

DEPARTMENT OF INDUSTRIAL RELATIONS  
Office of the Director – Research Unit  
455 Golden Gate Avenue, 9<sup>th</sup> Floor  
San Francisco, CA 94102

MAILING ADDRESS:  
P. O. Box 420603  
San Francisco, CA 94142-0603



TRAVEL AND SUBSISTENCE PROVISIONS

FOR

IRONWORKER

IN

ALL LOCALITIES WITHIN THE STATE OF CALIFORNIA

20-X-1



District Council of Iron Workers of the State of California and Vicinity  
1660 San Pablo Avenue, Suite C, Pinole, CA 94564  
Telephone (510) 724-9277 Fax (510) 724-1345

August 15, 2014

Christine Baker, Director  
State of California  
Department of Industrial Relations  
P. O. Box 420603  
San Francisco, CA 94142

**President**

Joe Standley  
Executive Assistant  
Keith Hunter

RE Iron Workers California/Nevada Collective Bargaining Agreement

Dear Director Baker:

The Iron Workers California/Nevada Collective Bargaining Agreement effective July 1, 2011 through June 30, 2014 has been extended for three years through June 30, 2017 with the attached changes and modifications. The actual Collective Bargaining Agreement will be forwarded once it has been printed.

General Organizer  
Donald Zampa  
General Organizer  
Anthony Butkovich

**Executive Council**

- Local Union 75  
Martin Murphy
- Local Union 118  
Rick Davis
- Local Union 155  
Don Savory
- Local Union 229  
Juan Galvan
- Local Union 377  
Dennis Meakin
- Local Union 378  
Jeff McEuen
- Local Union 416  
Hart Keeble
- Local Union 433  
Michael Silvey
- Local Union 509  
Sam Martinez
- Local Union 625  
Joe O'Donnell
- Local Union 742  
Anthony Kinney
- Local Union 790  
Erik Schmidli
- Local Union 803

With best wishes, I remain

Very truly yours,

Joe Standley  
President

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RECEIVED  
Department of Industrial Relations

AUG 19 2014

Office of the Director-Research

**B – Congestion Zone Fee - San Francisco (including Yerba Buena Island) –** Due to the unique parking and congestion problems common in San Francisco, each Iron Worker working in the City of San Francisco, as defined below, shall receive \$8.00 per day as a Congestion Zone Fee. The Congestion Zone Fee shall be considered expense reimbursement and shall not be paid on days where show-up expense is paid. The City of San Francisco is defined as the city limits of San Francisco (as described by the San Francisco County Recorder’s Office as of July 1, 1998), the Golden Gate Bridge in its entirety, and the west side of the San Francisco Bay Bridge up to and including Treasure Island. The Congestion Zone Fee became effective July 1, 1999. All projects bid prior to July 1, 1999 were excluded.

The Congestion Zone Fee will not apply to work performed in a permanent yard relative to loading and unloading company equipment.

Effective January 1, 2002, the following counties shall be added to the Congestion Zone Fee: Santa Clara, Alameda and San Mateo. The Congestion Zone Fee for these counties shall be \$8.00 per day. Jobs bid prior to the effective date shall be excluded.

Effective July 1, 2003, the Congestion Zone Fee for the City and County of San Francisco only shall be \$12.00 per day. Jobs bid prior to January 1, 2002 shall be excluded.

Effective July 1, 2015, the Congestion Zone Fee for Santa Clara, Alameda and San Mateo counties shall be \$9.00 per day.

Effective July 1, 2015, the Congestion

Zone Fee for the City and County of San Francisco only shall be \$13.00 per day.

C – Parking Fee - In congested areas the individual employer shall provide, or pay for, parking facilities for workmen where free parking is not available within three (3) standard blocks of the job. Bona fide validated parking tickets must be submitted to the individual employer.

D – Journeyman Retraining Stipend – The employer shall pay as an incentive for voluntary journeyman retraining a stipend of \$50.00 for a half day and \$100.00 for a full day. The stipend will be paid for attending and completing the training session. A certificate of completion will be required for reimbursement.

E - Tolls - The individual employer shall pay all bridge and ferry tolls. Bona fide validated receipts must be submitted to the individual employer.

**SECTION 9. Expenses Out of Town**

A – **Subsistence Pay** – Where a job is located 60 miles or more from the City Hall of San Francisco, Oakland, San Jose, Sacramento, Stockton, Fresno, Bishop, Bakersfield, Eureka, Redding, Napa, Los Angeles, San Diego, San Bernardino, Ventura and El Centro of the State of California, and Reno and Las Vegas of the State of Nevada, a workman will be compensated per scheduled work day for the job. Subsistence pay is determined by ascertaining the city hall enumerated above which is the closest to the job. If the job is more than 60 miles from that city hall, subsistence is owed as follows:

Sixty (60) miles to seventy-five (75) miles . . . . .	\$20.00
Seventy-five (75) miles to one hundred (100) miles . . . . .	\$25.00
One hundred (100) miles and over .	\$75.00

If a workman is shipped from one free zone into another free zone, the workman shall be paid subsistence in accordance with Section 9A. The workman's initial free zone shall be the city hall listed above closest to his point of hire. For purposes of this paragraph, the free zone shall be limited to the free zone closest to the point of hire.

Mileage will be the actual number of miles travelled over the most direct regularly travelled route between the job and the designated point.

When an out-of-town job is of one day's duration, a workman shall be paid travel reimbursement to and from the job. He shall not, in addition, be paid subsistence.

**B – Federal Installations:**

1 – In lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by three dollars (\$3.00) per hour for all work performed;

Effective July 1, 2005, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by four dollars and fifty cents (\$4.50) per hour for all work performed;

Effective July 1, 2006, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by six dollars (\$6.00) per hour for all work performed at the following locations:

- Camp Roberts
- China Lake Naval Test Station
- Chocolate Mountains Naval Reserve – Niland
- Edwards Air Force Base
- Fort Hunter Liggett
- Fort Irwin Military Station
- Fort Irwin Training Center – Goldstone
- San Clemente Island
- San Nicholas Island
- 29 Palms – Marine Corps
- U.S. Marine Base – Barstow
- U.S. Naval Air Facility – Sealey
- Vandenberg Air Force Base

2 – In lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by two dollars (\$2.00) per hour for all work performed;

Effective July 1, 2005, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by three dollars (\$3.00) per hour for all work performed;

Effective July 1, 2006, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by four dollars (\$4.00) per hour for all work performed at the following locations:

- Army Defense Language Institute – Monterey
- Fallon Air Base
- Naval Post Graduate School – Monterey
- Yermo Marine Corps Logistics Center

3 – In lieu of subsistence pay and travel

reimbursement, the hourly wage rate will be increased by one dollar (\$1.00) per hour for all work performed;

Effective July 1, 2005, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by one dollar and fifty cents (\$1.50) per hour for all work performed;

Effective July 1, 2006, in lieu of subsistence pay and travel reimbursement, the hourly wage rate will be increased by two dollars (\$2.00) per hour for all work performed at the following locations:

- Port Hueneme
- Port Mugu
- United States Coast Guard Station – Two Rock

**C – Travel Expense to Whom Due** – When an individual employer hires workmen for a job more than 60 miles away from the City Hall in those cities listed in Paragraph A, the workmen shall be paid travel reimbursement and subsistence, in accordance with the Agreement, whether or not the job is located within another expense-free zone as provided by this Agreement. The individual employer shall pay bridge, ferry and toll road fares.

**D – Travel Reimbursement** – Travel reimbursement will be paid by the individual employer as follows:

Sixty (60) miles to seventy-five (75) miles . . . . .	\$25.00
Seventy-five (75) miles to one hundred (100) miles . . . . .	\$50.00
One hundred (100) miles and over . . . . .	\$60.00
Each additional fifty (50) miles . . . . .	\$25.00

Mileage will be the actual number of miles travelled over the most direct regularly travelled route between the job and the designated point.

Such payments shall be based on travel from the City Hall in those cities listed in Paragraph A. The workmen shall be paid a travel reimbursement at the beginning and

completion of the job. This reimbursement is in addition to subsistence as provided in this Agreement.

E – **Company Transportation** – When safe company transportation with proper protection from the elements is provided, workmen will be paid travel reimbursement.

F – **Travel Reimbursement, Job Not Continuous** – If any individual employer orders the same workmen to and from the same job more than once when the job is not continuous, workmen shall be paid travel reimbursement to and from the job for each round trip.

F1 – **Travel Reimbursement, Job Not Continuous** – Exception: Where the break in continuous employment on the job is caused by Saturdays, Sundays, holidays or weather conditions or if the workmen are provided transportation at no cost to the workmen.

I – **Adjacent Job Sites** – When workmen are transferred from one individual employer to another, without loss of time on same job or on an adjacent job, the original individual employer will not be required to pay the return travel reimbursement but the final individual employer will be required to pay the return travel reimbursement. The individual employer will notify the appropriate Local Union giving the names and Social Security Account numbers of workmen so transferred.