

Guidance and examples for Constructed Cost Computation worksheet

JFTR, par. U4715 is still in effect. '800 Miles Round Trip Policy' "POC use on TDY is to the GOV'T's advantage for TDY to locations within 800 miles of the PDS (round trip) as determined from the DTOD (for DoD) or from appropriate distance sources (non DoD Services)." This also applies to DHS civilian travelers in accordance with FTR §301-10.303.

References: JFTR, pars. U3050, U4710, and U4735.
FTR §301-10.309

The JFTR committee determined that the government preferred method of travel to a TDY site is commercial air via government contract, except when JFTR, par. U4715 applies. If POC travel does not qualify for POC MOST ADVANTAGEOUS, then POC travel is for personal convenience. If POC travel is for personal convenience, the member will be reimbursed for mileage costs and 1 day of travel per diem each way (regardless of how many days it actually takes to drive to/from the TDY site) and does not exceed the Constructed Cost (city pair airfare + service fee). If it does exceed Constructed Cost, the member is capped at the Constructed Cost value. *See examples below.

This change to the JFTR is for transportation from PDS to TDY site and from TDY site back to PDS only. When computing the Constructed Cost, expenses such as tolls, parking, rental car, etc. incurred while driving a POC to or from the TDY location are NOT included. This does not impact local transportation entitlements while at TDY site. If it is determined that POC is Most Advantageous, all authorized expenses incurred while traveling are reimbursable.

Use the Policy Constructed Cost Worksheet located on PPC's Travel Website, <http://www.uscg.mil/ppc/tvl.asp>. This worksheet must be signed by both the traveler and the Approving Official and accompany all travel claims where a member is driving POC. Members orders must indicate what type of travel is authorized based on this worksheet.

Direct link to the worksheet: <http://www.uscg.mil/ppc/travel/ConstructiveGTRCost.XLS>

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Example: Member chooses to drive, but POC is NOT most advantageous.
 Member's mileage costs (miles X rate) equals \$500.00 and member uses 2 days to travel to TDY site.
 Constructed Cost is \$750 and 1 day to fly. Member will be reimbursed 1 travel day at 75% per diem and \$500 for the mileage.

A. Enter the dollar cost of commercial transportation (one way YCA/train or bus fare including taxes and fees) between authorized origin and destination:	\$	700.00
B. Enter the fee normally charged by your CTO:	\$	50.00
POLICY CONSTRUCTED COST:	\$	750.00
A. Enter DTOD MALT for uniformed traveler or odometer MALT for civilians:	\$	500.00
COMPUTED COST:	\$	500.00
<p>*These are considerations that are not part of the constructed transportation cost, but help the AO decide whether POC use is to the Government's advantage. You may include any item found in JFTR, par. U4775-B, but the most common considerations are the cost savings for not renting an authorized vehicle at the TDY location and the constructed transportation costs for POC passengers on official travel:</p>		
1. Mission requirements including transportation of baggage, tools, or equipment;	<input type="checkbox"/>	
2. Availability of other transportation and the effect on productive time;	<input type="checkbox"/>	
3. Duty locality in relation to traffic conditions, routing, and weather;	<input type="checkbox"/>	
4. TDY location in relation to the lodging and meal facilities location(s) and transportation availability, other than POC, between these points;	<input type="checkbox"/>	
5. Overall cost advantage when there are accompanying passengers under official travel orders in the same POC;	<input type="checkbox"/>	
6. The productive time lost for the additional travel time;	<input type="checkbox"/>	
7. POC use more efficient, economical, or results in a more expeditiously accomplished mission;	<input type="checkbox"/>	
8. No practicable commercial transportation; and/or	<input type="checkbox"/>	
9. Common carrier use would be so time consuming that it would delay the mission.	<input type="checkbox"/>	
POC USE IS ADVANTAGEOUS:		
POC USE IS LIMITED TO THE POLICY CONSTRUCTED COST OF:		
POC COMPUTED COST AUTHORIZED (TPAX/IATS auto includes 1 day per diem):	\$	500.00

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Example: Member chooses to drive, but POC is NOT most advantageous.

Member's mileage costs (miles X rate) equals \$1000.00 and member uses 2 days to travel to TDY site.

Constructed Cost is \$750 and 1 day to fly. Member will be reimbursed 1 travel day at 75% per diem and capped at \$750 for the mileage.

A. Enter the dollar cost of commercial transportation (one way YCA/train or bus fare including taxes and fees) between authorized origin and destination:	\$ 700.00	
B. Enter the fee normally charged by your CTO:	\$ 50.00	
POLICY CONSTRUCTED COST:	\$ 750.00	
A. Enter DTOD MALT for uniformed traveler or odometer MALT for civilians:		
	\$ 1,000.00	
COMPUTED COST:	\$ 1,000.00	
<p>*These are considerations that are not part of the constructed transportation cost, but help the AO decide whether POC use is to the Government's advantage. You may include any item found in JFTR, par. U4775-B, but the most common considerations are the cost savings for not renting an authorized vehicle at the TDY location and the constructed transportation costs for POC passengers on official travel:</p>		
1. Mission requirements including transportation of baggage, tools, or equipment;	<input type="checkbox"/>	
2. Availability of other transportation and the effect on productive time;	<input type="checkbox"/>	
3. Duty locality in relation to traffic conditions, routing, and weather;	<input type="checkbox"/>	
4. TDY location in relation to the lodging and meal facilities location(s) and transportation availability, other than POC, between these points;	<input type="checkbox"/>	
5. Overall cost advantage when there are accompanying passengers under official travel orders in the same POC;	<input type="checkbox"/>	
6. The productive time lost for the additional travel time;	<input type="checkbox"/>	
7. POC use more efficient, economical, or results in a more expeditiously accomplished mission;	<input type="checkbox"/>	
8. No practicable commercial transportation; and/or	<input type="checkbox"/>	
9. Common carrier use would be so time consuming that it would delay the mission.	<input type="checkbox"/>	
POC USE IS ADVANTAGEOUS:		
POC USE IS LIMITED TO THE POLICY CONSTRUCTED COST OF:		
	\$ 750.00	
POC COMPUTED COST AUTHORIZED (TPAX/IATS auto includes 1 day per diem):		

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To determine if POC is most Advantageous vs. personal convenience, use the bottom section of the worksheet. If POC is Most Advantageous, actual travel time and authorized expenses are reimbursable.

*These are considerations that are not part of the constructed transportation cost, but help the AO decide whether POC use is to the Government's advantage. You may include any item found in JFTR, par. U4775-B, but the most common considerations are the cost savings for not renting an authorized vehicle at the TDY location and the constructed transportation costs for POC passengers on official travel:		
1. Mission requirements including transportation of baggage, tools, or equipment;	<input type="checkbox"/>	
2. Availability of other transportation and the effect on productive time;	<input type="checkbox"/>	
3. Duty locality in relation to traffic conditions, routing, and weather;	<input type="checkbox"/>	
4. TDY location in relation to the lodging and meal facilities location(s) and transportation availability, other than POC, between these points;	<input type="checkbox"/>	
5. Overall cost advantage when there are accompanying passengers under official travel orders in the same POC;	<input type="checkbox"/>	
6. The productive time lost for the additional travel time;	<input type="checkbox"/>	
7. POC use more efficient, economical, or results in a more expeditiously accomplished mission;	<input type="checkbox"/>	
8. No practicable commercial transportation; and/or	<input type="checkbox"/>	
9. Common carrier use would be so time consuming that it would delay the mission.	<input type="checkbox"/>	