

## FINANCE

### OBJECTIVE:

In addition to the actual control efforts of an incident, the financial considerations and cost effectiveness of that effort are of the highest priority. It is the objective of the Finance Section to account for costs in every aspect of the incident management activity, as well as to provide cost effectiveness information such as identifying more costly resources, making cost-saving recommendations, and providing demobilization priority input.

### RESPONSIBILITIES:

- A. **All levels of the Protection from Fire Program** are responsible for keeping cost accounting current with the incident management effort. The district and/or Incident Management Team must be able to report daily the total amount of extra cost obligated on the incident from all sources for personnel, equipment, and supplies used for the incident.
- B. The **District Forester** shall see that the record keeping function is organized to operate accurately, efficiently and concurrently with the progress of the incident.
- C. **District Foresters** are responsible for assuring all employees review and understand financial accounting processes related to all incidents.
- D. The **District Forester** will resolve payment specifics such as hiring conditions and rates with local vendors prior to fire season and include them in district planning documents. (All agreements shall be in accordance with: 1) Directive 0-2-3-401, 0-2-3-700, 0-2-3-702, 0-2-5-100; 2) Oregon Accounting Manual; and 3) Administrative Manual - Finance and Fire Sections.)
- E. The **District Forester** will establish pre-season memos of understanding with local worker pools (mill workers, county crews, fire department personnel, etc.). These will be used to clarify cost and payment specifics. (All agreements shall be in accordance with: 1) directive 0-2-3-401, 0-2-3-700, 0-2-3-702, 0-2-5-100; 2) Oregon Accounting Manual; and 3) Administrative Manual - Finance and Fire Sections)
- F. The **District Forester** shall develop and maintain a trained cadre of local non-department people to augment the district timekeeping staff.

### PROCEDURES:

- A. Local incident managers and finance staff shall remain in close communication to determine need for expansion of timekeeping unit.
- B. At least one timekeeper for every two divisions will be used from extended dispatch throughout intermediate incident management.
- C. A formal check-in/check-out procedure/path will be established for all resources and a checklist developed to be carried through for initial/signature.
- D. Concurrent with large incident development, the receiving district will distribute a memo summarizing charge codes on a DF, OM and PC-E distribution.

- E. Individuals negotiating fireline agreements will consult with the Finance Section Chief and/or Office Manager to ensure fiscal soundness.
- F. Price agreements and price comparisons, where reasonable and feasible, are to be used.
- G. Incident managers will ensure that hiring terms and conditions of other agency and ODF pre-season agreements are known prior to establishing and/or negotiating rates with vendors.
- H. Districts will ensure that payment specifics, such as hiring conditions and rates with local vendors, are resolved prior to fire season and included in district planning documents.
- I. Conduct vehicle and equipment inspections as part of hiring process to ensure appropriate type/rate, fire readiness, and vehicle/equipment condition.
- J. Ensure that equipment vendors understand their liabilities and obligations.
- K. Districts will utilize Emergency Equipment Shift Tickets on all flights.
- L. Ensure that backup documentation is completed and collected at all stages of the incident.
- M. Consult Fire Protection Program prior to changing incident numbers, charge codes, and prorate codes, etc.
- N. Use separate prorate codes for base support items in multiple incident and/or FEMA situations.
- O. Use ODF Investigation Specialists for accident investigation whenever possible.
- P. General Services, DMV and Supervisor's Accident Investigation Reports will be filled out according to established time frames.
- Q. For ODF vehicle accidents on out-of-district vehicles, the receiving and sending districts must coordinate and communicate on how the repairs will be made.
- R. Utilize the Employee Identification Form for all medical treatment during incident situations outside of incident base medical units.
- S. Provide assistance to the Safety Officer to facilitate timely accident reporting.

The following checklist was prepared to assist the district during the initial attack through the intermediate phase of the incident.

1. Gather up resource orders for incident, stay current with this process.
2. Hire time recorders as needed.
3. Get as many resources hired (signed up) during first burning period as possible.
4. Establish file system.
5. Establish check in/out procedure point.
6. Contact those vendors that will be used frequently or that may have potential problems:
  - a. Food stuffs
  - b. Motel
  - c. Telephone
  - d. Auto, Field/Misc. Supplies
  - e. Hospital
  - f. Ambulance
  - g. Pharmacy
7. Contact Logistics Section Chief - help/input with facilities contracts.
8. Set tracking system for the following:
  - a. Gas & Oil Issues
  - b. Air Ops Records/Flights
  - c. Motor Pool Records
  - d. Personal/Vehicle Accidents
9. Produce cost estimate reports as needed throughout incident.
10. Coordinate with other agencies as needed.
11. Prepare for team as needed including:
  - a. District Motor Pool Rates
  - b. Crew/Equipment Contracts
  - c. District Operations Plan
  - d. District Dispatch Directory
  - e. Timekeeping Manual
  - f. List of AD Time Recorders
  - g. Meal Authorization Card Procedures/Vendor List
  - h. Account Class Code List
  - i. Directive/Procedure for Incident Purchases
  - j. Procedure for Making Donations
  - k. Area Radio Call Numbers
  - l. All Local Agreements:
    - 1) Local Timber Companies
    - 2) Department of Corrections
    - 3) Fire Lunch Agreements

- 4) Any Local Vendor Contracts
- 5) Aircraft
- m. Overweight/over size permit procedure for heavy equipment
- n. District Fire Cache Van Policy
- o. District Food Service Policy
- p. Department Personnel Directory
- q. Complete documentation of everything that has transpired from all above situations, including, agreements, negotiations, contracts.
- r. Discuss all potential problems, leave documentation.
- s. Discuss expectations.
- t. Establish time lines to follow for payment considerations.
- u. Inform FSC as to schedule and ability to contact for consultation.

**FILING SYSTEM:**

The color files provide a simple visual means to identify a type of resource. The system basically follows the color system used on T-cards and Resource Order Forms (NFES #2200).

Using hanging file racks and colored hanging file folders in combination with colored 3-tab file folders proves a real asset to timekeepers in saving time finding files at check-in/check-out and at posting. It also aids team personnel from other sections and units to readily find a specific file because it follows the standard color system of the T-cards and Resource Order Forms (NFES #2200). The guidelines are as follows:

GREEN CREWS	A division between contract and non-contract is maintained. Further subdivisions are recommended for the non-contract crews; i.e., inmate, USFS, SRV, BLM, BIA, etc. The Resource Order Request Number is posted on the outside of the folder and crew foreman's name and crew strength noted; i.e., "C-3 Maderos 20-person."
PINK ENGINES	A division between contract and non-contract is maintained. The Resource Order Request Number is posted on the outside of the folder. Equipment size AND type is noted; i.e., "E-4 Engine 400g," "E-10 Dozer D-7," "E-24 Shower Unit 6-stall."
YELLOW DOZERS/LOWBOYS	
BUFF ALL OTHER EQUIPMENT	
WHITEOVERHEAD	A subdivision is made in this category. AD: Subdivide; i.e., Kitchen Crew, Runners, Bus Drivers, etc. State: Subdivide; i.e., ODF, ODF&W, Parks, etc. Federal: Subdivide; i.e., USFS, BLM, BIA, etc.

Records within the overhead groups are filed alphabetically by LAST NAME. Records on engines, dozers and other equipment are filed alphabetically by COMPANY NAME. Records on crews (on contract) are filed alphabetically by COMPANY NAME. In the other subdivisions, alphabetically by CREW NAME.

## **SUPPLY ACCOUNTABILITY:**

There is an incident issue card system in place for tracking equipment issuance and gas/oil purchases. The system allows us to recover items checked out and cost of items not returned. Incident issue cards are issued to fire and support personnel on an incident. These cards are used to check out Fire Cache items and to receive fuel for equipment and vehicles.

Finance Section Chiefs are issued a set of cards to take to incidents when dispatched. There are also sets of cards in the Fire Cache van and some districts have their own set of cards.

Incident issue cards are issued at Timekeeping. When the card system is in place, the cards are required to check out items from Fire Cache and to receive fuel. The cards are turned back in to Timekeeping at demobilization.

The Finance Section Chief or designee is responsible for contacting Fire Cache and fuel vendors to set up the procedures for gathering appropriate paperwork for posting to time files and resolving discrepancies as they arise.

## MILEAGE & HOUR CHARTS

The objective of this project was to take the Private Car Mileage Chart, revised 2/9/2006, use larger fonts and include hours to drive the distances based on traveling 45 mph. Since one page has 18 ODF offices listed across the top and the other one has 17, I took the liberty to add Canyonville as an ODF office—to balance each page. Then a new set of Mileage & Hour Charts was created.

Distances from Canyonville were computed two ways: (1) using of an Oregon Transportation map and (2) using mileage calculated by [www.mapquest.com](http://www.mapquest.com). If there were differences then the mileage was averaged.

While creating the set of charts there were a few errors detected. When a suspected error was discovered the distance was calculated both ways as described above.

The following list the original mileage (error) and the new calculated mileage used:

<u>From</u>	<u>To</u>	<u>Original Mileage</u>	<u>Corrected Mileage</u>
La Grande	Silver Creek Falls	296	317
La Grande	Silverton	296	302
Lakeview	St. Helens	363	383
Lakeview	St. Paul	363	334
Veneta	Milton-Freewater	121	362
Wallowa	Silver Creek Falls	343	358











# OREGON DEPARTMENT OF FORESTRY 2007 WILDFIRE EQUIPMENT RENTAL RATES

## GENERAL:

1. The Interagency Wildfire Equipment Rental Rates (IWERR) Committee, established by Interagency Memorandum of Understanding, is charged with maintaining a consistent interagency fire equipment rate structure for hiring of private resources to do emergency fire suppression work. It is expected that agencies will utilize the established rate structure when hiring resources for an emergency incident.
2. **Equipment Rental.** An Equipment Rental Agreement and Invoice (629-1-2-2-602) shall be executed for all rented equipment.
3. **Rental Compensation.** For the purpose of determining authorized travel for equipment under its own power, a distinction must be made on how the equipment arrives at the incident. If the equipment was ordered by the agency (**resource order form completed**), allowance for travel will be paid from point of hire. If equipment is brought to the incident and made available, the incident becomes the point of hire and no allowance for travel will be paid.
4. **Maintenance.** Resources shall furnish all necessary maintenance and repairs due to ordinary use on an incident. Servicing and repair work will be done outside the hours for which rental is paid. No rental shall accrue during the period when equipment is inoperable. Rented equipment shall be hired at a rate which will include fuel, oil, filters, lube/oil changes necessary to operate the equipment.
5. **Rates Exclude Operator.** If equipment is hired with operator (s), the operator (s) will be paid separately using the appropriate AD/Industrial wage rate.

## GUIDELINES OF HIRE FOR EQUIPMENT SIGN-UP:

1. Unique equipment not identified within the Agency Rental Rates may be at a negotiated rate by an authorized ODF representative. That representative may take into consideration the same provisions and considerations as provided by previously signed EERA (USDA/USDI Option Form 294) with the local USFS office (same area as the incident). Negotiated rates should be documented on appropriate Agency forms.

## PROVISIONS OF AGREEMENT:

1. **Condition of Equipment.** All equipment under an equipment rental agreement must be in acceptable condition. The Oregon Department of Forestry (ODF) reserves the right to reject equipment which is not in safe and operable condition. Equipment that is determined to be in unsafe, or inoperable, condition will not be reimbursed for travel and is not considered under hire.
2. **Time Under Hire.** The time under hire will start at the time the resource begins traveling to the incident after being ordered by ODF and will end by notification to the resource by ODF that the equipment is released, except as provided in the Exceptions below.

3. **On-Shift.** Work time. Will include reasonable travel from point of hire to the incident and return to the point of hire from the incident upon release; travel between the incident base and assigned incident location; and for specifically directed work. Specifically directed work will include assigned suppression work, assigned staging and/or readiness, and assigned support activities. Equipment that does not have a qualified operator assigned to it at all times will not be considered on-shift.
4. **Off-Shift.** If equipment is not on-shift and has not been released, it will be considered as being off-shift.
5. **Operating Supplies.** Even though all operating supplies are to be furnished by the resource, ODF may, at its option, elect to furnish such supplies when necessary to keep the equipment operating. The cost of such supplies shall be deducted from payment to the Vendor.
6. **Repairs.** Repairs to equipment shall be made and paid for by the resource. ODF, may at its option, elect to make such repairs when necessary to keep the equipment operating. The cost of such repairs shall be deducted from payment to the resource.
7. **Timekeeping.** Equipment use shall be recorded by ODF agent responsible for ordering and/or directing use of each piece of equipment. Use shall be recorded as follows:
  - a. Hourly Rate – nearest quarter-hour.
  - b. Mileage Rate – nearest mile.
8. **Payments.**
  - a. Rates of Payments – Payment for equipment shall be at rates specified and, except as provided in Exceptions below, shall be in accordance with the following:
    - (1) Work Rates shall apply when equipment is under hire as ordered by ODF and on shift, including relocation of equipment under its own power.
  - b. Method of Payment – Lump sum payment will normally be processed at the end of the emergency. Payment for each calendar day will be made for:
    - (1) Actual units ordered and performed under work rates or
    - (2) The guarantee earned, whichever is the greater amount.
9. **Exceptions.**
  - a. No further payment shall accrue during any period that equipment under hire is not in a safe or operable condition or when operator (s) is not available.
  - b. If the Vendor withdraws equipment and/or operator (s) prior to being released by ODF, no further payment shall accrue and the resource shall bear all costs of returning equipment and/or operator (s) to the point of hire.
10. **Subsistence.** When ODF incident camps are available, meals and bedding areas for Vendor's operator (s) may be furnished without charge.

11. **Loss, Damage, or Destruction.** The EERAI provides for primary property coverage for damage to or loss of equipment rented or leased, and excess liability coverage under obligation in a legal agreement written under ORS 477.406.
12. **Responsibility for Property and Personal Damages.** Except as specified in the Wildfire Equipment Rental Rates and ORS 477.406, all coverage's remain subject to the terms of the Property Self Insurance Policy Manual, 125-101 dated April 15, 1993, and the Liability Self Insurance Policy Manual, 125-7-201 dated April 8, 1991.
13. **Compliance with State and Federal Laws.** Oregon state agencies and certain political subdivisions are prohibited from entering into contract with providers of goods and/or services who are in violation of "any Oregon tax law." "Any Oregon tax law" includes ORS Chapters 118, 119, 314, 316, 317, 318, 320, and 323 and sections 10 to 20, Chapter 533, Oregon Laws 1981, as amended Chapter 16, Oregon Laws 1982 (first special session); the Homeowners and Renters Property Tax Relief, Department of Revenue, ORS 305.610.
14. **Deductions.** Unless specifically stated elsewhere in the Equipment Rental Agreement and Invoice the cost of any supplies, materials, or services (including commissary), provided for the resource by ODF shall be deducted from the payments to the resource.
15. **Fire Suppression by Employees Other Than Firefighters.** When AD hired employees are called upon to fight wildland fire, they shall wear the following protective clothing:
  - a. Pants and long sleeve shirt.
  - b. 8-inch high top leather lace-up boots or other suitable footwear. The sole and heel of the boots shall be of slip resistant material.
  - c. Hand protection of at least cotton gloves.
  - d. Head protection from an approved hard hat meeting the OR-OSHA Forest Activity Standard Z89.1-1997, Protective head wear for Industrial Workers Requirements. Such head wear shall be hard hats of a high-visibility color, which contrasts with the background color (s), to enable equipment operators to readily see them.

When employees are required to wear such special protective clothing, other than the basic listed protective clothing, all special clothing and equipment shall be provided by the employer at no cost to the employee.

16. **Ad/Casual Hires – Travel/Mileage.** Overhead Personnel which do not require day to day use of their vehicle and the vehicles primarily use is to transport the individual from their place of dispatch to the incident, and from the incident back to their point of dispatch or to a new incident, will be reimbursed at the Federal Travel Regulation rate for their vehicle mileage by the hiring unit through the federal travel process.
17. **Transportation Vehicles with Operator.** Vehicle with AD Operators hired for the sole purpose for the use of the vehicle will be paid at the mileage rate or daily guarantee, which ever is greater, as published in the Northwest Interagency Emergency Equipment Rental Rates.

18. **Service Vehicles.** The rate of pay shown for heavy equipment includes service vehicles. No additional payment will be made for a service vehicle (or operator) that accompanies the heavy equipment to the incident.
19. **Severity - Non Contract Resources.**
  - a. Severity Activity pay will be 75% of the Daily Rate
  - b. Length of shifts under Severity Activity will normally be 10 hours or less, including travel and lunch break. The intent of this assignment is to have the equipment and operator on location and prepared for suppression activities. Shifts exceeding 10 hours will be paid at the daily Rate.
  - c. Specific funding is provided for Severity Activities. This is a condition which the Government has concluded a severe threat of wildland fire exists.

## **DEFINITIONS:**

### ***Emergency Equipment Rental Agreement (EERA) USDA/USDA Optional Form 294***

This form is used by the federal agencies to hire all types of emergency equipment, including; “pre-season” equipment agreements, and equipment rental at the time of an incident. The EERA is only the rental portion and does not include the invoice portion. This form is not used by Oregon Department of Forestry. The form is the equivalent to the Oregon Department of Forestry (ODF) Emergency Equipment Rental Agreement and Invoice (see below).

### **Employee.**

An individual who is hired at the AD Wage Rate or Industrial Wage Rate.

### **Emergency Equipment rental Agreement and Invoice (EERAI) Form 629-1-2-2-602.**

The document used by Oregon Department of Forestry (ODF) to rent equipment in fire situations, and to provide the invoice information necessary for processing payment for the equipment used. Rental equipment should be accompanied by the Emergency Personnel Employment Record in most circumstances.

### **Emergency Personnel Employment Record (EPER) Form 629-0-2-2-601.**

This form is used by the Oregon Department of Forestry to hire emergency personnel for fire incidents. This personnel may, or may not, also include an Emergency Equipment Rental Agreement and Invoice (EERAI).

### **Guarantee.**

For each calendar day that equipment is under hire for at least 8 hours, ODF will pay not less than 5 hours. If equipment is under hire for less than 8 hours during a calendar day, the amount earned for that day would be not less than 2.5 hours.

### **On-Shift.**

Specifically directed work which includes assigned suppression work, assigned staging or readiness, and assigned support activities. Work time will include reasonable travel from point of hire to the incident, travel between the incident base and assigned incident location, specifically directed work, and return to point of hire from incident following release.

### **Point of Hire.**

Normally, the location of the equipment at the time the resource is requested from the Vendor.

### **Time Under Hire.**

A period of time that begins with the time agreed to at the time of ordering and ends upon notification of release from the incident. The time agreed to at ordering is the time the equipment is expected to depart its point of hire to arrive at the incident by the requested arrival time. The notification of release is the ending of Time Under Hire and does not include return travel to point of hire. (**Note:** Time Under Hire is not the same as compensable On-Shift time.)

### **Vendor.**

Owner/agent of the equipment.

### **Work Rate.**

Agreed to hourly/mileage rate as defined in Interagency Wildfire Equipment Rental Rates.

**OREGON DEPARTMENT OF FORESTRY  
2007**

<u>Classification</u>	<u>(Per Hr)</u>
AD-A	\$ 9.00
AD-B	9.90
AD-C	11.00
AD-D	12.15
AD-E	13.35
AD-F	14.60
AD-G	17.45
AD-H	19.90
AD-I	20.35
AD-J	21.70
AD-K	23.85
AD-L	28.60
AD-M	34.00

POSITION CLASSIFICATIONS. Note: Employees should be able to meet same job performance standards as those who are ICS qualified. Some positions must be ICS qualified.

If none of the positions listed in the Incident Positions Matrix fit the scope of duties for a position needed and the scope of a current emergency warrants, a position could be established at the AD-A, AD-B, AD-F, AD-I, AND AD-K levels by an appropriately delegated hiring official. A brief description of duties must accompany for audit purposes. The classifications below should be used as guidelines when determining at what level a new position may be established:

- AD-A: Positions within this level require no specialized skills or training. Performs simple routine, repetitive work tasks under close supervision or following step by stem instructions; follows oral or written specific instructions.
- AD-B: Positions within this level require minimal skills or training. Routine assignments are carried out independently. Oral or written assignments are given with general information on quality, quantity, and timeframe expectations.
- AD-F: Positions within this level require skills acquired through specific job training or experience. Work is performed independently. Interprets instructions, plans work, leads or supervises casuals at the next lower level.
- AD-I: Positions within this level require skills acquired through specific job training, technical education, or experience and require the ability to apply or use specialized, complicated techniques or equipment. Instructs others in the requirements of the job, plans work, or supervises casuals at the next lower level. Requires independent judgment and decision making. Assignments and most problem resolution are completed independently.
- AD-K: Positions within this level require expert knowledge and very high skill level in applying a wide range of concepts, principles, and practices associated with professional or administrative work. Most often positions at this level are commensurate with knowledge gained from successful completion of ICS courses 400 level and above, qualifications at the Type 1 or 2 level, or "ologist" positions that require higher level education or certification. May supervise other professionals or a group of technical specialists.



## 2007 PAY PLAN FOR EMERGENCY WORKERS

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
<b>COMMAND STAFF (ICS Qualified)</b>		
Agency Representative	K	23.85
Incident Commander, Type 1 - ICT1	M	34.00
Incident Commander, Type 2 - ICT2	K	23.85
Incident Commander, Type 3 - ICT3	J	21.70
Information Officer, Type 1 - IOF1	L	28.60
Information Officer, Type 2 - IOF2	K	23.85
Liaison Officer - LOFR	K	23.85
Human Resource Specialist	G	17.45
Interagency Resource Representative - IARR	G	17.45
<b>SAFETY/MEDICAL (ICS Qualified)</b>		
Safety Officer, Type 1 - SOF1	L	28.60
Safety Officer, Type 2 - SOF2	K	23.85
Incident Medical Specialist Tech - IMST	G	17.45
Incident Medical Specialist Asst. - IMSA	G	17.45
Incident Medical Specialist Manager - IMSM	H	19.90
Emergency Med. Tech Basic – EMT8	G	17.45
Emergency Med. Tech Intermediate – EMTI	G	17.45
Emergency Med. Tech Paramedic - EMTP	J	21.70
Medical Unit Leader - MEDL	H	19.90
Comp/Claims Unit Leader - COMP	H	19.90
<b>OPERATIONS (ICS Qualified)</b>		
Operations Section Chief, Type 1 - OSC1	L	28.60
Operations Section Chief, Type 2 - OSC2	K	23.85
Division Gr. Supervisor - DIVS	J	21.70
Staging Area Manager - STAM	F	14.60
Task Force Leader - TFLD	G	17.45
Water Handling Specialist	F	14.60
Structural Protection Specialist	J	21.70
<b>FIREFIGHTERS</b>		
Firefighter 2 - unskilled or semi-skilled – FFT2	C	11.00

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
Firefighter 1– skilled & qualified FFT1	D	12.15
Firefighter Foreman (supervises under 7)	E	13.35
Firefighter Foreman (supervises over 7)	F	14.60
Crew Boss – CRWB (Single Resource Boss SRB)	F	14.60
Crew Representative – CREP Provides contact between crews & ICS organization	G	17.45
Strike Team Leader, Crew – STCR	G	17.45
<b>ENGINE/TENDER OPERATORS</b>		
Engine/tender operators – ENOP2 vehicle chassis under 26,000 GVW normally under 1,000 gallons	D	12.15
Engine/tender operators – ENOP1 vehicle chassis over 26,000 GVW (CDL required)	E	13.35
Engine Crewperson – unskilled, semi skilled – FFT2	C	11.00
Engine Crewperson – skilled – FFT1 qualified	D	12.15
Strike Team Leader, Engine - STEN	G	17.45
Engine Boss – Single Resource Boss - ENGB	F	14.60
<b>DOZERS</b>		
Swamper/Chase vehicle driver	D	12.15
Tractor Trailer Operator – 4 tons and over CDL required	E	13.35
Dozer operator – DOZ1	H	19.90
Dozer Boss - Single Resource Boss - DOZB	F	14.60
<b>FALLING</b>		
Faller Swamper, spotter, assistant	C	11.00
Faller	H	19.90
Felling Boss – FELB (Single Resource Boss SRB)	F	14.60
<b>AIR OPS (ICS Qualified)</b>		
Aerial Observer – AOBS	F	14.60
Air Ops Branch Director - AOBD	K	23.85
Air Support Group Supervisor - ASGS	J	21.70
Air Tanker F/W Coordinator - ATCO	L	28.60
Air Tactical Group Supervisor - ATGS	J	21.70
Fixed Wing Base Manager - FWBM	G	17.45
Helibase Manager - HEB1	I	20.35
Helibase Manager - HEB2	H	19.90
Helicopter Coordinator - HLCO	I	20.35

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
Helicopter Manager – HELM	G	17.45
<b>PLANS (ICS Qualified)</b>		
Demobilization Unit Leader - DMOB	H	19.90
Documentation Unit Leader - DOCL	F	14.60
Fire Behavior Analyst - FBAN	J	21.70
Incident Meteorologist - IMET	G	17.45
Infrared Imagery Interpreter - IRIN	F	14.60
Planning Section Chief, Type 1 - PSC1	L	28.60
Planning Section Chief, Type 2 - PSC2	K	23.85
Resource Unit Leader – RESL	H	19.90
Status Check-in Recorder (unskilled)	C	11.00
Status Check-in Recorder (skilled) - SCKN	E	13.35
Weather Observer - WOBS	E	13.35
Field Observer - FOBS	F	14.60
<b>LOGISTICS</b>		
Computer Data Entry Clerk	A	9.00
Logistics Assistant	A	9.00
Logistics Section Chief, Type 1 - LSC1	L	28.60
Logistics Section Chief, Type 2 - LSC2	K	23.85
Base Camp Manager - BCMG	E	13.35
Equipment Manager - EQPM	E	13.35
Ordering Manager – ORDM	E	13.35
Facilities Unit Leader – FACL	H	19.90
Fire Cache Assistant – inventory, record keeping, equipment accountability (skilled & experienced) <u>Not a runner.</u>	B	9.90
Ground Support Assistant	C	11.00
Ground Support Unit Leader - GSUL	H	19.90
Mechanic	G	17.45
Receiving and Distribution – RCDM	E	13.35
R & D Helper – (unskilled, semi-skilled) restocking cache, clerical support, receives & distributes supplies	A	9.00
Support Branch Director - SUBD	K	23.85
Service Branch Director - SVBD	K	23.85
Supply Clerk – resource/supply ordering (unskilled or semi-skilled)	A	9.00
Supply Clerk – resource/supply ordering (skilled and experienced)	B	9.90

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
Supply Unit Leader - SPUL - in charge of ordering, receiving, placing, filling and documentation of supplies	H	19.90
Warehouse Manager	E	13.35
<b>KITCHEN/FOOD</b>		
Cook Helper (lead worker, needs basic knowledge of institutional cooking, must have current food handler's card)	B	9.90
Cook (kitchen manager, leads work of others, needs intermediate level of knowledge, some supervisory experience.	C	11.00
Food/Restaurant liaison (makes sure people use meal cards, goes to correct vendor)	A	9.00
Head Cook (master level of knowledge of food service, ability to plan, organize and prep meal, know ordering procedures and proper storage of appropriate foods, understand volume buying, serving size requirements. Must possess current Food Handlers Card)	F	14.60
Kitchen Helper – bussing tables, dishwasher, sandwich maker, food/restaurant liaison (makes sure people use meal cards, and goes to correct vendor)	A	9.00
Food Unit Leader (ICS Qualified) – FDUL	H	19.90
Food Unit Coordinator – (skilled & experienced with background in food preparation) assists in verification of quality, sanitation guidelines, record keeping for kitchen personnel	C	11.00
<b>MISC. CAMP HELP</b>		
Camp Helper – garbage/clean up, laundry, mechanic, janitor, traffic control	A	9.00
Runner (see DRIVER)		
<b>DRIVER/RUNNER</b>		
Driver – DRIV – up to and including 1 ton vehicles	B	9.90
Driver – DRVS – over 1 ton and up to 4 tons (no	C	11.00

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
CDL required)		
Driver – DRCL – CDL Required	D	12.15
<b>RADIO/DISPATCH</b>		
Radio Operator - RADO - skilled (familiar w/our process and can work w/little to no instruction)	B	9.90
Radio Operator - RADO - ICS qualified	C	11.00
Dispatch Support – EDSD in charge of one area of ordering which receives, places, fills and documents	E	13.35
Dispatch Supervisor – EDSP – supervising all functions of dispatch	H	19.90
Dispatch Recorder – ERDC – completes “T” cards, entry level paperwork (semi-skilled) - ERDC	C	11.00
Communications Unit Leader - COML	H	19.90
Expanded Dispatch Coordinator – CORD – manages and supervises all areas of dispatch and coordinates with ICS organization	I	20.35
<b>SECURITY</b>		
Watchman (not security)	A	9.00
Security guard – SECG	C	11.00
Security guard (enforcement training)	D	12.15
Security Manager - SECM	E	13.35
<b>FINANCE/COST</b>		
Cost Unit Leader - COST	H	19.90
Finance Section Chief, Type 1 - FSC1	L	28.60
Finance Section Chief, Type 2 - FSC2	K	23.85
Incident Business, Adv 1	L	28.60
Incident Business, Adv 2	K	23.85
Interagency Contract Representative - CRNW	G	17.45
<b>TIMEKEEPING</b>		
Timekeeper - unskilled to semi-skilled (not familiar w/our forms and/or process)	A	9.00
Timekeeper - skilled (familiar w/our forms and/or process)	C	11.00

<b>OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES</b>		
<b>Position Description</b>	<b>AD Class</b>	<b>ODF Base</b>
Timekeeper – skilled and experienced, can work with little or no supervision, can set up independent timekeeping situation	E	13.35
Time Unit Coordinator – skilled and experienced, leadworker for Time Unit, coordinates with Time Unit Leader for direction and supervision	F	14.60
Time Unit Leader - TUL manages and supervises all areas of the Time Unit and coordinates with ICS organization	H	19.90
<b>PROCUREMENT</b>		
Procurement Unit Leader - PUL manages and supervises all areas of the Procurement Unit and coordinates with ICS organization	I	20.35
Procurement Assistant – skilled, experienced, familiar with our forms and/or processes, can set up independent procurement situation, can work with little or no supervision.	C	11.00
Procurement Assistant – skilled and experienced	B	9.90
Procurement Unit Member – unskilled to semi-skilled (not familiar w/our forms and/or process)	A	9.00
<b>PAYMENT TEAM</b>		
Payment Team Member - PAYM unskilled to semi-skilled (not familiar w/our forms and/or process)	A	9.00
Payment Team member - PAYM skilled (familiar w/our forms and/or process)	B	9.90
Payment Team Member – PAYM skilled and experienced, can work with little or no supervision	C	11.00
Payment Team Coordinator – skilled and experienced, leadworker for payment team, coordinates with Payment Team Leader for direction and supervision	E	13.35
Payment Team Leader - manages and supervises all areas of the payment function and coordinates with Host District	G	17.45
<b>OTHER</b>		
Law Enforcement Investigation Specialist -	L	28.60

OREGON DEPARTMENT OF FORESTRY 2007 AD WAGE RATES		
Position Description	AD Class	ODF Base
LEIS		
Fire Investigator - FIT1	L	28.60

## 2007 INDUSTRIAL PAY PLAN FOR EMERGENCY WORKERS

Classification Grade	Hourly Rate
Faller Boss	30.90
Faller	30.90
Fire Fighter (Unskilled to semi-skilled)	10.30
Fire Fighter (Skilled)	12.35
Single Resource Boss	28.80
Task Force Leader	28.80
Mechanic	18.30
Dozer Operator	25.75
Dozer Helper (swamper)	15.40
Truck Driver (under 1½ ton)	11.20
Truck Driver (1½ ton to 29,999 lbs)	18.30
Truck Driver (5 ton and over ) [CDL required]	25.75

For classification grades other than those listed above. The Administratively Determined (AD) rates shall apply.

If negotiated by an authorized agency representative, **actual logging company industry rates**, documented by detailed payroll reports, may be authorized for all positions and paid for **currently employed** mill or woods crew personnel on the company payroll. Reimbursement of actual salaries and other payroll expenses will be made directly to the company. Other payroll expenses include costs that the employer incurs to employ an individual. This might include employer payroll taxes, employer paid insurance premiums, and the employer portion of workers compensation premium. The portion of salaries and other payroll expenses billable to Oregon Department of Forestry is only for the expenses incurred while the employee was working under the direction of Oregon Department of Forestry or its Cooperators. Self-employed forest industry individuals such as fallers may also be paid industrial rates if actively employed when hired.

Hourly wage rates must be determined BEFORE a forest worker begins work. **The current year's "Industrial Pay Plan for Emergency Workers" will be used for determining wage rates.** Industrial rates shall be used for all currently employed mill or woods crew personnel (i.e. on a company payroll), including holidays, weekends, and paid vacations. Self-employed individuals such as fallers and contracting woods related jobs should also be paid industrial rates if actively employed when hired. Industrial rates shall be paid for the entire employment period. In the "Industrial Pay Plan for Emergency Workers" you will find a classification grade identifying an appropriate hourly rate for each classification grade. Forest workers will be hired

at the appropriate rate of pay for the type of work they are being asked to perform.



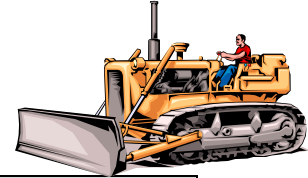
## 2007 EQUIPMENT RENTAL RATES

☛ Use these rates if specific make and model is not listed.

POWER CLASS	FLY WHEEL HORSE POWER RANGE	WET HOURLY RATE
III	under 100	\$53
IIB	100 – 149	\$77
IIA	150 – 199	\$97
IC	200 – 249	\$136
IB	250 – 299	\$161
IA	300 over	\$196



*"STEWARDSHIP IN FORESTRY"*



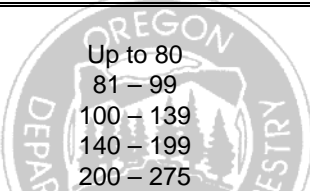
### DOZER WITH BLADES:

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
<b>CATERPILLAR</b>	D3B, D3C, D4D (83J), D4E, E4H, D5C, D5G	< 100	III	\$53
	D5B, D5H, D5M, D5N, D6C (10K), D6D, D6M, D6N	100-149	IIB	\$77
	D6R, D6H, D6H HIGH TRACK, D7F (73 & 74)	150-199	IIA	\$97
	D7G, D7H, D7R	200-249	IC	\$136
	D7H HIGH TRACK, D8H (46A)	250-299	IB	\$161
	D8K, D8L, D8N HIGH TRACK, D8R HIGH TRACK, D9G (66A), D9H, D9N, D9H HIGH TRACK, D10, D11	300 & UP	IA	\$196
<b>FIAT ALLIS</b>	FD5, FD7, 8B	< 100	III	\$53
	FD9, 10C	100-149	IIB	\$77
	14C, FD14E, 16B	150-199	IIA	\$97
	FD20	200-249	IC	\$136
	21C, FD30, 31, FD40, FD40B, 41B, FD50, FD80, FD145, FD175, FD195	300 & UP	IA	\$196
<b>JOHN DEERE</b>	350, 450, 550, 650	< 100	III	\$53
	700, 750	100-149	IIB	\$77
	850	150-199	IIA	\$97
	950	200-249	IC	\$136
	1000	300 & UP	IA	\$196
<b>KOMATSU</b>	D21, D31A, D32, D37E, D38, D39, D45A	<100	III	\$53
	D41, D53A, D58E, D58, D60P, D61, D65A	100-149	IIB	\$77
	D65E-6, D65D-7&8, D68E, D85A	150-199	IIA	\$97
	D85E-12, D85E-18, D85E	200-249	IC	\$136
	D135A	250-299	IB	\$161
	D155A, D275, D355A, D375A, D455A-1, D475A	300 & UP	IA	\$196

MAKE	MODEL	FHP	POWER CLASS	WET HOURLY RATE
INTERNATIONAL	500, TD-6, TD-7, TD-8, TD-9	<100	III	\$53
	TD-12, TD-15	100-149	IIB	\$77
	TD-20	200-249	IC	\$136
	TD-25	300 & UP	IA	\$196
	HD-3, HD-4, HD-6	<100	III	\$53
ALLIS CHALMERS	HD-11	100-149	IIB	\$77
	HD-16	150-199	IIA	\$97
	HD-21	250-299	IB	\$161
	HD-41	300 & UP	IA	\$196
CASE	350, 450, 550, 650, 750, 850	< 100	III	\$53
	1150, 1450, 1650	100-149	IIB	\$77
	1850	150-199	IIA	\$97
MASSEY	200, 2244, MF300, MF3366, MF400	<100	III	\$53
FERGUSON	MF500, MF D600C	100-149	IIB	\$77
	MF D700C	150-199	IIA	\$97
TEREX	82-20	200-249	IC	\$136
	82-30, 82-40	250-299	IB	\$161
	82-50	300 & UP	IA	\$196

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

POWER CLASS	FLY WHEEL HORSE POWER RANGE	WET HOURLY RATE
5	 Up to 80 81 – 99 100 – 139 140 – 199 200 – 275	\$41
4		\$47
3		\$63
2		\$79
1		\$123



**SKIDDERS:**

*"STEWARDSHIP IN FORESTRY"*

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
JOHN DEERE	440	70	5	\$41
	440D	80	4	\$47
	448D	80	4	\$47
	540	90	4	\$47
	540A	94	4	\$47
	540		3	\$63
	548D	110	3	\$63
	640	110	3	\$63
	640D/648D	120	3	\$63
	360	117	3	\$63
	380D	126	3	\$63
	404	117	3	\$63
	450	126	3	\$63
	740	145	2	\$79
	740A	152	2	\$79
	520	172	2	\$79
	550	178	2	\$79
	550B	185	2	\$79
640G		2	\$79	
TIMBER JACK	208B	69	5	\$41
	208E	65	5	\$41
	225 SERIES	84	4	\$47
	230 SERIES	84	4	\$47
	330	84	4	\$47
	240C		3	\$63
	240D	102	3	\$63
	240E	112	3	\$63
	350A	110	3	\$63
	360	117	3	\$63
	360D		3	\$63
	380D	126	3	\$63
	404	117	3	\$63
	450	126	3	\$63
	460		2	\$79
	460D		2	\$79
	520	172	2	\$79
	550	178	2	\$79
	550B	185	2	\$79
	660		2	\$79
660D		2	\$79	

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
FMC	180	118	3	\$63
	220CA	200	1	\$123
	220GA	200	1	\$123
CLARK RANGER	664	96	4	\$47
	664B	84	4	\$47
	665	116	3	\$63
	666	126	3	\$63
	F65		3	\$63
	H66		3	\$63
	667	145	2	\$79
	668B	166	2	\$79
	668C	177	2	\$79
	668	187	2	\$79
	H67-11		2	\$79
	H67		2	\$79
	H66D5		2	\$79
	668 TURBO	212	1	\$123
	880	267	1	\$123
	F68		1	\$123
CATERPILLAR	518	102	3	\$79
	528	175	2	\$63
	528		2	\$123
	515		2	\$123
	525		2	\$123
	525B		2	\$123
	545		2	\$123
	535B		1	\$123
GARRETT	16	70	5	\$41
	21A	100	4	\$47
	21A TURBO	123	3	\$63
	22	135	3	\$63
	25A	155	2	\$79
	30	170	2	\$79
	30A	180	2	\$79
MASSEY FERGUSON	320	80	4	\$47
CASE	600	82	4	\$47
	800 SERIES	108	3	\$63
INTERNATIONAL HARVESTER	S8A	92	4	\$47
	S10	124	3	\$63

★ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

IF A SKIDDER IS EQUIPPED AS A SKIDGINE, ADD RATE AS SHOWN BY TANK SIZE BELOW. SKIDGINE MUST HAVE A MINIMUM OF A 200-GALLON TANK AND NOT EXCEED THE MANUFACTURE'S LOAD RATING.

200-GALLON TO 399-GALLON TANK, ADD \$9.50 TO HOURLY RATE.  
400-GALLON TO 799-GALLON TANK, ADD \$15.80 TO HOURLY RATE.  
800-GALLON TANK AND OVER, ADD \$33.00 TO HOURLY RATE.

POWER CLASS	FLY WHEEL HORSE POWER RANGE	WET HOURLY RATE
4	75 – 114	\$52
3	115 – 144	\$61
2	145 – 199	\$72
1	200 – 250	\$84



"STEWARDSHIP"



**MOTOR GRADERS:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
CASE	845	115-144	3	\$61
	865	145-199	2	\$72
	885	200-250	1	\$84
CATERPILLAR	120H, 135H	115-144	3	\$61
	12H, 140H, 143H, 160H, 163H	145-199	2	\$72
	14H, 16H	200-250	1	\$84
CHAMPION	C50A, C60A, C66A, C70A, C76A, C80A, C86A	75-114	4	\$52
	710A, 716A	115-144	3	\$61
	720A, 726A, 730A, 736A	145-199	2	\$72
	D-686, 780, 740A, 750A, 780A	200-250	1	\$84
FIAT ALLIS	65C	75-114	4	\$52
	FG85A, FG105A	145-199	2	\$72
GALION	830B, 830C	115-144	3	\$61
	850B, 850C	145-199	2	\$72
	T-700, 870B, 870C	200-250	1	\$84
JOHN DEERE	670C, 670C II, 670CH, 672CH	115-144	3	\$61
	670CH II, 672CH II, 770C, 770C II, 770CH, 770CH II, 772CH	145-199	2	\$72
	772CH II	200-250	1	\$84
KOMATSU	GD530A-2C, GD530AW-2C, GD555-3	115-144	3	\$61
	GD650A-2C, GD650AW-2C, GD655-3, GD675-3	145-199	2	\$72
	GD670A-2C, GD670AW-2C, GD750A-1, GD825A-2	200-250	1	\$84
NEW HOLLAND	RG80, RG100	75-114	4	\$52
	RG140, RG140B	115-144	3	\$61
	RG170, RG170B	145-199	2	\$72
	RG200, RG200B	200-250	1	\$84

<b>MAKE</b>	<b>MODEL</b>	<b>FWHP</b>	<b>POWER CLASS</b>	<b>WET HOURLY RATE</b>
<b>VOLVO</b>	G60, G66, G80, G86	75-114	4	\$52
	G710, G710B, G716 VHP	115-144	3	\$61
	G720, G720B, G726 VHP, G726B, G730, G730B, G736 VHP	145-199	2	\$72
	G740, G740B, G746B, G780, G780B	200-250	1	\$84

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

POWER CLASS	FLY WHEEL HORSE POWER RANGE	WET HOURLY RATE
8	50-60	48
7	61-75	51
6	76-85	59
5	86-110	67
4	111-135	81
3	136-160	90
2	161-230	108
1	>230	158



"STEWARDSHIP FORESTRY"



**EXCAVATORS, HYDRAULIC:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
<b>CASE</b>	CX75,9007B	50-60	8	\$48
	CX130,CX135,CX160,9010 B,9020B	86-110	5	\$67
	9030B,9030BN	111-135	4	\$81
	CX210,CX225	136-160	3	\$90
	CX240,CX290,9040B,9045B	161-230	2	\$108
	CS330,CX460,CX800,9050 B,9060B	> 230	1	\$158
<b>CATERPILLAR</b>	307B,307C,308C	50-60	8	\$48
	311B,311C,312B,312BL	76-85	6	\$59
	215,315C,315CL,313B,314C ,314CL,315B,315BL,315C,315CL	86-110	5	\$67
	318B,318BL N,318 CL, 318 CL N,320B,320BL,320BN	111-135	4	\$81
	320C,320CL,320CU,320CL U,321C LCR,322BL	136-160	3	\$90
	322CL,325BL,325CL,330BL	161-230	2	\$108
	330CL,345BL,345BL II,350L,365BL,375	> 230	1	\$158
<b>DAEWOOD</b>	70-III	50-60	8	\$48
	130LC-V	86-110	5	\$67
	170-III, 170LC-V	111-135	4	\$81
	220LC-5	136-160	3	\$90
	250LC-V, 390LC-V	161-230	2	\$108
	330LC-V, 400LC-V, 450-III	> 230	1	\$158
<b>JOHN DEERE</b>	200C LC, 200LC, 225C LC	136-160	3	\$90
	230LC, 230C LC, 270LC, 270C LC	161-230	2	\$108
	330C LC, 330LC, 370, 370C, 450C LC, 450LC, 600C LC	> 230	1	\$158

★ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

**FORWARDERS:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
ALL MAKES	750 GAL	70 – 89	5	\$123
	850 GAL	90 – 99	4	NEGOTIATE
	1000 GAL	100 – 139	3	NEGOTIATE
	1200 GAL	140 – 199	2	NEGOTIATE
	1500 GAL	200+	1	NEGOTIATE

☛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

- ☛ RATE PROVIDED IS A STARTING POINT AND CAN BE NEGOTIATED FOR TYPE OF EQUIPMENT BEING OFFERED.

**FELLER BUNCHER/PROCESSOR:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
ALL MAKES		160 – 225	2	\$123
		226+	1	NEGOTIATE

☛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

- ☛ RATE PROVIDED IS A STARTING POINT AND CAN BE NEGOTIATED FOR TYPE OF EQUIPMENT BEING OFFERED.

**SLASH BUSTER:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
ALL MAKES	FOR LIGHT TO MEDIUM			\$83
	ALL OTHERS			NEGOTIABLE

☛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

- ☛ RATE PROVIDED IS A STARTING POINT AND CAN BE NEGOTIATED FOR TYPE OF EQUIPMENT BEING OFFERED.

- ☛ PRICES VARY ON SIZE, BUT THESE ARE GENERALLY MUCH LOWER COST THAN FELLER BUNCHER OR FORWARDER.



**BACKHOES:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
ALL MAKES		UP TO 75		\$35
		OVER 75		NEGOTIABLE

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE



**DUMP TRUCKS:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
MIN CAPACITY	5 YARDS			\$24
	10 YARDS			\$41

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH SERVICE VEHICLE

⊛ ANY HOUR THAT A DUMP TRUCK IS USED AS A TRANSPORT (PROVIDES TILT BED TRAILER) ADD \$5.00 TO HOURLY RATE.



**WATER TRUCKS FOR DUST ABATEMENT:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
1000	ALL			\$28
2500	ALL			\$52
5000	ALL			\$63

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR

⊛ A WATER TRUCK FOR DUST ABATEMENT IS REQUIRED TO HAVE, AS A MINIMUM, AN EIGHT-FOOT WIDE SPRAY CAPABILITY (PRESSURE OR GRAVITY).

⊛ THEY ALSO MUST HAVE A 100 GALLON PER MINUTE (GPM) SELF-LOADING CAPABILITY.

**WATER TRUCKS, POTABLE:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
<b>GALLONS</b>				
<b>0-500</b>				\$41
<b>501-999</b>				\$51
<b>1000-2000</b>				\$64
<b>2001-3000</b>				\$90
<b>3001-4000</b>				\$95

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR

⊛ POTABLE WATER TRUCKS MUST MEET NIFC POTABLE WATER STANDARDS.

**WATER TRUCKS, GRAY WATER:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE
<b>MINIMUM GALLONS</b>				
<b>1000</b>				\$28
<b>2500</b>				\$52
<b>5000</b>				\$63

**WATER TENDERS:**

MAKE	MODEL	FWHP	POWER CLASS	WET HOURLY RATE	4X4 WET HOURLY RATE
<b>MINIMUM TANK GALLONS</b>					
<b>1000</b>			3	\$41	\$49.20
<b>2500</b>			2	\$60	\$72.00
<b>3500</b>			2	\$68	\$81.60
<b>5000</b>			1	\$75	\$90.00

⊛ GUARANTEE CALCULATED AS FOLLOWS:

- SINGLE SHIFT= 5 X HOURLY WORK RATE (1 OPERATOR)
- DOUBLE SHIFT=5 X HOURLY WORK RATE (2 OPERATORS)

⊛ NOTE: IF ONE OPERATOR ARRIVES WITH EQUIPMENT WHEN TWO WERE ORDERED, THE GUARANTEE WOULD BE THE STANDARD 5 X HOURLY WORK RATE.

⊛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR, PER SHIFT

TENDERS ARE REQUIRED TO HAVE DRAFTING CAPABILITIES TO EFFICIENTLY SELF LOAD WATER.

**WATER EQUIPMENT, ENGINES:**



MAKE	MODEL	MINIMUM PUMP GPM	PROP FOAM	WET HOURLY RATE	4X4 WET HOURLY RATE
<b>MINIMUM TANK GALLONS</b>					
<b>50</b>	7	10		\$31	\$37.20
<b>150</b>	6	30		\$38	\$45.60
<b>400</b>	5	50		\$43	\$51.60
<b>750</b>	4	50		\$47	\$56.40
<b>500+</b>	3	120		\$53	\$63.60

- ⊛ THE STANDARD METHOD OF HIRE IS:
  - (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
  - (2) ENGINE STAFFED WITH 2 PERSONNEL PER SHIFT
- ⊛ FOR WILDLAND FIRES, TYPE 3 ENGINES MUST HAVE A MINIMUM CAPACITY OF 500 GALLONS.
- ⊛ IF FOAM IS ALL THAT IS ORDERED, IT IS TO BE PAID AT THE FOAM HOURLY RATE.
- ⊛ FOAM CAN BE APPLIED IN ONE OF THE FOLLOWING MANNERS
  - (1) PROPORTIONERS
  - (2) INJECTION SYSTEM
  - (3) CAF'S
- ⊛ ENGINE TYPE IS DETERMINED BY MEETING BOTH OF THE MINIMUM REQUIREMENTS: PUMP CAPACITY (GPM) AND TANK CAPACITY (GAL). IF AN ENGINE ONLY MEETS ONE OF THE MINIMUM REQUIREMENTS, THE ENGINE IS CLASSIFIED AT THE LOWEST MINIMUM REQUIREMENT MET.
- ⊛ GUARANTEE CALCULATED AS FOLLOWS:
  - SINGLE SHIFT= 5 X HOURLY WORK RATE (1 CREW)
  - DOUBLE SHIFT=5 X HOURLY WORK RATE (2 CREWS, 1 FOR EACH SHIFT)

**CAFS:**

IF A RESOURCE ORDER IS PLACED FOR A CAFS UNIT THEN IT WOULD BE PAID AT THE CAFS RATE.

MINIMUM TANK GALLONS	MODEL	MINIMUM PUMP GPM	PROP FOAM	WET HOURLY RATE
50	7	10		\$38
150	6	30		\$45
400	5	50		\$51
750	4	50		\$56
500	3	120		\$64

**DEFINITIONS FOR FOAM SYSTEMS:****Foam Systems.**

The apparatus and techniques used to mix concentrate with water to make solution, pump and mix air and solution to make foam, and transport and eject foam. Systems defined here include compressed air foam and nozzle aspirated.

**Compressed Air Foam System (CAFS).**

A generic term used to describe foam systems consisting of an air compressor (or air source) and a water and foam solution.

**Proportioner.**

A mixing system that adds a predetermined volume of liquid foam concentrate to water to form a foam solution.

**Manual Regulated Proportioning:**

1. Suction-side Proportioning System. A mixing system that works on the suction side of the pump. It is dependent on the pump drawing a vacuum and pulling foam concentrate into the water and running it through the pump.
2. In-Line Proportioning System (eductor). A proportioning system that draws foam concentrate into the water stream by Venturi action. The system is sensitive to water flow, liquid pressure and several other constraints.
3. Around-the-pump Proportioning System. A proportioning system situated at the pump that draws foam concentrate into the water stream. The system draws concentrate by Venturi action utilizing pump pressure and vacuum. The Venturi action is dependent on concentrate head pressure.

**Automatic Regulated Proportioning:**

1. Automatic Regulated Proportioning System (ARPS). A proportioning system that senses water stream pressure or flow and, based on changes in pressure and flow, automatically adjusts the addition of foam concentrate into the water stream to maintain a desired mix ratio.
  - a. Balanced Pressure Bladder Tank Proportioning System. This BPPS uses a small diversion of water to force the foam concentrate into the water stream as the water passes through a pressure differential valve. Concentrate is dispensed from a flexible bladder within a pressure rated tank.
  - b. Balanced Pressure Pump Proportioning System. This BPPS uses a small positive displacement pump to provide foam concentrate at a Venturi into the water stream. Concentrate flow is regulated by a pilot-operated relief valve.
  - c. Electronically Controlled Direct Injection Proportioning System. A proportioning system that measures water stream flow and, based on stream flow, electronically and automatically adjusts the addition of foam concentrate into the water stream to maintain a desired mix ratio.

**Compressed Air Foam System (CAF):**

1. Compressed Air Foam Systems are normally used for Structural or Helibase Protection. If a Resource Order is placed for an engine equipped with a Compressed Air Foam System (CAFS), add the following amounts to the EERA Rate Guide. CAFS will be compensated at an hourly rate for actual hours worked as documented on a shift ticket.

CUBIC FEET/MINUTE (CFM)	CAFS ALLOWANCE WITH PUMP AND ROLL	RATE
35-50	CFM @ 150 PSI	\$25
51-85	CFM @ 150 PSI	\$41
86-120	CFM @ 175 PSI	\$55
121-200	CFM @ 175 PSI	\$69
201+	CFM @ 200 PSI	\$85

- ✦ ONE GPM PER ONE CFM MINIMUM WATER PUMP CAPACITY AT PSI RATES REQUIRED OF THE COMPRESSOR.
- ✦ PUMP & ROLL 86+ CFM AND ABOVE MUST HAVE DECK MOUNTED CANNON WITH STACKED TIPS OR ADJUSTABLE TIPS.
- ✦ PUMP & ROLL EQUIPMENT MUST BE ABLE TO PUMP WATER AND FOAM WHILE MOVING.
- ✦ CFM, GPM, PSI AND FOAM FLOW GUAGES ARE REQUIRED.
- ✦ MUST BE CAPABLE OF INJECTION OF FOAMING AGENT INTO THE WATER LINE AT VARIABLE CONTROLLED RATES ON DISCHARGE SIDE OF PUMP
- ✦ SYSTEM SHALL PROVIDE FULL FOAM DELIVERY WITHIN 60 SECONDS AFTER SYSTEM IS ENGAGED.
- ✦ OPERATOR SHALL BE EXPERIENCED AND KNOWLEDGEABLE OF SYSTEM OPERATION, AND BE CAPABLE OF DEMONSTRATING THEIR ABILITY TO OPERATE THE SYSTEM.

**Suggested Accessories:**

85 CFM AND BELOW CAFS	86 CFM AND ABOVE CAFS
1000' OF 1 1/2" OR 1 3/4" HOSE	500' OF 2 1/2" HOSE, 1000' OF 1 3/4" OR 1 1/2" HOSE
1000' OF 1" HOSE	2000' OF 1" HOSE
1 GATED WYE (2 12" X 1 1/2" X 1 1/2")	1 GATED WYE (2 12" X 1 1/2" X 1 1/2")
3 HORSESHOE BALL VALVES ( 1 1/2")	3 HORSESHOE BALL VALVES ( 1 1/2")
1 FOAM OUTLET (2 1/2" DIAMETER)	1 FOAM OUTLET (2 1/2" DIAMETER)

**Proportioners:**

1. No additional rate will be added to engines which provide proportioners because the rate already includes the cost of proportioners.

### **Accessories for Engines and Tenders:**

IF A PUMP IS OPERATED BY AN AUXILIARY ENGINE, THESE ACCESSORIES ARE REQUIRED:

- a. Sufficient extra spark plugs to replace all spark plugs in any auxiliary pump engines used.
- b. 1 - wrench, adjustable, 10 inch
- c. 1 - wrench, spark plug, unless the adjustable wrench is suitable for use on the spark plug(s)
- d. 1 - pliers, slip joint, 6 inch
- e. 2 - quarts oil, crankcase, if engine is the type that requires crankcase oil
- f. 1 - screwdriver, blade type, 4 inch
- g. 1 - screwdriver, phillips type, 4 inch
- h. 2 - starter rope, if engine can be started with a rope
- i. 1 - gun, grease, if the pump is the type that requires periodic greasing. The grease gun shall be filled with grease.

### **Minimum Engine Inventory:**

THESE ACCESSORIES SHALL BE STORED ON OR NEAR THE PUMP IN A SUITABLE COMPARTMENT OR BOX. A LIST OF THE CONTENTS SHALL BE POSTED INSIDE THE COMPARTMENT OR BOX AND BE VISIBLE WHEN THE STORAGE COMPARTMENT IS OPEN.

- a. HOSE: 400' - 1 1/2"
- b. NOZZLES: Combination Fog/Straight Stream - 4 each 1"
- c. SUCTION HOSE WITH SCREENED FOOT VALVE OR STRAINER: 24' of 2 1/2"
- d. SHOVELS: 2 ea. (size 0)
- e. PULASKI'S: 2 ea.
- f. FIRE HOSE CLAMP: 1 ea.
- g. SPANNER WRENCH: Combination, 1 ea. 1" to 1 1/2"
- h. LIVE REEL/BASKET HOSE: 200', 1" NPSH.
- i. ADAPTERS: 2 ea. 1-1/2" NF Female to 1-1/2" NPSH Male
- k. ADAPTERS: 2 ea. 1-1/2" NPSH Female to 1-1/2" NH Male
- l. DOUBLE MALE: 1 ea. 1-1/2" NH
- m. DOUBLE FEMALE: 1 ea. 1-1/2" NH
- n. DOUBLE MALE: 1 ea. 1" NPSH
- o. DOUBLE FEMALE: 1 ea. 1" NPSH
- p. GATED WYE: 4 ea. 1-1/2" NH
- q. REDUCERS: 4 ea. 1-1/2" NH to 1" NPSH Male
- r. ADAPTERS: 2 ea. 1/4 turn to 1-1/2" NH (1 Female and 1 Male)
- s. BACKPACK PUMPS 2 ea.
- t. DRINKING WATER: 1 Gallon CANTEEN, filled
- u. FIRST AID KIT: 1 ea. (5 person)
- v. HEAD LAMPS: 3 ea. (w/batteries)
- w. FUEL to operate pump and engine (minimum 5 gallons)
- x. FIRE SHELTER, one per person (NFPA approved)

**Tender Minimum Standards:**

ITEM	TYPE	STANDARD
PUMP GPM	ALL TYPES	200 GPM
DISCHARGE OUTLETS	TYPE 1	2 EA. 1-1/2" NH THREAD 1 EA. 2-1/2" NH THREAD
	TYPE 2 & 3	2 EA. 1-1/2" NH THREAD
HOSE	ALL TYPES	200' 1-1/2" NH THREAD
		30' 1-1/2" NH THREAD
1" COMBINATION NOZZLE	ALL TYPES	1 EA. W/ 1-1/2" NH TO 1" NPSH REDUCER
SUCTION HOSE WITH SCREENED FOOT VALVE OR STRAINER	ALL TYPES	24'
ADAPTERS	ALL TYPES	2 EA. 1/4 TURN 1-1/2" NH ADAPTER (1 MALE & 1 FEMALE) 1 EA. 1-1/2" NH DOUBLE MALE 1 EA. 1-1/2" NH DOUBLE FEMALE 1 EA. 1-1/2" NH GATED WYE 2 EA. 2-1/2" NH TO 1-1/2" NH REDUCER 2 EA. 1-1/2" NH FEMALE TO 1-1/2" NSPH MALE ADAPTOR
FIRE FIGHTING TOOLS	ALL TYPES	1 EA. SHOVEL SIZE 0 1 EA. PULASKI 1 EA. FIRE SHELTER

**Mandatory Accessories Required to be with Each Tender:**

- a. Fuel to operate the pump and engine for 12 working hours
- b. 1 (one) suction screen suitable to match the capacity of the pump
- c. 1 Spanner wrench, suitable to fit each size hose supplied, including suction hose
- d. 1 Hose clamp
- e. 1 Hydrant Wrench

**Specific Safety Items Required for Vehicles:**

- a. Reflective Flairs, 1 set of 3
- b. Fire Extinguisher (4BC or better)
- c. Wheel Chocks
- d. Warning Device



**HEAVY EQUIPMENT TRANSPORT VEHICLES:**

SIZE	MODEL	FWHP	CLASS	WET HOURLY RATE
<b>PICKUP WITH TRAILER AND TRANSPORTS UNDER 10 TONS</b>	ALL			NEGOTIABLE

☛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) WITH PILOT/FLAG VEHICLE, IF REQUIRED BY LAW

**TRANSPORT (DUMPTRUCK) AND TILT BED:**

SIZE	MODEL	FWHP	CLASS	WET HOURLY RATE
<b>ALL TONAGE</b>	ALL			\$48

☛ IF USED AS BOTH A TRANSPORT AND DUMP TRUCK – SEE COMMENT UNDER DUMP TRUCK.

**TRACTORS AND LOWBOYS:**

SIZE	MODEL	FWHP	CLASS	WET HOURLY RATE
<b>10-19.99 TON</b>	ALL			\$35
<b>20-29.99 TON</b>	ALL			\$47
<b>30-39.99 TON</b>	ALL			\$67
<b>40-49.99 TON</b>	ALL			\$78
<b>OVER 50 TON</b>	ALL			\$98

☛ IF ORDERED DOUBLE SHIFTED, 2 OPERATORS WILL BE REQUIRED, ONE FOR EACH SHIFT.

**FUEL TRUCKS:**

SIZE	WET HOURLY RATE
<b>1000 GALLON</b>	\$41
<b>2500 GALLON</b>	\$60
<b>3500 GALLON</b>	\$65
<b>5000 GALLON</b>	\$75

☛ THE STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) WITH 1 OPERATOR
- (3) DAILY GUARANTEE

☛ CAPACITY INCLUDES COMBINED SUM OF ALL TANKS, I.E., GAS AND DIESEL

☛ FUEL AND FUEL TRUCKS

- (1) NO PAYMENT WILL BE MADE FOR REFUELING TRUCKS (EITHER BRINGING FUEL TO THE DISPENSING TRUCK OR DRIVING THE TRUCK TO THE BULK PLANT) OR SPILL CONTAINMENT REQUIREMENTS.
- (2) FUEL DISPENSED SHALL BE DOCUMENTED ON FUEL AND OIL ISSUE LOGS OR FUEL AND OIL ISSUE TICKETS (FORM OF-304) AND TURNED INTO THE INCIDENT FINANCE SECTION FOR PAYMENT.



**TRANSPORTATION VEHICLES (OTHER THAN BUSES):**

Rates are established by vehicle tonnage.

TYPE	4X2 PER MILE	4X4 PER MILE
CAR	\$0.55	N/A
MID SIZE TRUCK	\$0.61	\$0.67
FULL SIZE TRUCK (1/2 TON)	\$0.67	\$0.80
FULL SIZE TRUCK (3/4 TON)	\$0.79	\$0.95
FULL SIZE TRUCK (1 TON)	\$0.85	\$1.02
1-1/2 TON	\$1.14	\$1.37
2 TON	\$1.33	\$1.57
2-1/2 TON	\$1.58	\$1.90
3 TON	\$1.76	
3 1/2 TON	\$2.02	
5 TON	\$2.71	
OVER 5 TON	\$2.92	

- ⊛ VEHICLES USED ONLY FOR TRANSPORTATION TO AND FROM A FIRE CAMP, AND NOT USED FOR FIRE ACTIVITY, WILL BE COMPENSATED AT THE STATE PERSONAL VEHICLE MILEAGE RATE (I.E. COOKS, CAMP HELP, DISPATCHERS, TIMEKEEPERS, ETC.) THE CURRENT RATE IS .485 CENTS PER MILE.

STANDARD METHOD OF HIRE:

- ⊛ DAILY MILEAGE GUARANTEE OF 40 MILES.
- ⊛ FALLERS ARE NOT PAID MILEAGE – THEY ARE PAID A FLAT DAILY RATE FOR ALL EQUIPMENT USE, INCLUDING MILEAGE, SEE PAGE 45.

**GLOSSARY OF VEHICLES:  
FOR IDENTIFICATION OF SIZE**



**CARS:**

Buick Riviera  
Dodge Aries  
Ford Taurus  
Plymouth Acclaim  
VW Passat

Cadillac Seville  
Dodge Aspen  
Lincoln Mark VII  
Plymouth Volare  
S10 Blazer

Chevrolet Lumina  
Dodge Dart  
Nissan Maxima  
Plymouth Reliant  
Toyota 4Runner

Chrysler New Yorker  
Dodge Spirit  
Olds Cutlass Cierra  
Pontiac Grand Prix  
Ford Bronco II

**MID-SIZED VEHICLES:**

Jeep Cherokee  
Chevy Astro  
Ford XLT Ranger  
Mazda Ram B2200  
Ford Ranger  
Nissan Pathfinder

Dodge Caravan  
GMC S-15  
Mazda B2600  
GMC Sonoma  
Nissan Trucks  
Ford Explorer

Dodge Dakota  
Mitsubishi Trucks  
Isuzu Trucks  
Isuzu Trooper II  
Chevy S-10  
Ford Aerostar

Jeep Comanche  
Plymouth Voyager

**TRUCKS:**

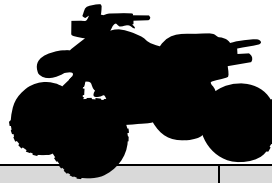


1/2 Ton		1/2 Ton	
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<b>2x4</b> Ford F150 Chevy C10, K10 Dodge D100-150 GMC C15 (1500)	<b>All WD</b> Same K1500 W100-150 K15 (1500)	<b>2x4</b> Ford F300-F350 Chevy C30, K30 Dodge D330-350 GMC C35 (3500)	<b>All WD</b> Same K3500 W300-350 K35 (3500)
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3/4 Ton	
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<b>2x4</b> Ford F200-F250 Chevy C20, K20 Dodge D200-250 GMC C25 (2500)	<b>All WD</b> Same K2500 W200-250 K25 (2500), K20	<b>VAN</b> Ford E100-E150 Chevy C1500 Dodge B100-B150 GMC G15 (1500)	<b>DOUBLE CAB PICKUP</b> Ford F300-F350 Chevy K35/Suburban GMC Suburban/K35 Dodge W300-W350
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**ALL-TERRAIN VEHICLES (ATV's):**

SIZE	MODEL	FWHP	CLASS	DAILY FLAT RATE
FOUR WHEEL				\$70
SIX WHEEL (Gator)				\$95

- ⊛ DUE TO SAFETY CONCERNS, IT IS RECOMMENDED THAT ONE HIRE ONLY 4-WHEEL DRIVE ATV'S
- ⊛ THE STANDARD METHOD OF HIRE IS:
  - (1) DAILY OR WEEKLY RATES, WHICHEVER IS MOST COST EFFECTIVE
  - (2) DRY
  - (3) WITHOUT OPERATOR

**BUSES:**

SIZE	RATE PER MILE
6 TO 12 PASSENGER	\$.84
13 TO 24 PASSENGER	\$1.16
25+ PASSENGER	NEGOTIATE
COACH 39+	NEGOTIATE

- ⊛ STANDARD METHOD OF HIRE IS:
  - (1) SEE REGIONAL BUS AGREEMENT FOR GENERAL PROVISIONS
  - (2) OPERATOR HIRED UNDER AD RATES
  - (3) MILEAGE RATE WITH 40-MILE GUARANTEE

**COMMERCIAL VANS (U-HAUL):**

- ⊛ USE COMMERCIAL VENDORS METHOD OF HIRE.

**PORTABLE PUMPS:**

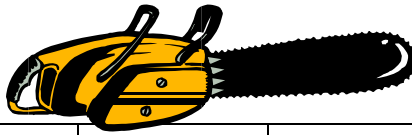


SIZE	MODEL	FWHP	CLASS	DAILY FLAT RATE
1½"	PRESSURE PUMP			\$25
2"	PRESSURE PUMP			\$30
3"	VOLUME (TRASH) PUMP			\$45
4"	VOLUME (TRASH) PUMP			\$60
6"	VOLUME PUMP, TRAILER MOUNTED			\$240

⊛ THE STANDARD METHOD OF HIRE FOR PORTABLE PUMPS IS:

- (1) DRY
- (2) DAILY RATE OR WEEKLY RATE, WHICHEVER IS MOST COST EFFECTIVE
- (3) WITHOUT OPERATOR

**CHAINSAW:**



SIZE CLASS	MODEL	FWHP	CLASS	DAILY WET RATE
ALL	ALL			\$150
<b>All – with no transportation</b>				\$50

STANDARD METHOD OF HIRE

- ⊛ SAW WITH OPERATING SUPPLIES, INCIDENTALS AND TRANSPORTATION.
- ⊛ ALL OPERATING SUPPLIES, INCLUDING FUEL.
- ⊛ DAILY RATE.
- ⊛ NO ADDITIONAL PAYMENT FOR EXTRA SAW, ETC.

**REFRIGERATED TRUCK (TRAILER):**

SIZE	MODEL	FWHP	CLASS	DAILY FLAT RATE
40' PLUS	ALL			\$75 TO \$250 DEPENDING ON OPTIONAL EQUIPMENT FURNISHED.

✦ STANDARD METHOD OF HIRE IS:

- (1) DRY
- (2) DAILY RATE (0001-2400) WITH NO GUARANTEE
- (3) NO OPERATOR

✦ REFRIGERATION UNIT COSTS ARE INCLUDED IN THE RATE. HOWEVER, THE GOVERNMENT SUPPLIES FUEL FOR THE REFRIGERATION UNIT.

✦ TRACTOR MILEAGE RATE IS FOR THE TRANSPORTATION TO AND FROM (ROUND-TRIP) THE INCIDENT FOR EACH PICK-UP AND DELIVERY. EXAMPLE:  
 DELIVERY 200 MILES = 400 MILES ROUND TRIP  
 PICKUP 200 MILES = 400 MILES ROUND TRIP  
 ACTUAL MILES TO PAY IS 800

✦ MILEAGE RATE \$2.25 PER MILE.

**MECHANICS WITH TOOLS AND PICKUP:**

SIZE	MODEL	FWHP	CLASS	HOURLY RATE
MECHANIC				\$49
MECHANIC HELPER				\$27

✦ STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) DAILY GUARANTEE
- (3) ONE CERTIFIED MECHANIC PER SHIFT

✦ HOURLY RATE FOR BILLING PURPOSES FOR VENDOR RELATED EQUIPMENT IS ACTUAL COST PER HOUR PLUS PARTS

✦ PROVIDES A ¾ TO 1 TON VEHICLE WITH ALL HAND TOOLS ASSOCIATED WITH THE INDUSTRY STANDARDS SUCH AS WRENCHES/SOCKETS UP TO 2", TAPS/DIES/VISE/ DRILLS/JACKS/ETC. AN AIR COMPRESSOR WITH AIR TOOLS, A GAS WELDING/ CUTTING TORCH SET AND AN ELECTRIC WELDER WITH GENERATOR. TO FACILITATE REPAIRS TO TYPICAL LIGHT DUTY MOTOR VEHICLES AND MINOR REPAIRS TO MEDIUM AND HEAVY EQUIPMENT.

**SHOP (SERVICE) TRUCKS:**

SIZE	MODEL	FWHP	CLASS	HOURLY RATE
MECHANIC				\$75
MECHANIC HELPER				\$27

⊛ STANDARD METHOD OF HIRE IS:

- (1) WET (ALL OPERATING SUPPLIES, INCLUDING FUEL)
- (2) DAILY GUARANTEE
- (3) ONE CERTIFIED MECHANIC PER SHIFT

⊛ HOURLY RATE FOR BILLING PURPOSES FOR VENDOR RELATED EQUIPMENT IS ACTUAL COST PER HOUR PLUS PARTS

⊛ SHOP (SERVICE) TRUCK, TYPICALLY A "SUPER DUTY" OR 1 ½ TON OR BETTER, AND TO INCLUDE:

- (1) MECHANIC WITH HAND TOOLS ASSOCIATED WITH THE INDUSTRY STANDARDS SUCH AS WRENCHES/SOCKETS UP TO 2", TAPS/DIES/VISE/DRILLS/JACKS/ETC.
- (2) AN AIR COMPRESSOR WITH AIR TOOLS,
- (3) A GAS WELDING/CUTTING TORCH SET AND A ELECTRIC WELDER WITH GENERATOR,
- (4) A WORK BENCH AREA,
- (5) LIFT CRANE
- (6) LIGHTING ( EITHER A LIGHTING KIT OF SORTS OR LIGHTING MOUNTED ON TRUCK FOR ROAD SIDE REPAIR AT NIGHT OR IN CAMP)
- (7) TOOLS BEYOND 2" TO BE ABLE TO REPAIR MEDIUM TRUCKS AND HEAVY EQUIPMENT.

THE VEHICLES MUST PASS A SAFETY INSPECTION AND BE FIT TO OPERATE UNDER FIRE/EMERGENCY CONDITIONS.

⊛ IF A MECHANIC'S HELPER IS ORDERED BY GOVERNMENT, AN ADDITIONAL AMOUNT WILL BE ADDED TO THE HOURLY RATE.

⊛ IF PARTS ARE FURNISHED BY THE CONTRACTOR, THE GOVERNMENT WILL REIMBURSE THE CONTRACTOR ACTUAL COSTS WHEN THE CONTRACTOR FURNISHES A DETAILED INVOICE TO THE GOVERNMENT. THE DETAILED INVOICE SHALL PROVIDE WHO THE PARTS WERE FURNISHED TO, I.E. NAME OF OWNER, RESOURCE ORDER NUMBER, LICENSE NUMBER, DATE FURNISHED AND MECHANIC'S (INSTALLATION) TIME.

⊛ DAILY GUARANTEE BASED ON ALL MECHANICS AND HELPERS UNDER HIRE.