

**GENERAL SERVICES
ADMINISTRATION**

41 CFR Part 301–10
[FTR Amendment 88]
RIN 3090–AH19

**Federal Travel Regulation; Privately
Owned Automobile Mileage
Reimbursement**

AGENCY: Office of Governmentwide
Policy, GSA.

ACTION: Final rule.

SUMMARY: This final rule increases the mileage reimbursement rate for use of a privately owned automobile (POA) on official travel to reflect current costs of operation as determined in a cost study conducted by the General Services Administration (GSA). The governing regulation is revised to increase the mileage allowance for advantageous use of a POA from 31 to 32.5 cents per mile.

EFFECTIVE DATE: This final rule is effective January 14, 2000.

FOR FURTHER INFORMATION CONTACT: Devoanna R. Reels, Program Analyst, telephone 202–501–3781.

SUPPLEMENTARY INFORMATION:

A. Background

Pursuant to 5 U.S.C. 5707(b), the Administrator of General Services has the responsibility to establish the privately owned vehicle (POV) mileage reimbursement rates. Separate rates are set for automobiles (including trucks), motorcycles, and airplanes. In order to set these rates, GSA is required to conduct periodic investigations, in consultation with the Secretaries of Defense and Transportation, and representatives of Government employee organizations, of the cost of travel and the operation of POVs to employees while engaged on official business. As required, GSA conducted an investigation of the costs of operating a POA and is reporting the cost per mile determination. The results of the investigation have been reported to Congress and a copy of the report appears as an attachment to this document. GSA's cost study shows the Administrator of General Services has determined the per-mile operating costs of a POA to be 32.5 cents. Additionally, as provided in 5 U.S.C. 5704(a)(1), the automobile reimbursement rate cannot exceed the single standard mileage rate established by the Internal Revenue Service (IRS). The IRS has announced a new single standard mileage rate for automobiles of 32.5 cents effective January 1, 2000. With regard to

motorcycles and airplanes, the mileage rates for these two modes of transportation are being updated to reflect current operating costs. We are currently collecting the data from sources outside of Government; updated data will be incorporated upon completion of the investigation.

B. Regulatory Flexibility Act

This final rule is not required to be published in the **Federal Register** for notice and comment; therefore, the Regulatory Flexibility Act does not apply.

C. Executive Order 12866

GSA has determined that this final rule is not a significant regulatory action for the purposes of Executive Order 12866 of September 30, 1993.

D. Paperwork Reduction Act

The Paperwork Reduction Act does not apply because this final rule does not impose recordkeeping or information collection requirements, or the collection of information from offerors, contractors, or members of the public which require the approval of the Office of Management and Budget under 44 U.S.C. 501 *et seq.*

**E. Small Business Regulatory
Enforcement Fairness Act**

This final rule is also exempt from congressional review prescribed under 5 U.S.C. 801 since it relates solely to agency management and personnel.

List of Subjects in 41 CFR Part 301–10

Government employees, Travel and transportation expenses.

For the reasons set forth in the preamble, 41 CFR part 301–10 is amended to read as follows:

**PART 301–10—TRANSPORTATION
EXPENSES**

1. The authority citation for 41 CFR part 301–10 continues to read as follows:

Authority: 5 U.S.C. 5707; 40 U.S.C. 486(c); 49 U.S.C. 40118.

2. Section 301–10.303 is amended by revising the entry “Privately owned automobile” in the table to read as follows:

§ 301–10.303 What am I reimbursed when use of a POV is determined by my agency to be advantageous to the Government?

For use of a	Your reim- bursement is
* * * *	*
Privately owned automobile	¹ 32.5
* * * *	*

¹ Cents per mile.

Dated: December 30, 1999.

David J. Barram,

Administrator of General Services.

**Attachment to Preamble—Report to
Congress on the Costs of Operating
Privately Owned Vehicles**

Subparagraph (b)(1)(A) of Section 5707 of Title 5, United States Code, requires the Administrator of General Services, in consultation with the Secretaries of Defense and Transportation, and representatives of Government employee organizations, to periodically investigate the cost of travel and the operation of privately owned vehicles (airplanes, automobiles, and motorcycles) to Government employees while on official business, to report the results of the investigations to Congress, and to publish the report in the **Federal Register**. This report is being published to comply with the requirements of the law.

Dated: December 30, 1999.

David J. Barram,

Administrator of General Services.

Report to Congress

Subparagraph (b)(1)(A) of Section 5707 of Title 5, United States Code, requires that the Administrator of General Services, in consultation with the Secretaries of Defense and Transportation, and representatives of Government employee organizations, conduct periodic investigations of the cost of travel and the operation of privately owned vehicles (POVs) (airplanes, automobiles, and motorcycles) to Government employees while on official business and report the results to Congress at least once a year. Subparagraph (b)(2)(B) of section 5707 of Title 5, United States Code, further requires that the Administrator of General Services determine the average, actual cost per mile for the use of each type of POV based on the results of the cost investigation. Such figures must be reported to Congress within 5 working days after the cost determination has been made in accordance with 5 U.S.C. 5707(b)(2)(C).

Pursuant to the requirements of subparagraph (b)(1)(A) of Section 5707 of Title 5, United States Code, the General Services Administration (GSA), in consultation with the Secretaries of Defense and Transportation, and representatives of Government employee organizations, conducted an

investigation of the cost of operating a privately owned automobile (POA). Additionally, as provided in 5 U.S.C. 5704(a)(1), the automobile reimbursement rate cannot exceed the single standard mileage rate established by the Internal Revenue Service (IRS). The IRS has announced a new single standard mileage rate for automobiles of 32.5 cents effective January 1, 2000.

As required, GSA is reporting the results of the investigation and the cost per mile determination. Based on the cost study conducted by GSA, I have determined the per-mile operating costs of a POA to be 32.5 cents. With regard to motorcycles and airplanes, the mileage rates for these two modes of transportation are being updated to reflect current operating costs. We are currently collecting the data from

sources outside of Government; updated data will be incorporated upon completion of the investigation.

I will issue a regulation to increase the current 31 cents to 32.5 cents per mile for POAs. This report to Congress on the cost of operating POAs will be published in the **Federal Register**.

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