



WILDFIRE



WASHINGTON STATE WAGE & EQUIPMENT RATE GUIDE 2024

Approved:

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6/12/2024

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Table of Contents

| | |
|--|-----------|
| Interagency Wildfire Resource Wage Rates | 2 |
| DNR Resource Payment Provisions | 7 |
| WFS Personnel Payment Provisions | 10 |
| Equipment Rates..... | 14 |
| Dozers..... | 14 |
| Dozer w/Blades | 15 |
| Skidders..... | 16 |
| Hydraulic Excavators..... | 18 |
| Motor Graders..... | 21 |
| Feller Bunchers..... | 22 |
| Chippers, Backhoes, Water Trucks for Dust Abatement..... | 23 |
| Potable Water Trucks, Grey Water Trucks, Heavy Equipment Transport | 24 |
| Buses, Dump Trucks | 25 |
| Command and Support Vehicles, Hazmat or Technical Rescue Vehicles..... | 26 |
| Transportation Vehicle with Operator | 27 |
| Engines | 28 |
| Tenders..... | 29 |
| Power Saws, Boats, Portable Pumps, Light Towers | 30 |
| ATVs, UTVs, Service Trucks, and Mechanics..... | 31 |
| Farm Equipment, Communications, and Fuel Trucks | 32 |
| Emergency Medical Services | 33 |
| WFS Equipment | 35 |
| DNR Fire Report and Billing Rates | 37 |
| DNR Equipment Payment Provisions | 38 |
| WFS Equipment Payment Provisions..... | 44 |

***When referring to resource typing, the current NWCG Typing will be applied (refer to Section 13 of the Washington State Fire Services Resource Mobilization Plan).**

***For Washington National Guard, please see the Master Interagency Agreement between DNR and the Washington Military Department.**

INTERAGENCY WILDFIRE RESOURCE WAGE RATES

Refer to the Payment Provisions Section for the appropriate hiring agency when completing the Emergency Firefighter Time Report, Form OF-288 on pages 7-13.

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|--|-----------|---------------------|----------------------|----------|
| Firefighter 2 | FFT2 | 19.54 | 29.31 | - |
| Firefighter 1 | FFT1 | 23.74 | 35.61 | - |
| Water Tender Operator | WTOP | 19.54 | 29.31 | - |
| Single Resource Boss (Crew, Engine, Dozer) | Varies | 25.10 | 37.65 | - |

AGENCY SUPPORT

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|-------------------------------|-----------|---------------------|----------------------|----------|
| Agency Administrative Liaison | THSP | 55.18 | 82.77 | M |
| Agency Representative | AREP | 40.64 | 60.97 | K |
| Incident Business Advisor | INBA | 49.05 | 73.57 | L |
| Resource Advisor | READ | 33.83 | 50.74 | I |

AVIATION

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|-------------------------------|-----------|---------------------|----------------------|----------|
| Aerial EO/IR Sensor Operator | THSP | 41.00 | 61.50 | - |
| Aerial Observer | AOBS | 40.64 | 60.97 | F |
| Air Ops Branch Director | AOBD | 40.64 | 60.97 | K |
| Air Ops Duty Officer | THSP | 47.00 | 70.50 | - |
| Air Support Group Supervisor | ASGS | 37.28 | 55.91 | J |
| Air Tactical Group Supervisor | ATGS | 37.28 | 55.91 | J |
| Fixed-Wing Base Manager | FWBM | 33.83 | 50.74 | I |
| Fixed-Wing Parking Tender | FWPT | 22.79 | 34.19 | E |
| Fuel Truck Drivers | THSP | 25.75 | 38.63 | - |
| Helicopter Coordinator | HLCO | 33.83 | 50.74 | I |
| Mixmaster | MXMS | 26.93 | 40.40 | G |
| Ramp Manager | RAMP | 26.93 | 40.40 | G |
| Retardant Crew Member | RTCM | 20.80 | 31.19 | D |
| UAS Data Specialist | UASD | 38.11 | 57.17 | - |
| UAS Manager | UASM | 38.11 | 57.17 | - |
| UAS Module Leader | UASL | 41.20 | 61.80 | - |
| UAS Pilot | UASP | 35.00 | 52.50 | - |
| Air Tanker Base Manager | ATBM | 33.83 | 50.74 | I |
| Helibase Manager (Type 1) | HEBM | 33.83 | 50.74 | I |
| Helicopter Coordinator | HLCO | 33.83 | 50.74 | I |
| Helicopter Manager | HMCG | 26.93 | 40.40 | G |

| | | | | |
|---------------------------|------|-------|-------|---|
| Pilot | THSP | 49.05 | 73.57 | L |
| Pilot 2 | THSP | 44.29 | 66.44 | - |
| Pilot 3 | THSP | 49.44 | 74.16 | - |
| Single Engine A/T Manager | SEMG | 26.93 | 40.40 | G |

COMMAND & GENERAL STAFF

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|------------------------------------|---------------|------------------------|-------------------------|----------|
| Human Resource Specialist | HRSP | 30.06 | 45.08 | H |
| Incident Commander, Type 1/Complex | ICT1/ ICTC | 55.18 | 82.77 | M |
| Incident Commander, Type 2 | ICT2 | 49.05 | 73.57 | L |
| Incident Commander, Type 3 | ICT3 | 37.28 | 55.91 | J |
| Liaison Officer | LOFR | 40.64 | 60.97 | K |
| Public Information Officer, Type 1 | PIO1 | 49.05 | 73.57 | L |
| Public Information Officer, Type 2 | PIO2 | 40.64 | 60.97 | K |
| Public Information Officer, Type 3 | PIO3 | 37.28 | 55.91 | J |
| Safety Officer Line | SOFR | 33.83 | 50.74 | I |
| Safety Officer, Type 1 | SOF1 | 49.05 | 73.57 | L |
| Safety Officer, Type 2 | SOF2 | 40.64 | 60.97 | K |

DISPATCH

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|--|-----------|------------------------|-------------------------|----------|
| Aircraft Dispatcher | ACDP | 30.06 | 45.08 | H |
| Expanded Dispatch Recorder | EDRC | 18.97 | 28.46 | C |
| Expanded Dispatch Supervisory Dispatcher | EDSP | 30.06 | 45.08 | H |
| Expanded Dispatch Support Dispatcher | EDSD | 25.05 | 37.57 | F |
| Initial-Attack Dispatcher | IADP | 30.06 | 45.08 | H |

DRIVERS

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|------------------------------|-----------|------------------------|-------------------------|----------|
| Driver Class A, CDL Required | DRVA | 22.79 | 34.19 | E |
| Driver Class B, CDL Required | DRVB | 22.79 | 34.19 | E |
| Driver/Operator | DRIV | 20.80 | 31.19 | D |

FINANCE/ADMIN

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|-------------------------|-----------|------------------------|-------------------------|----------|
| Comp Claims Unit Leader | COMP | 30.06 | 45.08 | H |
| Cost Unit Leader | COST | 30.06 | 45.08 | H |

| | | | | |
|---------------------------------------|---------------|-------|-------|---|
| Equipment Time Recorder | EQTR | 22.79 | 34.19 | E |
| Finance Section Chief, Type 1/Complex | FSC1/ FSCC | 49.05 | 73.57 | L |
| Finance Section Chief, Type 2 | FSC2 | 40.64 | 60.97 | K |
| Finance Section Chief, Type 3 | FSC3 | 37.28 | 55.91 | J |
| Incident Contract Project Inspector | ICPI | 26.93 | 40.40 | G |
| Personnel Time Recorder | PTRC | 22.79 | 34.19 | E |
| Procurement Unit Leader | PROC | 33.78 | 50.68 | I |
| Receptionist/Admin | THSP | 22.79 | 34.19 | E |
| Time Unit Leader | TIME | 30.06 | 45.08 | H |

LOGISTICS

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|---|---------------|---------------------------|----------------------------|-------------|
| Base Camp Manager | BCMG | 22.79 | 34.19 | E |
| Communications Leader | COML | 30.06 | 45.08 | H |
| Equipment Manager | EQPM | 22.79 | 34.19 | E |
| Facilities Unit Leader | FACL | 30.06 | 45.08 | H |
| Food Unit Leader | FDUL | 30.06 | 45.08 | H |
| Ground Support Unit Leader | GSUL | 30.06 | 45.08 | H |
| Incident Communications Technician | COMT | 25.05 | 37.57 | F |
| Logistics Section Chief, Type 1/Complex | LSC1/ LSCC | 49.05 | 73.57 | L |
| Logistics Section Chief, Type 2 | LSC2 | 40.64 | 60.97 | K |
| Logistics Section Chief, Type 3 | LSC3 | 37.28 | 55.91 | J |
| Ordering Manager | ORDM | 22.79 | 34.19 | E |
| Radio Operator | RADO | 17.19 | 25.79 | B |
| Receiving/Distribution Manager | RCDM | 22.79 | 34.19 | E |
| Security Manager | SECM | 37.28 | 55.91 | J |
| Supply Unit Leader | SPUL | 30.06 | 45.08 | H |

MEDICAL

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|---|-----------|---------------------------|----------------------------|-------------|
| Advanced Emergency Medical Technician (not fireline qualified) | AEMT | 30.06 | 45.08 | H |
| Advanced Emergency Medical Technician, Fireline | AEMF | 33.83 | 50.74 | I |
| Emergency Medical Technician Basic | EMTB | 26.93 | 40.40 | G |
| Emergency Medical Technician, Fireline | EMTF | 30.06 | 45.08 | H |
| Incident Medical Specialist Manager | IMSM | 30.06 | 45.08 | H |
| Incident Medical Specialist Technician | IMST | 26.93 | 40.40 | G |
| Medical Unit Leader | MEDL | 49.05 | 73.57 | L |
| Paramedic (non fireline qualified) | EMTP | 37.28 | 55.91 | J |

| | | | | |
|---------------------|------|-------|-------|---|
| Paramedic, Fireline | EMPF | 37.28 | 55.91 | J |
|---------------------|------|-------|-------|---|

OPERATIONS

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|--|---------------|------------------------|-------------------------|----------|
| Division Group Supervisor | DIVS | 37.28 | 55.91 | J |
| Dozer/Heavy Equipment Operator | DZOP | 30.06 | 45.08 | H |
| Fireline Explosives Advisor | FLEA | 41.86 | 62.79 | - |
| Fireline Explosives Blaster In-Charge | FLEB | 30.96 | 46.44 | - |
| Heavy Equipment Boss | HEQB | 25.05 | 37.57 | F |
| Operations Branch Director | OPBD | 40.64 | 60.97 | K |
| Operations Section Chief, Type 1/Complex | OSC1/ OSCC | 49.05 | 73.57 | L |
| Operations Section Chief, Type 2 | OSC2 | 40.64 | 60.97 | K |
| Operations Section Chief, Type 3 | OSC3 | 37.28 | 55.91 | J |
| Staging Area Manager | STAM | 25.05 | 37.57 | F |
| Strike Team Leader | STCR | 30.06 | 45.08 | H |
| Structural Protection Specialist | STPS | 37.28 | 55.91 | J |
| Task Force Leader | TFLD | 30.06 | 45.08 | H |
| Tractor/Plow Operator | TPOP | 30.06 | 45.08 | H |
| Tractor/Plow Operator, Initial Attack | TPIA | 33.83 | 50.74 | I |
| Water Handling Specialists | WHSP | 25.05 | 37.57 | F |

PLANS

| POSITION | KIND CODE | HOURLY RATE REGULAR | HOURLY RATE OVERTIME | AD CLASS |
|--|---------------|------------------------|-------------------------|----------|
| Demobilization Leader | DMOB | 30.06 | 45.08 | H |
| Documentation Unit Leader | DOCL | 25.05 | 37.57 | F |
| Field Observer | FOBS | 25.05 | 37.57 | F |
| Fire Behavior Analyst | FBAN | 37.28 | 55.91 | J |
| GIS Specialist | GISS | 26.93 | 40.40 | G |
| Incident Technology Support | ITSS | 33.83 | 50.74 | I |
| Incident Training Specialist | TNSP | 25.05 | 37.57 | F |
| Infrared Interpreter | IRIN | 26.93 | 40.40 | G |
| Planning Section Chief, Type 1/Complex | PSC1/ PSCC | 49.05 | 73.57 | L |
| Planning Section Chief, Type 2 | PSC2 | 40.64 | 60.97 | K |
| Planning Section Chief, Type 3 | PSC3 | 37.28 | 55.91 | J |
| Resource Unit Leader | RESL | 30.06 | 45.08 | H |
| Situation Unit Leader | SITL | 30.06 | 45.08 | H |
| Status/Check-In Recorder | SCKN | 22.79 | 34.19 | E |
| Weather Observer | WOBS | 22.79 | 34.19 | E |

For positions not listed above, use the Federal AD class and apply the State Rate from the Table below.

FEDERAL TO STATE CONVERSION TABLE

| Federal AD Class | Equivalent State Regular Rate | Equivalent State Overtime Rate |
|-------------------------|--------------------------------------|---------------------------------------|
| A | 16.74 | 25.11 |
| B | 17.19 | 25.79 |
| C | 18.97 | 28.46 |
| D | 20.80 | 31.19 |
| E | 22.79 | 34.19 |
| F | 25.05 | 37.57 |
| G | 26.93 | 40.40 |
| H | 30.06 | 45.08 |
| I | 33.83 | 50.74 |
| J | 37.28 | 55.91 |
| K | 40.64 | 60.97 |
| L | 49.05 | 73.57 |
| M | 55.18 | 82.77 |

DNR RESOURCE PAYMENT PROVISIONS

PERSONNEL

All fire resources serving at the request of the Department of Natural Resources (DNR) will be paid the current year's Washington State Wage and Equipment Rate Guide as adopted by the Washington Department of Natural Resources. Any changes in rates must be accompanied by written justification from the Incident Commander, Operations Section Chief, or Finance Section Chief to the Agency Administrator (AA) for approval. A copy of written approval from the AA shall be attached to the original pay document (OF-288) that is provided to the host agency as part of the final incident documentation package.

TIMEKEEPING

All personnel time is documented on the Emergency Firefighter Time Report, form OF-288. Time for mobilization and demobilization must be kept separate from fire time. Time must be recorded on a shift basis. Employees may not approve their own time worked. Personnel must document their time on a Crew Time Report (CTR), and have it approved by their Division Supervisor, Unit Leader, Section Chief, or Incident Commander. Time must be signed by the resources chain of command on the Incident, not their home unit. Meal break and personal breaks must be recorded on Crew Time Reports.

AGENCY PERSONNEL

Personnel from all agencies and career firefighters take the original OF-288 from the incident and deliver it to their home unit.

NOTE: Other State and local agency services that fall within that agency's responsibilities are not reimbursable and shall not be a cost to the incident. Examples are activities such as Washington State Department of Transportation (WSDOT) providing general traffic control or assistance on State roads or a law enforcement agency providing services/aid within their jurisdiction. Other services related directly to the fire, such as specifically requested personnel or equipment may be eligible for reimbursement. An example would be security for fire camp or aviation resources. If payment is to be made, the resource must be ordered through the proper channels. Resource order number is to be assigned and shift tickets/CTRs submitted tracking time.

CASUAL HIRES

Personal data listed on the OF-288 including name, and mailing address (where check should be sent), must be completed before payment can be made. An I-9, W-4, Worksheet A-1 (Benefit Eligibility), and SSA- 1945 (Statement Concerning Your Employment in a Job Not Covered by Social Security; available at <http://www.ssa.gov/form1945/SSA-1945.pdf>) must be completed annually prior to being dispatched. All personnel must sign the OF-288. Casual Hires will take all original documentation (OF-288, casual hire documents, etc.) home with them, and submit to their hiring unit for payment.

Pay Rate: Individuals and non-contract crewmembers will be paid the wage rates listed in the wage rate table.

COMPENSABLE TIME

~~Employees are compensated~~ for on shift time. On shift time includes travel to and from the point of hire, related waiting time, and/or other travel necessary for the performance of work (such as from base camp to fireline), actual hours worked, and time when an individual is held, by direction or orders, in a specific location fully outfitted, and ready for assignment, excluding meal breaks.

TRAVEL TIME

Travel time for Cooperators and Contractors calculated as the mileage from home agency to incident divided by 45mph; however it is understood that conditions vary. Computer programs such as Google Maps or other similar mapping program will be used to determine mileage, and will be based on the shortest route based on mileage available. This calculation takes into consideration rest breaks and fueling. Travel will be documented on a Crew Time Report (CTR).

Travel time from and to the point of hire is allowed for one round trip. While traveling to and from incidents, OFM travel regulations apply for meal periods and reimbursement.

Travel time spent picking up and dropping rental vehicles is compensable for one round trip, plus up to one hour of time spent at the rental vehicle location completing the appropriate paperwork associated with renting the vehicle. If there is a delay in picking up a rental car and pick up time takes more than one hour, document reason for delay on CTR, and have it signed by the Time Unit upon arrival at the incident. One round trip will be calculated: from point of hire, to pick up location, to incident, from incident, to drop off location, to point of hire.

No travel time will be paid for personnel traveling at their own choice between place of residence, base camp, and/or point of hire. If DNR management decides personnel must return to their official residences or point of hire, then written justification must be attached to payment document before additional travel time will be allowed. Additional travel time and mileage allowances must be authorized by written justification from the Incident Commander or Finance Section Chief and must be attached to the pay document.

In those cases of excessive travel time, a CTR will be completed documenting the extra time (including the reason such as road closures, rental car wait took longer than an hour etc. with specific time spent at rental car location), signed by the Incident Commander, Finance Section Chief, Time Unit Leader, or Home Unit Chief and forwarded to the appropriate DNR Region with the invoice for payment. Submittal of additional time is not a guarantee of payment and is subject to review and approval. Choosing an alternate route to an incident is not a justification for excessive travel, and the additional time spent traveling is not compensable.

NON-COMPENSABLE TIME

Time when an individual is not on assigned duty and is free to leave the area.

1. Unscheduled hours for meals
2. Sleeping/Showering periods.
3. Time required for vehicle/equipment servicing or maintenance.
4. Crew change travel time (either direction), unless the Department/District is requested by the host agency to retain their equipment, and provide a replacement personnel to operate the equipment when the personnel operating the equipment has worked 14 or more days and the entire crew is being swapped out, and the operators are paid separately from the equipment.
5. Out-of-Service time (i.e., unit decommissioned or broken down), if crew was reassigned, it must be documented on the Crew Time Report.
6. Daily briefings – Only the Single Resource Boss and above will be compensated for attending unless other direction is provided by Operations or IC, and is documented on CTR and/or shift ticket.

WORKWEEK DEFINED

The workweek is the DNR standard workweek. It begins at 12:01 AM Monday and ends at midnight on Sunday. All hours worked in excess of 40 hours during this workweek shall be paid at one and one-half times the regular rate.

SUSTANCE PROCEDURES

Meals will be provided for individuals staying at camp. No pay deduction is made for fire camp meals. If meals are not provided by the incident, and per diem is authorized with written authorization from the incident commander shall be sent home with the resource. Reimbursement for meals not provided by the incident will be per the Fire District/Departments agreement with Washington State DNR.

Commissary: Casuals hired by the State and regular State employees are not entitled to payroll deductions for commissary.

FIRE DISTRICT PERSONNEL

Volunteer personnel from fire districts will be hired as Casual Hires at the rates listed in the wage rate table and paid according to the procedures for paying casual hires.

Career Personnel:

The Finance Section will complete the OF-288. Personnel wage rates for career firefighters shall be actual labor expenses and overtime rates according to each responding agency's labor contracts and pay

schedules. The fire district or department will submit a DNR Fire District Reimbursement Invoice, Resource Order, and Individual Time Record with their costs to their home DNR Region including the original OF-288 for personnel time and an OF286 with shift tickets for command vehicles and other equipment. Any repair orders and fuel usage slips deducted from the OF-286 must be attached.

Career personnel **will record actual hours worked** on each CTR and the Time Unit, Incident Commander, or Local DNR Region **will post actual hours worked** in e-Isuite or complete a paper OF288. Note: Some career personnel are eligible for compensable lunches per their labor agreements with their district or department. If they are entitled to compensable lunches, they are required to report actual hours worked on their CTRs, and make a note on the bottom of their CTR. The fire district or department will bill DNR accordingly. DNR does not pay for muster or rehab time.

Career personnel who elect to take a leave of absence from their district/agency or department to work for DNR will be signed up using DNR's Casual Hire Process and paid using the pay rates for casual hires. Note: When career personnel are hired while on a leave of absence from their district, they will be covered under DNR L&I, not their fire district insurance.

INCARCERATED INDIVIDUALS

A block cost is used at the incident for accounting purposes only, actual expenses will be billed. Refer to the current DNR Incident Business Guidelines for current hourly rate.

WASHINGTON FIRE SERVICE PAY PROVISIONS

POSITION REQUIREMENTS

It is the expectation that all personnel come qualified as ordered. On a wildland incident, an incident qualification card is required for Strike Team Leader trainee and above regardless of pay status (career vs casual hire). Casual hire personnel desiring reimbursement higher than FF2 will need to meet or exceed the standards as set out in PMS 310-1 and provide their qualification card. Trainee positions below Strike Team Leader will be paid at the highest level carded.

Personnel sent to a Mobilization incident must be:

- Minimum of 18 years old;
- Trained, qualified, and experienced in the positions for which they are mobilized;
- Fully equipped with required personal protective equipment (PPE) and safety equipment that meets the requirements for WAC 296-305 for the assignment they are ordered; and
- Physically conditioned and fit to perform the tasks assigned.

Wildland Response: At a minimum, line personnel shall meet all of the requirements and physical fitness qualifications for the position of NWCG Firefighter 2 or as specified in WAC 296-305- 07010 and have completed the annual refresher and fire shelter training. Overhead positions must meet requirements as set forth in PMS 310-1 for the position they are ordered unless otherwise authorized by the Plan.

COMPENSABLE TIME

Timekeeping

All personnel time is documented on the Emergency Firefighter Time Report, form OF-288. Time for muster, travel, check-in, demobilization, and rehab must be kept separate from fire time. Personnel may not approve their own time worked. Personnel must document their time on a Crew Time Report (CTR), and have it approved by their Division Supervisor, Unit Leader, Section Chief, or Incident Commander. Time must be signed by the resource's chain of command on the incident, not their home unit.

Travel Time

Travel time is calculated as the mileage from home agency to incident divided by 45mph; however, it is understood that conditions vary (See Excessive Travel). Computer programs such as Bing Maps or other similar mapping program will be used to determine mileage, utilizing the shortest route based on mileage available unless otherwise authorized by the WSP. This calculation takes into consideration rest breaks and fueling. Travel will be documented on a CTR.

Responding personnel are eligible for 2 hours of muster time prior to departing for assignment and 1 hour to place the equipment back into service upon arriving back at the home unit. Time spent picking up a rental vehicle and completing associated paperwork is considered included in the muster time. Rehab is for agency apparatus only that have line assignments, i.e., strike team leader, engines, ground support, etc.

Excessive Travel: In those cases of excessive travel time, a CTR will be completed documenting the extra time (including the reason), signed by the home unit Chief, and emailed to mobepayments@wsp.wa.gov. Submittal of additional time is not a guarantee of payment and is subject to review and approval.

No travel time will be paid for personnel traveling at their own choice between place of residence, base camp, and/or point of hire.

Travel by Ferry

For those resources that use a ferry to travel either to or from an incident, the compensable hours will be calculated as outlined below. The ferry toll is not a reimbursable Mobilization cost.

For those traveling to an island where the ferry is the only option:

Travel time is calculated at the mileage from home agency to incident divided by 45 mph + 1 hour for personnel only to allow for waiting time and time on ferry.

For those traveling to Kitsap County or Olympic Peninsula and taking the ferry as an alternate route:

Travel time is calculated at the mileage from home agency to incident divided by 45 mph. There is no additional personnel compensation for riding on the ferry or waiting for the ferry. If the ferry is faster than the hours credited, there will be no deduction of hours; however, if the ferry is slower there will be no additional credit of hours.

Time in assigned status (on-duty time)

Assigned hours are those in which the employee is assigned to duty on the incident according to the shift plan. Assigned hours include reasonable time spent in preparation for work before and after the shift, travel to and from the assignment, time spent in assigned staging, briefings, check-in, and demobilization. Meal breaks are considered on-duty time for fireline rated positions only.

Standby Hours

Personnel will be compensated for up to one operational period while waiting to be assigned. These hours are calculated for each 24-hour period after check-in for resources who have not been assigned to the incident. These hours do not apply to travel time to and from the incident.

Staging Hours

When resources are assigned to staging for initial attack or emergency deployment to the field, all hours will be reimbursable. This condition requires the approval of the Operations Section Chief and the signature of the Division Supervisor on the crew time report.

NON-COMPENSABLE TIME

Time when an individual is not on assigned duty and is free to leave the area.

1. Unscheduled hours for meals, i.e., breakfast.
2. Sleeping periods.
3. Time required for vehicle/equipment servicing or maintenance.
4. Crew change travel time (either direction). See Section 16 – Plan.
5. Out-of-Service time (i.e., unit decommissioned or broken down), if crew was reassigned, it must be documented on the Crew Time Report.
6. Daily briefings - Only the Single Resource Boss and above will be compensated for attending unless other direction is provided by Operations or IC.

Incident Time Off

Any incident personnel may request non-compensated time off from the incident, subject to the approval of the Incident Commander. The compensable time reported for the incident shall specifically indicate any such time off, and it shall not be compensable or reimbursable as an agency cost.

Support Personnel

Fire agency costs for personnel working in a support role specific to the state fire mobilization effort, such as personnel responsible for coordinating the state mobilization effort (i.e., Regional Coordinators), are reimbursable provided such costs are above and beyond normal and usual fire agency cost. This does not include administrative support when calculating billing or reimbursement issues, or local and county coordinators.

Incident Support Personnel

Those jurisdictions providing resources are not to send support personnel (i.e., paramedics or mechanics) with ordered resources. They will not be eligible for cost reimbursement, nor will they be given resource request numbers. Attempts to obtain resource request numbers for these personnel will be considered prima facie evidence of fraud (RCW 9A.60).

WORK PERIODS

Work Rest and Length of Assignment

The Incident Management Team shall plan for and ensure that all personnel are provided a minimum of 2:1 work to rest ratio (for every 2 hours of work, provide 1 hour of sleep and/or rest). Shifts exceeding 16 hours, including travel shall be approved in writing by the Incident Commander in advance. Mitigation measures shall be employed to achieve compliance with the 2:1 work to rest ratio policies.

Initial and Extended Attack

Within the initial 48-hour period of a fire, initial attack and extended attack operations work to rest periods may vary in length. Full mitigation of the 2:1 work to rest ratio must be accomplished immediately following this period. This requires a minimum of 16 hours rest to be spread over the next 48 hours. Any shift in excess of 16 hours during this period requires Incident Commander's approval prior to working the shift.

PERSONNEL COMPENSATED BY WASHINGTON STATE PATROL, FIRE PROTECTION BUREAU (WSP)

Fire agency personnel not compensated by their home agency who are mobilized under the Plan will be hired and paid as short-term "exempt" employees of the Washington State Patrol, Fire Protection Bureau. References to "temporary" firefighters are based on the short-term nature of the employment with the Washington State Patrol, Fire Protection Bureau, not their employment status under the Washington Administrative Codes.

Temporary employment status with the WSP Bureau begins:

- At the time state mobilization is declared for those resources already on the incident, or
- Upon mobilization or assignment to a responding state mobilization resource holding an authorized incident resource request number.

Mobilized personnel do not receive state:

- Insurance Benefits (exception: Industrial Insurance provided through L&I)
- Retirement
- Vacation
- Sick Leave
- Personal Holiday
- Holidays

Note: "Exempt" in this context refers to civil service law and does not have the same meaning as "exempt" under the Fair Labor Standards Act.

Employment status with the Washington State Patrol, Fire Protection Bureau ends at the time that the demobilized resource arrives back at their home station and the equipment has been placed back into service (maximum time of 1 hour per person on the equipment).

Rates: Hourly rates will be paid as listed in the wage rate table.

Workweek: The workweek is the WSP standard workweek. It begins at 12:01 AM Sunday and ends at midnight on Saturday.

Regular Hours: All hours up to 40 hours in a workweek.

Overtime Hours: All hours worked in excess of 40 hours each workweek shall be paid at one and one-half times the regular rate.

PERSONNEL COMPENSATED BY HOME AGENCY

Fire agency personnel compensated by their home agency who are mobilized under the Plan will continue to be employees of that agency at all times. The fire district or department will submit a Personnel Reimbursement Request to WSP including original OF-288, shift calendars, and supporting payroll documentation.

Career personnel who elect to take leave from their district or department to work for WSP will be paid using the wage rate table included in this rate guide. Note: When career personnel are hired while on leave from their district, they will be covered under WSP L&I, not their fire agency insurance.

PUBLIC AGENCY RESOURCES

Departments and agencies shall fulfill their primary roles and responsibilities during an incident without expectation of reimbursement through mobilization.

WSP may request a public agency to provide critical resources in support of mobilization when those resources are not available from fire service agencies. The number and type of resources and personnel mobilized will be reasonable and necessary as determined by the IC in discussion with the Mobilization Coordinator and/or assigned Mobilization Representative.

Examples of resources/personnel not eligible for reimbursement:

- Agency representatives/liaisons to the incident assigned by their jurisdiction/agency
- Personnel performing their regular duties
- Mutual aid to support regular duties
- Specialized equipment to support regular duties

EQUIPMENT RATES

Note: If a piece of equipment is not listed in the table, please contact the hiring agency with the class, make, model, and series. **DNR** – Preseasonagreement@dnr.wa.gov or 360.902.1300. **WFS** – mobepayments@wsp.wa.gov or 360.596.3945.

Refer to the Payment Provisions for the appropriate hiring agency when completing the Emergency Equipment Use Invoice OF-286.

Fuel Cost Adjustment – Heavy Equipment Daily Rate Increase

| | | | | | |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| \$4.51 – \$4.75 | \$4.76 – \$5.00 | \$5.01 – \$5.25 | \$5.26 – \$5.50 | \$5.51 – \$5.75 | \$5.76 – \$6.00 |
| \$45.00 | \$60.00 | \$75.00 | \$90.00 | \$105.00 | \$120.00 |

The FCA is in addition to the normal daily rate for heavy equipment. The DNR and the WSP will post the applicable rate on their websites weekly. For more information on the FCA and how it should be applied, please refer to the Fuel Cost Adjustment Job Aid, also available on the DNR and WSP websites.

Dozers and Skidders

1. Use the horsepower class table and the equipment lists on the following pages to determine the appropriate rate. For equipment not listed, compare similar equipment in higher and lower power classes to assist in determining the rate.
2. Net Flywheel Horsepower is for an engine operating under SAE conditions, with standard engine accessories: muffler, blower fan, air cleaner, water pump, lubricating pump, fuel pump, and alternator. SAE Conditions: Sea level to 500 feet, 29.38" barometer (at sea level) and 35 API gravity fuel oil at 60 degrees F.
3. Do not increase the listed pay rate unless the machine is so unique that it will not be adequately compensated by that horsepower class rate. You must write a memo to the Incident Business Advisor and the Agency Administrator (DNR) or the Mobilization Program Manager (WFS) that explains why the rate increase was made. Attach a copy of the memo to the Emergency Equipment Use Invoice and note the situation in your unit log. *Dozer must meet both weight and horsepower criteria in table below.*
4. STANDBY is defined as a time when the Cooperator's or Contractors equipment and operator are not assigned to an incident but are being compensated by the DNR for the availability for dispatch to an incident. The operator, dozer, and transport must be available for immediate dispatch or have the ability to be enroute to an incident in no more than 30 minutes. At the time DNR contacts the Cooperator or Contractor for standby, they must indicate their availability to commit to standby time for the day and acknowledge that they will be first on the call list for the region they were requested for. If the Cooperator or Contractors meets this requirement, and passes the Safety Inspection, they may be placed on standby and will be compensated for standby at the daily rate. If the Cooperator's or Contractors equipment is dispatched to a fire during the time that they are on standby, the Cooperator or Contractors will be paid the daily rate for standby and the applicable shift rate (Daily or Double).

DOZER POWER CLASS

| TYPE | NET HP RANGE (1) | MIN BASE WEIGHT (2) | DAILY STAND BY RATE | Daily Double Shift w/Operator | Daily Single Shift w/Operator | Daily Double Shift w/o Operator | Daily Single Shift w/o Operator |
|--------|------------------|---------------------|---------------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| TYPE 1 | 240 and up | 60,000 lbs. | \$400 | \$5,896 | \$3,448 | \$5,106 | \$2,986 |
| TYPE 2 | 150-250 | 35,000 lbs. | \$400 | \$4,822 | \$2,820 | \$4,032 | \$2,358 |
| TYPE 3 | 99-165 | 20,000 lbs. | \$300 | \$3,423 | \$2,002 | \$2,633 | \$1,540 |
| TYPE 4 | 50-110 | 10,000 lbs. | \$300 | \$2,977 | \$1,741 | \$2,187 | \$1,279 |

Dozers w/BladesStandard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

| TYPE | DOZER MAKE | MODEL & SERIES |
|------|-------------|--|
| 1 | CATERPILLAR | D8 (K, L, N, R, T), D9T, D10T2, D11T |
| 1 | DRESSTA | TD20M, TD02R, TD25M, TD25R, TD40E |
| 1 | JOHN DEERE | 1050C, 1050J |
| 1 | KOMATSU | D135A-2, D155 (A-2, A-3, AX), D275, D355, D375, D475, D65EX-17, D65PX-17, D85EX-15 (E0, SL), D85EX-18, D85PX |
| 1 | LIEBHERR | PR756, PR764 |
| 2 | CASE | 1650M, 1850, 550S, |
| 2 | CATERPILLAR | D6 (T, R), D7 (E, G, H, R) |
| 2 | DRESSTA | TD14M, TD15, TD15M, TD15R, TD20R |
| 2 | JOHN DEERE | 850B, 850C, 850J, 850K (WH, WLT, SMARTGRADE), 950C, 950J |
| 2 | KOMATSU | D155A-1, D65EX (12, 15, 17WH, 18), D65WX, D85E-12, D85EX-15EO, D61EX, D61PX, D65E-12E, D85A |
| 2 | LIEBHERR | PR724, R726, PR732, PR736 |
| 2 | NEW HOLLAND | DC180 |
| 3 | CASE | 850M, 1150, 1650K, 1650L |
| 3 | CATERPILLAR | D5K2, D6N |
| 3 | DRESSTA | TD12 |
| 3 | JOHN DEERE | 700, 750, 750J (LGP) |
| 3 | KOMATSU | D53A, D65E-6, D65E-7 |
| 3 | LIEBHERR | PR712 |
| 3 | NEW HOLLAND | DC100, DC150 |
| 4 | CASE | 550H (LT, WT, LGP) 650, 750, 850 (D, E, G, H, L) |
| 4 | DAEWOO | DD80 |
| 4 | DRESSTA | TD7, TD8, TD9, TD10 |
| 4 | JOHN DEERE | 350, 450, 550, 650, 850K |
| 4 | KOMATSU | D31, D32, D37E, D37P, D38 |
| 4 | NEW HOLLAND | DC70, DC80, DC85 |

Skidders and Skidgines**Standard Method of Hire**

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

Skidgines

If a skidder is equipped as a skidgine add the rate as shown by tank size below. Skidgine must have a minimum of a 200-gallon tank and not exceed the manufacturer's load rating.

200 gal to 399 gal tank add \$101.00 to the rate whether worked a SS or a DS.

400 gal to 799 gal tank add \$168.00 to the rate whether worked a SS or a DS.

800 gal tank and over add \$350.00 to the rate whether worked a SS or a DS.

No fiberglass tanks will be accepted. All tanks must be certified and baffled in compliance with NFPA or American Society of Mechanical Engineers standards or other industry accepted engineering standards.

SKIDDER POWER CLASS

| POWER CLASS | FWHP RANGE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|--------------------|-------------------|--------------------------------------|--------------------------------------|--|--|
| 1 | 200 - 275 | \$2,548 | \$4,357 | \$2,086 | \$3,567 |
| 2 | 140 - 199 | \$1,638 | \$2,801 | \$1,176 | \$2,011 |
| 3 | 100 - 139 | \$1,288 | \$2,202 | \$826 | \$1,412 |
| 4 | 81 - 99 | \$1,042 | \$1,782 | \$580 | \$992 |
| 5 | 0 - 80 | \$982 | \$1,679 | \$520 | \$889 |

| CLASS | SKIDDER MAKE | MODEL & SERIES |
|-------|-------------------------|--|
| 1 | FMC | 220CA, 220GA |
| 1 | Clark Ranger | 668 Turbo, 880, F68C, F68G |
| 1 | Caterpillar | 535B, 525D, 535D, 545D, 555D |
| 1 | Franklin | Q90 |
| 1 | Timbco | 260, TS820 |
| 2 | John Deere | 740, 740A, 540B, 550, 550B, 640G, 648G, 748G, 640L, 648L, 748L, 848L, 948L |
| 2 | Timberjack | 460, 460D, 520, 550, 550B, 660, 660D |
| 2 | Clark Ranger | F667, 668B, 668C, 668, H66DS, H67G, H67-II |
| 2 | Caterpillar | 528, 515, 525, 525B, 527, 545 |
| 2 | Garrett | 25A, 30, 30A, 30C |
| 2 | Franklin | Q70, Q80, 170, 185, 190 |
| 2 | Tree Farmer | C7F |
| 2 | KMC | 2600, 2400 |
| 3 | John Deere | 548D, 640, 640D, 648D, 360, 380D, 404, 450, 540G, 548G |
| 3 | Timberjack | 240C, 240D, 240E, 350A, 360, 360D, 380D, 404, 450 |
| 3 | FMC | FT-180 |
| 3 | Clark Ranger | 665, F666, F65C, H66C, F66, F65G, H66G |
| 3 | Caterpillar | 518 |
| 3 | Garrett | 21A Turbo, 22 |
| 3 | Case | 800 Series |
| 3 | International Harvester | S10 |
| 3 | Tree Farmer | C6F |
| 4 | John Deere | 440D, 448D, 540, 540A |
| 4 | Timberjack | 225 series, 230 series, 330 |
| 4 | Clark Ranger | 664, 664B |
| 4 | Massey Ferguson | 320 |
| 4 | Garrett | 21A |
| 4 | Case | 600 |
| 4 | International Harvester | S8A |
| 5 | John Deere | 440 |
| 5 | Timberjack | 208B, 208E |
| 5 | Garrett | 16 |

Hydraulic ExcavatorsStandard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

EXCAVATOR POWER CLASS

| TYPE – POWER CLASS | FWHP RANGE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|--------------------|------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1 | Over 230 | \$3248 | \$5554 | \$2786 | \$4764 |
| 2 | 161 – 230 | \$2240 | \$3830 | \$1778 | \$3040 |
| 3 | 136 – 160 | \$1876 | \$3208 | \$1414 | \$2418 |
| 4 | 111 – 135 | \$1680 | \$2873 | \$1218 | \$2083 |
| 5 | 86 – 110 | \$1372 | \$2346 | \$910 | \$1556 |
| 6 | 76 – 85 | \$1204 | \$2059 | \$742 | \$1269 |
| 7 | 61 – 75 | \$1128 | \$1929 | \$666 | \$1139 |
| 8 | 50 – 60 | \$1,052 | \$1,799 | \$590 | \$1009 |

| CLASS | EXCAVATOR MAKE | MODEL & SERIES |
|-------|----------------|--|
| 1 | Case | CS330, CX460, CX800, 9050B, 9060B, CX300C, CX300D, CX350C, CX350D, CX470C, CX700B, CX800B |
| 1 | Caterpillar | 330CL, 345BL, 345BL II, 350L, 365BL, 375, 326FL, 329FL, 330F, 336EH, 336F, 336FXE, 349F, 349FXE, 352F, 352FL, 374FL, 390FL, 336D2, 336F, 340D2L, 349D2/D2L |
| 1 | Daewoo | SOLAR 330LC-V, SOLAR 400LC-V, SOLAR 450-III, 340LC-V, 420LC-V, 470LC-V |
| 1 | Fiat Allis | FX480LC, FX600LC |
| 1 | Hitachi | ZAXIS 330LC, ZAXIS 370, EX550LC-3, EX700, ZAXIS 450LC, ZAXIS 600LC, ZAXIS 800, EX450LC, EX550LC-5, ZX300LC-6, ZX350LC-6, ZX380LC-6, ZX47LC-6, ZX670LC-6, ZX870LC-6 |
| 1 | Hyundai | R360LC-3, R450LC-3, R330LC-9A, R480LC-9A, R520LC-9A, R1200LC-9, HX330L, HX380L, HX480L, HX520L |
| 1 | JCB | JS450, JS460 |
| 1 | John Deere | 330C LC, 330LC, 370, 370C, 450C LC, 450 LC, 600C LC, 350G LC, 380G LC, 470G LC, 670G LC, 870G LC |
| 1 | Kobelco | SK300LC, SK330LC, SK400LC MARK IV, SK480LC, SK350LC-9E, SK500LC-9 |
| 1 | Komatsu | PC300HD-6, PC300HD-7, PC300LC-6, PC300LC-7, PC400HD-6, PC400LC-6, PC450LCD-6K, PC600LC-6, PC360LC-10 & 11, PC390LC-10 & 11, PC490LC-10 & 11, PC650LC-8 & 8MH, PC800LC-8 & 8MH, PC1250LC-8& 8MH |
| 1 | Liebherr | R954B HD, R964B UTILITY, R974, R936, R946, R950 SME, R956, R960 SME, R966, R970 SME, R976, R980 SME |
| 1 | Link-Belt | 330LX, 370LX RB, 460LX, 5800 QUANTUM, 350-X4, 490-X4, 350-X3, 350-X2, 460-X2, 470-X3, 700-X2, 800-X2 |
| 1 | New Holland | EC350LC, EC450LC, EC600LC, E385C, E230C SR, E260C SR, EC350E, EC380E, EC480E, EC700C |
| 1 | Samsung | SE350LC-2, SE450LC-2 |

| CLASS | EXCAVATOR MAKE | MODEL & SERIES |
|-------|----------------|--|
| 1 | Volvo | EC330B LC, EC360B LC, EC360 LC, EC460B LC, EC460LC |
| 2 | Badger | 666 Hydro-Scopic, 670 Hydro-Scopic, 888 Hydro-Scopic |
| 2 | Case | CX240, CX290, 9040B, 9045B, CX250D, CX250C |
| 2 | Caterpillar | 322CL, 325BL, 325CL, 330BL, 323FL, 335FL LCR, 320FL, 325FL, 326D2L, 326FL, 330D2L, 335FLCR |
| 2 | Daewoo | SOLAR 250LC-V, SOLAR 290LC-V, 250LC-V, 300LC-V |
| 2 | Fiat Allis | FX240LC, FX270LC, FX350LC |
| 2 | Gradall | XL5200 |
| 2 | Hitachi | ZAXIS 230LC, ZAXIS 270LC, EX270LC-5, EX330LC-5, EX370-5 |
| 2 | Hyundai | R250LC-3, R290LC-3, R320LC-3, R260LC-9A, R300LC-9A, R380LC-9A, R210W-9A, HX220L, HX260L, HX300L |
| 2 | JCB | JS330 |
| 2 | John Deere | 230LC, 230C LC, 270LC, 270C LC, 250G LC, 300G LC |
| 2 | Kobelco | SK220LC MARK IV, SK250LC, SK270LC MARK IV, SK290LC, SK210LC-10, SK260LC-10, SK260LC-9 |
| 2 | Komatsu | PC220LC-7, PC270LC-6, PC270LC-7, PC308USLC-3, PC210LC-11, PC240LC-10 & 11, PC290LC-10 & 11 |
| 2 | Liebherr | R934HDSL, R924, R926 |
| 2 | Link-Belt | 240LX, 290LX, 3900 QUANTUM, 240-X2, 240-X2 LF, 250-X3, 250-X3 LF, 250-X4, 250-X4 LF, 290-X2, 290-X2 LF, 300-X3, 300-X4 |
| 2 | New Holland | EC240LC |
| 2 | Samsung | SE240LC-3, SE280LC-2, SE280LC-3 |
| 2 | Volvo | EC240B, EC240LC, EC240LR, EC290B, EC290LC, EC290LR, EC220D, EC220E, EC250E, EC300E, ECR235D, ECR235E, ECR305C |
| 3 | Case | CX210, CX225, CX210C, CX210D, CX235CSR |
| 3 | Caterpillar | 320C, 320CL, 320C U, 320CL U, 321C LCR, 322BL, 320E L, 320E LRR, 323D2 L, 321D LCR, |
| 3 | Daewoo | SOLAR 220LC-5 |
| 3 | Gradall | XL4200, XL3200 V, XL420 V, XL5200 V |
| 3 | Hitachi | ZAXIS 200LC, EX230LC-5, ZX210-6, ZX210LC-6, ZX250LC, ZX290LC-5 |
| 3 | Hyundai | R140W-9A, R180W-9A, R220LCR-9A, R235LCR-9A |
| 3 | JCB | JS260 |
| 3 | John Deere | 200C LC, 200LC, 225C LC, 190G W, 210F LC, 230G W, 245G LC |
| 3 | Kobelco | SK200LC MARK IV, 200SRLC, SK210LC, 235SRLC, SK200SRLC-3, SK230SRLC-3 |
| 3 | Komatsu | PC200-7, PC200LC-7, PC220LC-6, PC228USLC-3, PC250LC-6, PC210LC-10, PC210LCi-10 |
| 3 | Liebherr | R924 |
| 3 | Link-Belt | 210LX, 3400 QUANTUM, 210-X2, 210-X3, 210-X4 |
| 3 | New Holland | EC215LC |
| 3 | Samsung | SE210LC-3 |
| 3 | Volvo | EC210B, EC210LC, EC210LR, EC160D, EC160E |
| 4 | Case | 9030B, 9030BN, CX160C, CX160D |
| 4 | Caterpillar | 318B, 318BL N, 318 CL, 318 CL N, 320B, 320BL, 320BN, 316E, 318E |
| 4 | Daewoo | SOLAR 170-III, SOLAR 170LC-V |
| 4 | Fiat Allis | FX200LC |
| 4 | Hitachi | EX200LC-5, ZX160LC-6, ZX180LC-6 |
| 4 | Hyundai | R180LC-3, R210LC-3, R125LCR-9A, R140LC-9A, R145LCR-9A, R160LC-9A, R180LC-9A |
| 4 | JCB | JS200, JS220 |
| 4 | John Deere | 160G LC, 180G LC |

| CLASS | EXCAVATOR MAKE | MODEL & SERIES |
|-------|----------------|--|
| 4 | Kobelco | SK160LC, ED190, 200SRLC |
| 4 | Komatsu | PC200-6B, PC200LC-6, PC228USLC-1, PC228USLC-2, PC170LC-10 |
| 4 | Liebherr | R904, R914 |
| 4 | Link Belt | 2800 QUANTUM, 160-X2, 160-X3, 160-X4 |
| 4 | Terex | TC125 |
| 4 | Volvo | EC140D, EC140E, EC145D, ECR145E |
| 5 | Case | CX130, CX135, CX160, 9010B, 9020B, CX130D, CX130C, CX145C SR |
| 5 | Caterpillar | 215, 315C, 315CL, 313B, 314C, 314CL, 315B, 315BL, 315C, 315CL, 312E, 313FL, 314E CR |
| 5 | Daewoo | SOLAR 130LC-V |
| 5 | Fiat Allis | FX140 |
| 5 | Gradall | XL3200 |
| 5 | Hitachi | ZAXIS 120, ZAXIS 160LC, RC260LC-5, ZX130-6 |
| 5 | Hyundai | R130LC-3, R160LC-3 |
| 5 | JCB | JS160 |
| 5 | John Deere | 120C, 135C, 160LC, 160C, 130G, 135G |
| 5 | Kobelco | SK130LC MARK IV, SK115DZ LC MARK IV, 135SRLC, 135RL, ED150, SK150LC MARK IV, SK140SR LC-3, ED160 |
| 5 | Komatsu | PC120-6, PC120LC-6, PC128US-1, PC128US-2, PC128UU-2, PC138USLC-2, PC150-6, PC150LC-6, PC158USLC-2, PC160LC-7, PC228USLC-8, PC228USLC-10, PC138USLC-10, PC215LC-1 |
| 5 | Link-Belt | 160LX, 2700 QUANTUM |
| 5 | Mustang | ME12002 |
| 5 | New Holland | EC160LC, E160C |
| 5 | Samsung | SE130LC-2, SE130LC-3, SE130LCM-2, SE130LCM-3 |
| 5 | Takeuchi | TB1140 |
| 5 | Volvo | EC140BLC, EC140LC, EC140LCM, EC150LC, EC160BLC |
| 6 | Caterpillar | 311B, 311C, 312B, 312BL |
| 6 | John Deere | 110, 490E |
| 6 | Gradall | XL2200 |
| 6 | Hitachi | EX110-5, EX120-5 |
| 6 | JCB | JS130 |
| 6 | Kobelco | 115SRDZ, SK210LC-9 |
| 6 | Komatsu | PC95R-2, PC100-6, PC128UU-1 |
| 6 | Liebherr | R312 |
| 6 | Link-Belt | 2650 QUANTUM |
| 6 | Mustang | ME 8002, ME12002 |
| 6 | New Holland | EC130LC |
| 6 | Schaeff, Inc. | HR41 |
| 6 | Takeuchi | TB070, TB175, TB280FR, TB290 |
| 6 | Volvo | ECR145D, ECR235D |
| 7 | Bobcat | 442 |
| 7 | Case | 308EZ CR SB, 311F RR, 313FL GC |
| 7 | Gehl | GE802 |
| 7 | Hyundai | R55-9A, R55W-9A, R60CR-9A, R80CR-9, R80CR-9A |
| 7 | JCB | 85Z, 86C, 90Z, 100C |
| 7 | Komatsu | PC95-1, PC78US-10, PC88MR-8, PC88MR-10 |
| 7 | Mustang | ME 8002 |
| 7 | Schaeff, Inc. | HR31, HR32 |
| 7 | Terex | HR32, TC75 |
| 7 | Yanmar | SV100-2 |

| CLASS | EXCAVATOR MAKE | MODEL & SERIES |
|-------|----------------|--|
| 8 | Bobcat | E63 T4, E85 T4 |
| 8 | Case | CX75, 9007B, CX75CS R, CX80C |
| 8 | Caterpillar | 307B, 307C, 308C |
| 8 | Daewoo | Solar 70-III, 75-V |
| 8 | Gehl | Z80, Z80GEN:2 |
| 8 | Hitachi | ZAXIS 80, EX80-5 |
| 8 | JCB | JS70, JZ70, 67C1 |
| 8 | John Deere | 80, 80C, 60G, 75G, 85G |
| 8 | Kobelco | SK60 MARK IV, 70SR, 80CS, SK75SR-33, SK85CS-3E |
| 8 | Komatsu | PC60-7, PC60-7B, PC78US-6, PC78US-8 |
| 8 | Link-Belt | 75, 1600 QUANTUM |
| 8 | Mustang | 800Z, 800Z NXT2 |
| 8 | Nagano | NX75-2 |
| 8 | New Holland | E75C SR, E85C MSR |
| 8 | Schaeff, Inc. | HR22 |
| 8 | Takeuchi | TB070, TB175 |
| 8 | Thomas | T75 |
| 8 | Yanmar | V1070, Vio80-1 |

Motor Graders

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

MOTOR GRADER POWER CLASS

| TYPE – POWER CLASS | FHP RANGE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|--------------------|-----------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1 | Over 200 | \$1,736 | \$2,969 | \$1,274 | \$2,179 |
| 2 | 145 – 199 | \$1,484 | \$2,538 | \$1,022 | \$1,748 |
| 3 | 115 – 144 | \$1,246 | \$2,131 | \$784 | \$1,341 |
| 4 | 75 – 114 | \$1,102 | \$1,884 | \$640 | \$1,094 |

| CLASS | GRADER MAKE | MODEL & SERIES |
|-------|-------------|--|
| 1 | Case | 885, 885B |
| 1 | Caterpillar | 14H, 16H, 140M3, 160M3 |
| 1 | Champion | D-686, 780, 740A, 750A, 780A |
| 1 | Galion | T-700, 870B, 870C |
| 1 | John Deere | 772CH II, 670G/GP, 672G/GP, 770G/GP, 772G/GP, 870G/GP, 872G/GP |
| 1 | Komatsu | GD670A-2C, GD670AW-2C, GD750A-1, GD825A-2, GD655-5, GD655-6 |
| 1 | New Holland | RG200, RG200B |
| 1 | Terex | TG180, TG200, TG180 |
| 1 | Volvo | G740, G740B, G746B, G780, G780B, G940B, G946B, G960B |

| CLASS | GRADER MAKE | MODEL & SERIES |
|-------|-------------------------------------|---|
| 2 | Case | 865, 865B |
| 2 | Caterpillar | 12H, 140H, 143H, 160H, 163H, 12M3 |
| 2 | Champion | 720A, 726A, 730A, 736A, |
| 2 | Fiat Allis | FG85A, FG105A |
| 2 | Galion | 850B, 850C |
| 2 | International/Dressta, (Dresser) | RD165C, RD165H, RD200C, RD200H |
| 2 | John Deere | 670CH II, 672CH II, 770C, 770C II, 770CH, 770CH II, 772CH |
| 2 | Komatsu | GD650A-2C, GD650AW-2C, GD 655-3, GD675-3 |
| 2 | New Holland | RG170, RG170B |
| 2 | Terex | TG140 |
| 2 | Volvo | G720, G720B, G726 VHP, G726B, G730, G730B, G736 VHP, G930B |
| 3 | Case | 845, 845B |
| 3 | Caterpillar | 120H, 135H |
| 3 | Champion | 710A, 716A |
| 3 | Galion | 830B, 830C |
| 3 | John Deere | 670C, 670C II, 670CH, 672CH |
| 3 | Komatsu | GD530A-2C, GD530AW-2C, GD555-3 |
| 3 | New Holland | RG140, RG140B |
| 3 | Volvo | G710, G710B, G716VHP |
| 4 | Champion | C50A, C60A, C66A, C70A, C76A, C80A, C86A |
| 4 | Fiat Allis | 65C |
| 4 | Ingram | MG747 |
| 4 | Lee-Boy | 685 |
| 4 | New Holland | RG80, RG100 |
| 4 | Volvo | G60, G66, G80, G86 |

Feller Bunchers

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

FELLER BUNCHER POWER CLASS

| TYPE - POWER CLASS | FHP RANGE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|--------------------------|--------------|-------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------|
| 1 | Over 226 | \$3,213 | \$5,494 | \$2,751 | \$4,704 |
| 2 | 160-225 | \$2,188 | \$3,741 | \$1,726 | \$2,951 |

Chippers

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. 3 operators required
4. Service Vehicle included in rate

All Chippers must be equipped with an in-feed mechanism that operate in forward, reverse, and stop.

CHIPPER POWER CLASS

| TYPE | Diameter Capacity | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|------|-------------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1 | 18 + inches | \$3,382 | \$5,783 | \$1,996 | \$3,413 |
| 2 | 13-17 inches | \$2,614 | \$4,470 | \$1,228 | \$2,100 |
| 3 | 9-12 inches | \$2,298 | \$3,930 | \$912 | \$1,560 |

Backhoes

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Service Vehicle included in rate

| FWHP RANGE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| Up to 75 | \$1,064 | \$1,819 | \$602 | \$1,029 |

Water Trucks – For Dust Abatement

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator

A water truck for dust abatement is required to have, at a minimum, an eight (8) foot wide spray capability (pressure or gravity). Must also have a 100-gallon per minute (gpm) self-loading capability.

| Min. Gallon | SPRAY TYPE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|-------------|------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1000 | All | \$1,274 | \$2,179 | \$812 | \$1,389 |
| 2500 | All | \$1,386 | \$2,370 | \$924 | \$1,580 |
| 5000 | All | \$1,586 | \$2,681 | \$1106 | \$1,891 |

Potable Water Trucks

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator

| Min. Gallon | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|-------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| Up to 2500 | \$1,400 | \$2,394 | \$938 | \$1,604 |
| 2500+ | \$1,650 | \$2,822 | \$1,188 | \$2,031 |

Grey Water Trucks

Standard Method of Hire

1. All operating supplies, including fuel
2. Daily work rate
3. One operator
4. Does not include cost of Grey Water Disposal

| Min. Gallon | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|-------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| Up to 2500 | \$1,400 | \$2,394 | \$938 | \$1,604 |
| 2500+ | \$1,650 | \$2,822 | \$1,188 | \$2,031 |

Heavy Equipment Transport Vehicles – Includes truck tractor & trailer

- Licensed Common Carrier: Pay Tariff Rates or a pre-negotiated rate. A field order number should be issued to the UTC carriers.
- Owner-Operated Transport Hauling Own Equipment to the Fire: Use daily rental rates from table below.
- Agree on starting time at time of dispatch.

When a transport and another piece of equipment, such as a dozer, etc. are hired, and both pieces of equipment utilize the same operator, daily payment for the transport will be deducted by \$462.00 for a single shift, and \$790.00 for a double shift.

THIS IS FOR WHOLE SHIFTS ONLY-HALF SHIFTS DO NOT USE A DEDUCTION, JUST PAY HALF SHIFT RATE.

| SIZE | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|----------------------------------|--------------------------------------|--------------------------------------|--|--|
| Tractors & Transports | | | | |
| 19.99 Ton and Under | \$728 | \$1,245 | \$266 | \$455 |
| 20 to 29.99Ton | \$956 | \$1,652 | \$504 | \$862 |
| 30 to 39.99 Ton | \$1368 | \$2,339 | \$906 | \$1,549 |
| 40 to 49.99 Ton | \$1,625 | \$2,779 | \$1,163 | \$1,989 |
| Over 50 Ton | \$2,016 | \$3,447 | \$1,554 | \$2,657 |

Dump Trucks = Tractor & Transports

Buses

Standard Method of Hire

1. Operating supplies may or may not be supplied by the vendor
2. Mileage rate with 40 mile guarantee
3. Operator hired as a casual

| Passenger Capacity | Rate Per Mile | Daily Guarantee |
|---------------------------|----------------------|------------------------|
| Bus 6 to 12 Passenger | \$0.92 | \$37 |
| Bus 12 to 24 Passenger | \$1.26 | \$50 |
| Bus 25 + Passenger | NEG. | NEG. |
| Coach 39+ | NEG. | NEG. |

Command and Support Vehicles

1. Support Vehicles paid mileage only for travel to/from the incident at the current Washington State Office of Financial Management POV Mileage Rate
<http://ofm.wa.gov/resources/travel.asp>.
2. Command Vehicles for line rated positions are paid fireline mileage or daily guarantee, whichever is higher, for all incident-related mileage, **including travel**. Command vehicle rates are applicable for Line Rated Overhead Positions that are required to go to the fireline daily (Division Supervisor, Operations Section Chief, Line Safety, Task Force Leader, etc.). Other positions that incur fireline mileage may be eligible dependent on vehicle usage (Example: Communications, Logistics Chiefs, etc.).

Please note: If vehicle remains in camp and/or is not used for official incident activities, mileage will not be reimbursed and daily guarantee will not apply.

| FIRE LINE MILEAGE: | Mileage | Daily Guarantee |
|--|-------------------------|------------------------|
| Overhead and Operations Line Positions used to go to the fire line | \$1.16 | \$50.00 |
| NON-FIRE LINE MILEAGE: | | |
| Non-Fire Line positions travel to fire camp | Verify current OFM rate | n/a |

Haz-Mat or Technical Rescue Vehicle

| TYPE | Hazardous Material or Technical Rescue Unit with Supplies and Equipment | Daily Rate | Reimbursement for Consumables |
|--------------------|--|-------------------|--------------------------------------|
| Towing Unit Only | None | Mileage | No |
| Trailer | Yes | \$500 | Yes |
| Truck | Yes | \$500 | |
| Truck with Trailer | Yes | \$500 | |

Transportation Vehicles with Operator

(An example would be vehicles with Operator ordered to be used by Ground Support, does **NOT** apply to overhead vehicles, see command and support vehicles on Page 26)

Vehicle with Operator – Standard Method of Hire

1. Vehicle w/operator – Daily Rate includes vehicle, operator for one shift, fuel, all supplies that are applicable.
2. In addition to the Daily Rate, mileage is paid at the rate shown below for the size class of vehicle under agreement.

| | |
|---|--|
| VEHICLE WITH OPERATOR – Includes all operating supplies and fuel | <u>Daily Wet Rate</u> \$400 |
|---|--|

| TYPE | 4x2 Per Mile | 4x4 Per Mile | DESCRIPTIONS |
|------------------------------|-----------------|-----------------|---|
| Light Utility, Compact Truck | \$0.67 | \$1.14 | S10 Blazer, Bronco 4, Toyota Tacoma, Chevy S10, Ford Ranger |
| Full Size Truck (1/2 ton) | \$0.73 | \$1.14 | Chevrolet & GMC 1500, C10, K10, Ford 150, Dodge 150 |
| Full Size Truck (3/4 ton) | \$0.79 | \$1.14 | Chevrolet & GMC 2500, C-20, K-20, Ford 250, Dodge 250 |
| Full Size Truck (1 ton) | \$0.93 | \$1.14 | Chevrolet & GMC 3500, C-30, K-30, Ford 350, Dodge 350 |
| 1 1/2 ton | \$1.24 | \$1.60 | Stake Trucks, Flat Beds, etc. |
| 2 ton | \$1.58 | \$1.79 | Stake Trucks, Flat Beds, etc. |
| 2 1/2 ton | \$1.73 | \$2.07 | Stake Trucks, Flat Beds, etc. |
| 3 ton | \$1.92 | | Stake Trucks, Flat Beds, etc. |
| 3 1/2 ton | \$2.20 | | Stake Trucks, Flat Beds, etc. |
| 5 ton | \$2.96 | | Stake Trucks, Flat Beds, etc. |
| over 5 ton | \$3.18 | | Stake Trucks, Flat Beds, etc. |

Water Equipment

- Determine whether the unit is an engine or a tender.
 - **Engine:** Self-propelled unit with a suitable tank, pump, hose, nozzle, plus other accessories necessary to be a well-equipped independent unit, including minimum required hose and hand tools for fire protection. (See Engine/Tender Inventories/Accessories list on pages 23-24.)
 - **Water Tender:** Any ground vehicle capable of transporting 1,000 gallons or more of water. Tenders should be self-filling and have one of the following: 1) a transfer type pump; and/or 2) a quick dump valve.
- Engine Type: Determined by meeting all the minimum requirements (pump capacity GPM, tank capacity gallons, and staffing). Minimum requirements are established by NWCG and available in the Red Book. If an engine only meets one of the minimum requirements, engine is classified at the lowest minimum requirement met. For example, GPM is 70 and tank capacity is 200 gallons, the engine would be classified as a Type 6; GPM is 20 and tank capacity is 750 gallons, the engine would be classified as a Type 7; GPM is 70 and tank capacity is 750 gallons, the engine would be classified as a Type 4.
- Staffing Requirements:

| Engine Minimum Personnel | DNR | Mobilization |
|--------------------------|-------|--------------|
| Type 1 | 4 FF | 4 FF |
| Type 2 and 3 | 3 FF | 3 FF |
| Type 4 and 5 | 2 FF* | 2 FF |
| Type 6 and 7 | 2 FF* | 2 FF |

*DNR may request 1-2 additional FF.

**For federal incidents, and out of state dispatches a fully qualified Engine Boss is required.

Engines and Tenders**Standard Method of Hire**

1. All operating supplies, including fuel
2. Daily work rate, based on shift configuration
3. One operator/crew for a SS, two operators/crews for a DS
4. No additional payment for foam use or portable water tank

Engines

| TYPE | Min Pump GPM | Min Tank Gallons | Daily Single Shift w/ Full Staff | Daily Double Shift w/ Full Staff | Daily Single Shift w/o Staff | Daily Double Shift w/o Staff |
|------|--------------|------------------|----------------------------------|----------------------------------|------------------------------|------------------------------|
| 1 | 1,000 | 300 | N/A | N/A | \$3,724 | \$6,368 |
| 2 | 500 | 300 | N/A | N/A | \$3,304 | \$1,652 |
| 3 | 150 | 500 | \$3,148 | \$5,383 | \$2,252 | \$3,851 |
| 4 | 50 | 750 | \$2,680 | \$4,583 | \$1,784 | \$3,051 |
| 5 | 50 | 400 | \$2,474 | \$4,231 | \$1,578 | \$2,699 |
| 6 | 50 | 150 | \$2,269 | \$3,881 | \$1,373 | \$2,348 |
| 7 | 10 | 50 | \$1,540 | \$2,663 | \$644 | \$1,101 |

Aerials/Ladders

| TYPE | Minimum Personnel | Ladder/Aerial Height | Ground Ladders (a combination equaling) | Daily Single Shift w/o Staff | Daily Double Shift w/o Staff |
|------|-------------------|----------------------|---|------------------------------|------------------------------|
| 1 | 4 | <75 feet | 115 feet | \$5,824 | \$9,959 |
| 2 | 4 | >75 feet | 115 feet | \$5,264 | \$9,001 |

Tenders

A water truck for dust abatement is required to have, at a minimum, an eight (8) foot wide spray capability (pressure or gravity). Must also have a 100-gallon per minute (gpm) self-loading capability.

Non-Tactical tenders require one operator. Additional operators are not compensable unless approved by ordering agency prior to mobilization to incident and documented on the resource order.

| Type | Min Tank Gallons | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|------|------------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1 | 5000+ | \$2,128 | \$3,639 | \$1,666 | \$2,849 |
| 2 | 2500-4999 | \$1,929 | \$3,299 | \$1,467 | \$2,509 |
| 3 | <2499 | \$1,638 | \$2,801 | \$1,176 | \$2,011 |

Tactical tender– Must specifically request tactical tender on resource order and require two operators.

| Type | Min Tank Gallons | Pump Rate (GPM) | Daily Single Shift w/Operator | Daily Double Shift w/Operator | Daily Single Shift w/o Operator | Daily Double Shift w/o Operator |
|------|------------------|-----------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|
| 1 | 2,000 | 250 | \$2,051 | \$3,507 | \$1,589 | \$2,717 |
| 2 | 1,000 | 250 | \$1,876 | \$3,208 | \$1,416 | \$2,421 |

Fuel Cost Adjustment – Water Equipment

| | | | | | |
|----------|----------|----------|----------|----------|----------|
| \$4.51 – | \$4.76 – | \$5.01 – | \$5.26 – | \$5.51 – | \$5.76 – |
| \$4.75 | \$5.00 | \$5.25 | \$5.50 | \$5.75 | \$6.00 |
| \$0.56 | \$0.80 | \$1.04 | \$1.28 | \$1.52 | \$1.76 |

The FCA applies to travel to and from the incident only for water equipment. The rate shall be applied to the mileage from the home unit to the incident. The DNR and the WSP will post the applicable rate on their websites weekly. For more information on the FCA and how it should be applied, please refer to the Fuel Cost Adjustment Job Aid, also available on the DNR and WSP websites.

Power Saws (Fallers)

Chainsaw with Operator

Method of Hire

1. All operating supplies, including fuel
2. Daily Rate
3. With Operator (operator/professional faller)

When hiring Faller's Assistant (Sawyer)

1. Hire as a casual hire, Firefighter wages.
2. Cannot pay assistant for any equipment, truck or saw
3. Casual hires are entitled to mileage if applicable (paid in accordance with Washington State Office of Financial Management (OFM) rates.

| Size Class | Daily Wet Rate |
|---|----------------|
| Faller w/saw, operating supplies, incidentals, and transportation | \$1,380 |
| Faller Module (2 Fallers) | \$2,528 |

Light Towers (Trailer Mounted)

| Type | Daily Rate | Weekly Rate | Standard Method of Hire |
|----------------------|------------|-------------|--|
| Light Tower (mobile) | \$75 | \$225 | 1. Dry Rate 2. Without operator 3. Delivery/set up charges extra |

Boats

Standard Method of Hire

1. Daily/Wet
2. Without Operator
3. Flat rate per day regardless of hours operated

| Daily Rate |
|------------|
| \$1000 |

Portable Water Tank

Standard Method of Hire

1. Daily/Dry
2. Without Operator
3. Flat rate per day regardless of hours operated

| Daily Rate |
|------------|
| \$42 |

Portable Pumps

There will be no payment for pumps unless the pump is hired through the resource order system.

Standard Method of Hire

1. Dry
2. Daily/Weekly/Monthly
3. Without Operator

Payment is paid for each day (24 hours) the pump is on the fireline – REGARDLESS of use hours.

| Size | Type | Daily Rate | Weekly Rate | Monthly Rate |
|-----------------|------------------------------|------------|-------------|--------------|
| 1 1/2" - 3.8 cm | Pressure pump | \$20 | \$50 | \$150 |
| 2" - 5.1 cm | Pressure pump | \$50 | \$150 | \$375 |
| 3" - 7.6 cm | Volume (trash) pump | \$60 | \$180 | \$450 |
| 4" - 10.2 cm | Volume (trash) pump | \$80 | \$265 | \$620 |
| 6" - 15.2 cm | Volume pump, trailer mounted | \$250 | \$600 | \$1,750 |

All-Terrain Vehicles (ATVs)

Standard Method of Hire

1. Daily/Dry
2. Without Operator
3. Hire only ATV with at least 4 wheels
4. Flat rate per day on the fireline regardless of hours operated

| Type | Daily Rate |
|---------------|------------|
| 4-Wheel Drive | \$80 |

UTVs

Standard Method of Hire

1. Daily/Dry
2. Without Operator
3. Host agency provides fuel
4. Hire only UTV with at least 4 wheels
5. Flat rate per day of the fireline regardless of hours operated

| Daily Rate | |
|--------------|-------|
| Side by side | \$200 |
| 4 Seater | \$300 |

Shop (Service) Trucks

Standard Method of Hire

1. All operating supplies, including fuel

| Daily Single Shift | Daily Double Shift |
|--------------------|--------------------|
| \$1,528 | \$2,612 |

Mechanic with Tools & Pickup

Standard Method of Hire

1. All operating supplies, including fuel

| Daily Single Shift | Daily Double Shift |
|--------------------|--------------------|
| \$812 | \$1,392 |

Farm Equipment – Agricultural Tractors

| Type | HP Range | Hourly Rate w/Operator | Standard Method of Hire |
|------|-----------|------------------------|--|
| 1 | 500+ | \$292 | 1. Wet Rate |
| 2 | 450-499 | \$281 | 2. Hourly work rate |
| 3 | 400-449 | \$239 | 3. One operator |
| 4 | 350-399 | \$225 | 4. Service Vehicle included in rate |
| 5 | Under 350 | \$217 | 5. Size/Weight Permits and pilot vehicle cost are part of the wet rate |

Farm Equipment – Disc

| Type | Disc Size in Feet | Hourly Rate w/Operator | Standard Method of Hire |
|------|-------------------|------------------------|---|
| 1 | 29-32+ | \$42 | 1. Pulled by Agriculture Tractor 2. Hourly work rate 3. One operator 4. Service Vehicle included in rate |
| 2 | 26-28 | \$40 | |
| 3 | 23-25 | \$34.50 | |
| 4 | 20-22 | \$28 | |
| 5 | 18-19 | \$26.50 | |
| 6 | 15-17 | \$22.50 | |
| 7 | 14 or Less | \$10.50 | |

Communications Equipment and Support Units

| Type | Daily Rate | | | |
|--|--------------|--------------|------------|------------|
| Repeater Kit | \$100 | | | |
| Radio Kit (16+ King radios w/clam shell & 24 PG batteries) | \$320 | | | |
| Communications Unit* | \$1,500 (T1) | \$1,000 (T2) | \$500 (T3) | \$250 (T4) |

*Refer to Appendix L of Washington State Fire Service Resources Mobilization Plan for typing requirements

Fuel Trucks

Standard Method of Hire

1. All operating supplies, including fuel

The daily work rate for the truck is based on a 24-hour period with one operator. The operator must work within the work rest guidelines. If additional operator is needed, the host agency or IMT shall request one from the Contractor. The second Operator must be approved in writing on a general message signed by the Logistics Section Chief, or documented on the Resource Order.

| Minimum Gallons | Daily Rate | Additional Operator |
|-----------------|------------|---------------------|
| 1000 | \$1,914 | \$400 |
| 2500 | \$2,217 | \$400 |
| 3500 | \$2,588 | \$400 |
| 5000 | \$2,733 | \$400 |

Vendor is required to accept Visa or MasterCard credit cards for payment of fuel at the worksite. Other methods of payment may only be used with approval from the Incident Business Advisor or Agency Administrator. Fuel prices will be established at the current commercial rate. This process will replace the use of Emergency Equipment Fuel & Oil Issue, OF-304.

Contractors, Cooperators, and Government employees are required to use credit cards for the purchase of fuel from the fuel tender at all incidents where Washington State Department of Natural Resources or Washington State Mobilization is the payment agency.

EMERGENCY MEDICAL SERVICES

Ambulance

Standard Method of Hire

1. All operating supplies, including fuel
2. The resource order must specify whether ordering Advance Life Support (ALS) or Basic Life Support (BLS) ambulance
3. Ambulances include cost of BLS and/or ALS Kits
4. Replenishment of materials used at the incident to provide care are not included in the daily rate. Items are to be replenished by the incident. If items cannot be replenished at the incident, S#'s will be provided.

| TYPE | Daily Single Shift w/Staff | Daily Double Shift w/Staff | Daily Single Shift w/o Staff | Daily Double Shift w/o Staff |
|------|----------------------------|----------------------------|------------------------------|------------------------------|
| ALS | \$3,700 | \$6,327 | \$2,300 | \$3,933 |
| BLS | \$2,800 | \$4,788 | \$1,400 | \$2,394 |

| Medical Certification (Minimum) | Ambulance Equipped | Staffing Levels | |
|--|--------------------------|---|---|
| | | EMR | EMT/Medic |
| <p>Line EMT or Paramedic When an EMT or Paramedic is needed on the line with the crews that are actively working an incident the EMTs and paramedics must be equipped with medications and supplies appropriate for their level of certification per controlling MPD protocols.</p> | No | N/A | Varies upon the request and mission |
| <p>BLS Support When the BLS service is needed in a camp, triage center, drug distribution point or to assist the MEDL where transportation is not needed or away from the line, and not needing transportation.</p> <p>EMTs and Medics may be requested with or without an ambulance depending upon their assignment.</p> | No | Varies upon the request and mission | |
| <p>BLS Support When the BLS service is to provide first aid at a camp, triage center, drug distribution point or to assist the MEDL where an ambulance is needed.</p> <p>BLS ambulance would be required to meet the equipment listed in Table A of WAC 246-976-300.</p> | Yes | Any combination of the following – minimum number needed is 2. 1 EMT + 1 EMR 2 EMTs | |
| <p>ALS Support When the ALS service is requested for standing by or is actively engaged in patient care.</p> <p>EMTs and paramedics must be equipped with medications and supplies appropriate for their level of certification per controlling MPD protocols.</p> <p>It would be up to the MEDL to determine if the EMT or Paramedic meets this requirement.</p> | Yes Transport Capable | N/A | Any combination of the following – minimum number needed is 2. 1 EMT + 1 Medic 2 Medics |

KIT

Standard Method of Hire

1. Replenishment of materials used at the incident are not included in the daily rate. If items cannot be replenished at the incident, S#'s will be provided by the incident.
2. If requested with an EMT or Paramedic, kit must come with a Resource Order
3. Refer to WAC 246.976 for required equipment list.

| |
|--|
| <p>Daily Guarantee</p> <p>BLS Kit \$ 60.00 ALS Kit \$200.00</p> |
|--|

Rapid Extraction Module Support (REMS)

Standard Method of Hire

1. Includes extraction equipment, UTV, and ALS/BLS Kits
2. Daily rate
3. Without operator
4. 4x4 Vehicle(s) – Reimbursement limited to two vehicles, refer to Command Vehicle table for rates (see page 25).
5. 4X4 Utility Terrain Vehicle (UTV) Side-by-Side must have adequate roll-over protection system on the cab.
6. Vehicle being used for re-crewing will be paid at the Support Vehicle rate.

| Type | Min Staffing | Daily Rate |
|---------------------------------|--------------|------------|
| Rapid Extraction Module Support | 4 | \$1,300 |

Minimum training/qualifications of REMS personnel:

- All personnel must Emergency Medical Technicians Fireline Qualified (EMTF or AEMF) or higher
- All personnel must be NWCG Firefighter Type 2 or higher
- 1 person must be Paramedic Fireline Qualified (EMPF)
- 1 person must be NWCG Firefighter Type 1
- 2 personnel must be Technician Level in Rope Rescue (NFPA 1006)
- 2 personnel must be Operations Level in Rope Rescue (NFPA 1006)

Refer to PNW Rapid Extraction Module Support (REMS) for specific guidance on PPE and Standard Equipment List.

COMMAND POST RATES

Mobile Command Post

| Minimum Capabilities | Type 1 | Type 2 | Type 3 | Type 4 |
|---|---|---|--|--|
| Daily Rate | \$1,100 | \$850 | \$600 | \$400 |
| Chassis | 45'-53' custom trailer, bus chassis, conventional cab/van chassis, or diesel motorhome chassis with or without slide-out room | 35'-40' motorhome chassis with or without slide-out room | 25'-35' gas or diesel motorhome chassis or custom trailer | Converted SUV, Travel Trailer, or 25'-40' custom built trailer |
| Number of Console and/or Work Stations | 6-10 | 4-6 | 2-4 | 1-2 |
| Private Meeting Area for Command Staff | Yes | Yes | No | No |
| RF Communications | RF commo with adjoining agencies, state agencies through mutual aid transceiver, and other frequencies | RF commo with adjoining agencies, state agencies through mutual aid transceiver, and other frequencies | RF commo with adjoining agencies and state agencies through mutual aid transceiver | RF commo with adjoining agencies and within jurisdiction |
| Internet Access | High bandwidth capabilities via satellite such as INMARSAT or V-Sat | High bandwidth capabilities via satellite such as INMARSAT or V-Sat; Faxing through cell or satellite system (4800 bps) | Cellular system; Faxing through cell or satellite system (4800 bps) | Via cellular system (portable) |
| Computer/Server Capabilities | Same as Type 3 | Same as Type 3 | Hardwired and wireless LAN. Workstations should have Ethernet connection and 120 vac protected receptacle. All computer based software packages pre-installed. | Basic computer systems only (power source must be provided from outside the vehicle) |
| Equipment | *High speed copier, fax machine, chairs, tables, and office supplies | *High speed copier, fax machine, chairs, tables, and office supplies | *High speed copier, fax machine, chairs, tables, and nominal office | Chairs, tables, and nominal office supplies |
| Additional Equipment | An additional \$100/day will be added to the daily rate for plotters (dry rate) | | | |

* Per copy charge allowed in addition to daily rate for command post

All types should be capable of:

- Operating in an environment with little to no basic services, including no electrical service, no phone lines, and no cell towers.
- Providing own power generation and fuel supply to operate a minimum of 2-3 days without refueling.
- Sustaining long-term deployment as well as short-term responses.
- Facilitating communications between multiple agencies (Federal, State, County, and Municipal).
- Minimal set up time.

Equipment must be in actual operation performing required work in order to be eligible for reimbursement. Labor costs of personnel are not included.

Mileage

Mobile Command Post (Bus/Motorhome)

| Type | Mileage |
|------|---------|
| 1 | \$3.80 |
| 2 | \$3.30 |
| 3 | \$2.80 |
| 4 | \$2.30 |

Tow Vehicle

| Type | Mileage |
|------|---------|
| 1 | \$1.18 |
| 2 | \$1.18 |
| 3 | \$1.10 |
| 4 | \$1.10 |

Fuel Cost Adjustment – Tow Vehicles

| Type | \$4.51 – \$4.75 | \$4.76 – \$5.00 | \$5.01 – \$5.25 | \$5.26 – \$5.50 | \$5.51 – \$5.75 | \$5.76 – \$6.00 |
|-------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 1 – 2 | \$1.20 | \$1.22 | \$1.24 | \$1.26 | \$1.28 | \$1.30 |
| 3 – 4 | \$1.12 | \$1.14 | \$1.16 | \$1.18 | \$1.20 | \$1.22 |

The FCA applies to travel to and from the incident only for tow vehicles. The rate shall be applied to the mileage from the home unit to the incident. The DNR and the WSP will post the applicable rate on their websites weekly. For more information on the FCA and how it should be applied, please refer to the Fuel Cost Adjustment Job Aid, also available on the DNR and WSP websites.

Water Handling/Supply Cache

| Type | Equipment | Daily Rate | Reimbursement for Consumables |
|------------------|---|------------|-------------------------------|
| Towing Unit Only | None | Mileage | No |
| Trailer | Refer to Appendix "O" of the Plan for a Water Handling/Supply Cache inventory listing. Less than complete inventory will reduce the Daily Rate. | \$500 | Yes and damaged equipment |

Staffing: One person to staff Cache, who is responsible for checking equipment in and out, maintaining inventory control. Expectation is that the vehicle/staff may be used for deliveries and errands.

DNR EQUIPMENT RATES

| DNR FIRE CACHE EQUIPMENT | |
|--|--------------------|
| THESE ARE BLOCK COSTS FOR NON-CONSUMABLE ITEMS AND ARE USED FOR COST ACCOUNTING PURPOSES ONLY, ACTUAL EXPENSES WILL BE BILLED | |
| ITEM | RATE |
| Logistics/Cache Supply Unit Trailer | \$620 day |
| Logistics/Cache Supply Unit Trailer (Type 3) | \$425 day |
| Command/Communications Unit | \$525 day |
| Mobile Office Support Unit | \$425 day |
| Camp Utility Trailer | \$57 day |
| Kitchen Unit (does not include crew or food) | \$1935 day |
| Refrigeration Unit | \$525 day |
| Yurt | \$198 day |
| Tank (Folding 1000 Gal) | \$65 day |
| Tank (Folding 1500 Gal) | \$65 day |
| Pump (Mark III) | \$75 day |
| Pump (Volume) | \$75 day |
| Generator | \$50 day |
| Air Conditioning Units | \$50 day |
| Chainsaw | \$50 day |
| RAWS/Portable Weather Station | \$50 day |
| INCARCERATED INDIVIDUALS RATES | |
| The currently hourly rate for Incarcerated Individuals is no less than minimum wage per hour, when fighting fire and/or assigned to an incident as a member of a kitchen support crew. | |
| DOC/DSHS SALARY INFORMATION | |
| These rates are for cost accounting purposes only, actual expenses will be billed. | |
| Command Post for DOC Staff | \$50.00 Per Day |

DNR EQUIPMENT PAYMENT PROVISIONS

All equipment hired by the State will be paid according to the current year's Washington State Wage and Equipment Rate Guide rates contained within this document or by a rate established on an Interagency Equipment Rental Agreement. Any changes in rates that exceed those established must be accompanied by written justification, addressed to the Incident Business Advisor and the Agency Administrator attached to the OF-286 as well as a copy filed in the doc box. If equipment is hired under contracted rates, a copy of the contract must be attached to the OF-286 Emergency Equipment Use Invoice (EEUI). Washington Statewide Vendor Registration form must be completed at time of initial hire. Form and instructions found on the Washington State Office of Financial Management (OFM) webpage:

<https://ofm.wa.gov/it-systems/accounting-systems/statewide-vendorpayee-services>

RENTAL RATES

PAY RATES are listed in the rate tables. Transports licensed as common carriers are paid based on the tariff schedule. Pay for equipment rented at hourly rates accrues only when the equipment is under hire and on shift.

EQUIPMENT NOT LISTED should be rented at a reasonable negotiated rate. Reasonable means a rate comparable to that paid for equipment listed that is similar in type, size or function. The Finance Section Chief or Incident Commander must document the negotiation. Rates in the rate tables are for new, or like new, equipment.

HIRE AT WET RATES. Wet means the owners furnish all necessary fuel, maintenance and repairs due to ordinary use on an incident. Time for servicing and repair work is non-compensable. No rental will accrue during any period when equipment is inoperable. If DNR fuels or services equipment on an incident a deduction for these services must be made on the Emergency Equipment Use Invoice OF-286. Fuel tickets and/or repair orders shall be attached to the OF-286.

SALES AND/OR USE TAX

DNR is required to pay sales tax on certain purchased goods and services which will be determined at time of payment. Contact the Incident Business Advisor or Agency Administrator with any questions.

TIME RECORDING

The State Agent responsible for ordering and/or directing use of each piece of equipment shall keep time on an Emergency Equipment Shift Ticket rounded as follows:

- Hourly Rate - nearest half hour
- Daily Rate - nearest half hour
- Mileage Rate - nearest mile

Record all time periods where the equipment is inoperable or unavailable.

All mileage, hourly or flat rate rental amounts will be kept on a daily shift basis. Mobilization and demobilization mileage/hours will be recorded separately.

The hours for all rented equipment shall be recorded on an Emergency Equipment Use Invoice, form OF-286. Make all entries on the OF-286 from a shift ticket signed by the Equipment Group Supervisor, Division Supervisor or Operations Section Chief. Hours worked shall be verified by contractor's or contractor's representative's signature.

NOTE: If operator is paid on an OF-288, in box 11 of the Equipment's OF-286 (Operator Furnished By?), check Government.

TIME UNDER HIRE

The time under hire shall start at the time the equipment begins traveling to the incident after being ordered by the State, and end at the estimated time of arrival back to the point of hire after being released, except:

- If equipment is brought to the fire without having a resource order, made available and subsequently hired, none of the travel is allowed. The incident becomes the point of hire.
- Equipment that fails the pre-use inspection and is not in safe and operable condition will not be reimbursed for travel and is not considered under hire.

No payment will accrue during any period that equipment is not in a safe or operable condition or when Contractor / Owner -furnished operator(s) is not available **for the assigned shift or portions of the assigned shift. Reimbursement will be based on the hours the equipment was operational during the assigned shift, as documented in the Incident Action Plan.**

Example:

The assigned shift in the Incident Action Plan was from 0600 to 1800 hours (12 hours) and the equipment was broken down from 0900 to 1800 hours (9 hours) during the assigned shift. Therefore, the Daily Rate or Guarantee would be 3/12 or ¼ of the amount shown.

If the owner withdraws equipment and/or operator(s) prior to being released by the State, no further payment shall accrue and the owner shall bear all costs of returning equipment and/or operator(s) to the point of hire.

After inspection and acceptance for use, equipment and/or furnished operator(s) that cannot be replaced or equipment that cannot be repaired at the site of work within 24 hours may be demobed. The State will bear the costs of returning equipment and/or operator(s) to the point of hire as promptly as emergency conditions will allow.

ON SHIFT

On shift time for equipment hired by the hour includes time of actual work, time that equipment is held or directed to be in a state of readiness, and compensable travel (mobilization) that has a specific start and ending time. Transported equipment is not on shift while being transported and is not compensated for travel.

Note: Equipment ordered for a single shift but is on shift for more than 16 hours in a 24-hour period does not receive additional compensation.

DAILY GUARANTEE

Daily guarantee for equipment hired by the hour is noted in the rate tables. Daily minimum guarantee applies only to equipment hired at an hourly rate and on incidents that require extended attack. The daily minimum payment is used in lieu of standby rates for equipment rental. A daily minimum will be paid to provide fair compensation when an operator/owner makes equipment available for use, but the resulting use is less than expected during a calendar day. If compensated hours are more than the daily minimum listed, then actual hours worked are to be paid. If compensated hours are less than the daily minimum listed, then the daily minimum hours are paid. Daily guarantee is adjusted when equipment is under hire for less than 8 hours in a day. Interagency contracts may have a guarantee that is different from daily minimum listed in the rate tables. Read the contracts for detail.

STANDBY RATE

Standby rate for dozers hired by the day is noted in the rate table on page 4. When the event that caused resources to be put on standby is determined to be over, that dispatch center calls the resources to notify them that they are no longer on standby and documents that date/time information so the host unit can show the hours/days the resources were on actual standby and has documentation of when that standby period ended.

DAILY RATE

Daily Rate payment will be made on a basis of calendar days (0001 - 2400). For fractional days, payment will be based on 50 percent of the Daily Rate for periods less than 8 hours under hire.

- **Daily Rate** may be with or without operator
- **Daily Rate Single Shift** - (SS) is staffed with one operator and/or one crew (a single shift could be up to 16 hours long and may cross calendar days).
- **Daily Rate Double Shift** - (DS) is staffed with two operators or two crews (one per shift). The DS rate will apply any calendar day the DS was **ordered** and under hire, including travel.

Agency personnel at the Section Chief Level may, by written order, authorize a second operator or crew (Double Shift), if needed during the assignment. This must be documented on a resource order, or a general message signed by the Operations Section Chief or Incident Commander.

CASUAL HIRES AND EQUIPMENT

DNR **cannot** pay employees for equipment other than normal travel expenses. Casual hires are considered DNR employees, therefore any mileage or travel expenses must be paid through the travel voucher process (A20-A) following state travel rules. Daily shift tickets are required for back up documentation. If the person being hired is going to be paid for any equipment other than normal travel, they must be paid as a contractor through the Vendor Pay system using an OF-286, A19 or company invoice. These payments are 1099 reportable, no taxes will be deducted and the income information will be sent to the Internal Revenue Service.

HIRING EQUIPMENT TO NON BUSINESS OPERATORS

When equipment is being paid to a non-business operator, labor and equipment must be paid through the Vendor Pay system. The hours must be recorded and forwarded to DNR Financial Management Division Payroll section to ensure these operators are covered by L&I.

VEHICLES BELONGING TO OPERATIONS & CASUALS

All Casual Hires will be reimbursed for their vehicle mileage through a travel expense voucher; Form A20- A (regular State employees and casuals) as specified in the state travel rules. Daily shift tickets are required.

TRANSPORTATION VEHICLES WITH OPERATOR

Vehicle with Emergency Firefighter Operators hired for the sole purpose for the use of the vehicle should be paid at the daily rate plus mileage at the appropriate rate for the size class of vehicle. This rate includes vehicle, operator for one shift, fuel, supplies and applicable insurance. A State Payee Registration and W- 9 form must be completed at time of initial hire. Form and instructions found on the Washington State Office of Financial Management (OFM) webpage:

<https://ofm.wa.gov/it-systems/accounting-systems/statewide-vendorpayee-services>

HEAVY EQUIPMENT/TRANSPORTS

When a transport and another piece of heavy equipment, such as a dozer, are provided with a single operator to operate BOTH pieces of equipment, adjustments to the payment amount will be made as follows: Dozer or other heavy equipment will be paid at the actual rate, and the transport rate will be reduced by \$462 per shift, and \$792 for a double shift. Rate is not reduced when equipment is only used for half a shift.

Only transport charges to haul-in and haul-out are eligible for reimbursement. Once the equipment is unloaded, the transport will be released unless otherwise directed in writing to remain. If the incident requires, transports may be hired for availability and equipment hauls.

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.

PILOT/FLAG VEHICLE(s)

The pay rate includes pilot/flag vehicles. No additional payment will be made for pilot/flag vehicles or operators.

ENGINE/TENDER INVENTORIES/ACCESSORIES

Applies to DNR and WFS

ENGINES

Accessories required if the pump is operated by an auxiliary engine:

Sufficient extra spark plugs to replace all plugs in engine in any auxiliary pump engines used

- 1 - wrench, adjustable, 10"
- 1 - wrench, spark plug, unless the adjustable wrench is suitable for use with spark plugs
- 1 - pliers, slip joint, 6"
- 2 - quarts oil, crankcase, if engine is the type that requires crankcase oil
- 1 - screwdriver, blade type, 4"
- 1 - screwdriver, phillips type, 4"
- 2 - rope starters, if engine can be started with a rope
- 1 - gun, grease (filled), if the pump type requires periodic greasing

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.

PERSONAL PROTECTIVE EQUIPMENT AND CLOTHING

- Boots, leather, lace-up type, minimum 8" high, with lug-type sole
- Hard Hat, PLASTIC, with chinstrap – 1 per person
- Gloves, leather - 1 pair per person
- Goggles – 1 pair per person
- Canteen, one-quart size - 1 per person
- Fire Shelters – 1 per person
- Flame Resistant Clothing (shirt and trousers)

MANDATORY ACCESSORIES FOR ALL ENGINES

- Fuel to operate for 12 working hours
- 1 - suction screen to match capacity of pump
- 1 - spanner wrench, suitable to fit ALL sizes of hose supplied
- 1 - hose clamp
- 1 - compartment box for accessories with visible list of contents

MINIMUM ENGINE INVENTORY

- Hose: 400' – 1-1/2"
- Nozzles: Combination Fog/Straight Steam – 4 each, 1"
- Suction Hose with Screened Foot Valve or Strainer: 24' of 2-1/2"
- Shovels: 2 each (size0)
- Pulaski: 2 each
- Fire Hose Clamp: 1 each
- Spanner Wrench: Combination, 1 each, 1" to 1-1/2"
- Live Reel/Basket Hose: 200', 1" NPSH
- Adapters: 2 each, 1-1/2" NF Female to 1-1/2" NPSH Male
- Adapters: 2 each, 1-1/2" NPSH female to 1-1/2" NH Male
- Double Male: 1 each, 1-1/2" NH
- Double Female: 1 each, 1-1/2" NH
- Double Male: 1 each, 1" NPSH
- Double Female: 1 each, 1" NPSH
- Gated Wye: 4 each, 1-1/2" NH
- Reducers: 4 each, 1-1/2" NH to 1" NPSH Male
- Adapters: 2 each, ¼ turn to 1-1/2" NH (1 Female and 1 Male)

ENGINE/TENDER INVENTORIES/ACCESSORIES (CONT)**MINIMUM ENGINE INVENTORY (CONT.)**

Backpack Pumps: 2 each
 Drinking Water: 1 Gallon Canteen, filled
 First Aid Kit: 1 each, 5-person
 Head Lamps: 3 each (w/batteries)
 Fuel to operate pump and engine (minimum 5 gallons)
 Fire Shelter – 1 per person (NFPA Approved)

TENDERS:

| | TYPE | EACH | SIZE |
|----------|------|------|---------|
| Pump GPM | ALL | | 200 GPM |

| | TYPE | EACH | SIZE |
|-------------------|-------|------|------------------|
| Discharge Outlets | 1 | 2 | 1 1/2" NH thread |
| | | 1 | 2 1/2" NH thread |
| | 2 & 3 | 2 | 1 1/2" NH thread |

| | TYPE | EACH | SIZE |
|------|------|------|-------------------------|
| Hose | ALL | | 200' - 1 1.2" NH thread |
| | | | 30'- 2 1/2" NH thread |

| | TYPE | EACH | SIZE |
|-----------------------|------|------|------------------|
| 1" Combination Nozzle | ALL | 1 | 1 1/2" NH thread |

| | TYPE | SIZE |
|--|------|------|
| Suction Hose w/Screened Foot Valve or Strainer | ALL | 24' |

| | TYPE | EACH | SIZE |
|-----------|------|------|---|
| Adapters: | ALL | 2 | 1/4 TURN 1 1/2" NH adapter 1 female, 1 male |
| | | 1 | 1 1/2" NH Double Male |
| | | 1 | 1 1/2" NH Double Female |
| | | 1 | 1 1/2" NH Gated Wye |
| | | 2 | 2 1/2" NH to 1 1/2" NH Reducer |
| | | 2 | 1 1/2" NH Female to 1 1/2" NPSH Male Adapter |

| | EACH | |
|---------------------|------|--------------------|
| Firefighting Tools: | 1 | Shovel (size 0) |
| | 1 | Pulaski |
| | 1 | Fire Shelter |

ENGINE/TENDER INVENTORIES/ACCESSORIES (CONT)

MANDATORY ACCESSORIES REQUIRED TO BE WITH EACH TENDER

- Fuel to operate the pump and engine for 12 working hours
- 1 (one) suction screen suitable to match the capacity of the pump
- 1 spanner wrench, suitable to fit each size hose supplied, including suction hose
- 1 hose clamp
- 1 hydrant wrench

THE FOLLOWING ARE SPECIFIC SAFETY ITEMS REQUIRED FOR VEHICLES:

- Reflective flares, 1 set of 3
- Fire extinguisher (4BC or better)
- Wheel chocks
- Warning Device

WFS EQUIPMENT PAYMENT PROVISIONS

All equipment hired by the Washington State Patrol will be paid according to the Washington State Wage and Equipment Rates. If equipment is hired under contracted rates, a copy of the contract must be attached to the OF-286 - Emergency Equipment Use Invoice (EEUI). Any changes in rates that exceed those established must be accompanied by written justification, addressed to the Incident Business Advisor and the Agency Administrator attached to the OF-286 as well as a copy filed in the doc box. An OFM Payee Registration must be completed at time of initial hire and submitted to OFM by the individual/vendor at the following address: payeeforms@ofm.wa.gov.

Rental Rates

Pay Rates are listed in the rate tables. Transports licensed as common carriers are paid based on the tariff schedule. Pay for equipment rented at hourly rates accrues only when the equipment is under hire and on shift.

Sales and/or Use Tax

WSP is required to pay sales tax on certain purchased goods and services which will be determined at the time of payment.

Equipment Not Listed

Equipment not listed should be hired at rates listed in the current FEMA Schedule of Equipment Rates. If the equipment is not listed in this rate table, the rates should be rented at a reasonable negotiated rate. Reasonable means a rate comparable to that paid for equipment listed that is similar in type, size or function. If this is a Mobilization incident, negotiations should include at least the Incident Commander and the Finance Section Chief (FSC). The FSC must document the negotiation and it must be approved by the Mobilization Representative. Rates in the rate tables are for new, or like new, equipment.

Hire at Wet Rates

Wet means the owners furnish all necessary fuel, maintenance and repairs due to ordinary use on an incident. Time for servicing and repair work is non-compensable. No rental will accrue during any period when equipment is inoperable. The cost of mechanical or other physical damage repair is deemed to be included within the cost of the wet rate; there is no reimbursement for these costs. If State Fire Mobilization fuels or services equipment on an incident, a deduction for these services must be made on the Emergency Equipment Use Invoice, OF-286. Fuel tickets and/or repair orders shall be attached to the OF-286.

Equipment/Apparatus hired will be used on: unimproved roads, steep, hilly, rocky terrain, and subject to extreme heat, dust, and smoky conditions.

Paid As Ordered

Units are paid based on the resource order. If a unit has the ability to operate in an upgraded capacity, and the assignment requires the unit to operate in the upgraded capacity, the unit will be compensated at the appropriate rate and the resource order will need to be revised.

Time Recording

The State Agent responsible for ordering and/or directing use of each piece of equipment shall keep time on an Emergency Equipment Shift Ticket rounded as follows:

- Hourly Rate – nearest quarter hour
- Daily Rate – nearest half hour
- Mileage Rate – nearest mile

Record all time periods where the equipment is inoperable or unavailable.

All mileage, hourly or flat rate rental amounts will be kept on a daily basis. Mobilization and demobilization mileage/hours will be recorded separately.

The hours for all rented equipment shall be recorded on an Emergency Equipment Use Invoice, form OF-286. Make all entries on the OF-286 from a shift ticket signed by the Equipment Group Supervisor, Division Supervisor or Operations Section Chief. Hours worked shall be verified by contractor's or contractor's representative's signature.

Time Under Hire

The time under hire shall start at the time the equipment begins traveling to the incident after being ordered by State Fire Mobilization, and end at the estimated time of arrival back to the point of hire after being released, except:

- If equipment is brought to the fire, made available and subsequently hired, no travel is allowed. The incident becomes the point of hire.
- Equipment that fails the pre-use inspection and is not in safe and operable condition will not be reimbursed for travel and is not considered under hire.

No payment will accrue during any period that equipment is not in a safe or operable condition or when Contractor/Owner -furnished operator(s) is not available for the assigned shift or portions of the assigned shift. Reimbursement will be based on the hours the equipment was operational during the assigned shift, as documented in the Incident Action Plan.

Example:

The assigned shift in the Incident Action plan was from 0600 to 1800 hours (12 hours) and the equipment was broken down from 0900 to 1800 hours (9 hours) during the assigned shift. Therefore, the Daily Rate would be ¾ of the amount shown.

If the owner withdraws equipment and/or operator(s) prior to being released by the State, no further payment shall accrue and the owner shall bear all costs of returning equipment and/or operator(s) to the point of hire.

After inspection and acceptance for use, equipment and/or furnished operator(s) that cannot be replaced or equipment that cannot be repaired at the site of work within 24 hours may be demobed. The State will bear the costs of returning equipment and/or operator(s) to the point of hire as promptly as emergency conditions will allow.

On Shift

On shift time for equipment hired by the hour includes time of actual work, time that equipment is held or directed to be in a state of readiness, and compensable travel (mobilization) that has a specific start and ending time. Transported equipment is not on shift while being transported and is not compensated for travel. *Note: Equipment ordered for a single shift but is on shift for more than 16 hours in a 24-hour period does not receive additional compensation.*

Daily Guarantee

Daily guarantee for equipment hired by the hour is noted in the rate tables. Daily minimum guarantee applies only to equipment hired at an hourly rate and on incidents that require extended attack. The daily minimum payment is used in lieu of standby rates for equipment rental. A daily minimum will be paid to provide fair compensation when an operator/owner makes equipment available for use, but the resulting use is less than expected during a calendar day. If compensated hours are more than the daily minimum listed, then actual hours worked are to be paid. If compensated hours are less than the daily minimum listed, then the daily minimum hours are paid. Interagency contracts may have a guarantee that is different from daily minimum listed in the rate tables. Read the contracts for detail.

Daily Rate

Daily Rate payment will be made on a basis of calendar days (0001-2400). For fractional days, payment will be based on 50 percent of the Daily Rate for periods less than 8 hours under hire.

- Daily Rate may be with or without operator
- Daily Rate Single Shift (SS) – Staffed with one operator and/or one crew. A SS could be up to 16 hours long and may cross calendar days (See On Shift)

- Daily Rate Double Shift (DS) – Staffed with two operators or two crews (one per shift). The DS rate will apply any calendar day the DS was ordered and under hire, including travel.
- *If equipment is hired on a non-mobilization incident, an hourly rate can be calculated by dividing the daily rate by 14.*

Incident command staff at the Section Chief level may, by written order, authorize a second operator or crew (DS), if needed during the assignment. This must be documented on a resource order, or a general message signed by the Operations Section Chief or Incident Commander.

Heavy Equipment/Transports

When a transport and another piece of heavy equipment, such as a dozer, are provided with a single operator to operate BOTH pieces of equipment, adjustments to the payment amount will be made as follows: Dozer or other heavy equipment will be paid at the actual rate, and the transport rate will be reduced by \$462 per shift and \$792 for a double shift. Rate is not reduced when equipment is only used for a half shift.

Only transport charges to haul-in and haul-out are eligible for reimbursement. Once the equipment is unloaded, the transport will be released unless otherwise directed in writing to remain. If the incident requires, transports may be hired for availability and equipment hauls.

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.

Pilot/Flag Vehicle(s)

The pay rate includes pilot/flag vehicles. No additional payment will be made for pilot/flag vehicles or operators.

