



**PER DIEM, TRAVEL, AND TRANSPORTATION  
ALLOWANCE COMMITTEE**  
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ALEXANDRIA, VA 22350-9000

March 19, 2024

MEMORANDUM FOR: MILITARY ADVISORY PANEL  
CIVILIAN ADVISORY PANEL

SUBJECT: UTD/CTD for MAP/CAP 14-24(E), “Privately owned vehicle (POV) constructive cost analysis update”

1. Purpose: This item inserts clarifying language identified in GSA’s *Federal register notice 2023-00733*, which issued a final ruling to clarify the calculation of “constructed cost” as it relates to temporary duty (TDY) travel. This item clarifies that what factors should be compared to privately owned vehicle costs to when preparing a constructive cost analysis. Prior Civilian Board of Contract Appeals (CBCA) and General Services Board of Contract Appeals (GSCBA) decisions also address the compiling of cost associated with the method selected as most advantageous to the government (*See In the Matter of Russell E. Yates*, GSCBA No. 15109–TRAV (Jan. 28, 2000); *In the Matter of Stephen M. England*, CBCA 3903–TRAV (Jan. 30, 2015)).

2. This revision was approved at the March 19, 2024 MAP and CAP meetings.

MAP	Vote
USA	Concur
USN	Concur
USAF	Concur
USMC	Concur
USSF	Concur
USCG	Concur
USPHS	Concur
NOAA	Concur

CAP	Vote
USA	Concur
USN	Concur
USAF	Concur
USMC	Concur
OSD	Concur

3. These changes are scheduled to appear in the Joint Travel Regulations, dated April 1, 2024.

4. This revision is effective when published in the Joint Travel Regulations.

5. Action Officer: Dwayne Norman II (dwayne.a.norman2.civ@mail.mil).

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Joel T. Ridenour  
 Senior Policy Advisor, Defense Travel  
 Management Office  
 Chief, Per Diem, Travel, and Transportation  
 Allowances Committee

Attachment:

Joint Travel Regulations Revisions

cc:

Civilian Board of Contract Appeals

Defense Travel Management Office

General Services Administration

U.S. Coast Guard Pay and Personnel Center

# Joint Travel Regulations Revisions

## 020210. Privately Owned Vehicles (POV)

F. Cost Comparisons Between Use of a POV and Other Modes of Transportation (Computation and Calculation Rules). When a traveler uses a POV instead of an authorized type of transportation deemed most advantageous to the Government, a cost comparison is done to determine reimbursement. The POV mileage is compared to the constructed cost of the authorized transportation type and the lesser of the two amounts is reimbursed. The constructed cost is the sum of the transportation ticket cost, ~~plus~~ the TMC fee, ~~and other related costs that include, but not limited to, taxi and TNC fares, terminal mileage, baggage fees, ferry fees, parking, or rental car when authorized and necessary.~~ The per diem that the Government would have incurred if travel had been performed by the authorized transportation mode is paid. ~~No other costs, such as taxi fare, TNC fare, or parking, are included in the comparison.~~

<b>Table 2-11. Cost Comparison Rules for Using a POV</b>	
If...	Then...
<b>POV v. Rental Car</b>	
1	air, train, bus, or Government-provided transportation is not provided or available,
2	the AO determines that a rental car is more economical, but the traveler uses a POV,
<b>POV v. Bus</b>	
3	neither air nor rail transportation is provided,
<b>POV v. Commercial Airplane</b>	
4	a traveler is authorized to use a commercial airplane and uses a POV instead,
5	the policy-constructed airfare includes an airfare available through the GSA City Pair Program*,
6	the policy-constructed airfare turns out to be, or to include, a GSA City Pair Program* airfare and both a YCA and a -CA airfare are available,
7	an individual traveling at Government expense rides in the same POV as the traveler claiming mileage,
<b>Vehicle v. Train</b>	
8	the official distance between authorized locations (as determined by the DTOD or from appropriate distances (non-DoD Services)) is less than 250 miles one way or

## Joint Travel Regulations Revisions

Table 2-11. Cost Comparison Rules for Using a POV		
If...		Then...
	less than 500 miles round trip, and use of rail is available and time and cost effective,	<u>other related costs associated with the authorized transportation option.</u>
9	air accommodations are not provided between origin and destination points,	mileage reimbursement is limited to the constructed cost of coach train accommodations for the travel performed <u>and other related costs associated with the authorized transportation option.</u>
10	an administrative determination is made that rail transportation is more economical than the commercial air accommodations provided between the city and airport,	the constructed cost comparison also may be made with rail transportation, including related per diem <u>and other related costs associated with the authorized transportation option.</u>
11	extra fare service has been authorized as being to the Government's advantage,	the constructed cost comparison may be limited to a maximum of the cost of extra fare service <u>and other related costs associated with the authorized transportation option.</u>
Aero Club Aircraft v. Commercial Air		
12	the use of an Aero Club aircraft is authorized or approved, and two or more official travelers are authorized to travel together,	reimbursement to the pilot is for the actual necessary expenses, limited to the Government's transportation cost, for the pilot and accompanying travelers.
*See GSA <a href="#">City Pair Program</a> .		