



**PER DIEM, TRAVEL, AND TRANSPORTATION
ALLOWANCE COMMITTEE**
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October 17, 2024

MEMORANDUM FOR: MILITARY ADVISORY PANEL
CIVILIAN ADVISORY PANEL

SUBJECT: UTD/CTD FOR MAP/CAP 80-24(I), "Clarify POV Use During Evacuation and Evacuation Related TDY"

1. Purpose: This item clarifies that an Authorizing or Approving Official (AO) may authorize privately owned vehicle (POV) use as advantageous to the Government without the use of a constructed cost comparison or constructed travel worksheet for evacuation travel or evacuation related temporary duty (TDY) travel. It also clarifies if an AO authorizes POV use for evacuation travel as advantageous to the Government, it is automatically considered advantageous for travel returning to the permanent duty station.
2. This revision is forwarded for information purposes. No coordination is required.
3. DFAS and PDTATAC Staff initiated this revision.
4. This revision is effective when published in the JTR.
5. Action Officer: John P. Kenney (john.p.kenney.civ@mail.mil)

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Christopher M. Woods
Chief, Policy Branch

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

020203. Transportation Types Most Advantageous to the Government

A. Preferred Transportation. In the case of TDY travel, the following transportation types are presumed most advantageous to the Government, unless the AO determines otherwise.

1. In accordance with [DoDI 4500.57](#) (Transportation and Traffic Management), Government transportation by air for travel OCONUS is considered the most advantageous method when reasonably available to meet mission requirements. See [transportation computation example](#).

2. When Government transportation is not directed, commercial travel by airplane, rail, bus, or ship is generally the most advantageous method of transportation and should be selected when reasonably available. Of these types the most preferable is travel by airplane if the distance is greater than 250 miles. If the distance is 250 miles or less, then travel by rail is preferred if available; if not available, then travel by rental vehicle is preferable.

3. When travel must be by automobile, a Government automobile is most advantageous. If a Government automobile is not available, then:

a. Consider a rental car. See the DTMO [Rental Car Agreement](#) and [DTR 4500.9-R, Part I](#) (Passenger Movement), for instructions and guidance for rental car selection.

b. A POV is considered most advantageous to the Government only after the other transportation types have been considered.

(1) If the AO determines that using a Government automobile would be more expensive than using a POV because of unusual circumstances, then the AO may authorize reimbursement for POV use on TDY travel.

(2) A traveler's personal choice must not be the sole determining factor for authorization.

(3) The AO must review the traveler's cost comparison, that demonstrates the constructed cost and identifies other factors, when determining if the use of a POV will be authorized as advantageous to the Government. The cost comparison is submitted on a worksheet such as the DTMO's [constructed travel worksheet](#) (CTW) or similar locally-approved form. If an available Government automobile is authorized or directed, then a CTW is not required, see Table 2-9 for reimbursement rules.

(4) For evacuation travel and evacuation-related TDY, due to the urgent nature, the AO may authorize or approve use of a POV is advantageous to the Government. That authorization or approval does not require a constructed cost comparison or CTW.

Joint Travel Regulations Revisions

Table 6-14. Transportation Allowances while Leaving a Location being Evacuated

All Evacuation Locations	
1	<ul style="list-style-type: none"> a. A dependent directed to go to a safe haven, who instead <i>goes somewhere</i> that is not authorized or approved, is limited to reimbursement for the cost of transportation from the origin to the authorized safe haven location. b. A dependent directed to go to a safe haven, who actually <i>arrives</i> at the safe haven and then leaves for personal reasons, receives no transportation to the personal location. c. A dependent is authorized the same transportation allowances to and from a safe haven as those authorized for a TDY. d. Accompanied baggage is not authorized unless the carrier providing transportation allows excess accompanied baggage and the Transportation Officer in the affected area or the AO authorizes or approves it. The Transportation Officer and AO are not required to authorize or approve excess accompanied baggage if they believe it is unnecessary. e. An eligible dependent is authorized transportation from the place where notified of the evacuation to the safe haven, or designated place, whichever the official determines is appropriate for traveling to the Service member's PDS when an evacuation is ordered or authorized. The following criteria must be met: <ul style="list-style-type: none"> 1. A dependent must remain where he or she receives notification of the evacuation to await a decision authorizing onward travel to the PDS, to another safe haven, or to a designated place when the dependent has: <ul style="list-style-type: none"> a. Official authorization to travel to the PDS on personally procured transportation subject to Government reimbursement. b. Dissolved his or her residence and moved to temporary accommodations pending the travel to the Service member's PDS. A dependent who has dissolved the residence is considered to be en route to the Service member's PDS. For example, a house is sold and a contract signed with a specified date for moving out and closing the sale of the house or a lease has been terminated and cannot be reinstated. 2. A dependent who has not received official authorization to travel to the Service member's PDS is not authorized transportation or reimbursement for transportation.

Transportation Allowances Specific to Location Being Evacuated

	CONUS	Foreign and Non-Foreign Locations OCONUS
2	<ul style="list-style-type: none"> a. Reimbursement for using a POV is at the TDY mileage rate. b. Reimbursement is to the POV operator; passengers receive no transportation reimbursement. c. The AO may consider use of a POV as advantageous to the Government without the use of a constructed cost comparison or CTW. 	<ul style="list-style-type: none"> a. A dependent must remain where he or she receives notification of the evacuation to await a decision authorizing onward travel to the PDS, to another safe haven, or to a designated place when the dependent has a port call to the Service member's PDS. b. The official issuing the port call must consult the Service headquarters to determine the appropriate action to take and provide timely notification to the dependent. c. When a dependent does not have a port call, the Service member's AO determines the appropriate action to take and furnishes timely notification to the dependent. d. A dependent who has not received a port call or official authorization to travel to the Service member's PDS is not authorized any transportation under this paragraph.

Joint Travel Regulations Revisions

060208. Preparing for Return Trip

A. Eligibility. A dependent transported to a safe haven or designated place at Government expense may be eligible for return transportation when an evacuation status is canceled.

B. Allowances

1. Transportation. A dependent authorized to travel from the safe haven location or designated place to obtain a passport or medical screening as a requirement for returning to the Service member's PDS is authorized transportation for one round trip. Transportation is by one of the following:

- a. Government or Government-procured transportation.
- b. Transportation in-kind.
- c. Personally-procured Commercial Transportation. Reimbursement is the actual transportation cost, limited to what it would have cost to provide Government-procured transportation.
- d. POV Reimbursed at the Automobile TDY Mileage Rate for the Official Distance According to the Defense Table of Official Distance. When two or more dependents travel together by POV, only the POV operator is authorized the TDY mileage allowance. POV use on the return trip is automatically considered advantageous if the AO authorized or approved POV use as advantageous to the Government for the initial travel to the safe haven location; no constructed cost comparison or CTW is required.

2. Per Diem. No additional safe haven evacuation allowances associated with the round trip are authorized.