



DEFENSE TRAVEL MANAGEMENT OFFICE

Completing a Constructed Travel Worksheet Authorization

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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. A CTW is not required if your trip meets one of the following conditions:

1. You will use the transportation mode the AO authorized or directed on every travel leg. The AO will usually authorize or direct you to use commercial air, unless a local policy dictates otherwise.
2. You will use your privately owned vehicle (POV) – automobile or motorcycle only – for every travel leg that is 400 or fewer miles, per the Defense Table of Official Distance (DTOD).
3. Government transportation is authorized or directed.

If any of the above conditions applies, you do not need to complete a CTW. Justify the Constructed Travel pre-audit flag by stating the condition that applies. The AO will not limit your transportation reimbursement.

If none of the conditions applies, you must complete a CTW to help the AO decide whether to limit your transportation reimbursement to the constructed transportation cost. You are not required to use the CTW available through DTS. You may use any locally-approved worksheet.

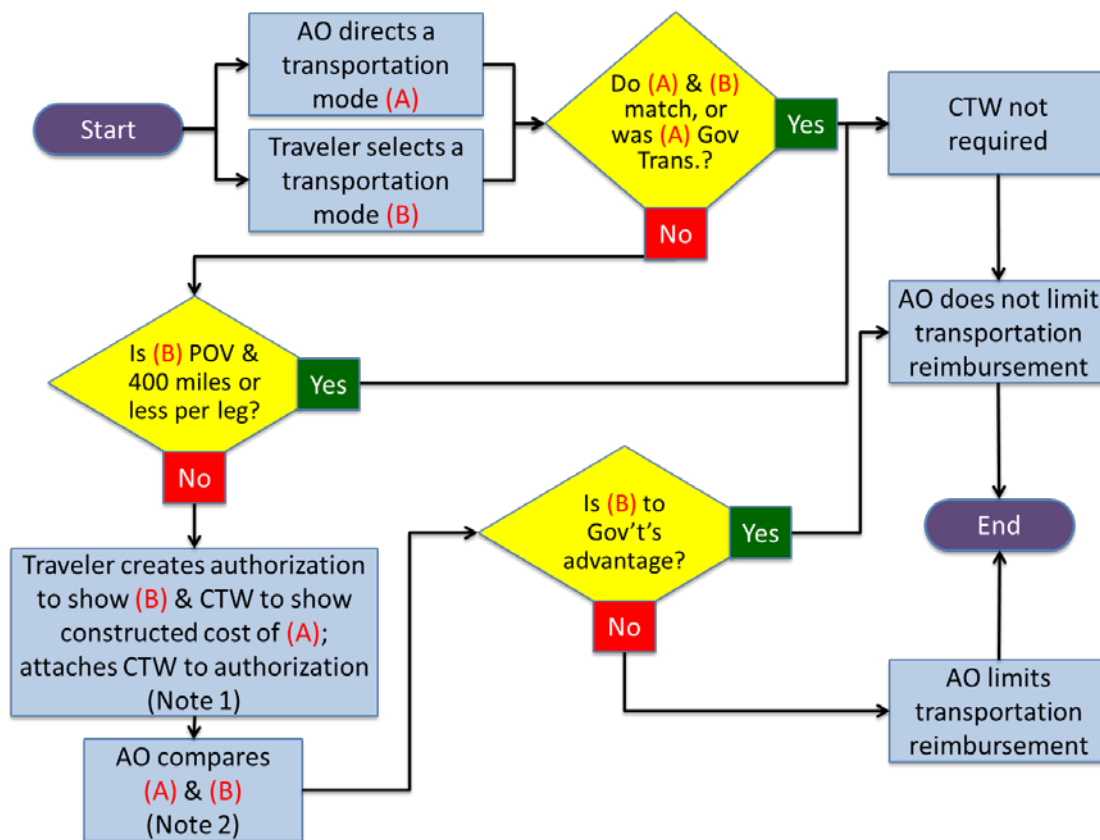
The above process is summarized in the flowchart on the next page. Consult your AO or DTA if you still do not know whether you need to complete a CTW, or if an alternate, locally-approved worksheet exists.

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 has at least 2 legs: PDS → TDY1 | TDY1 → PDS
- A TDY to 2 locations has at least 3 legs: PDS → TDY1 | TDY1 → TDY2 | TDY2 → PDS
- And so on...

However, overnight stops and changes of transportation mode do 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.

Flowchart Summarizing the 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 Gov't.

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.

Complete the CTW as follows:

1. Enter your **Name**.
2. Complete the **Section 1. Travel Itinerary** chart to reflect the transportation mode the AO 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 would not include multiple TDY locations. **For each travel leg**, enter:

- a. The **Date** of travel.
- b. 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)”.
- c. The **Arrival Location**. As 2b, but for the arrival terminal.

Note for 2b and 2c: Do not list en route stops unless you would have paid separately for the transportation, switched transportation modes, or received per diem. Example: If your flight to Dallas, TX includes a short layover in Phoenix, AZ, do not enter Phoenix as an arrival or departure airport.

- d. The transportation **Mode** (air, rail, etc.).
 - i. For air travel, include the fare class. Since DTS no longer shows the actual fare class, you have two options. If DTS lists the flight (see Figure 1) as:
 1. A **GSA Contract Rate**, enter “YCA”.
 2. For any other rate type, enter “Non-YCA” unless you obtain the fare class from the TMC, in which case, enter that fare class.
 - ii. For other travel modes, enter factors that affect the cost (e.g., “sleeper car” for overnight rail travel).
- e. The travel **Cost**. Enter the constructed cost of the transportation mode the AO 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.

i. If the AO authorized or directed travel by **commercial air**, use DTS to find the terminal codes and ticket costs. Here's how:

1. Use DTS to search for flights, using the airports and dates you would use if you were to travel by commercial air.
2. On the Select a Flight screen (Figure 1), find the lowest cost **GSA Contract Rate** (1). Note the **Total Cost** (2) and the airport codes (3). You'll need to enter them on the CTW. The **Total Cost** includes tax and all fees except the TMC fee.

Note: GSA Contract Rates are always a YCA fare class, which is the fare class the JTR requires you to use for constructed costs. The JTR does not allow you to use a **GSA Contract Rate w/ Limited Availability** (4) for a constructed airfare cost.

Flight Step 1 of 3: Select a Flight

DEPARTING FROM: IAD - Washington Dul
ARRIVING AT: COS - Colorado Sprir
DEPARTING ON: 03/04/2018 Morning

Sort by: Cost (Lowest)

Flight Details	Price
United Airlines, IAD 8:09 AM to COS 12:47 PM, 1 Stop, 6h 38m, GSA Contract Rate w/ Limited Availability (4)	TOTAL COST: \$256.00 (includes taxes and fees)
United Airlines, IAD 8:15 AM to COS 12:19 PM, 1 Stop, 6h 4m, GSA Contract Rate (1)	TOTAL COST: \$439.00 (includes taxes and fees)

Figure 1: Flight Search Results

3. Electronically attach verification of the total ticket cost and fare class. You may use a screen shot of the DTS screen shown in Figure 1 or any document your local policy allows your AO to accept.

4. If the search results display no flights with a **GSA Contract Rate**, ask your TMC for the cost and fare class of the least expensive, unrestricted economy/coach class airfare including tax and fees, except for the TMC fee.
 - ii. If the AO 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.
 - iii. If the AO 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.
 - iv. If the AO authorized or directed 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 apply 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 the 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 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**. All other costs in this section are entered for you.
 - a. **Line 2A** shows the transportation cost of your first (outbound) travel leg.
 - b. **Line 2B** shows the transportation cost of your final (return) travel leg.
 - c. **Line 2C** shows the total transportation cost for all other travel legs. If you only have 2 travel legs on this trip, this will be \$0.
 - d. **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.
 - e. In **Line 2E**, enter the standard TMC transaction fee. If you don't know what your TMC charges, ask your DTA or AO.
 - f. **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 authorized or directed transportation mode. The AO will consider this information when deciding whether or not 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.).
 - a. 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.
 - b. 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.
 - c. 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).
 - d. 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.
 - e. In **Line 3E**, enter the estimated cost for parking your POV at the outbound terminal (e.g., airport) while you are TDY.
 - f. In **Line 3F**, enter the estimated cost to ship official material to/from the TDY location. Include excess baggage fees the airline charges.
 - g. In **Line 3G**, enter the constructed transportation cost for all official travelers 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 authorized or directed transportation mode. 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.
 - a. First box: Using the authorized or directed transportation mode would cause 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.
 - b. Second box: The authorized or directed transportation mode 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.

- c. 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 completed, all inbound flights will route to other airports.
 - d. Fourth box: POV use is more efficient, economical, or would result in a more expeditiously accomplished mission. **Example:** Using commercial air would be significantly more costly than driving.
6. When the CTW is complete:
- a. Select **Save** at the bottom of the completed worksheet to save the file to your computer.
 - b. 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.
 - c. (optional) Include the reason you are requesting this transportation mode in the justification for the Constructed Travel pre-audit.

III. AO Instructions

For trips that contain constructed travel, the Digital Signature screen displays a **Constructed Travel Worksheet (CTW) Cost Comparison** tool (Figure 2). This screen 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.

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](#) ①

Government Preferred Transportation		Traveler Preferred Transportation	
Transportation Costs (Box 2.D)*	\$ ② 440	Private Auto - To/From TDY	\$439.82
TMC Fee (Box 2.E)*	\$ ③ 17.50	Tolls (highway bridge etc)	\$48.00
		Parking - TDY/TAD	\$50.00
Total Allowed Cost	\$ ④ 457.50	Total Allowed Cost	\$ ⑤ 537.82
<input type="radio"/> Approve Government Amount ⑥		<input checked="" type="radio"/> Approve Traveler Amount ⑦	

Figure 2: Digital Signature Screen – CTW Cost Comparison Displayed


When the **CTW Cost Comparison** tool displays:

1. Open the CTW using the link provided ①.
2. Enter the amount on **Line 2D** of the CTW into the **Transportation Costs** field ②.
3. Enter the amount on **Line 2E** of the CTW into the **TMC Fee** field ③. DTS automatically calculates the **Total Allowed Cost of Government Preferred Transportation** ④.
4. Compare the **Total Allowed Cost of Government Preferred Transportation** ④ to the **Total Allowed Cost of Traveler Preferred Transportation** ⑤ (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:

- a. **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.
- b. **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.


Exception: Per JTR, par. 020209, you may only authorize rental car use that is to the Government's advantage. If rental car use is not to the Government's advantage, do not authorize the request with limited reimbursement. Instead:

1. Change the **Submit this document as:** selection to **RETURNED**.
2. Use the **Additional Comments** text box to inform the traveler they must select a different transportation mode.
3. Select **Submit Competed Document** to return the document to the traveler.

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 with no 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.

IV. ADDITIONAL LIMITATION CONSIDERATIONS FOR AOs

Changing Constructed Costs or Overriding Your Approval Decision

After you make a decision whether or not to limit a traveler's transportation reimbursement, if the situation changes, you can return to the Digital Signature screen at any time and 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 prepaid option, do not approve the authorization. Instead, return it to the traveler with instructions to change the transportation mode.

V. 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 the AO 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, you 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.