



GUIDE



Completing a Constructed Travel Worksheet for Authorizations (Pre-Travel)

March 8, 2024



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This instruction has been reviewed by the Per Diem, Travel, and Transportation Allowance Committee staff in accordance with DoDI 5154.31, Volume 5, as PDTATAC Case RR24001, dated 4 March 2024.

I. Overview of Constructed Travel

When triggered on an authorization, the DTS Constructed Travel pre-audit indicates that a constructed travel worksheet (CTW) may be required.

1. A CTW **is not required** if you will use the transportation mode the AO will authorize or direct on every travel leg. The AO will usually authorize or direct you to use commercial air unless a local policy dictates otherwise.
2. A CTW **is not required** if government transportation is authorized or directed.
3. A CTW **is required** any time you use your Privately Owned Vehicle (POV). A POV is an automobile, motorcycle, airplane, or boat.
 - If a CTW is not required, justify the Constructed Travel pre-audit flag by stating the condition that applies. The AO will not limit your transportation reimbursement.
 - When using your POV, you must complete a CTW to help the AO decide whether to limit your transportation reimbursement to the constructed transportation cost. The AO will consider the costs you enter on the CTW, but the CTW does not override the AO's authority – supported by the JTR – to determine which travel and transportation expenses are eligible for reimbursement. You are not required to use the CTW available through DTS. You may use any locally approved worksheet.

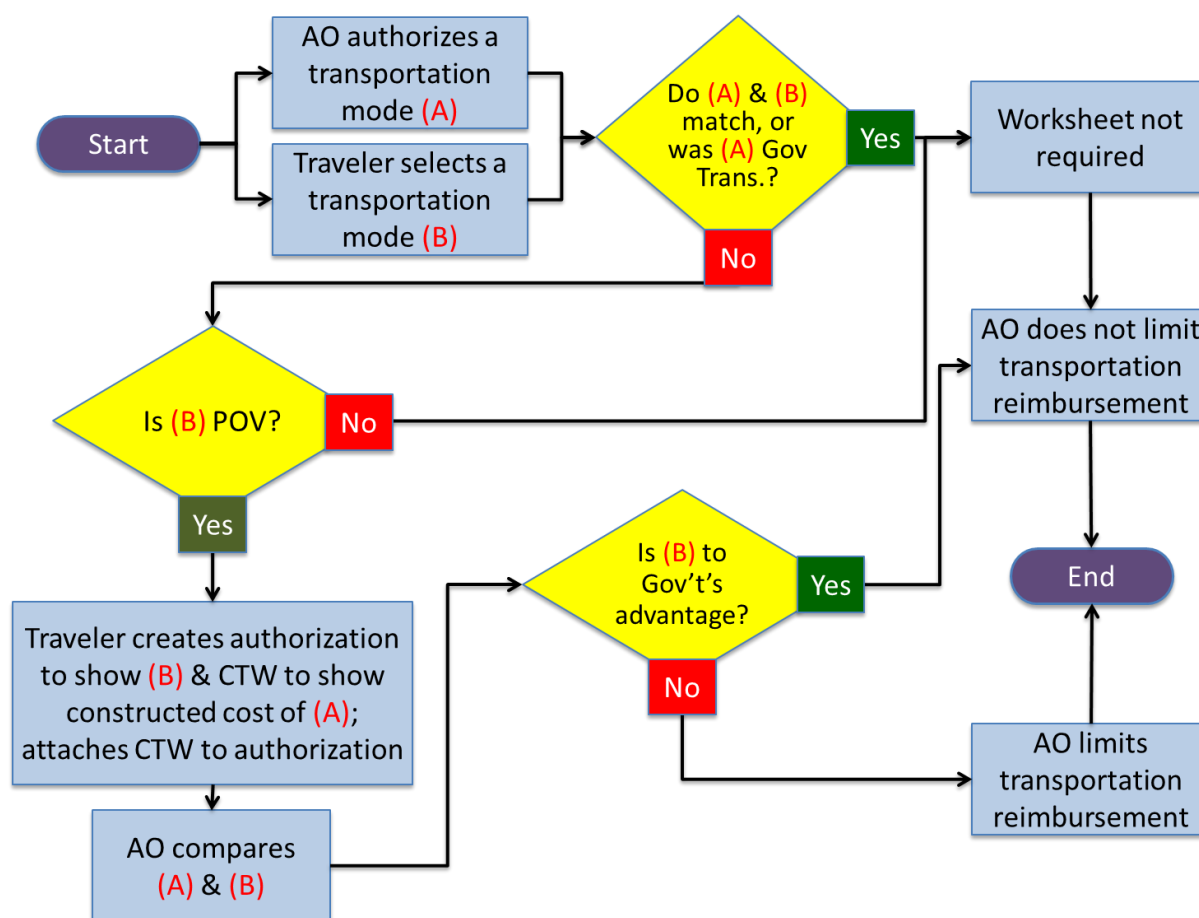
The flowchart on the next page summarizes the above process. Consult your AO or DTA if you still do not know whether you need to complete a CTW, or if an alternate, locally approved worksheet exists.

Note: A travel leg is usually a one-way journey from the PDS to a TDY location, from one TDY location to another, or from a TDY location to the PDS. Short stopovers with no change of transportation mode do not create a new travel leg. So, in other words:

- A TDY to 1 location generally has 2 travel legs: PDS → TDY1 | TDY1 → PDS
- A TDY to 2 locations generally has 3 travel legs: PDS → TDY1 | TDY1 → TDY2 | TDY2 → PDS
- And so on...

Overnight stops and changes of transportation mode create additional travel legs. For example, if you take a one-way rental car to the airport, then a flight to your TDY location, you wind up with two travel legs to get to your TDY location.

A. Summarized Constructed Travel Process for Authorizations



Notes:

1. The **Traveler Instructions** section of this document explains how to complete a CTW. If you are using an alternate worksheet, contact the document creator for complete instructions.
2. The **AO Instructions** section of this document outlines the considerations the AO uses to determine which transportation mode is advantageous to the Government.

II. Traveler Instructions

When a CTW is required, fill it out, attach it to your DTS authorization in the **Expenses** module, and justify the Constructed Travel pre-audit by stating that the CTW is attached.

Your AO will use the CTW to decide whether to authorize full reimbursement for your travel expenses or to limit your reimbursement to the constructed transportation cost.

A. Complete the CTW, Step-by-Step

1. Enter your **Name**.

2. Complete the **Section 1. Travel Itinerary** chart to reflect the transportation mode the AO would have authorized or directed. The first row is for the outbound trip to start your TDY. The second row is for the return trip to your PDS. Four extra rows give you space to enter additional travel legs from one TDY location to another. Do not use them if your trip only includes one TDY location. **For each travel leg**, enter:

- 2.1. The **Date** of travel.

- 2.2. The **Departure Location**. If applicable, also enter the code of the terminal you would have traveled from. **Example:** You might list a flight out of Los Angeles as, "Los Angeles, CA (LAX)".

- 2.3. The **Arrival Location**. As 2.2, but for the arrival terminal.

Note for 2.2 and 2.3: Do not list en route stops unless you would have paid separately for the transportation, switched transportation modes, or received per diem at the en route location (e.g., for an overnight layover). **Example:** If your flight to Dallas, TX includes a short layover in Phoenix, AZ, do not enter Phoenix as an arrival or departure airport.

- 2.4. The transportation **Mode** (air, rail, etc.).

- 2.4.1. For air travel, include the fare class. To determine the fare class, see the section on [Finding a Flight Cost and Fare Type](#).

- 2.4.2. For all other travel modes, enter any factors that would have affected the travel cost (e.g., "sleeper car" for overnight rail travel).

- 2.5. The travel **Cost**. Enter the constructed cost of the transportation mode the AO would have authorized or directed. Do not include any other expenses. For ticketed transportation, the constructed cost is the ticket cost plus all taxes and fees except the TMC fee. See JTR, par. 020210-F for more detail about constructed costs.

- 2.5.1. If the AO would have authorized or directed travel by **commercial air**, see the section on [Finding a Flight Cost and Fare Type](#).

- 2.5.2. If the AO would have authorized or directed travel by **rail or bus**, enter the estimated ticket cost, including taxes and fees, except the TMC fee. Your best source for ticket costs, terminal codes, and fare class (where applicable) is the provider's website.

- 2.5.3. If the AO would have authorized or directed travel by a **Government Vehicle** (e.g., motor pool vehicle), enter the estimated amount you'd have to pay for gas and oil (usually \$0.00), plus any reimbursable expenses JTR, par. 020208 allows that would apply to the trip.

- 2.5.4. If the AO would have authorized or directed en route travel by **rental car** (including a one-way rental car to or from any official location) enter the cost of the lowest cost rental car that is suitable for the mission, and add any reimbursable expenses JTR, par. 020210-F allows that would have applied to the trip. You can find the lowest cost rental car on the **Select a Rental Car** Screen.

Note: For round-trip travel, if you plan to use an authorized or directed transportation mode for at least one travel leg, and a different mode for at least one travel leg, use the cost of the authorized or directed mode as the cost for both legs.

Example: The AO authorized you to fly round-trip to and from Reno, but you want to fly to Reno, pick up a car, and drive it home. On the CTW, use the actual cost of the flight to Reno as the constructed cost for both the outbound and return travel legs.

3. Complete **Line 2E** in **Section 2. Constructed cost**. The CTW enters all other costs in this section for you.
 - 3.1. **Line 2A** shows the transportation cost of your first (outbound) travel leg.
 - 3.2. **Line 2B** shows the transportation cost of your final (return) travel leg.
 - 3.3. **Line 2C** shows the total transportation cost for all other travel legs. If you only have 2 travel legs on this trip, this will always be \$0.
 - 3.4. **Line 2D** shows the total cost of **Lines 2A, 2B, and 2C**, which are the only transportation expenses the JTR allows you to include in the constructed cost.
 - 3.5. In **Line 2E**, enter the standard TMC transaction fee. If you don't know what your TMC charges, ask your DTA or AO.
 - 3.6. **Line 2F** shows the total cost of **Lines 2D and 2E**, which is the constructed cost.
4. Complete **Section 3. Potential transportation costs**. These costs are not included in the constructed cost, but they provide the AO with more complete information about the total cost of the transportation mode the AO authorized or directed. The AO will consider this information when deciding whether to limit your transportation reimbursement to the constructed cost.

Note: Do not include the costs associated with authorized or directed en route rental cars in Section 3. Enter them in Section 1 (see step 2.e.iv.).

- 4.1. In **Line 3A**, enter the estimated transportation cost (e.g., POV mileage, taxi, etc.) to travel from your home or PDS to the departure airport.
- 4.2. In **Line 3B**, enter the estimated transportation costs to travel between official destinations (e.g., places you eat, sleep, work, etc.) at all your TDY locations. This may include rental cars, public transportation, taxis, etc.
- 4.3. In **Line 3C**, enter all estimated costs related to the use of the transportation modes in **Line 2B** (e.g., gas for a rental car, hotel parking, tolls).
- 4.4. In **Line 3D**, enter the estimated transportation costs (e.g., mileage, taxi, etc.) to travel back to your home or PDS from the arrival airport.
- 4.5. In **Line 3E**, enter the estimated cost for parking your POV at the outbound terminal (e.g., airport) while you are TDY.
- 4.6. In **Line 3F**, enter the estimated cost to ship official material to/from the TDY location. Include excess baggage fees the airline charges.
- 4.7. In **Line 3G**, enter the constructed transportation cost for all official travelers, if any, who will be sharing your POV. Multiply the amount that appears in **Line 2F** by the number of passengers.

5. Complete **Section 4. Additional considerations**. This section identifies conditions that incur no cost but could affect your ability to accomplish the mission if you use the transportation mode the AO would have authorized or directed. Checking them will require you to explain the circumstances to your AO and add a comment in your authorization. Check each box that applies to this trip.
 - 5.1. First box: Using the transportation mode the AO would have authorized or directed would have caused you to leave too late, arrive too late, or travel too long to successfully complete your mission. **Example:** All available flights to the TDY location arrive too late for you to make a mandatory meeting.
 - 5.2. Second box: The transportation mode the AO would have authorized or directed is not available or is not practical to support the mission. **Example:** All flights that serve the TDY location are fully booked for several days before and after the projected TDY start date.
 - 5.3. Third box: There is a significant potential for traffic, weather, or routing delays. **Example:** An earthquake took down the tower at the only airport that serves your remote TDY destination, so until repairs are completed, all inbound flights will re-route to other airports.
 - 5.4. Fourth box: POV use is more efficient, economical, or would result in a more expeditiously accomplished mission. **Example:** Using commercial air would cost more than driving.
6. When the CTW is complete:
 - 6.1. Select **Save** at the bottom of the completed worksheet to save the file to your computer.
 - 6.2. Follow the usual DTS process for electronically attaching the document to your authorization, making sure to clearly identify the document as a constructed travel worksheet.
 - 6.3. (optional) Include the reason you are requesting this transportation mode in the justification for the Constructed Travel pre-audit.

B. Finding a Flight Cost and Fare Type:

1. If your itinerary includes air travel, navigate to the GSA City Pairs Program lookup tool at URL <https://www.gsa.gov/plan-book/transportation-airfare-pov-etc/airfare-rates-city-pair-program> on any web browser. The search tool (Figure 1) opens.

City Pair Program (CPP)

The OMB-designated Best-in-Class City Pair Program procures and manages discounted air passenger transportation services for federal government travelers. At its inception in 1980 this service covered only 11 markets, and now covers over 13,000 markets. Today, CPP offers four different contract fares.

Fare finder

1 Origin city or airport
WASHINGTON, DC - IAD

2 Destination city or airport
GREEN BAY, WI - GRB

Toggle fiscal years - FY 2024 covers Oct. 1, 2023 - Sep. 30, 2024

FY 2024 FY 2023

Search for contract fares Clear form

Figure 1: GSA City Pair Program Flight Search Screen

- Enter your departure and arrival airports, accept the terms of service, and select the button that identifies the fiscal year in which you will travel. The results screen (Figure 2) opens.

Origin	Destination	Airline	Service	One-way airfare	Effective date	Expiration date
WASHINGTON, DC - BWI	GREEN BAY, WI - GRB	American Airlines	Connect	YCA: \$261 _CA: \$90	10/01/2023	09/30/2024
WASHINGTON, DC - DCA	GREEN BAY, WI - GRB	American Airlines	Connect	YCA: \$243 _CA: \$63	10/01/2023	09/30/2024
WASHINGTON, DC - IAD	GREEN BAY, WI - GRB	Delta	Connect	YCA: \$240 _CA: \$120	10/01/2023	09/30/2024

Previous 1 Next

Figure 2: Flight Search Results

- Two results are possible:
 - Results appear:** Your route is in a City Pair market, so the JTR requires you to enter the cost from the **Govt YCA Fare** column. The fare class for City Pair flights is always YCA.
Note: This website only displays one-way costs, never round-trip costs.
 - No results appear:** Your route is not in a City Pair market, so you must ask your TMC for the fare class and cost of the least expensive, unrestricted economy/coach class airfare including tax and fees but excluding the TMC fee.

[Return to Transportation Mode section](#)

[Return to Travel Cost section](#)

III. Approving Official Instructions

For trips that contain constructed travel, the **Digital Signature** screen displays a **Constructed Travel Worksheet (CTW) Cost Comparison** tool (Figure 2). This tool helps you decide whether to limit the traveler's transportation reimbursement to the constructed cost or to allow full reimbursement for travel. Please note that these instructions only apply to the CTW that is accessible directly from DTS. If the traveler used a locally approved worksheet, use the instructions that came with that worksheet instead. If the AO is prompted to limit the reimbursement in the Authorization and does not, they will not be prompted to limited in the voucher.

CONSTRUCTED TRAVEL WORKSHEET (CTW) COST COMPARISON *

The traveler has indicated a preferred mode of transportation different from the one directed by their AO. Review the CTW cost comparison below and choose an option for approval.

CTW Added 11/08/18 at 11:41:02 - [Download](#)

Government Preferred Transportation		Traveler Preferred Transportation	
Transportation Costs (Box 2.D)*	\$ 440	Pvt Auto-TDY/TAD	\$439.82
TMC Fee (Box 2.E)*	\$ 17.50	Tolls (highway bridge etc)	\$48.00
		Parking - TDY/TAD	\$50.00
Total Allowed Cost	\$ 457.50	Total Allowed Cost	\$ 537.82
<input checked="" type="radio"/> Approve Government Amount		<input type="radio"/> Approve Traveler Amount	

Figure 2: Digital Signature Screen – CTW Cost Comparison


A. The DTS CTW Cost Comparison Tool

- Open the CTW using the link provided.
- Enter the amount on **Line 2D** of the CTW into the **Transportation Costs** field.
- Enter the amount on **Line 2E** of the CTW into the **TMC Fee** field. DTS automatically calculates the **Total Allowed Cost of Government Preferred Transportation**.
- Compare the **Total Allowed Cost of Government Preferred Transportation** to the **Total Allowed Cost of Traveler Preferred Transportation** (DTS pulls these figures from the authorization). Before you decide which transportation mode to authorize, you should also look at the following two sections of the CTW:
 - Section 3, potential transportation costs**, to get a better look at the total cost of the authorized or directed transportation mode. You should also check the authorization for extra travel days, which drive up the trip's per diem costs.

- 4.2. **Section 4, additional considerations**, to see factors that could impact mission accomplishment but will incur no cost. Unless you are very familiar with the travel route and circumstances, you must verify the selected items with the traveler. You should also verify that the traveler included an explanation of the factors in the authorization.

Note: DTS does not display any commercial airfare costs in the **Total Allowed Cost of Traveler Preferred Transportation**. If the traveler wants to travel part of the way using the authorized or directed transportation mode (e.g., fly to the TDY location and drive a POV back to the PDS), you must manually add the cost of that flight into the **Total Allowed Cost of Traveler Preferred Transportation** when comparing costs.


Approving with limited reimbursement

If, after considering all cost and non-cost factors, you decide that the traveler's requested transportation mode is not to the Government's advantage, you may authorize its use, but should limit the traveler's transportation reimbursement to the constructed cost. To do so, select the **Approve Government Amount**  radio button, then select **Approve and Continue** (not pictured) to conclude the approval process.

When you approve with limited reimbursement:

1. You limit the traveler's transportation reimbursement to mileage allowances only. Mileage allowances display in the **Expenses** module as either **Private Auto-To/From TDY** or **Private Motorcycle-To/From TDY**.
2. Reimbursement of expenses associated with driving a POV is not authorized. DTS automatically denies reimbursement of POV-related driving expenses such as **Parking-TDY Area** and **Tolls (highway bridge etc.)**.

Approving without limited reimbursement

If you decide that the traveler's requested transportation mode is to the Government's advantage, select the **Approve Traveler Amount**  radio button then select **Approve and Continue** (not pictured) to conclude the approval process.

B. ADDITIONAL LIMITATION CONSIDERATIONS FOR AOs

Changing Constructed Costs or Overriding Your Approval Decision

After you decide whether to limit a traveler's transportation reimbursement, if the situation changes, you can return to the **Digital Signature** screen at any time to update the costs or your approval decision.

Cost Comparison Tool Values Zero Out on Authorization Amendments

If you approve an authorization with limited transportation reimbursement, the values you entered in the **Transportation Costs** and **TMC Fee** blocks in the Cost Comparison tool reset to zero on amendments to that authorization. You must re-enter them before approving the amended authorization.

Centrally Billed Accounts (CBAs) and Prepaid Options with Constructed Travel

When a traveler pays for transportation with a CBA or prepaid option, you cannot approve the travel as limited. The Government is obligated to pay the full charged cost for such transactions, so only the preferred values display in the Cost Comparison tool. Therefore, if a traveler wants to use a transportation mode that you determine is not in the best interests of the Government and payment will process by CBA or a prepaid option, do not approve the authorization. Instead, return it to the traveler with instructions to change the transportation mode.

C. Per Diem when the AO Limits Reimbursement

When the AO approves an authorization with limited reimbursement, DTS sends the traveler an email to let them know about the limitation. Even so, the AO must inform the traveler of the limitation and ensure the traveler has manually adjusted the trip's per diem allowances, per JTR, par. 020210-F.

Example: The traveler plans to take 3 days to drive their POV to the TDY location and 3 days to drive back, but as the AO, you limited the traveler's reimbursement to the cost of commercial air travel. Since using commercial air would have enabled the traveler to get to and from the TDY location in 1 day (each way), the traveler is limited to 1 day of per diem (each way), and must zero out the per diem on all other travel days.

To zero out per diem in DTS, the traveler must select a **leave**, **duty day**, or **non-duty day** per diem status for each extra travel day. However, since DTS marks extra travel days as **IN TRANSIT**, and since DTS always pays a meals and incidentals (M&IE) allowance on **IN TRANSIT** days, before selecting the appropriate per diem status, the traveler must do one of the following:

- Update the trip itinerary to include each stopover location.
 - **Note:** Per JTR, par. 033301-B3, if the travel order identifies any locations associated with leave or personal travel, the authorization must make clear that the traveler must pay any excess costs.
- Adjust the first TDY location arrival day and the last TDY location departure day to show extra days at a TDY location.

Note: If your Component forbids both of the above approaches, contact your chain-of-command for alternate guidance.

When complete, the **Per Diem** module must show \$0.00 in the **Lodging Cost**, **Lodging Allowed**, and **M&IE Allowed** columns for every day on which no per diem is authorized.