized for parking fees, ferry fares, and road, bridge, and tunnel tolls for travel over a direct route. If the AO does not authorize/approve POC use as being to the GOV'T's advantage and one is used anyway, reimbursement is authorized at the standard rate per mile plus reimbursable expenses (parking fees, etc.) NTE the constructed cost of AO authorized transportation (e.g., commercial plane). See JFTR, par. U4710-C/JTR, par. C4710-C. In either case (to the GOV'T's advantage or not), reimbursement is only authorized for the traveler paying the POC operating expenses. When two or more official travelers travel in the same POC to the TDY location, the official traveler responsible for paying the POC operating expenses is authorized reimbursement for any additional distance involved if the official traveler passenger(s) is/are picked up/ dropped off at their homes. The extra distance is based on odometer readings (or other acceptable evidence) of the actual necessary extra distance traveled. If reimbursement at the published rate does not cover expenses, or if there is no established rate for the POC type being used, the AO may authorize/approve reimbursement of necessary transportation costs incurred for uniformed personnel. For distance determination (DTOD requirements), see JFTR, par. U2650-A/JTR, par. C2650-A. **NOTE:** *PDTATAC has determined that POC (automobile or motorcycle only) use on TDY is to the GOV'T's advantage for TDY to locations within 800 miles*

(roundtrip) of the PDS as determined from DTOD (for DoD) and from appropriate distance sources for the non-DoD Services. There is no requirement for any cost comparison. A command may authorize POC (automobile or motorcycle only) use for TDY travel of 800 miles or less roundtrip (400 miles one way) at its discretion.

F. *****

G. *****

H. *****

I. *****

J. *****

K. Constructed Cost. Constructed transportation costs are based on the non-capacity controlled city pair airfare (YCA), not the capacity controlled city pair airfare (_CA), if both are available. If a city pair airfare is not available between origin and destination, the constructed transportation cost is limited by the POLICY CONSTRUCTED AIRFARE (see APP A1). ***No other costs are added to the computation.*** See JFTR, par. U4710-C/JTR, par. C4710-C. City pair (YCA) airfare transportation is presumed available if there is a city pair between the origin and destination points, regardless of whether or not space would actually have been available had the traveler used air transportation for the official travel.

L. *****