

DEPARTMENT OF INDUSTRIAL RELATIONS
Office of the Director – Research Unit
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July 7, 2025

**IMPORTANT NOTICE TO AWARDING BODIES AND ALL INTERESTED PARTIES
REGARDING A CORRECTION TO
THE DIRECTOR'S GENERAL PREVAILING WAGE DETERMINATIONS**

Dear Public Official/Other Interested Parties:

CRAFT: Plumber

CLASSIFICATION: Landscape/Irrigation Pipefitter

LOCALITIES: All localities within Lake, Marin, Mendocino, San Francisco, and Sonoma Counties.

DETERMINATIONS: LAK-2024-2, MAR-2024-2, MEN-2024-2, SFR-2024-2, SON-2024-2, LAK-2025-1, MAR-2025-1, MEN-2025-1, SFR-2025-1, SON-2025-1

The issue date of February 22, 2024 is incorrect. The correct issue date should be **August 22, 2024**.

CRAFT: Plumber

CLASSIFICATIONS: Landscape/Irrigation Pipefitter; Underground/Utility Pipefitter

LOCALITIES: All localities within Lake, Marin, Mendocino, San Francisco, and Sonoma Counties.

DETERMINATIONS: LAK-2024-2, MAR-2024-2, MEN-2024-2, SFR-2024-2, SON-2024-2, LAK-2025-1, MAR-2025-1, MEN-2025-1, SFR-2025-1, SON-2025-1

For the craft/classifications of Plumber: Landscape/Irrigation Pipefitter; Underground/Utility Pipefitter the **Cents Per Hour Mileage** and **Subsistence** amounts from the travel and subsistence provisions were incorrectly published.

The correct Cents Per Hour Mileage amount is **\$0.67 per mile or current IRS rate** instead of \$0.655 per mile or current IRS rate.

The correct Subsistence amount is **\$203.00/day** instead of \$193.00/day.

Attached are the correct travel and subsistence provisions.

With the exception of this correction, all of the wage rates and other conditions found in the above-referenced determinations remain unchanged.

TRAVEL AND SUBSISTENCE PROVISIONS

CRAFT/CLASSIFICATION

Plumber: Landscape/Irrigation Pipefitter; Underground Utility Pipefitter

ID

204-38-8

LOCALITY

Lake, Marin, Mendocino, San Francisco, and Sonoma Counties.

TRAVEL AND SUBSISTENCE

Article XV TRAVEL TIME & SUBSISTENCE

(a) POINT OF DISPATCH. For the purpose of this Section "point of dispatch" shall mean the location from which an employee is dispatched to a job, that is one (1) of the two (2) Union dispatch offices at San Francisco and Santa Rosa or the individual Employer's shop. A "shop" shall mean a permanent place of business or permanent fabricating shop or permanent branch shop, and not a job site or temporary fabricating shop, located within the territory covered by this Agreement. A "permanent branch shop" shall mean a branch shop which has been in operation continuously for at least one (1) year. Zone miles shall be based on the shortest road route.

(b) OVER 50 MILES. On jobs over fifty (50) miles from the point of dispatch, either the San Francisco or Santa Rosa Offices or the individual employers shop, the employees shall receive subsistence of \$193.00 per day worked or actual cost of room and board. On each anniversary date, (July 1st of each year of this agreement) there shall be added an additional \$10.00 per day to subsistence.

(1) TRAVEL TIME: Travel time is an amount equal to the straight time rate, not to exceed eight (8) hours in any work day.

(2) TRAVEL EXPENSES. Whenever at the start and finish of the job the Employer does not furnish transportation, travel expenses will be at the rate of the published IRS rate per mile. This rate shall be paid from the point of dispatch to the job and return, plus bridge tolls.

(c) PARKING ALLOWANCES. Any employee who is required to report to work at a location where no free parking is available within six (6) blocks or one-quarter (1/4) of a mile from the job site shall be reimbursed for parking expenses in the nearest garage where space is available. The Employer shall have the right to designate parking areas to be used. It shall be the responsibility of the foreman and/or shop steward to collect parking expense vouchers from each employee weekly and to see that such is reimbursed by the Employer. No employee shall be entitled to parking expenses if he/she is requested to report to a location where free parking is available or the Employer provides transportation to the job at no cost to the employee on the employees' time at the beginning of their shift and employers' time at the end of their shift. The amount to be paid for parking shall be the actual cost incurred as verified by receipt.

The foreman and/ or shop steward will be responsible for collecting parking allowances and assuring that such allowances are paid to employees entitled to such allowances. No Employer shall use a form to be executed by the employee for parking reimbursement that has not been approved by the Union.

(d) LEGITIMATE EXPENSES. All expenditures for telephone calls, tools, purchase of material, travel cards, etc., authorized by the Employer and incurred as a legitimate job expense shall be reimbursed.

(e) WATER TRANSPORTATION. Whenever it is necessary for employees to cross water in order to reach the job and there is no standard means of transportation available, the Employer shall furnish transportation by boat. Employees shall not be required to report to the boat dock earlier than 8:00 A.M., and shall receive portal pay from 8:00 A.M. until such time as they return.

(f) PENALTY FOR QUITTING EARLY. If an employee leaves work before it is completed and without the consent of the Employer, he/she shall not be entitled to return travel time and transportation.

(g) TRAVEL TIME BASED ON ORIGINAL DISPATCH POINT.

Travel time shall be computed on the basis of the employee's original point of dispatch. If any Employer lays an employee off and then rehires him/her through a different dispatch point, travel time must, nevertheless, be paid on the basis of his original dispatch point.

(h) APPLICABILITY OUT SIDE OF JURISDICTION: The requirements of this Section apply whether or not the job is located within the territorial jurisdiction of U. A. Local 38.

TRAVEL

CENTS PER HOUR FOR MILEAGE: \$0.67 per mile or current IRS rate

ZONE SYSTEM USED FOR MILEAGE PAYMENT (please indicate number of zone and breakdown): First 50 Miles = free zone

SUBSISTENCE (list amount): \$203.00/day