

86TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
1st Session } } No. 683

INCREASING THE MAXIMUM RATES OF PER DIEM ALLOWANCE
FOR EMPLOYEES OF THE GOVERNMENT TRAVELING ON
OFFICIAL BUSINESS

JULY 16, 1959.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. DAWSON, from the Committee on Government Operations,
submitted the following

REPORT

[To accompany H.R. 5196]

The Committee on Government Operations, to whom was referred the bill (H.R. 5196) to increase the maximum rates of per diem allowance for employees of the Government traveling on official business, and for other purposes, having considered the same, report favorably thereon, with amendments, and recommend that the bill, as amended, do pass.

The amendments are as follows:

Page 1, strike out lines 5 and 6 and insert in lieu thereof the following: "in lieu thereof "\$15"."

Page 1, strike out lines 7 through 10, inclusive.

Page 2, line 1, strike out "Sec. 3." and insert in lieu thereof the following: "Sec. 2.".

Page 2, line 3, strike out " "8 cents" " and insert in lieu thereof the following: "7 cents".

Page 2, strike out lines 5 through 14, inclusive, and insert in lieu thereof the following:

SEC. 3. The second sentence of section 4 of the Travel Expense Act of 1949 (5 U.S.C. 837) is amended by inserting immediately after "the actual cost of" the following: "parking fees,".

The bill as amended reads as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 of the Travel Expense Act of 1949 (5 U.S.C. 836) is amended by striking out "\$12" and inserting in lieu thereof "\$15".

SEC. 2. Section 4 of the Travel Expense Act of 1949 (5 U.S.C. 837) is amended by striking out "6 cents" and inserting in lieu thereof "7 cents", and by striking out "10 cents" and inserting in lieu thereof "12 cents".

SEC. 3. The second sentence of section 4 of the Travel Expense Act of 1949 (5 U.S.C. 837) is amended by inserting immediately after the words "the actual cost of" the following: "parking fees,".

SUMMARY OF PROVISIONS

Section 1 of H.R. 5196, as amended, will amend the Travel Expense Act of 1949 (63 Stat. 166, as amended; 5 U.S.C. 836), to increase the maximum per diem allowance for subsistence and travel expenses for regular Government employees from the present \$12 per day to \$15 per day.

Section 2 will amend the act (5 U.S.C. 837) to increase the mileage rate for privately owned motorcycles from the present 6 cents per mile to 7 cents per mile and for privately owned automobiles or airplanes from the present 10 cents per mile to 12 cents per mile when engaged on official business.

Section 3 of the bill will amend the act (5 U.S.C. 837), to permit reimbursement for the actual cost of parking fees when incurred for the privately owned vehicles named above when engaged on official business.

GENERAL STATEMENT

Hearings on H.R. 5196 were held on July 9, 1959, by the Subcommittee on Executive and Legislative Reorganization, at which time testimony was presented by the author of the bill, Congresswoman Granahan, and representatives of various employee organizations, the Bureau of the Budget, and the General Accounting Office.

The bill as introduced would have increased the per diem rate from the present \$12 per day to \$16 per day for regular Government employees. The Bureau of the Budget presented evidence based on data taken from actual expense accounts of Government employees and data from outside sources that the total average cost of the subsistence items included in the per diem was \$14.30 per day.

The Bureau admitted that this was derived from sampling and that its own treatment of the departmental records was not scientific. The \$14.30 figure was rounded by the Bureau to produce its recommended \$14 per day.

Pertinent extracts from the Bureau's testimony on this point follow:

In our review we found that the present \$12 maximum is inadequate to cover the subsistence expenses which a traveler would normally incur in a day. The Bureau of the Budget, upon reviewing data on the costs of hotel rooms, meals, and incidental expenses, has concluded that an amount of \$14 is adequate as a maximum per diem allowance for normal daily subsistence expenses.

Our review included the following data:

Hotel rooms.—Pertinent data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the Budget show that the cost of hotel

rooms in 98 stopovers in 52 places located in 25 States and the District of Columbia ranged from \$4.60 to \$11.75 a day, with an average cost of \$7.97.

Reports obtained through the field organization of the Bureau of the Census show that the national average room price for "average" and "best" hotels (excluding "below average" and "luxury" hotels) was \$6.51 late last year. Those hotels are of the quality which Federal employees may reasonably be expected to patronize. The reports gave information on room prices in 105 hotels in 81 places in 29 States and the District of Columbia.

Reports from the hotel accounting firm, Harris, Kerr, Forster & Co., covering approximately 400 client hotels throughout the country used by businessmen in traveling, show that the average cost of a single room and bath during 1958 was approximately \$9.04.

Reports of Horwath & Horwath, another accounting firm, show an average cost of \$8.11 for another group of approximately 400 hotels.

Taking into account the above figures, the Bureau of the Budget considers that an amount of \$8 is adequate to cover daily current hotel room costs which a traveler may normally be expected to incur.

Meals.—Data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the Budget show that in 51 samples of the cost of meals for a day (breakfast, luncheon, and dinner) in 26 places in 16 States ranged from a low of \$3.13 to a high of \$8.40, with an average cost of \$5.99.

Prices obtained from restaurant menus by the field organization of the Bureau of the Census in almost 100 locations throughout the country reflect an average daily cost of \$4.70.

The average daily cost of hotel restaurant meals during 1958 reported by Harris, Kerr, Forster & Co. was \$5.97 per day; and Horwath & Horwath reported an average cost of \$5.82 per day.

Since travelers frequently do not patronize hotel restaurants for their meals, the Bureau of the Budget considers the amount of \$5 adequate to cover the daily cost of meals under normal conditions.

Incidental expenses.—These are intended to cover such items of expenses as tips and fees while traveling, hotel tips, tips to waiters, laundry, cleaning, and pressing, telegrams for room reservations, etc. Incidental expenses may be calculated as approximately 10 percent of the cost of hotel rooms and meals. That rule of thumb has been used by the Bureau and others in the past; 10 percent of \$13 (\$8 for hotel rooms and \$5 for meals) is \$1.30.

Total cost.—Adding the above costs—\$8 for hotel room, \$5 for meals, and \$1.30 for incidental expenses—produces a total cost of \$14.30, which might reasonably be rounded to \$14.

These conclusions are reinforced by the comments of the agency officials supplying data to the Bureau. A majority

presented views that the present statutory maximum per diem allowance of \$12 for subsistence authorized for regular employees and w.a.e.'s is insufficient and that an increase of \$2 or slightly more is needed.

The Bureau suggested that those employees whose subsistence exceeded the maximum could be reimbursed under the actual expense proviso in existing law although admitting that this should be utilized only in unusual circumstances and where the per diem allowed is "much less" than the actual expenses.

The committee believes that inasmuch as the Bureau's own cost figure was \$14.30 per day that it would be only reasonable to raise the per diem to \$15 since the per diem is only a maximum fixed by law and may be varied below that figure by the departments and agencies depending on the circumstances of travel within their establishments. It is understood that there are many instances of variations within and between departments in per diem under the present maximum of \$12 per day. We perceive no difficulty in making proper adjustments if the \$15 is enacted into law.

In addition, the committee recognizes that the Bureau's cost figure of \$14.30 per day is an unweighted average of the lowest set of expense figures. The figure adopted by the committee more nearly approximates a median of the sets of expense figures submitted.

Furthermore, the Bureau of the Budget recommended that no change be made in the present per diem rate of \$15 for consultants who serve the Government without compensation or for \$1 a year. In view of this, the committee sees no reason why there should be a distinction between this class of Government servants and regular full-time employees.

Finally, in 1955 the Bureau of the Budget recommended \$13 per day based on cost studies it had made at that time.

The bill, as introduced, would have raised the maximum actual expense proviso in the existing act from \$25 per day to \$30 per day. The committee agreed with the Bureau of the Budget that this figure should not be increased at this time. We were informed that experience had shown that on few if any occasions had costs under this proviso exceeded \$25.

The committee agreed with the Bureau that there should be no change in the subsistence allowance for consultants serving without compensation as the bill had proposed, and this section was deleted from the bill.

H.R. 5196 proposed that mileage allowances for privately owned vehicles, when used on official business, be increased from 6 to 8 cents per mile in the case of motorcycles and from 10 to 12 cents per mile in the case of automobiles and airplanes. The Bureau of the Budget opposed any increase in the present allowances, basing its position on studies made available to it which indicated that no increase in cost of operating motor vehicles had been proved.

However, members of the committee are aware that the cost of operating an automobile has increased since 1955. Gasoline is higher, oil is higher, tires are higher, and the automobiles themselves cost more.

The Congress determined in 1955 when it last amended the Travel Expense Act that 10 cents per mile was necessary to cover the cost of operating an automobile at that time. It is common knowledge that it costs more to operate an automobile in 1959. One company which

specializes in developing automobile standard allowances estimates that 12 cents a mile is the cost of operating one of the low-priced three automobiles for 10,000 miles. Their estimate takes into account the cost of gasoline, maintenance, and tires, as well as the fixed costs of insurance, licenses, taxes, and depreciation. It was also pointed out in testimony before the subcommittee that the Internal Revenue Service recognizes that 12½ cents per mile is a proper and reasonable allowance for private employers to grant their employees.

The committee did not concur in the Bureau's views and based its judgment in part on common experience which indicated that costs of operating a motor vehicle had substantially increased since 1955 when the Travel Expense Act was last amended. The committee reduced the proposed mileage increase to 7 cents for motorcycles and retained the proposed increase to 12 cents for automobiles and airplanes. These maximum figures may be lessened by the agencies.

The provisions in the original bill redefining the term "continental United States" were deleted inasmuch as this would have reduced the present subsistence allowances for travel in Alaska and Hawaii. Travel costs in Alaska and Hawaii are still higher than in the mainland States and under existing regulations issued by the Bureau of the Budget higher per diem allowances are paid.

The committee concurred in a recommendation of the Bureau of the Budget that employees should be reimbursed for parking fees expended when using privately owned vehicles on Government business. The recommendation is based upon the Bureau's finding that parking fees have become a significant item of expense to Government employees who are required to use their automobiles for official purposes, and upon the fact that reimbursement of similar costs such as toll charges are already authorized by law.

No accurate estimates of the total cost of the increases in maximum per diem rates and maximum vehicular rates proposed by the amended bill are available. The Bureau of the Budget made a rough informal estimate that an increase in the per diem rate from \$12 to \$14 would possibly cost in the neighborhood of \$20 million, and that this could be absorbed in the 1960 budget without supplemental appropriation requests. Following this rough estimate the increase to \$15 as proposed here may cost in the neighborhood of \$30 million. The committee anticipates that this figure may also be absorbed.

Reliable figures on the cost to the Government of any increase in mileage allowance are not available. The Bureau of the Budget acknowledged this. We do know that the maximum authorized mileage rate is relatively meaningless so far as computing costs to the Government is concerned. Much of the travel authorized by the various departments and agencies is at a rate below the authorized maximum. A substantial amount of travel is authorized at the maximum rate not to exceed the cost of travel by common carrier. In these cases frequently more than one official Government traveler travels in the same automobile. One mileage rate is authorized, and in such cases the Government saves the transportation costs of one or more employees. If figures were available taking into account all of these factors, it is not unreasonable to believe that the net cost to the Government of the proposed 2 cents per mile increase would be insignificant. In no case may mileage be authorized in excess of the cost of travel by common carrier unless there is a determination that transportation on a mileage basis is more advantageous to the Government.

CONCLUSIONS

The committee believes, however, that it is unjust to require or expect Government employees to pay part of the cost of official travel out of their own pockets. There is much convincing evidence that the Government is at a competitive disadvantage with private industry in the recruitment and retention of personnel. This bill will help relieve this situation by at least keeping up with the realistic travel costs which employees must incur in line with their duties.

On the other hand, the committee expects there to be no relaxation by the departments in the standards by which travel expenses are authorized and paid so that there will be no abuses resulting from efforts to be fair and equitable.

As we said in House Report No. 604 in the 84th Congress: "The committee emphasizes the fact that the per diem rate prescribed in the bill is a maximum one and the committee expects that the maximum rate will only be allowed where the circumstances clearly warrant it. The Bureau of the Budget and the heads of departments and agencies have both the authority and the responsibility to see that no deviation from this principle occurs."

CHANGES IN EXISTING LAW

In compliance with clause 3 of rule XIII of the rules of the House of Representatives, changes in existing law made by the bill, as introduced, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

SECTIONS 2, 3, AND 4 OF THE TRAVEL EXPENSE ACT OF 1949 (5 U.S.C. 835, 836, AND 837)

SEC. 2. When used in this Act—

(1) The term "departments and establishments" means (A) any executive department, independent commission, board, bureau, office, agency, or other establishment in the executive branch of the Government, including wholly owned Government corporations and the municipal government of the District of Columbia, and (B) any office, agency, or other establishment in the legislative branch of the Government (except Members of Congress and offices and committees of the Senate and the House of Representatives), and (C) any office, agency, or other establishment in the judicial branch of the Government.

(2) The term "subsistence" means lodging, meals, and other necessary expenses incidental to the personal sustenance or comfort of the traveler.

(3) The term "per diem allowance" means a daily flat rate of payment in lieu of actual expenses.

(4) The term "Members of Congress" means Senators, Representatives, Delegates, and Resident Commissioners.

(5) *The term "continental United States" means the several States and the District of Columbia.*

SEC. 3. Civilian officers and employees of the departments and establishments (except justices and judges covered by section 456 of title 28 of the United States Code), while traveling on official business

and away from their designated posts of duty, shall be allowed, in lieu of their actual expenses for subsistence and all fees or tips to porters and stewards, a per diem allowance to be prescribed by the department or establishment concerned, not to exceed the rate of ~~[\$12]~~ \$16 within the limits of the continental United States and in case of travel beyond the limits of the continental United States not to exceed rates established by the Director of the Bureau of the Budget for the locality in which the travel is performed: *Provided*, That such civilian officers and employees who become incapacitated due to illness or injury, not due to their own misconduct, while traveling on official business and away from their designated posts of duty, shall be allowed such per diem allowances, and transportation expenses to their designated posts of duty, in accordance with regulations promulgated and approved under this Act: *And provided further*, That where due to the unusual circumstances of a travel assignment within the limits of the continental United States such maximum per diem allowance would be much less than the amount required to meet the actual and necessary expenses of the trip, the heads of departments and establishments may, in accordance with regulations promulgated by the Director, Bureau of the Budget, pursuant to section 7, prescribe conditions under which reimbursement for such expenses may be authorized on an actual expense basis not to exceed a maximum amount to be specified in the travel authorization, but in any event not to exceed ~~[\$25]~~ \$30 for each day in travel status.

SEC. 4. Civilian officers or employees of departments and establishments or others rendering service to the Government shall, under regulations prescribed by the Director of the Bureau of the Budget, and whenever such mode of transportation is authorized or approved as more advantageous to the Government (except that no determination of advantage is required where payment on a mileage basis is limited to the cost of travel by common carrier, including per diem), be paid in lieu of actual expenses of transportation not to exceed ~~[6]~~ 8 cents per mile for the use of privately owned motorcycles, or ~~[10]~~ 12 cents per mile for the use of privately owned automobiles or airplanes, when engaged on official business within or outside their designated posts of duty or places of service. In addition to the mileage allowances provided for in this section, there may be allowed reimbursement for the actual cost of ferry fares, and bridge, road, and tunnel tolls.

SECTIONS 5 AND 18 OF THE ADMINISTRATIVE EXPENSES ACT OF 1946
(5 U.S.C. 73b-2 AND 73b-4)

SEC. 5. Persons in the Government service employed intermittently as consultants or experts and receiving compensation on a per diem when actually employed basis may be allowed travel expenses while away from their homes or regular places of business, including per diem in lieu of subsistence while at place of such employment, in accordance with the Standardized Government Travel Regulations, Subsistence Expense Act of 1926, as amended (5 U.S.C. 821-833), and the Act of February 14, 1931, as amended by this Act, and persons serving without compensation or at \$1 per annum may be allowed, while away from their homes or regular places of business, transportation in accordance with said regulations and said Act of February 14,

1931, as so amended, and not to exceed **[\$15]** \$16 per diem within the limits of the continental United States and beyond such limits, not to exceed the rates of per diem established by the Director of the Bureau of the Budget pursuant to section 3 of the Travel Expense Act of 1949, as amended (5 U.S.C. 836) in lieu of subsistence en route and at place of such service or employment unless a higher rate is specifically provided in an appropriation or other Act: *And provided further*, That where due to the unusual circumstances of a travel assignment within the limits of the continental United States such maximum per diem allowance would be much less than the amount required to meet the actual and necessary expenses of the trip, the heads of departments and establishments may, in accordance with regulations promulgated by the Director, Bureau of the Budget, pursuant to section 7 of the Travel Expense Act of 1949 as amended (5 U.S.C. 840) prescribe conditions under which reimbursement for such expenses may be authorized on an actual expense basis not to exceed a maximum amount to be specified in the travel authorization, but in any event not to exceed **[\$25]** \$30 for each day in travel status.

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SEC. 18. The word "department" as used in this Act shall be construed to include independent establishments, other agencies, wholly owned Government corporations (the transactions of which corporations shall be subject to the authorizations and limitations of this Act, except that section 9 shall apply to their administrative transactions only), and the government of the District of Columbia, but shall not include the Senate, House of Representatives, or office of the Architect of the Capitol, or the officers or employees thereof. The words "continental United States" as used **[herein]** *in this Act* shall be construed to mean the **[forty-eight]** *several* States and the District of Columbia. The word "Government" shall be construed to include the government of the District of Columbia. The word "appropriation" shall be construed as including funds made available by legislation under section 104 of the Government Corporation Control Act, approved December 6, 1945.

ADDITIONAL VIEWS OF HON. ROBERT R. BARRY

Although I concur with the great balance of the report together with its conclusions, I fell compelled to express my disagreement with one particular recommendation.

Section 3 of H.R. 5196 proposes to increase the authorized maximum allowance of 6 cents per mile for privately owned motorcycles and 10 cents per mile for privately owned automobiles and airplanes when used for authorized official travel of Government employees to 8 cents and 12 cents, respectively.

The Bureau of the Budget opposed any increase in the present allowances and stated that: "The present rates are adequate, and we recommend no change in the statutory maximum mileage allowance." Also, the General Accounting Office witness stated: "We have no information as to the need for an increase in the mileage allowance for use of privately owned vehicles on Government business."

In spite of no showing of need, this committee would raise the mileage allowance. In this I cannot concur.

ROBERT R. BARRY.

9

ADDITIONAL VIEWS OF HON. CLARE E. HOFFMAN

No one can honestly deny that excessive Government spending is one of the reasons for inflation. All apparently concede that present inflation is dangerous; that continued inflation may be ruinous.

Yet Congress continues to authorize ever-increasing spending. With that policy I cannot agree.

CLARE E. HOFFMAN.

APPENDIX

STATEMENT OF WILLIAM F. FINAN, ASSISTANT DIRECTOR FOR MANAGEMENT AND ORGANIZATION, BUREAU OF THE BUDGET

Mr. Chairman and members of the subcommittee, I appreciate this opportunity to discuss with your subcommittee the position of the Bureau of the Budget on H.R. 5196, which would provide increased allowances for civilian employees who travel on official business.

Since it is among the responsibilities of the Director of the Bureau of the Budget to promulgate the "Standardized Government Travel Regulations" and to advise generally on the official travel of Government employees, the Bureau recently undertook a review of the adequacy of travel allowances for civilian employees traveling within the continental United States. I would like to present to the subcommittee copies of a report showing the results of that review.

That report is similar in several respects to one undertaken by the Bureau at the end of 1954 which recommended various changes in the statutes regarding Federal civilian employee travel. Public Law 189 of the 84th Congress, which governs current travel allowance rates, was enacted later in 1955.

In making the latest review of the adequacy of travel allowances, the Bureau has received reports from 18 of the largest agencies regarding recent travel costs and allowances made. Also, various reports from private agencies regarding travel costs have been reviewed.

I will discuss each provision of H.R. 5196 and relate to the subcommittee the pertinent findings and recommendations of the Bureau's report.

1. Per diem allowances for subsistence expenses (regular employees and w. a. e.'s)

Section 1 of the bill would amend section 3 of the Travel Expense Act of 1949, as amended, to raise the statutory maximum per diem allowance in lieu of subsistence expenses from \$12 to \$16 for regular civilian employees and w. a. e.'s'. The latter are persons in the Government service employed intermittently as consultants or experts and receiving compensation on a per diem when actually employed basis.

In our review we found that the present \$12 maximum is inadequate to cover the subsistence expenses which a traveler would normally incur in a day. The Bureau of the Budget, upon reviewing data on the costs of hotel rooms, meals, and incidental expenses, has concluded that an amount of \$14 is adequate as a maximum per diem allowance for normal daily subsistence expenses.

Our review included the following data:

Hotel rooms.—Pertinent data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the

Budget show that the cost of hotel rooms in 98 stopovers in 52 places located in 25 States and the District of Columbia ranged from \$4.60 to \$11.75 a day, with an average cost of \$7.97.

Reports obtained through the field organization of the Bureau of the Census show that the national average room price for "average" and "best" hotels (excluding "below average" and "luxury" hotels) was \$6.51 late last year. Those hotels are of the quality which Federal employees may reasonably be expected to patronize. The reports gave information on room prices in 105 hotels in 81 places in 29 States and the District of Columbia.

Reports from the hotel accounting firm, Harris, Kerr, Forster & Co., covering approximately 400 client hotels throughout the country used by businessmen in traveling show that the average cost of a single room and bath during 1958 was approximately \$9.04.

Reports of Horwath & Horwath, another accounting firm, show an average cost of \$8.11 for another group of approximately 400 hotels.

Taking into account the above figures, the Bureau of the Budget considers that an amount of \$8 is adequate to cover daily current hotel room costs which a traveler may normally be expected to incur.

Meals.—Data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the Budget show that in 51 samples of the cost of meals for a day (breakfast, luncheon, and dinner) in 26 places in 16 States ranged from a low of \$3.13 to a high of \$8.40, with an average cost of \$5.99.

Prices obtained from restaurant menus by the field organization of the Bureau of the Census in almost 100 locations throughout the country reflect an average daily cost of \$4.70.

The average daily cost of hotel restaurant meals during 1958 reported by Harris, Kerr, Forster & Co. was \$5.97 per day, and Horwath & Horwath reported an average cost of \$5.82 per day.

Since travelers frequently do not patronize hotel restaurants for their meals, the Bureau of the Budget considers the amount of \$5 adequate to cover the daily cost of meals under normal conditions.

Incidental expenses.—These are intended to cover such items of expenses as tips and fees while traveling, hotel tips, tips to waiters, laundry, cleaning and pressing, telegrams for room reservations, etc. Incidental expenses may be calculated as approximately 10 percent of the cost of hotel rooms and meals. That rule of thumb has been used by the Bureau and others in the past. Ten percent of \$13 (\$8 for hotel rooms and \$5 for meals) is \$1.30.

Total cost.—Adding the above costs—\$8 for hotel room, \$5 for meals, and \$1.30 for incidental expenses—produces a total cost of \$14.30, which might reasonably be rounded to \$14.

These conclusions are reinforced by the comments of the agency officials supplying data to the Bureau. A majority presented views that the present statutory maximum per diem allowance of \$12 for subsistence authorized for regular employees and w.a.e.'s is insufficient and that an increase of \$2 or slightly more is needed.

Actual subsistence expenses will vary in some instances either above or below the norms. Where costs are expected to be lower than the statutory maximum, agencies are directed to authorize an amount below the maximum. Where a traveler's necessary subsistence expenses reasonably can be expected to exceed substantially the statutory maximum, he may be reimbursed for his actual necessary expenses

up to \$25 per day. In view of the flexibility provided for unusual circumstances, it is believed unnecessary and inadvisable to authorize a maximum statutory per diem allowance in excess of an amount sufficient to cover normal situations. Accordingly, the Bureau of the Budget recommends a maximum per diem allowance of \$14 as an adequate but not excessive statutory ceiling.

2. *Per diem allowances for subsistence expenses (persons serving without compensation or at \$1 per annum)*

Section 2 of H.R. 5196 would amend section 5 of the Administrative Expenses Act of 1946, as amended, to increase from \$15 to \$16 the statutory maximum per diem allowance for subsistence for persons subject to that act and serving without compensation or at \$1 per annum. The Bureau of the Budget recommends that no change be made in the current statutory maximum.

Individuals serving without compensation or at \$1 per annum generally serve as experts or consultants for short periods of time. In the past the Bureau has supported the proposition that they should be accorded a higher maximum per diem allowance for subsistence than that prescribed for regular employees. The need for continuation of that policy appears questionable since, for normal travel situations, the subsistence costs of these individuals are about the same as for regular employees. An increase from the current statutory maximum of \$15 is therefore considered unnecessary for normal travel situations. However, it is considered inappropriate to recommend a decrease to \$14. These conclusions are based upon the fact that where due to unusual circumstances the subsistence costs of these individuals are much higher than \$15, they can be placed on the actual expense basis, not to exceed \$25 a day, as authorized under the existing law.

3. *Actual subsistence expense reimbursement (all civilian employees)*

Public Law 189 of the 84th Congress, enacted in 1955, provides that where due to the unusual circumstances of a travel assignment within the limits of the continental United States the maximum per diem allowance would be much less than the amount required to meet the actual and necessary expenses of the trip, agency heads may, under Bureau of the Budget regulations, authorize reimbursement for such expenses on an actual expense basis not to exceed an amount specified in the travel authorization, but in any event not to exceed \$25 for each day in travel status. That provision was made applicable to regular civilian employees and w.a.e.'s by amendment to section 3 of the Travel Expense Act and to individuals serving without compensation or at \$1 per annum by amendment to section 5 of the Administrative Expenses Act. Sections 1 and 2 of H.R. 5196 propose to amend those sections further to increase the statutory maximum for reimbursement of actual subsistence expenses from \$25 to \$30.

During the present review, the Bureau considered the need for raising the \$25 limitation. It recommends that the ceiling not be changed. A large majority of the agencies reporting saw no need for increasing the \$25 limit. In all except a few of the case histories reported, actual costs were less than \$25 per day. In those few instances where the \$25 ceiling did not permit reimbursement for all actual expenses incurred, it appeared that the travelers indulged in some unnecessary luxuries for which reimbursement by the Government would not be justified. Accordingly, the \$25 maximum appears adequate.

4. *Mileage allowances*

Section 4 of the Travel Expense Act of 1949, as amended by Public Law 189, 84th Congress, authorizes maximum allowances of 6 cents per mile for privately owned motorcycles and 10 cents per mile for privately owned automobiles and airplanes when used for authorized official travel of Government employees. Section 3 of H.R. 5196 proposes to increase those amounts to 8 cents and 12 cents, respectively. The Bureau's review shows that the present rates are adequate, and we recommend to change in the statutory maximum mileage allowances.

Our review of data on variable and fixed costs of private automobile operation, obtained from Runzheimer & Co., an accounting firm, indicates that an allowance of 10 cents per mile is adequate in normal circumstances. The U.S. Government fleet of about 40,000 automobiles is operated at a cost estimated to be approximately 7 cents per mile. That figure, however, does not include various taxes, fees, etc., paid by private owners but not incurred by the Government.

We reviewed figures compiled by the Dartnell Corp., a management consulting firm, in a survey conducted in 1958. They show that 88 percent of the private companies which reimburse their employees on a flat rate per mile for using their private automobiles for company business paid an allowance of 8 cents per mile or less. Only 5 percent paid as much as 10 cents per mile; none paid more.

A 1959 report of the National Industrial Conference Board, Inc., indicates that of 103 manufacturing firms with regional or national sales coverage which reimburse their employees on a flat mileage basis only 10 authorized an allowance in excess of 8 cents.

5. *Definition of "continental United States"*

Section 4 of H.R. 5196 would amend the Administrative Expenses Act and the Travel Expense Act to define the term "continental United States" to mean the several States and the District of Columbia. With respect to per diem allowances, the effect of such amendments would be to establish the rates in the State of Alaska and in Hawaii when it becomes a State identical to those in the other 48 States and the District of Columbia. At present, allowances for Alaska and Hawaii are established by the Director of the Bureau of the Budget under his authority to establish rates in cases of travel beyond the continental limits of the United States. Subsistence costs in certain areas of Alaska and in Hawaii are considerably higher than in the other States and the District of Columbia, and the Director has authorized higher allowances for that reason. The Bureau of the Budget believes that that arrangement should continue and that any reduction in per diem allowances would work a hardship on employees traveling to those areas. Elimination of section 4 of the bill would avoid such a situation.

6. *Reimbursement for parking fees*

There is one item of travel costs which is not dealt with in H.R. 5196 which the Bureau of the Budget believes to be of sufficient importance to warrant attention at this time. Government travelers using privately owned automobiles are frequently required to pay parking fees, and such costs are not reimbursable under present statutes. This has become somewhat of a problem since Government travelers

are required to pay such costs out of their own pockets. Reports from several Government agencies indicate that the losses to travelers occasioned by those costs are substantial. That is especially true for those groups of employees who are in almost constant travel status, many of whom are field employees. In the performance of their regular duties, they may call on several business concerns, applicants, beneficiaries, etc., at different locations during a single day; and in order to expedite their work, save time, and maintain a productive workday, it is necessary for them to use parking meters or offstreet parking facilities.

At the present time reimbursement of other costs, similar in nature to parking fees, is authorized by law. They are ferry fares and bridge, road, and tunnel tolls. The Bureau believes that costs of parking should likewise be reimbursable. We recommend, therefore, that a new section be added to H.R. 5196 as follows: "The second sentence of section 4 of the Travel Expense Act of 1949 (63 Stat. 166, as amended; 5 U.S.C. 837) is amended by inserting 'parking fees,' after the words 'actual cost'."

In summary, the Bureau of the Budget recommends:

(1) Increase the statutory maximum per diem allowance for subsistence for regular civilian employees and WAE's from \$12 to \$14.

(2) Maintain the present statutory maximum per diem allowance of \$15 for persons serving under the Administrative Expenses Act without compensation or at \$1 per annum.

(3) Maintain the present \$25 a day statutory ceiling on reimbursement on the actual subsistence expense basis.

(4) Maintain the present statutory maximum mileage allowances—6 cents for motorcycles and 10 cents for automobiles and airplanes.

(5) Continue the existing arrangements for establishing maximum per diem allowances in Alaska and Hawaii.

(6) Enact authority to reimburse employees for actual and necessary parking fees when using their private vehicles on official Government business.

Thank you again for this opportunity to present these views of the Bureau of the Budget.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., July 1, 1959.

REPORT ON ADEQUACY OF GOVERNMENT TRAVEL ALLOWANCES

PART I. INTRODUCTION

Various changing economic factors, together with comments by Government employees, Members of Congress, and others, recently led the Bureau of the Budget to decide that another look should be taken at the adequacy of travel allowances for Government civilian employees. Accordingly, a project was initiated to conduct a review of costs incurred by Government travelers in order to determine the adequacy of present per diem and other travel allowances. The objective was to provide data on which to base recommendations for or against changes.

A. Past reviews of travel allowances

The Bureau of the Budget has conducted reviews of travel allowances in the past. The last such review was completed in 1954 and resulted in recommendations for:

1. An increase from \$9 to \$13 in the maximum per diem allowance in lieu of actual expenses for subsistence for regular civilian employees and w.a.e.'s¹ traveling within the continental limits of the United States (allowing \$7.30 for a hotel room, \$4.50 for meals, and \$1.20 for incidental expenses);

2. An increase from \$10 to \$13 in the maximum per diem allowance for individuals subject to the Administrative Expenses Act of 1946 serving without compensation or at \$1 per annum;

3. A statutory authorization to reimburse employees on an actual-expense basis in amounts higher than the maximum in a limited number of unusual circumstances where travel assignments would necessitate expenses well in excess of the authorized maximum per diem rate; and

4. No increase in mileage allowances (then 4 cents per mile for privately owned motorcycles and 7 cents per mile for privately owned automobiles and airplanes).

Those recommendations were based on studies of costs incurred in actual cases.

B. Allowances under present statutes

Public Law 189, 84th Congress (5 U.S.C. 73b-2, 836, 837), which governs current rates of allowances for civilian employees, was subsequently enacted July 28, 1955. It authorizes a maximum per diem allowance of \$12 for subsistence for regular civilian employees and w.a.e.'s. It provides a maximum per diem allowance of \$15 for subsistence for persons subject to the Administrative Expenses Act serving without compensation or for \$1 per annum. Those maximum rates apply to travel within the continental limits of the United States, exclusive of Alaska.²

Public Law 189 also authorizes the payment of actual and necessary expenses not to exceed \$25 per day in instances where, due to unusual circumstances of the travel assignment within the continental United States, the maximum per diem allowance would be much less than the amount required to meet actual and necessary subsistence expenses of the trip. That authorization applies to travel of persons serving without compensation or at \$1 per annum as well as to travel of regular civilian employees and w.a.e.'s.

Public Law 189 also authorizes payment of 6 cents per mile for use of privately owned motorcycles and 10 cents per mile for use of privately owned automobiles and airplanes.

C. Collection of data

For the current review, statistical information and comments have been obtained on travel costs and allowances from 18 of the larger agencies of the Federal Government in reply to a questionnaire dated October 23, 1958 (exhibit A). Information provided by those agencies includes records of costs and allowances taken from travel

¹ W.a.e.'s are persons in the Government service employed intermittently as consultants or experts and receiving compensation on a per diem when actually employed basis.

² Under the Travel Expense Act of 1949 (5 U.S.C. 836) the Director of the Bureau of the Budget establishes the maximum per diem allowances for subsistence in Alaska, which are currently fixed at \$21 in Anchorage, Fairbanks, and Juneau, and \$15 elsewhere in Alaska.

vouchers and other reports of Government travelers. They show actual prices paid for hotel rooms and meals as well as the total cost of trips and the reimbursement received by the traveler.

Arrangements were also made to obtain data on costs of hotel rooms and meals from over 100 locations (low, medium, and high population densities) throughout the country by employees of the field organization of the Bureau of the Census. Information obtained under those arrangements was taken from published room rates and menu prices available at the time of the inquiry.

In addition, average costs of hotel rooms and hotel restaurant meals as developed by the hotel accounting firms Harris, Kerr, Forster & Co., and Horwath & Horwath were obtained through the Washington office of the American Hotel Association.

Data on driving costs were provided by the American Automobile Association. They included information on mileage costs taken from reports of the Dartnell Corp., a management consultant firm, and Runzheimer & Co., an accounting firm. Also a report of the National Industrial Conference Board, Inc., was reviewed.

PART II. FINDINGS AND RECOMMENDATIONS

A. *Per diem allowances for subsistence expenses.*

Per diem allowances in lieu of actual expenses for subsistence are the daily flat rates of payment authorized in place of actual costs of lodging, meals, and other necessary expenses incidental to the personal sustenance or comfort of the traveler. They may be allowed to employees while traveling on official business and away from their designated posts of duty.

The Bureau's current study of per diem allowances has sought to determine an adequate amount as a maximum per diem allowance for normal daily subsistence expenses for hotel rooms, meals, and incidental expenses. Based upon a review of collected data presented below, the Bureau considers the amount of \$14 to be an adequate maximum per diem allowance. The large number of variables in arriving at such an approximation should be noted. The actual expenses of two travelers using the same route will normally vary, as well as the expenses of the same traveler measured from day to day and place to place. The quality and availability of lodging varies from place to place and from time to time in the same place. Likewise the cost of meals is variable in different places. It should, therefore, be stressed that the review of data on subsistence has sought only to produce a reasonable approximation of what the average traveler may be expected normally to expend daily for subsistence. For example, in reviewing data on hotel rooms, figures are used for single rooms with bath in "average" and "best" hotels. This assumes that an official Government traveler would normally be expected not to patronize either extreme of "below average" or "luxury" hotels.

Hotels rooms.—Pertinent data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the Budget show that the cost of hotel rooms in 98 stopovers in 52 places located in 25 States and the District of Columbia ranged from \$4.60 to \$11.75 a day, with an average cost of \$7.97. (See exhibit B.)

Reports obtained through the field organization of the Bureau of the Census show that the national average room price for "average" and "best" hotels (excluding "below average" and "luxury" hotels) was \$6.51 late last year. Those hotels are of the quality which Federal employees may reasonably be expected to patronize. The reports gave information on room prices in 105 hotels in 81 places in 29 States and the District of Columbia. (See exhibit C.)

Reports from the hotel accounting firm, Harris, Kerr, Forster & Co., covering approximately 400 client hotels throughout the country used by businessmen in traveling show that the average cost of a single room and bath during 1958 was approximately \$9.04.

The Horwath & Horwath reports show an average cost of \$8.11 for another group of approximately 400 hotels.

Taking into account the above figures, the Bureau of the Budget considers that an amount of \$8 is adequate to cover daily current hotel room costs which a traveler may normally be expected to incur.

Meals.—Data taken from actual expense accounts of Government employees supplied by agencies to the Bureau of the Budget show that in 51 samples of the cost of meals for a day (breakfast, luncheon, and dinner) in 26 places in 16 States ranged from a low of \$3.13 to a high of \$8.40, with an average cost of \$5.99. (See exhibit B.)

Prices obtained from restaurant menus by the field organization of the Bureau of the Census in almost 100 locations throughout the country reflect an average daily cost of \$4.70. (See exhibit C.)

The average daily cost of hotel restaurant meals during 1958 reported by Harris, Kerr, Forster & Co. was \$5.97 per day, and Horwath & Horwath reported an average cost of \$5.82 per day. Since travelers frequently do not patronize hotel restaurants for their meals, the Bureau of the Budget considers the amount of \$5 adequate to cover the daily costs of meals under normal conditions.

Incidental expenses.—These are intended to cover such items of expenses as tips and fees while traveling, hotel tips, tips to waiters, laundry, cleaning, and pressing, telegrams for room reservations, etc. Incidental expenses may be calculated as approximately 10 percent of the cost of hotel rooms and meals. That rule of thumb has been used by the Bureau and others in the past; 10 percent of \$13 (\$8 for hotel rooms and \$5 for meals) is \$1.30.

Total cost.—Adding the above costs—\$8 for hotel room, \$5 for meals, and \$1.30 for incidental expenses—produces a total cost of \$14.30, which might reasonably be rounded to \$14.

These conclusions are reinforced by the comments of the agency officials supplying data to the Bureau. A majority presented views that the present statutory maximum per diem allowance of \$12 for subsistence authorized for regular employees and w.a.e.'s is insufficient and that an increase of \$2 or slightly more is needed.

Recommended allowances

Regular civilian employees and w.a.e.'s.—Actual subsistence expenses will vary in some instances either above or below the norms. Where costs are expected to be lower than the statutory maximum, agencies are directed to authorize an amount below the maximum. Where a traveler's necessary subsistence expenses reasonably can be expected to exceed substantially the statutory maximum, he may be reimbursed for his actual necessary expenses up to \$25 per day. In view of the

flexibility provided for unusual circumstances, it is believed unnecessary and inadvisable to authorize a maximum statutory per diem allowance in excess of an amount sufficient to cover normal situations. Accordingly, the Bureau of the Budget recommends a maximum per diem allowance of \$14 as an adequate but not excessive statutory ceiling.

Persons serving without compensation or at \$1 per annum.—The Bureau of the Budget recommends that no change be made in the current statutory maximum per diem allowance of \$15 for subsistence for persons serving without compensation or at \$1 per annum.

Agency comments on the adequacy of the present maximum per diem allowance of \$15 for individuals in this category were varied. A few agencies reported that insufficient experience had been gained in this area to merit comment. Other agencies recommended increases of from \$3 to \$10. A few had no comment to offer.

Individuals serving without compensation or at \$1 per annum generally serve as experts or consultants for short periods of time. In the past the Bureau has supported the proposition that they should be accorded a higher maximum per diem allowance for subsistence than that prescribed for regular employees. The need for continuation of that policy appears questionable, since, for normal travel situations the subsistence costs of these individuals are about the same as for regular employees. An increase from the current statutory maximum of \$15 is therefore considered unnecessary for normal travel situations. However, it is considered inappropriate to recommend a decrease to \$14. These conclusions are based upon the fact that, where due to unusual circumstances, the subsistence costs of these individuals are much higher than \$15, they can be placed on the actual-expense basis, not to exceed \$25 a day, as authorized under the existing law.

Actual-expense reimbursement (all civilian employees).—Authorization for actual-expense reimbursement for subsistence costs up to \$25 for regular employees and w.a.e.'s in unusual circumstances is contained in section 3 of the Travel Expense Act of 1949, as amended by Public Law 189, 84th Congress. Similar authority in the case of individuals serving without compensation or at \$1 per annum is in section 5 of the Administrative Expenses Act of 1946, as amended by Public Law 189, 84th Congress.

During the present review the need for raising the \$25 limitation in those statutes was considered. The Bureau of the Budget recommends that that ceiling not be changed. A large majority of the agencies reporting saw no need for increasing the \$25 limit on reimbursement of actual expenses of Government travelers. In all except a few of the case histories reported, actual costs were less than \$25 per day. In those few instances where the \$25 ceiling did not permit reimbursement for all actual expenses incurred it appeared that the travelers indulged in some unnecessary luxuries for which reimbursement by the Government would not be justified. Accordingly, the \$25 maximum appears adequate.

B. Mileage allowances

Section 4 of the Travel Expense Act of 1949, as amended by Public Law 189, 84th Congress, authorizes maximum allowances of 6 cents per mile for privately owned motorcycles and 10 cents per mile for

privately owned automobiles and airplanes when used for authorized official travel of Government employees.

It is recommended that no change be made in those statutory maximum mileage allowances. That recommendation is based upon the following review of collected data:

A large majority of the agencies reporting saw no need for an increase in the present maximum mileage allowances. One agency recommended 12 cents per mile for automobiles, and two agencies 11 cents per mile; however, those recommendations were not supported by proof of need for an increase.

A recent report of the American Automobile Association on driving costs indicates that 10 cents per mile is generally adequate to cover all variable and fixed costs of driving an automobile, including amortization of the cost of the vehicle.

Runzheimer & Co., a Chicago accounting firm which specializes in automobile standard allowances, last year computed the details of car costs on a low-priced automobile 1 year old. Variable costs (gasoline and oil, maintenance, and tires) were estimated at 3.77 cents per mile. Fixed costs (insurance, license and registration fees, and depreciation) were estimated at \$701.30 for the year, which at 10,000 miles for the year would be 7.01 cents per mile. The total costs per mile were 10.78 cents.

It should be apparent that the total costs per mile would vary according to a number of factors, two important ones being the miles driven during the year and the age of the automobile. The above calculation, for example, includes \$565.42 as the annual cost of depreciation. That is the figure for first year depreciation which is higher than for subsequent years. Depreciation is especially difficult to calculate. One method frequently used is to determine the cash outlay necessary to replace an automobile with a new one in the same price class and with the same optional equipment. An examination of the current Red Book published by the National Market Reports, Inc., giving official used-car valuations indicates that for automobiles in the low- and middle-priced fields held for 5 years or more the annual rate of depreciation, calculated on that basis, does not in any case exceed \$450. Thus, for automobiles 5 years or older used at the rate of 10,000 miles a year, depreciation per mile would be no more than 4.5 cents. That is 1.7 cents per mile lower than for the 1-year-old automobile having a total per mile cost of 10.78 cents. Thus, a review of variable and fixed costs of private automobile operation indicates that total costs for an automobile driven 10,000 miles per year are about 10 cents per mile.

The U.S. Government currently operates a fleet of about 40,000 automobiles, and the costs per mile for maintaining and operating an automobile in that fleet are estimated at approximately 7 cents. Those costs, however, are not entirely comparable with those incurred by a private vehicle owner, because the Government costs do not include various taxes, fees, etc., paid by private owners but not incurred by the Government.

The Dartnell Corp., a Chicago management consulting firm which makes annual surveys of mileage allowances paid by private companies, reports no mileage allowances in excess of 10 cents per mile

paid by those companies included in the survey which reimburse employees on a flat rate per mile. The survey for 1958 discloses that 88 percent of the companies paying flat rates authorized an allowance of 8 cents per mile or less and that only 5 percent of the companies paid as much as 10 cents per mile. Their summary findings were that—

- 5 percent of companies surveyed paid 6 cents per mile.
- 2 percent of companies surveyed paid 6½ cents per mile.
- 31 percent of companies surveyed paid 7 cents per mile.
- 6 percent of companies surveyed paid 7½ cents per mile.
- 44 percent of companies surveyed paid 8 cents per mile.
- 1 percent of companies surveyed paid 8½ cents per mile.
- 6 percent of companies surveyed paid 9 cents per mile.
- 5 percent of companies surveyed paid 10 cents per mile.

The National Industrial Conference Board, Inc., in a 1959 report (Studies in Personnel Policy, No. 170), based on data accumulated in the fall of 1958, reported on the automobile allowance practices of a representative number of manufacturing firms with regional and national sales coverage. That report indicated that, of 103 companies which reimbursed their employees on a flat mileage basis, only 10 authorized an allowance in excess of 8 cents per mile.

Based upon this review of data, the recommendation is made that there be no change in the current statutory maximum mileage allowance of 10 cents per mile for privately owned automobiles and airplanes when used for official travel. Since it is generally considered that the cost of operating a motorcycle is about 60 percent of the cost of operating an automobile or small airplane, no change is recommended in the current allowance of 6 cents per mile for operating a motorcycle.

C. Parking allowances

Section 4 of the Travel Expense Act of 1949 also authorizes agencies to reimburse employees for actual costs of ferry fares and bridge, road, and tunnel tolls incurred while using private automobiles in the performance of their official duties. Such reimbursement is in addition to mileage allowances. There is no similar authority to reimburse employees for parking costs.

A majority of the agencies reporting believe that there is need for statutory authorization to repay travelers for actual parking costs. They indicate that employees frequently are required to use parking meters or commercial off-street parking facilities in the conduct of their official work. Such costs are frequently substantial, especially to those groups of employees who are in almost constant travel status, many of whom are field employees. In the performance of their regular duties, they may call on several business concerns, applicants, beneficiaries, etc., at different locations during a single day; and in order to expedite their work, save time, and maintain a productive workday, it is necessary for them to use parking meters or off-street parking facilities. The general reaction of the agencies is that extension of the authority to include parking fees would seem to be logical.

In recognition of this burden on employees, it is recommended that they be reimbursed for actual and necessary parking costs when incurred in the performance of their official duties.

PART III. BUREAU OF THE BUDGET RECOMMENDATIONS

Following is a point-by-point summary of the Bureau's recommendations on allowances for Government travelers.

A. Per diem allowances for subsistence expenses

Regular civilian employees and w.a.e.'s.—Increase the statutory maximum per diem allowance from \$12 to \$14.

Persons serving without compensation or at \$1 per annum.—Maintain the present statutory maximum per diem allowance of \$15.

Actual subsistence expense reimbursement (all civilian employees).—Maintain the present \$25 a day ceiling on reimbursement of actual expenses.

B. Mileage allowances

Maintain the present statutory maximum mileage allowances—6 cents for motorcycles and 10 cents for automobiles and airplanes.

C. Parking fees

Obtain statutory authority to reimburse actual and necessary parking fees.

EXHIBIT A

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., October 23, 1958.

To: Members of the Executive Officers Group.
Subject: Travel costs and allowances.

Reports reaching the Bureau of the Budget indicate that the adequacy of allowances for travel expenses of civilian employees of the Federal Government may come under study in the near future. In anticipation of such action, we believe it desirable that action be taken now to obtain information and estimates from Federal agencies similar to that obtained during previous reviews of travel costs and allowances, and we are soliciting your assistance in this effort.

Attached is an outline of the information which we believe is necessary to enable the Bureau to determine the adequacy of present allowances. We would like to have this information by December 1, 1958. Records kept by agencies may not include information in the detail desired; however, such factual information as may be available should be included in agency reports. In the absence of recorded data on any of these items, estimates and the basis for such estimates should be reported. Information or viewpoints on any items not included in the attached but which have a direct bearing on travel costs and allowances would be appreciated.

You may wish to review the attached outline in advance of the October 28, 1958, meeting of the Executive Officers Group. At this meeting, of which you were advised by memorandum dated October 21, 1958, we will be prepared to answer any questions concerning the information sought. Mr. J. Herbert Walsh of the Bureau staff, code 113, extension 2408, is available for informal contact concerning this memorandum.

EDWARD B. STRAIT.

Attachment.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C.

(Sec. 3 of the Travel Expense Act of 1949, as amended, and sec. 5
of the Administrative Expenses Act of 1946, as amended)

I. CIVILIAN EMPLOYEES INCLUDING WAE'S

A. *Per diem basis*

1. Per diem rates authorized and basis for breakdown—fiscal year 1958 and fiscal year 1959.¹

2. Number of man-days' travel by grade (equivalent for WAE's) and per diem rate group—actual for fiscal year 1958 and estimated for fiscal year 1959.¹

3. Three typical case histories (one involving travel in Alaska, if any) showing actual costs (hotels, meals, and all other subsistence expenses) and reimbursement received.²

4. Comments and recommendations regarding adequacy of present maximum supported by estimates of changes in costs of any recommended changes in allowances.

B. *Actual subsistence expense basis*

1. Number of man-days' travel by grade—actual for fiscal year 1958 and estimated for fiscal year 1959.

2. Average man-day reimbursement by grade of employees—fiscal year 1958.

3. Brief description of each type of circumstance for which reimbursement of actual expenses not to exceed \$25 was made—fiscal year 1958.

4. Three typical case histories showing actual costs (hotels, meals, and all other subsistence expenses) and reimbursement received.²

5. Comments and recommendations regarding adequacy of actual expense reimbursement authority.

II. PERSONS SERVING WITHOUT COMPENSATION

A. *Per diem basis*

1. Per diem rates authorized and basis for breakdown—fiscal year 1958 and fiscal year 1959.¹

2. Number of man-days' travel in each per diem group—actual for fiscal year 1958 and estimated for fiscal year 1959.¹

3. Three typical case histories (one involving travel in Alaska, if any) showing actual costs (hotels, meals, and all other subsistence expenses) and reimbursement received.²

4. Comments and recommendations concerning adequacy of present maximum supported by estimates of changes in costs of any recommended changes in allowances.¹

B. *Actual subsistence expense basis*

1. Number of man-days' travel—actual for fiscal year 1958 and estimated for fiscal year 1959.

2. Average man-day reimbursement—fiscal year 1958.

¹ Report separately for travel, if any, in Alaska.

² If not now available, these case histories should be developed before submission of reply to this questionnaire.

MEAL ALLOWANCE FOR TRAVEL

3. Brief description of each type of circumstances for which reimbursement of actual expenses not to exceed \$25 was made—fiscal year 1958.

4. Three typical case histories showing actual costs (hotels, meals, and all other subsistence expenses) and reimbursement received.²

5. Comments and recommendations regarding adequacy of actual expense reimbursement authority.

III. MILEAGE ALLOWANCE

A. Mileage rates authorized and basis for breakdown—fiscal year 1958 and fiscal year 1959.¹

B. Number of miles traveled—separately for motorcycles, automobiles, and airplanes by grade and rate group—actual for fiscal year 1958 and estimated for fiscal year 1959.¹

C. Comments and recommendations concerning adequacy of present allowances supported by estimates of changes in costs of any changes recommended.

IV. AUTOMOBILE PARKING ALLOWANCES

A. Description of need, if any, for legislative authority to authorize reimbursement of actual expenses incurred by employees on official business for parking fees for privately owned automobiles. If legislation is recommended, describe the nature and extent of problem, including illustrations of typical situations and submit an estimate of probable costs for fiscal year 1959.

EXHIBIT B

AVERAGE HOTEL AND MEAL COSTS TAKEN FROM ACTUAL EXPENSE ACCOUNTS OF GOVERNMENT EMPLOYEES

(Hotels: 98 stopovers, average cost \$7.97 per day. Meals: 51 samplings, average cost \$5.99 per day)

Cost of hotel rooms, 98 stopovers, average \$7.97

[Taken from actual expense accounts of Government employees in 15 agencies. Travel during 1958: 52 places in 25 States and the District of Columbia]

State	Place	Cost	Agency
Alabama	Birmingham	\$6.18	GAO.
	Huntsville	6.18	Commerce.
	Montgomery	6.18	Do.
California	Los Angeles	6.00	GAO.
	do	8.75	Commerce.
	do	8.75	Treasury.
	do	6.50	Agriculture.
	San Bernardino	5.00	GAO.
	San Francisco	10.00	Commerce.
Colorado	do	5.50	GAO.
	Santa Monica	6.50	Do.
	Santa Maria	5.00	Do.
	Denver	6.00	Do.
	do	8.50	Do.
Connecticut	Hartford	11.00	Commerce.
District of Columbia	Washington	8.93	Treasury.
	do	10.00	Air Force.

¹ Report separately for travel, if any, in Alaska.

² If not now available, these case histories should be developed before submission of reply to this questionnaire.

Cost of hotel rooms, 98 stopovers, average \$7.97—Continued

State	Place	Cost	Agency
Florida	Daytona Beach	\$5.40	Commerce.
	do	6.18	GAO.
	do	8.24	Commerce.
	Fort Myers	7.15	Do.
	Jacksonville	7.21	Do.
	Melbourne	4.64	GAO.
	do	6.00	Commerce.
	Miami	6.18	Do.
	do	7.46	Do.
	Ocala	8.24	Do.
	Sarasota	6.00	Do.
	West Palm Beach	7.21	Do.
	do	8.24	Do.
	Winter Haven	8.25	Agriculture.
Georgia	Atlanta	8.25	HHFA.
	Macon	6.70	GAO.
	Savannah	10.30	Commerce.
Illinois	Chicago	7.00	Army.
	do	8.50	AEC.
	do	8.50	GAO.
	do	8.63	Commerce.
Indiana	Indianapolis	10.50	HHFA.
	do	10.85	Labor.
	do	7.25	Commerce.
Kansas	South Bend	9.75	Agriculture.
	Topeka	8.00	GAO.
	Wichita	8.20	Do.
Kentucky	Louisville	9.50	Treasury.
	do	10.85	Labor.
Louisiana	New Orleans	10.00	Commerce.
Massachusetts	Boston	4.72	Do.
	do	9.50	Navy.
	do	9.00	Treasury.
	do	8.50	Do.
	Dalton	6.00	Do.
Michigan	Detroit	10.50	VA.
Mississippi	Meridian	6.70	Commerce.
	do	8.24	Do.
	do	10.80	Do.
Missouri	Jackson	5.15	Do.
	Kansas City	7.00	Treasury.
	do	7.00	Do.
	do	9.00	Commerce.
	do	4.60	Agriculture.
	St. Louis	6.00	Treasury.
	do	9.00	Do.
Nebraska	Omaha	6.75	GAO.
	do	8.50	Air Force.
New Mexico	Albuquerque	7.75	GAO.
	Bluewater	8.00	Do.
New York	Albany	8.00	Labor.
	New York City	8.00	Treasury.
	do	9.00	VA.
	do	9.98	USIA.
	do	10.00	Commerce.
	do	10.50	Treasury.
	do	9.00	Do.
	do	11.75	VA.
	do	9.00	AEC.
	do	9.00	Agriculture.
	do	9.00	Do.
	do	8.00	Post Office.
Ohio	Cincinnati	10.50	Army.
	do	6.95	Treasury.
	Cleveland	10.00	Do.
	Dayton	6.07	Navy.
	do	5.00	Air Force.
Pennsylvania	Philadelphia	7.25	GAO.
	do	10.50	VA.
	Pittsburgh	7.21	HHFA.
	do	10.00	AEC.
	do	9.79	USIA.
Rhode Island	Providence	9.36	VA.
	do	5.68	Agriculture.
South Carolina	Columbia	6.18	GAO.
Texas	Fort Worth	9.00	Commerce.
Washington	Seattle	9.82	BOB.
	do	8.00	State.
	do	7.00	GAO.
	do	8.26	Agriculture.
West Virginia	Charleston	6.50	GAO.

¹ Weekly rate.

INCREASED PER DIEM ALLOWANCE FOR TRAVEL

Cost of meals, 51 samplings

[National average \$5.99 (breakfast, \$1.33; lunch, \$1.10; dinner, \$3.56). Taken from actual expense accounts of Government employees in 9 agencies. Travel during 1958: 26 places in 16 States]

State	Place	Breakfast	Lunch	Dinner	Total	Agency
Alabama	Birmingham	\$1.16	\$1.60	\$4.09	\$6.85	GAO.
California	Los Angeles	1.50	2.00	3.50	7.00	Treasury.
Connecticut	Hartford	1.30	1.68	2.88	5.86	Commerce.
Florida	Daytona Beach	1.03	1.18	4.20	6.41	Do.
	Jacksonville	1.01	.90	3.17	5.08	Do.
	do	1.03	1.03	2.55	4.61	Do.
	Melbourne	1.37	1.25	3.95	6.57	GAO.
	do	1.25	1.55	4.50	7.30	Do.
	do	1.03	1.90	4.25	7.18	Commerce.
	Miami	.98	1.16	3.59	5.73	Do.
	West Palm Beach	1.03	2.06	3.50	6.59	Do.
Georgia	Macon	1.21	1.54	4.05	6.80	GAO.
	do	1.35	1.55	5.50	8.40	Do.
	do	1.00	1.25	3.50	5.75	Do.
	Savannah	1.03	1.23	3.16	5.42	Commerce.
Illinois	Chicago	1.14	.98	3.21	5.33	Army
	do	1.00	.80	3.50	5.30	Do.
	do	1.25	1.00	2.85	5.10	Do.
	do	1.05	1.00	3.25	5.30	AEC
	do	1.00	.90	4.75	6.65	GAO
Indiana	Indianapolis	1.11	1.00	3.84	5.95	Commerce
	do	1.00	1.00	4.00	6.00	Do.
Kansas	Topeka	1.28	1.30	3.23	5.81	GAO
	Wichita	1.45	1.32	2.72	5.49	Do.
Massachusetts	Boston	.92	.87	3.19	4.98	Treasury
	do	.90	.90	3.50	5.30	Do.
	do	1.05	.85	4.50	6.40	Do.
	do	1.10	1.25	3.50	5.85	Do.
	do	1.00	1.03	2.98	5.01	Do.
	Dalton	1.25	1.80	2.75	5.80	Do.
Missouri	Kansas City	.58	1.73	4.50	6.81	Commerce
	St. Louis	.65	1.30	5.85	7.80	Do.
	do	1.50	1.25	3.00	5.75	Treasury
	do	.99	1.11	3.17	5.27	Do.
Nebraska	Omaha	1.15	1.20	2.50	4.85	Air Force.
	do	1.30	1.45	3.35	6.10	GAO.
New York	New York City	.95	1.85	2.95	5.75	USIA.
	do	1.50	2.00	3.50	7.00	Commerce.
	do	1.50	2.00	3.50	7.00	Treasury.
	do	2.00	1.50	4.00	7.50	Do.
	do	1.20	1.65	3.20	6.05	AEC.
Ohio	Cincinnati	1.50	1.33	3.50	6.33	Army.
	Cleveland	1.50	1.25	3.50	6.25	Treasury.
	Dayton	1.31	.82	3.70	5.83	Navy.
	do	1.10	1.17	2.67	4.94	Air Force.
Pennsylvania	Pittsburgh	.69	.73	1.71	3.13	USIA.
	do	1.20	.95	3.15	5.30	AEC.
South Carolina	Columbia	1.25	1.10	5.00	7.35	GAO.
	do	1.14	1.08	4.37	6.59	Do.
	do	1.10	1.00	3.50	5.60	Do.
Washington	Seattle	1.20	1.20	2.50	4.90	BOB.

EXHIBIT C

AVERAGE HOTEL AND MEAL COSTS TAKEN FROM PUBLISHED HOTEL ROOM RATES AND MENU PRICES

Hotels: 105 hotels, average price	\$6.51
Meals:	
Breakfast, 98 places, average price	1.01
Lunch, 101 places, average price	1.46
Dinner, 92 places, average price	2.23
Daily average price	4.70

Hotel prices—105 hotels in 81 places in 29 States and District of Columbia, average \$6.51

State	Place	Low	High	Average
Arkansas	Newport	\$3.00	\$4.00	\$3.50
	Texarkana	3.50	7.00	5.25
California	Hollywood	3.50	5.00	4.25
	do	8.00	17.00	12.50
	Los Angeles	5.00	9.00	7.00
	Riverside	4.00	7.00	5.50
	San Mateo	7.00	9.00	8.00
	Santa Monica	7.00	10.00	8.40
	Do	6.00	13.00	9.50
District of Columbia	Washington	4.00	5.00	4.50
	do	5.00	6.00	5.50
Georgia	Savannah	5.50	12.00	8.75
Illinois	Alton	3.75	6.00	4.88
	Do	5.50	7.50	6.50
	Belleville	3.50	6.00	4.50
	Berwyn	5.50	5.50	5.50
	Chicago	6.00	9.00	7.50
	Cicero	6.00	6.00	6.00
	Evanston	6.00	6.00	6.00
	Do	7.50	9.50	8.50
	Do	5.00	5.00	5.00
	Herrin	4.00	6.50	5.25
	Marion	3.50	3.50	3.50
	Mattoon	5.25	5.75	5.50
Indiana	Connorsville	4.00	4.00	4.00
	Lebanon	5.00	5.50	5.25
	New Castle	3.00	3.00	3.00
Iowa	Centerville	4.00	4.00	4.00
	Iowa City	5.00	6.00	5.50
Kansas	Newton	4.00	5.00	4.50
	Topeka	5.50	9.50	7.50
	do	5.25	9.00	7.13
Maine	Caribou	6.00	6.00	6.00
	Fort Fairfield	5.00	5.00	5.00
Maryland	Baltimore	10.50	15.00	12.75
	Cumberland	4.50	6.50	5.50
	Silver Spring	5.50	5.50	5.50
Massachusetts	Boston	8.50	18.50	13.50
	do	6.50	9.00	7.75
	Brockton	6.00	6.00	6.00
	do	4.75	4.75	4.75
	Brookline	9.50	10.50	10.00
	Wellesley	6.00	6.00	6.00
Michigan	Detroit	4.50	9.00	6.75
	Jackson	5.50	7.00	6.25
	do	5.00	6.00	5.50
	Lakeview	4.00	4.00	4.00
	Pontiac	5.50	10.00	7.75
	Portland	3.75	4.50	4.13
	Stanton	4.00	4.00	4.00
Minnesota	Anoka	3.75	4.50	4.13
Missouri	Excelsior Springs	4.25	7.50	5.88
	Kansas City	6.50	11.00	8.75
Nebraska	Omaha	6.50	12.00	9.25
New Jersey	East Orange	9.00	10.00	9.50
	New Brunswick	6.00	9.00	7.50
New Mexico	Clovis	4.50	5.50	5.00
	do	5.00	7.50	6.25
New York	Buffalo	7.00	10.00	8.50
	East Aurora	5.00	5.00	5.00
	New York City	12.00	15.00	13.50
	Niagara Falls	6.00	7.00	6.50
	do	6.50	6.50	6.50
North Carolina	Elkin	3.50	3.50	3.50
Ohio	Cincinnati	8.50	15.00	11.75
	do	6.00	25.00	15.50
	Cleveland	6.00	9.50	7.75
	Wilmington	5.00	5.00	5.00
Pennsylvania	Bellefonte	4.50	7.00	5.75
	do	4.00	5.00	4.50
	Haverford	8.00	12.00	10.00
	Hazleton	5.75	7.50	6.63
	Lansdale	6.00	6.00	6.00
	McKeesport	6.00	8.00	7.00
	Newton	5.00	6.00	5.50
	Philadelphia	6.00	10.00	8.00
	do	5.00	7.00	6.00
	Pittsburgh	9.85	16.00	12.93
	State College	6.00	8.00	7.00
	do	4.50	8.00	6.25
	Vandergift	3.50	3.50	3.50
Rhode Island	Pawtucket	4.25	6.25	5.25
	Providence	6.85	12.50	9.68

INCREASED PER DIEM ALLOWANCE FOR TRAVEL

Hotel prices—105 hotels in 81 places in 29 States and District of Columbia, average \$6.51—Continued

State	Place	Low	High	Average
South Carolina	Aiken	\$5.00	\$8.00	\$6.50
Tennessee	Cookeville	3.00	5.50	4.25
	Elizabethton	2.00	3.00	2.50
	Johnson City	4.50	6.50	5.50
	do	5.00	5.50	5.25
	Memphis	4.00	9.00	6.50
	do	4.00	6.00	5.00
	do	4.00	5.00	4.50
	Monterey	2.00	2.50	2.25
Texas	Houston	8.00	20.00	14.00
Vermont	Barton	4.00	4.00	4.00
	do	3.50	3.50	3.50
	Newport	3.50	6.00	4.75
Virginia	Franklin	8.00	11.00	9.50
	Roanoke	5.00	9.00	7.00
	do	4.50	6.00	5.25
	do	7.00	9.00	8.00
Washington	Tacoma	4.00	6.50	5.25
West Virginia	Morgantown	5.00	5.75	5.38
Wisconsin	Milwaukee	4.50	6.00	5.25
	do	6.50	10.00	8.25
	Oconomowoc	4.75	4.75	4.75

AVERAGE MEAL COSTS

Restaurant menus:

Breakfast prices in 98 places in 36 States averaged..... \$1.01

Luncheon prices in 101 places in 31 States and District of Columbia, averaged..... 1.46

Dinner prices in 92 places in 29 States averaged..... 2.23

Daily average..... 4.70

Breakfast prices—98 places in 36 States, average \$1.01

State	Place	Low	High	Average
Alabama	Clio	\$0.62	\$0.62	\$0.62
	Eufaula	.80	1.00	.90
Arizona	Casa Grande	.70	1.35	1.03
Arkansas	Stamps	.85	.85	.85
	Texarkana	.80	.90	.85
California	La Jolla	2.00	2.50	2.25
	Long Beach	.69	1.35	1.02
	Mariposa	1.15	1.45	1.30
	Ramona	1.05	1.10	1.08
	Reseda	.85	1.85	1.35
	San Francisco	.50	2.50	1.50
	San Jose	.80	1.80	1.30
	Solana Beach	1.15	1.25	1.20
	Tarzana	1.10	1.45	1.28
Colorado	Denver	.85	1.10	.98
Delaware	Georgetown	.65	.85	.75
	Millsboro	.75	.90	.83
	Seaford	.80	.95	.88
Florida	St. Augustine	.80	1.35	1.08
Georgia	Augusta	.60	.93	.77
	Chatsworth	.62	1.40	1.01
	Savannah	.72	1.25	.99
Illinois	Chicago	.65	1.50	1.08
	Evergreen Park	.65	.95	.80
	Loves Park	.65	.70	.68
	Rockford	.58	1.30	.94
Indiana	Evansville	.65	1.10	.88
	Indianapolis	.85	1.50	1.18
	Rushville	.75	1.20	.98
Iowa	Sheldon	.65	.85	.75
	Sibley	.60	.80	.70
Kansas	Kansas City	.75	1.10	.93
Kentucky	Bardstown	.75	.95	.85
	Irvine	.70	1.25	.98
	Louisville	.60	1.35	.98
	Ravenna	.65	1.10	.88
Louisiana	Lafayette	.60	1.70	1.15

Breakfast prices—98 places in 36 States, average \$1.01—Continued

State	Place	Low	High	Average	
Massachusetts	Grafton	\$0.95	\$1.25	\$1.10	
	Plymouth	.70	1.15	.93	
	Quincy	.45	.85	.65	
Michigan	Weymouth	.50	.65	.58	
	Kalamazoo	.80	1.40	1.10	
Minnesota	Minneapolis	.85	1.45	1.15	
	St. Paul	.80	.95	.88	
Mississippi	Gulfport	.50	1.05	.78	
Missouri	Kansas City	.65	.75	.70	
	St. Joseph	.80	1.00	.90	
	St. Louis	.50	1.75	1.13	
Montana	Big Sandy	1.00	1.00	1.00	
	Great Falls	1.40	1.40	1.40	
Nebraska	Fullerton	.75	.75	.75	
	North Loup	.75	.85	.80	
	Scotia	.70	.75	.73	
New Jersey	Atlantic City	1.05	1.60	1.33	
	Englishtown	.95	.95	.95	
New Mexico	Freehold	.55	.90	.73	
	Raton	.95	1.25	1.10	
New York	Albany	.25	1.00	.63	
	Brooklyn	1.25	1.50	1.38	
	Buffalo	.80	1.60	1.20	
	Canandaigua	.95	1.35	1.15	
	Great Neck	.95	1.00	.98	
	New York City	.55	.95	.75	
	Queens	1.35	1.60	1.48	
	Valley Stream	1.10	1.25	1.18	
	Woodhaven	.80	.85	.83	
	Williamsville	1.20	1.25	1.23	
	North Carolina	Lumberton	.50	1.03	.77
Cleveland		1.00	1.30	1.15	
Franklin		.90	1.00	.95	
Georgetown		.85	.95	.90	
Hillsboro		.95	.95	.95	
Newcomerstown		.80	1.25	1.03	
Sabina		.80	1.00	.90	
Springfield		1.00	1.10	1.05	
Yellow Springs		.85	.95	.90	
Oklahoma		Blackwell	.75	1.00	.88
		Portland	1.05	2.95	2.00
Oregon	Allentown	1.05	1.35	1.20	
	Bellefonte	.80	1.00	.90	
	Bethlehem	.90	1.05	.98	
Pennsylvania	Center Square	1.05	1.15	1.10	
	Norristown	.86	.86	.86	
	Windgap	1.00	1.20	1.10	
South Carolina	Belvedere	.75	.90	.83	
	Edgefield	.65	1.15	.90	
South Dakota	Johnston	.75	1.05	.90	
	Clark	.77	1.02	.90	
Tennessee	Cookeville	.60	1.27	.94	
Texas	Anderson	.85	.95	.90	
	Henderson	.70	1.45	1.08	
	Houston	.75	1.25	1.00	
Vermont	Navasota	.80	.95	.88	
	Newport	.75	.85	.80	
Virginia	Arlington	.74	2.25	1.50	
	Falls Church	1.00	1.25	1.13	
	Richmond	.70	1.10	.90	
Washington	Shelton	.80	1.50	1.15	

INCREASED PER DIEM ALLOWANCE FOR TRAVEL

Luncheon prices—101 places in 31 States and District of Columbia, average \$1.46

State	Place	Low	High	Average
Alabama	Florence	\$0.70	\$3.55	\$2.13
Arkansas	El Dorado	.75	1.50	1.13
California	Corte Madera	1.85		1.85
	El Cerrito	.95	.95	.95
	Fresno	.80	1.50	1.15
	Martinez	.85	1.25	1.05
	Pasadena	.60	1.50	1.05
	Richmond	.90	1.40	1.15
	San Rafael	1.00	1.20	1.10
	Santa Barbara	.95	1.50	1.23
	Santa Maria	1.00	1.50	1.25
Connecticut	Hartford	.80	1.57	1.19
	Wilton	1.25	2.25	1.75
District of Columbia	Washington	1.70		1.70
Florida	Port Tampa City		.75	.75
	Tampa	.85	1.75	1.30
Georgia	Atlanta	.62	3.75	2.19
	Milledgeville	.75	1.35	1.05
Illinois	Bourbonnais		1.95	1.95
	Chicago	.75	2.15	1.45
	Greenup		.85	.85
	Kankakee	.95	3.25	2.10
	Mattoon	.85	1.25	1.05
Indiana	Hammond	.75	1.15	.95
	Indianapolis	.80	1.35	1.08
	Muncie	.75	4.25	2.50
	Schererville	1.55	1.75	1.65
Iowa	Centerville	.85	3.55	2.20
	Keokuk	.95	1.90	1.13
	Keosauqua	.65	1.65	1.15
Kansas	Leavenworth	1.25	2.00	1.63
	Topeka	.80	3.30	2.05
Kentucky	Paducah	.60	1.75	1.18
	West Liberty	.75	1.25	1.00
Louisiana	New Orleans	.60	2.00	1.30
Maine	Waterville	.90	4.75	2.83
Maryland	Baltimore	.75	2.70	1.73
	Cumberland	.90	3.95	2.43
	Suitland	.80	1.40	1.10
Michigan	Berkley	.70	.85	.77
	Germfask	.90	2.00	1.45
	Jackson	.95	2.50	1.73
	Manistique	.75	2.50	1.63
	Royal Oak	.97	1.90	1.44
Minnesota	Aitkin	.70	2.50	1.60
	Chatfield	1.15	1.15	1.15
	Harmony	.95	.95	.95
	Hill City	.75	2.25	1.50
	St. Paul	.80	1.75	1.28
Mississippi	Columbia		.79	.79
	Hattiesburg	.85	2.75	1.80
	Yazoo City	.75	1.25	1.00
Missouri	Edgerton		.90	.90
	Parkville	.90	1.50	1.20
New Hampshire	Concord	.65	2.25	1.45
New Jersey	Collingswood	.80	1.75	1.28
	Ridgefield		2.25	2.25
	Ridgefield Park	1.65	2.95	2.30
	Verga	.80		.80
	Williamstown		1.25	1.25
New Mexico	Clovis	.95	1.50	1.23
New York	Bronx	.85	2.85	1.85
	Flushing	1.05	4.00	2.53
	Jamaica	2.75		2.75
North Carolina	Charlotte	.65	3.00	1.83
	Concord	.80	1.50	1.15
	Hamptonville	1.10	1.10	1.10
	Mount Airy	.70	.70	.70
	Yadkinville	.90	.90	.90
Ohio	Cleveland Heights		2.50	2.50
	Columbus	1.05	2.15	1.60
	East Cleveland	1.40	5.00	3.20
	Shaker Heights	1.45	2.15	1.80
	Springfield	.75	1.80	1.28
	Youngstown	.65	1.55	1.10
Pennsylvania	Charleroi	.65	2.25	1.45
	Clairton	.75	.95	.85
	Kingston	.95	1.55	1.25
	Luzerne		.95	.95
	Pittsburgh	.80	1.10	.95
	Pittston	.70	1.25	.98
	York	.97	2.75	1.86
Rhode Island	Providence	.75	1.25	1.00
	Warwick	.95	2.95	1.95

*Luncheon prices—101 places in 31 States and District of Columbia, average \$1.46—
 Continued*

State	Place	Low	High	Average
Tennessee	Clifton	\$0.71	\$0.85	\$0.78
	Gallatin		1.39	1.39
	Knoxville	.80	3.75	1.28
Texas	Portland		.90	.90
	Harlingen	.85	2.75	1.80
	Lampasas	.75	1.85	1.30
	Lomita		.75	.75
	Port Arthur	.80	2.05	1.43
Virginia	San Antonio	1.25	2.10	1.68
	Buena Vista	1.25	4.25	2.75
	Lexington	.90	2.65	1.78
Washington	Coulee Dam	1.07	2.25	1.66
	Electric City	1.10	1.50	1.30
	Grand Coulee	1.30	1.80	1.55
West Virginia	Tacoma	.85	1.30	1.08
	Clarksburg	.85	2.50	1.68
	Gypsy		1.25	1.25

Dinner prices—92 places in 29 States, average \$2.23

State	Place	Low	High	Average
Alabama	Camden		\$1.00	\$1.00
	Courtland		1.95	1.95
	Cullman	\$1.00	4.85	2.98
	Moulton	1.35	3.05	2.20
California	Selma	1.50	3.00	2.25
	Arlington	1.35	3.00	2.18
	Colton		1.95	1.95
	Hayward		2.25	2.25
	Los Angeles	1.70	4.50	3.10
	Oakland	2.25	6.00	4.13
	San Francisco	1.75	4.50	3.13
	Santa Monica	1.15	1.75	1.45
Connecticut	Hartford	1.50	3.90	2.70
	New Britain		2.95	2.95
	Plainville	1.55	5.00	3.28
Delaware	Wilton	3.50		3.50
Florida	Wilmington	1.40	4.90	3.15
	Jasper	1.25	1.50	1.38
Georgia	Jennings	1.00	1.00	1.00
	Madison	1.00	1.00	1.00
	Miami	.70	3.25	1.98
	St. Petersburg Beach	1.00	5.00	3.00
	Rome	1.00	2.95	1.98
	Mountain Home	.85	3.50	2.18
Idaho	Chicago	.95	5.50	3.23
	Hinsdale	2.50		2.50
Illinois	Maywood		1.65	1.65
	Peoria Heights		1.50	1.50
	Shelbyville	.85	2.75	1.80
	Des Moines	.85	4.85	2.85
Kansas	Leavenworth	1.50	2.50	2.00
	Baltimore	1.35	3.85	2.60
Maryland	Boston	1.80	3.55	2.68
	Chelsea		1.50	1.50
Massachusetts	Lynnfield	3.00		3.00
	Dearborn	1.35	3.10	2.23
	Detroit	2.10	3.00	2.55
	Flint	1.00	2.10	1.55
	Holland	.60	4.00	2.30
Mississippi	Yale	1.10	1.75	1.43
	Batesville		1.15	1.15
	Crystal Springs	.90	3.50	2.20
Missouri	Jackson	1.75		1.75
	Oxford	.65	1.39	1.02
	Adrian	1.05	1.85	1.45
	Butler	1.00	2.65	1.83
	Edgerton		1.40	1.40
	Frontenac	2.20		2.20
	Kirkwood	1.55	2.25	1.90
Montana	Parkville	1.00	1.90	1.45
	Browning	.90	3.00	1.95
New York	Cut Bank	.60	2.75	1.68
	Bronx	1.25	3.45	2.35
	Brooklyn	1.10	3.75	2.43
	Rochester	1.15	5.50	3.33

Dinner prices—92 places in 29 States, average \$2.23—Continued

State	Place	Low	High	Average
North Carolina	Grifton		\$2.20	\$2.20
	New Bern	\$1.15	3.95	2.55
	Rockingham	.80	2.00	1.40
	Wadesboro	1.00	1.40	1.20
	Winterville	1.10	2.70	1.90
North Dakota	Fargo	.95	5.00	2.98
Ohio	Akron	1.55	5.75	3.65
	Bedford	2.75	5.00	3.88
	Cincinnati	1.20	4.25	2.73
	Greenville	.75	2.50	1.63
	Lakewood		3.15	3.15
Oklahoma	Shaker Heights	2.25	3.75	3.00
	Norman	.85	2.50	1.68
	Oklahoma City	.95	3.25	2.10
Pennsylvania	Clifton Heights		2.25	2.25
	Erie	1.10	4.00	2.55
	Glenolden	2.00	3.80	2.90
	Lebanon	1.35	3.10	2.23
	Philadelphia	1.25	5.50	3.38
	Pottsville	1.30	3.00	2.15
	Springfield	2.50		2.50
Rhode Island	Providence	.75	4.50	2.63
	Warwick	.95	3.25	2.10
South Carolina	Anderson	1.00	3.00	2.00
Texas	Bryan	1.10	3.25	2.18
	Fort Worth	.65	2.75	1.70
	Hearne		1.00	1.00
Virginia	Big Stone Gap	1.05	2.50	1.78
	Clinchport	1.40	3.15	2.28
	Gate City	.75	2.65	1.70
Washington	Edmonds	1.25	4.00	2.63
	Seattle	1.45	2.65	2.05
West Virginia	Charleston	.98	2.90	1.94
Wisconsin	Appleton	1.00	4.40	2.70
	Ladysmith	1.20	4.40	2.80
	Oconomowoc		1.60	1.60
	Waukesha	.95	3.60	2.28

