

STATE OF ILLINOIS  
BEFORE THE JO-CARROLL DEPOT LOCAL REDEVELOPMENT  
AUTHORITY

Resolution #7 - Amendment #1

A resolution to provide reimbursement instructions for the Board of Directors

WHEREAS the Jo-Carroll Depot Local Redevelopment Authority (LRA) is no longer being reimbursed with Office of Economic Adjustment (OEA) funds and

WHEREAS this resolution will allow the Board of Directors to receive reimbursement for mileage, meals and other reasonable expenses incurred in the course of performing their duties as Directors:

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE  
JO-CARROLL DEPOT LOCAL REDEVELOPMENT AUTHORITY:

*Section 1.* Mileage will be reimbursed at the current rate listed in the Joint Travel Regulation (<http://www.dtic.mil/perdiem/fagpovpast.html>). Mileage that will be subject to reimbursement is as follows:

1. Local mileage that is associated with LRA committee or board meeting attendance.
2. Any mileage that is part of an approved trip taken on behalf of the LRA.

*Section 2.* The cost of meals and other reasonable expenses incurred while conducting LRA business will be reimbursed.

*Section 3.* Mileage, meals, and other reasonable expenses must be noted by date on a reimbursement form and submitted with receipts for board approval and reimbursement on a monthly basis.

*Section 4.* Board members submitting reimbursement forms are personally responsible for their accuracy.

*Section 5.* This resolution shall be effective immediately.

Ayes: Don Crawford, Bill McFadden, Ed O'Da, Bill Gmurz, Roland Warrick

Nays: NONE

Absent: Steve Keelley, Jack Kapp, Bill Warrick

William S. McFarland  
Chairman

Passed this 15<sup>th</sup> day of February, 2007 by the Board of Directors of the Jo-Carroll Depot Local Redevelopment Authority.

State of Illinois )  
) ss. )  
County of Carroll )

I, Wanda Honerbaum, Secretary of the Jo-Carroll Depot Local Redevelopment Authority, keeper of the records and files thereof in accordance with law; do hereby certify the foregoing Resolution was passed by the Board of Directors at its regular meeting held at Savanna, Illinois on the date aforesaid in accordance with law.

In testimony whereof, I have hereunto set my hand at Savanna, Illinois this 15<sup>th</sup> day of February, 2007.

Wanda Honerbaum  
Secretary

STATE OF ILLINOIS  
BEFORE THE JO-CARROLL DEPOT LOCAL REDEVELOPMENT  
AUTHORITY

Resolution No. 7

A resolution to provide mileage reimbursement instructions to the Board of Directors

WHEREAS, the Jo-Carroll Depot Local Redevelopment Authority (LRA) is no longer being reimbursed with Office of Economic Adjustment (OEA) funds and WHEREAS this resolution will allow the Board of Directors to receive reimbursement for mileage to and from LRA meetings, events or conferences, etc where they are representing the LRA;

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE JO-CARROLL DEPOT LOCAL REDEVELOPMENT AUTHORITY:

*Section 1.* Mileage will be reimbursed at the current rate listed in the Joint Travel Regulation (<http://www.dtic.mil/perdiem/fagpovpast.html>). Mileage that will be subject to reimbursement is as follows:

1. Local mileage that is associated with LRA committee or board meeting attendance.
2. Any mileage that is part of an approved trip taken on behalf of the LRA.

*Section 2.* Mileage will be noted by date on a travel reimbursement form and turned in for board approval and reimbursement on a monthly basis.

*Section 3.* Board members submitting travel reimbursement forms are personally responsible for their accuracy.

*Section 4.* This resolution shall be effective immediately.

Ayes: all present

Nays:

Absent: NONE

Passed the 7th day of JANUARY, 2004 by the Board of Directors of the Jo-Carroll Depot Local Redevelopment Authority.

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DEPARTMENT OF DEFENSE

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**POV Mileage Rates FAQs**

UPDATED: 01 FEB 2005

TDY MILEAGE RATE	PCS MILEAGE RATE	TDY VS. MALT/PCS	TABLE OF DISTA
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**Q1 - What is the current mileage rate for using my personal car for temporary duty (TDY) travel?**

**A1 -** For DoD civilian employees, this question is harder to answer than it sounds. That is because the availability of Government information. For both uniformed personnel as well as DoD civilian personnel, there are some rules dealing with POC use if travel not in the Government's interest (namely limits on payment).

The table below shows the basic TDY rates for the three types of POC for which the Government provides a mileage allowance. As remember the caveat for the DoD civilian employees and the limitation on reimbursement if POC use is not in the Government's in

The following rates are effective 04 February 2005.

**Type of POC** **Rate Per Mile**

- Car \$0.405
- Motorcycle \$0.305
- Airplane \$1.07
- POC use by a civilian employee instead of a Gov't-furnished vehicle when Gov't furnished vehicle use is advantageous to the Gov't \$0.285
- Partial reimbursement for POC use when a civilian employee has committed to use a Gov't-owned automobile or would not ordinarily be authorized POC use due to Gov't automobile availability. \$0.105

Q4 - Why is there a difference between the TDY reimbursable mileage rate and the MALT/PCS reimbursable mile

when I have to pay the same amount for gas at the pump in either case? How is *that* fair?

A4 - The Monetary Allowance in Lieu of Transportation (MALT) and PCS rates were never intended to reimburse the transporta for driving a car; they are based on commercial fares and are a **payment** instead of providing the member or employee with Gc procured transportation. The MALT/PCS mileage rates do not reflect the price of gasoline. TDY mileage rates on the other hand, on the costs to operate a vehicle (gasoline, insurance, etc.) and are intended to reimburse the expense of using a POC for t government travel.

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the mileage for 121 travel, for more information please see my report...

not provide for it.

Q2 - If TDY mileage rates are based on the costs to operate a vehicle, and gas prices are increasing, why aren't

mileage rates increasing along with the gas prices?

A2 - Mileage rates are based on cost data collected by General Services Administration (GSA) and even then, the TDY mileage never be higher than the rate allowed by IRS, which currently is \$0.405 per mile.

Q3 - What is the current mileage rate for using a car for PCS travel? Does it matter if the 'sponsor' is a uniformed member or a DOD civilian employee?

A3 - The rate *per car* depends on the number of passengers in the car for which the government is providing reimbursement quick reference table:

Number of Passengers	Rate Per Mile
1	\$0.15
2	\$0.17
3	\$0.19
4 +	\$0.20

The above rates are applicable for both uniformed service members as well as DOD civilian employees, and their respective dependents. The rules for payment for the use of two or more cars for uniformed members are in the Joint Federal Travel Regulations, Vol. 1 (JFTR), par. US015-A, and for DOD civilian employees in the Joint Travel Regulations, Vol. 2 (JTR), par. C2159.