Just say NO to GROW!

By CHUCK MACK, Co-Chair
Western Conference Teamsters Pension Trust

Earlier this year, legislation was introduced in Congress that will, if enacted, negatively impact the Western Conference Teamsters Pension Trust (WCTPT). The deceptively named “Giving Retirement Options to Workers” (GROW) Act (HR4997) actually threatens the retirement security of millions of American workers and their families including hundreds of thousands of Teamsters across the Country.

The GROW Act would allow pension funds to freeze their current plan (known as the Legacy Plan) and establish a new form of pension plan (called a Composite Plan). This new scheme upsets the historic sharing of plan risk and responsibility that exists among employers, participants and retirees. The GROW Act would shift the risk totally away from the employer and load it all on participants and retirees.

- This proposal would weaken pension funds by eliminating employer withdrawal liability, allowing employers to leave the plans without paying their fair share.
- Multiemployer pensions that transition to Composite Plans would not have to pay premiums to the Pension Benefit Guaranty Corporation (PBGC). This means that participants in composite plans would not be eligible for benefits from the PBGC in the event their pension plan fails.
- The GROW Act would require pension plans to reach funding level of 120% before the pension fund could increase benefits for participants. In effect, this means never.

While this is all bad, even worse is that the Composite category would allow pension plans to refinance their Legacy Plan liabilities over 25 years, much longer than the current 15 years. This provision would reduce the funding available for the Legacy Plan and, in effect, starve the Legacy Plan of the funds needed to meet its responsibility to workers and retirees.

This so-called “fresh Start” could well be a disaster. The actuarial modeling that the WCTPT has done indicates that, with investment returns like we’ve seen in the recent past, even a healthy Legacy Plan would fall into the red zone and the Composite Plan would be 25% below its funding target. A recessionary economic environment would accelerate this problem beyond the ability of the Trustees to correct it.

The GROW Act’s answer for under-funded Plans is not to “share the pain.” Instead, GROW would “cut the benefits.” For Composite Plans, that would mean cutting future benefits, benefits already earned, and retiree benefits. For Legacy Plans, both benefits already earned and retiree benefits would be cut. This is not retirement security!

“The GROW Act would shift the risk totally away from the employer and load it all on participants and retirees.”

The GROW Act also could well be the death knell to the PBGC. No doubt over time it will erode PBGC’s contribution base at the same time PBGC’s responsibility to the Multiemployer Plan community is increasing.

The introduction of the GROW Act begs the question—WHY?

The biggest issue in the Multiemployer Defined Benefit world today is the looming insolvency that faces the Central States, United Mine Workers and other smaller plans. This is a problem that needs to be fixed and the leadership in the Senate and the House has appointed a Special Select Committee to work toward a solution.

The GROW Act does absolutely nothing for troubled plans, in fact, it excludes their participation. These plans need a solution to protect their participants. GROW is not it.

Likewise, the GROW Act is of no benefit to well-funded plans like ours. In reality, it would undermine the funding of our plan and other plans that are in the green zone. The testimony against GROW given by a representative of AARP says it all, “If you cannot fully fund one plan today, surely it will be more difficult to fund two plans tomorrow”.

Severely underfunded plans cannot transition to Composite Plans
Green zone plans have no need to transition to Composites, and allowing them to transition would weaken the multiemployer pension system as a whole.

The Pension Benefit Guarantee Corporation would virtually be destroyed by the GROW Act.

Plan risk is shifted totally from the employer to participants and retirees by the GROW Act.

Who benefits in the end?

The GROW Act is not a solution; it’s a disaster. Its approval will only exacerbate the problems in the multiemployer defined benefits universe.

Every commercial driver should read this article

The Federal Department of Transportation issued new drug testing regulations for commercial drivers effective January of this year. Prescription opiates are now part of the drug screening panel. This is partly in response to the explosive abuse of these types of drugs. Every commercial driver should be aware of these new regulations.

Here are answers to a few of the general questions we have been receiving.

**Question:** Can I take my wife’s or coworker’s prescription medication?

**Answer:** No! Any prescription medication which may show up on the drug testing panel must be in your name.

**Question:** Can I take old prescription medication I saved from last year?

**Answer:** No! Prescription medication I saved from last year cannot be considered a Schedule 1 drug by the federal government.

**Question:** While on vacation outside of the U.S., I bought medication that is legally available over the counter in that country. Can I legally take it when I get home?

**Answer:** No.

**Question:** Cannabis is now legal in California. Can I smoke it if I am a commercial driver?

**Answer:** No! Cannabis is still considered a Schedule 1 drug by the federal government.

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**By CHUCK MACK, Co-Chair**
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May/June/July 2018

Ruben Bustillos .......... Recording Secretary
Jim Fried .......... Vice President
Dominic Chiavar ........ President
Marty Frates .......... Secretary Treasurer
Jack Buchanan .......... Trustee
Kelsey Frazier .......... Trustee
Ruben Bustillos .......... Recording Secretary
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Jim Fried .......... Vice President
Rich Fierro .......... Trustee
Kelsey Frazier .......... Trustee
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Michael Garcia .......... Conductor
Ray Woodruff .......... Warden

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DHL EXPRESS

After numerous meetings with DHL, the negotiating committee reached an agreement that was unanimously approved by our DHL members. I served on the committee with JC7 Representatives Bob Bell and Bill Hoyt, Local 2785 Secretary-Treasurer Joe Cilia, Stewards Mo Brown, and Miquel Shiffer, Local 287 Secretary-Treasurer Jerry Cordova, and Local 70 Stewards Bob Martinez, Chuck Blankenship.

The five-year agreement includes a total wage increase of $5.50/hour, a pension increase of $2.25/hour, and we secured maintenance of benefits through the agreement for health and welfare.

TRENCH PLATE

Business Agent/Trustee Kelsey Frazier and Trustee Rich Fierro have been in ongoing negotiations on behalf of the 10 newly-organized drivers at Trench Plate’s Newark facility. They just completed making the language changes and will soon move to the economics.

BAKE MARK

Business Agent Mark Hawkins, Steward Dan Brown and I are currently in negotiations with Bake Mark in Union City on behalf of the Drivers. We are 75% through the language changes and, within the next couple of sessions, will be discussing the economics. We will keep members who work there updated.

ABF

After several bargaining meetings, the national committee has reached a tentative agreement on the National Master Freight Agreement (NMFA). Joint Council 7Co-Chairs Bob Bell and Bill Hoyt, along with Local 287 Secretary-Treasurer Jerry Cordova and I have been in negotiations with ABF on our local supplement.

Even though we are not in agreement with the changes in the National Collective Bargaining Agreement, the IBT has called for a vote. The JC7 Committee is recommending a NO vote! The agreements are being mailed on April 19 to the members for review. The voting will be electronic and will be concluded by May 8.

LAWSON DRAYAGE

Business Agent Mark Hawkins and Stewards Brian Christ and Jimmy Romero are in negotiations with Lawson Drayage. They have made good progress with the contract language and will address the economics in the next session. Hawkins feels confident that they will soon reach agreement.

ITS

Business Agent Kelsey Frazier will be commencing bargaining on behalf of our Drivers working at the ITS rail terminal members. We will keep you updated as things progress.

LIQUOR AGREEMENTS

The Statewide and local supplement contracts for all of the liquor distributors will be up for negotiations in the early summer.

EMPLOYMENT OPPORTUNITIES

The following companies are all looking for Driver’s Class “A” City Drivers and Line Drivers: Reddaway, and Yellow Freight need 15 Class “A” Drivers each. ABF is looking for 6 Class “A” City Drivers. Oakland Unified School Dist. (OUSD) needs 1 Class “B” driver. Mills College needs 1 Class “B” driver. Apply on-line for all of the above-listed companies.

ORGANIZING

If you have friends who are working non-union and might appreciate the benefit of a union contract, we want to talk to them. Our trustees, Rich Fierro, Kelsey Frazier and Henry Buchanan are geared up and ready to pursue any viable organizing leads. Members who have leads please contact one of the above at 510-568-5494.

STEWARD MEETINGS

The next Stewards meeting is at 9:00 a.m., before the next scheduled Saturday membership meeting on June 23, 2018.

RETIREE CLUB

Local 70’s next Retiree Club meeting is on Wednesday, May 16, 2018 at 11:00 am in Local 70’s Auditorium. Following the meeting is lunch, and a raffle. Great conversation and stories. All Retirees are invited to drop by and check it out. Dues are $26.00 per year.

POLITICAL ACTION

Trustee Rich Fierro, Local 70’s Political Coordinator, will be keeping membership updated on the effect of the changes that President Donald Trump makes to the Department of Labor and other agencies on our members and on the labor movement as a whole, and how members can get involved in efforts to get labor-friendly representatives elected on the local, state and federal levels of government.
Our members! This group got up early on St. Patrick’s day to purchase baseball game tickets.

Congratulations to Larry Smith after a long career of delivering packages for U.P.S.

The Western Conference of Teamsters is helping distribute a petition to Senators and Congress members. They’ve already collected more than 30,000 signatures. Here’s the opening language:

SUPPORT FAMILIES IN MULTIEmployer PENSION PLANS OPPose THE Grow ACT

We, the undersigned, members and retirees of Joint Council of Teamsters No. 7 participating in the Western Conference of Teamsters Pension Trust Fund (WCTPT) urge you to oppose the Give Retirement Options to Workers (GROW) Act (H.R. 4997). This legislation weakens the entire multiemployer pension system, putting our retirement security, and that of millions of other Americans, at risk.

WCTPT is the largest and most successful multiemployer defined benefit pension plan in the nation. WCTPT provides retirement security to over 600,000 families in all 50 States and nearly every congressional district. We rely on the WCTPT and the current multiemployer pension system as critical components to support the financial well-being of our families.

We strongly urge you to oppose the GROW Act and to instead support efforts to sustain and strengthen the multiemployer pension system in a way that protects the retirement security of millions of American workers and retirees, including those of us who depend on a healthy WCTPT for our financial future.

Take a copy of the petition so you can circulate it at your worksite, contact Political Coordinator Rich Fierro at 510-368-5494.

To write a letter to your congressional member, go to www.house.gov/representatives/find-your-representative and enter your zip code to get the physical or e-mail address of your representative.

Note: Secretary-Treasurer Marty Frates has been out of town at UPS negotiations. His column will return in the next issue.

For the June election, but will have a more comprehensive list for the November election. We will definitely be asking for your help and support during this election cycle.

On the Federal level, we are fighting a number of issues. One is the attempt by Republican in the Congress to roll back lunch and break protections for commercial drivers. This type of legislation is introduced every year, and so far, we have successfully fought its implementation.

We are also actively engaged in the autonomous vehicle debate. This is an issue that will touch every worker we represent. It is not a matter of “if” this comes to pass; it is a matter of “when,” and we will be prepared.

Pension reform legislation is also a huge issue we are dealing with. Our Western Council of Teamsters pension plan is healthy, but numerous union plans across the country are in trouble and need help. If they fail, there could be a domino effect and hurt our plan down the line.

On the statewide level, we are excited about the new port bills introduced by Senator Ricardo Lara. If passed and signed by the Governor, these bills could finally give us the tools we need to take on the rogue brokers who exploit workers at the Port.

Have you updated your contact information lately?

Every year, one of the greatest challenges we have in trying to help members or their families through difficult situations is when we do not have current information on file. Please take a few minutes to make sure the Local has all of your current information on file. Here’s the type of information we need:

- Your current address

The best telephone number to reach you or your family

Email address for you or your family (you can submit address on our website)

Current beneficiary information.

Having this information will allow us to help you or your family at a time when it is most needed.
Big turnout for July ‘Battle of the Bay’ game

Thanks to the overwhelming response of members, we broke a record for ticket sales for this year’s “Day at the Park.” Even more impressive is the fact that we sold out in approximately one and a half hours.

We very much look forward to August 19 when close to 4,000 Teamsters and their families will invade the Oakland Coliseum. The construction at Local 70 will continue. We have received a few bids on repairing the dry rot in various sections of the roof that are defective, and rebuilding the pump houses that keep the ponds clean. These costs will be significant, but necessary to maintain our building.

Our efforts to upgrade our communication continue to grow. Our Instagram page is now up and running: #teamsters-local70!

We are also looking at other social media, and any other ideas we can come up with to reach as many members as possible.

We also will have a dedicated page on the new and improved Joint Council 7 webpage, which is slated to be launched soon. Watch for it!

Keep your address, telephone number and e-mail updated in the following ways:

Don’t miss out on important information distributed to members by mail and e-mail.

For updates between newspapers, go to the Local 70 website: www.teamsterslocal70.org

For Local 70 members who are sick or hurt;

We want to hear from you—you may have benefits coming.

SICK BENEFIT FUND

Monthly Meetings—2nd Tuesday at 11 a.m.—3 p.m.
1-800-243-1350 or 510-569-9317

To be eligible for Sick Benefits, claims must be filed at Local 70’s office within thirty (30) days of disability. Also, dues for the previous month must have been paid on time. For more information, see the Sick Benefit Fund Bylaws, Section 4.

Did you move? Tell us your new address!

Don’t miss out on important information distributed to members by mail and e-mail. Keep your address, telephone number and e-mail updated in the following ways:

▲ By the web: www.teamsterslocal70.org
▲ By E-mail: ibt70@teamsterslocal70.org
▲ In person or U.S. Mail: 400 Roland Way, Oakland, CA 94621

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**Trustees Update**

by KELSEY FRAZIER, HENRY BUCHANAN & RICH FIERRO

The line was around the block for tickets to this year’s baseball game.