

ICOPs

POLICE BULLETIN

Official Union Publication

March/April 2011

Police vehicle race is on

When Ford Motor Company announced it was ending production of Crown Victoria models after 2011, police worried. For 15 years, Ford has dominated the U.S. police car market with a 70% share. Despite problems with fuel tanks erupting in rear-end collisions, the Crown Vic's dependability and durability endured. Now, as it rides off into retirement, the Big Three automakers are vying to be top dog with the next generation of law enforcement vehicles.

Here's the good news. Ford, General Motors and Chrysler are all trying to cater to you — the cop on the street. Automakers claim to have put safety and comfort at the forefront of their new designs. The new vehicles, they promise, are faster, have better handling, and are safer than ever for you.

A start-up company based in Indiana, Carbon Motors, is building vehicles specifically for law enforcement and homeland security purposes. Its Carbon E7 model, though, is still a few years away from becoming reality. So, let's take a look at the three major players for 2011.

GENERAL MOTORS — GM has developed the Chevrolet Caprice Police Patrol Vehicle (PPV).

- The Caprice PPV delivers power with a 6.0L V-8 engine pumping out 355hp and an estimated 384 foot-lbs of torque.
- The rear-wheel drive auto features a 6-speed transmission with a separate sport mode.
- Engaging the sport mode results in crisper shifting, revised torque management, and the option to change gears manually.



- During Michigan State Police preliminary testing, the Caprice edged the competition with a top speed of 148mph and a braking distance, from 60mph, of 128.3 feet.

The Caprice keeps suspects in place with a full-width prisoner partition, enabled from the front seat only. A spacious interior allows room for 6 airbags to operate without interference from mounted equipment. Front seats are sculpted to accommodate equipment belts and designed for easy exit. The foam density of the seatback conforms to the shape of the belt's equipment, allowing your back to rest properly against the seat. An 8-way power driver's seat with reclining back and lumbar support provides more comfort for long hours on patrol.

The dash of the Caprice is compatible with in-dash, touch-screen computer technology. A driver's information center with a speed-tracking feature allows you to capture speeds while pacing vehicles. Remote keyless entries with stealth modes open doors without any interior lights or sound when activated. Along with the standard heavy duty suspension and police-calibrated stability control system, 50% of the car's body is made up of high-strength steel.

According to Chevy, there will be no civilian model of the Caprice PPV.

CHRYSLER — Chrysler has modified its Dodge Charger Pursuit to offer the ultimate in police chase performance.

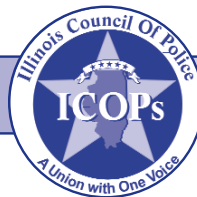
- The Charger Pursuit is equipped with Chrysler's Pentastar 3.6L V-6 engine.
- The rear-wheel drive Pursuit sports front and rear multi-link suspension for smooth riding and 2-mode police-specific electronic stability control for crisp handling.

Continues on page 6



Cool Wisconsin heats up over union rights and benefits...

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ICOPs Contract and Membership Update

WELCOME to our new members in the town of Berkeley and the city of Highland Park. Patrol officers in both jurisdictions voted in ICOPs as their union representative.

In 2010, ICOPs filed a petition of interest in representing the Highland Park police. The Teamsters Union, which previously represented them, filed a petition of disinterest, allowing ICOPs to move ahead. Contract negotiations have begun. ICOPs filed a grievance and unfair labor practice to address issues held over from the previous contract.

Contract negotiations and legal actions have moved forward for:

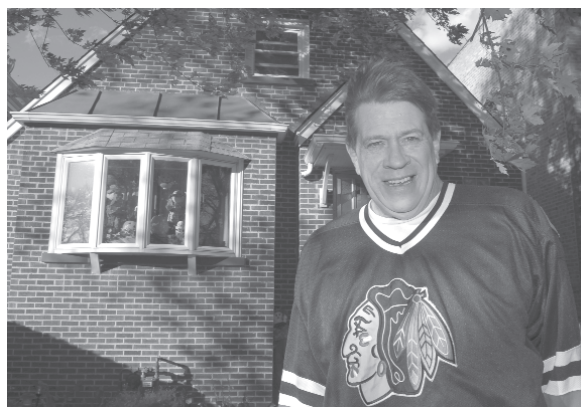
- Aviation sergeants
- Broadview sergeants
- Deerfield police officers
- Cicero part-time and detention officers
- Elburn police officers
- Island Lake sergeants, patrol officers & telecommunicators
- Lake Bluff sergeants
- Lake Villa police officers
- Lexington part-time officers
- Matamoro sergeants and patrol officers
- Maywood police officers
- Nokomis patrol officers
- Sleepy Hollow full-time and parttime police officers
- South Beloit sergeants
- Stone Park police officers
- Willow Springs police officers
- Winthrop Harbor sergeants

WE ALSO WELCOME Juan Mazariegos, Deerfield chapter president, as the new Secretary-Treasurer of ICOPs.

Editor's note: We cut short ICOPs chapter news in this edition to report on the fight over collective bargaining and pensions. Look for much more news on ICOPs chapters in the June edition.



Deerfield police officers Gregory Hury (left) and Juan Mazariegos (right) worked with ICOPs Attorney Rich Blass on the language of their new contract correct.



Maurice Guerin, a sergeant at O'Hare Airport, is president of the ICOPs Aviation chapter.



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Today's climate for collective bargaining

Dear ICOPs Member:

Irresponsible public officials and politicians across the country are zeroing in on police and other public pensions to solve financial problems that public officials and politicians created in the first place. As I've said before, many government units are in the red mostly because for many years they (a) have failed to root out bloated management, waste and corruption, and (b) have manipulated budget and pension fund figures.

Perhaps that is easier than developing good management practices or than being honest with voters when choices of priorities needed to be made. But now the facts are catching up with the figures.

These officials are looking to short-term fixes for budget woes. Some legislators are going even further — they're going after collective bargaining rights — which opened the doors to better public pensions and benefits in the first place.

Today's public debates over collective bargaining, health insurance, wages and benefits for police officers and other public sector workers often shed more misinformation than light. Here are some factors to consider:

- 1) In Illinois, our state legislature has not attempted to take away public employee union rights, but legislative leaders are "floating" a myriad of proposals regarding police and other public pensions (see page 8).
- 2) In the long run, solving budget deficits is about voters and public officials choosing public priorities.
- 3) Wages and benefits in the public sector are comparable to the private sector for employees with comparable levels of education and training. And we are all consumers and taxpayers.
- 4) Private and public sector workers alike have been hit hard by the economy in recent years. We won't be and should not be pitted against one another in a "race to the bottom."
- 5) Reducing public pensions and benefits will not restore them to private sector employees — it will simply compound the problem by shrinking the tax-paying middle class even more.

The current movement to repeal the collective bargaining rights of public employees and reduce their standard of living is a reversal of 50 years of practice.

Our modern system of labor relations grew out of the Great Depression. In 1935, Congress enacted the Wagner Act, granting most private sector workers the right to unionize and bargain collectively. In subsequent decades, negotiated wages and benefits improved American workers' standard of living.

Union workplaces set the standard for employee health and safety. Union workers became middle class consumers, in turn creating more jobs, profits and prosperity.

Police and public employees, however, were not covered by the Wagner Act and their living standards fell behind the private sector. In the 1950s and since, public employees fought for and won collective bargaining rights.

Negotiated contracts helped public employees make up most of the wage and benefits gap between public and private sector employees. Improved pensions and benefits often made up for the gap in wages.

The irresponsible politicians who are trying today to take away the rights of public employees ignore the significant positive contributions of the collective bargaining process:

- It has raised the standard of living of most public employees, enabling governments to attract higher trained and educated recruits.
- It provided a mechanism through which many employees participate in decisions about their jobs, increasing workplace satisfaction and reducing turnover, one of employers' highest costs.
- Like ICOPs, many public sector unions work with reasonable government officials to improve services and maintain operational costs. Employees who do the work day in and day out have knowledge and experience to contribute to workplace and operational improvements.
- The bargaining process provides a structure through which these improvements can be made with employees and employers at the table.

In the face of the long current economic crisis, police and other public employees in most states have agreed to help address the fiscal challenges governments face. But ICOPs is one union that will not give up what it took 50 years to get.

ICOPs is your union. We are proud of the gains we have made for police in Illinois. We work hard alongside the chapter officers and members to win better contracts despite a miserable economic climate. Remember, the ICOPs team is here for you.



In Solidarity,

A handwritten signature in blue ink that reads "Norm".

Wisconsin's calm, cool atmosphere heats up

Local p.d. thanks people for keeping the peace in Madison

“The largest gathering of the recent sustained protest movement took place Saturday, March 12th with an estimated 85,000 to 100,000 people coming to downtown Madison... At the end of the rally, there had been no arrests... Law enforcement would again like to thank everyone who came... for keeping the peace, for being patient, and for respecting those with opposing views.”

— *Madison Police Department*



Early on that cold day, dozens of family farmers drove tractors to Madison where they circled the Capitol in support of union workers. All day, workers with parents and children in tow flooded into the city's streets and sidewalks. Indeed, workers had surrounded the Capitol every day for weeks. Local businesses displayed many signs of support in windows.

Working families came from all over the state to “welcome home” the 14 State Senators who had left Wisconsin to prevent passage of a law taking away the union rights of 175,000 state and local government employees. Firefighters and most police are not included in the proposed law, but their presence in the protest was noticeable. The anti-union legislation would cover Capitol and campus police, corrections officers, forest rangers, and other public safety officers.

In addition to groups of firefighters and police, the crowds included auto and steel workers, boilermakers, bricklayers, electricians, carpenters, plumbers, taxi drivers, teachers, nurses, teamsters, librarians, laborers, machinists and more — public and private sector workers alike.

Even as the sun went down, tens of thousands ignored the cold and continued the rally. Throughout the day, there were many brief speakers and lots of music, singing and chanting. The most common chant all day was: “THIS is what democracy looks like!”

Respect public workers and their rights

“Cool” Wisconsin has found itself in the midst of a “hot” national fight that is not going away soon. Many union members [this writer included] believe the state is the frontline against attacks underwritten by some corporations and billionaires to break labor's back.

While tempers have generally remained cool, feelings have not. Many voters feel betrayed because Wisconsin Governor Scott Walker campaigned for a balanced budget, not against unions. On the other hand, many Wisconsinites are furious the 14 State Senators left the state to put the brakes on proposed legislation that would take away collective bargaining and other rights from public employees.



When a substitute bill taking away public worker rights did pass March 11 with no public notice or hearings, union supporters were already out collecting signatures to recall State Senators who supported the anti-union effort. It's a steep climb to recall a public official in Wisconsin. Whether or not it will be done is to be seen. Union supporters with allies around the country also have begun boycotts against major corporate contributors to the Governor's campaign.

Polls consistently show that the majority of Wisconsin voters support the right of public employees to unionize and bargain collectively. But polls only take the pulse one day at a time, and public opinion can change quickly and dramatically in any direction.

The good news for unions and public employees is that the public holds teachers and law enforcement officers in high regard, far higher than any politicians. When politicians challenge the collective bargaining rights of public employees, they are socking it to public safety officers and educators.

Then and now

The current fight over union rights calls to mind significant events in American history. Among them is when President

Reagan fired more than 11,000 striking air traffic controllers and banned the government from ever rehiring them. (Subsequently, replacement controllers formed another union, and the “ban for life” was rescinded.) The public solidly supported action to stop the controllers’ strike.

Today, the public supports the rights of public employees if not always their benefits. Among other differences between now and 30 years ago are that many politicians are trying to:

- Balance budgets on the backs of public employees and their pensions.
- Demonize public employees and privatize their jobs.
- Deny public employees the right to unionize.

In Wisconsin especially, public employees have the public on their side since the unions had agreed to proposed increases in employee contributions for health insurance and pensions to meet future budget shortfalls.



“It’s Not Over in Wisconsin”

In an editorial, the New York Times wrote that “stripping the unions of their rights was never about the budget, especially once the unions had agreed to significant concessions on pensions and health care. It was always about politics. Governor Walker had hoped to hide behind a cooked-up budget crisis... [blue collar] voters... live next door to the teachers and nurses and D.M.V. clerks... Many have suffered during the recession and have watched in pain as private-sector unions have been battered to the point of ineffectiveness... The place to exercise some power of their own is at the voting booth.”

And that’s the point. In Wisconsin, it’s a “cooked-up budget crisis” and an election is coming.

Like many other governors, Governor Walker’s argument is that public workers have long escaped painful cuts that private sector workers had to absorb. His argument ignores the facts. State workers took furlough days and pay cuts under the previous governor, and Wisconsin unions agreed to the proposed benefit reductions to meet the state’s future budget shortfalls.

Is a Wisconsin shockwave coming soon?

The Wisconsin anti-union legislation is currently in and out of the courts. But an election for a Wisconsin Supreme Court seat will be held April 5. Officially, it is a nonpartisan race.

Jim Palmer, executive director of the 11,000-member Wisconsin Professional Police Association, reportedly wrote that defeating an incumbent “conservative” justice could send a shockwave through the Republican Party. The labor debate, he said, will play a huge role in the election.

Palmer also said: “Law enforcement officers know the difference between right and wrong, and Governor Walker’s attempt to eliminate the collective voice of Wisconsin’s public employees is wrong. That is why we have stood with our fellow employees each day...”

Recall elections this summer as well as the April 5 election could have a big impact on Wisconsin and determine the fate of collective bargaining.

Final point, for now

Are some Wisconsin officials simply trying to meet a budget shortfall? Or are they part of a national campaign to break the back of unions by pitting taxpayers against public employees?



Several police unions as well as firefighters have been out front in marching with the protesters in Wisconsin for the right to collective bargaining for all public employees.

For years to come, voters will take sides at the ballot box. Public safety officers will be on duty at the rallies and off duty they are likely to be taking sides with the protesters.

Currently, the attack on unions appears to be backfiring. Union membership in Wisconsin is surging, workers are marching all over the state, and labor unity has grown to unprecedented levels. Wisconsin’s fight-back has drawn the attention of workers throughout the Midwest and the nation. “THIS is what democracy looks like.”

Sources: Eyewitness reports plus Pew Research Center for the People and The Press, Associated Press, national and local news outlets, and organization websites. Visit www.icops.org for updates on other states.

Police vehicle race is on

Continues from page 1

- Preliminary tests of the Michigan State Police clocked the V-6 at a top speed of 130mph with a braking distance, from 60mph, of 133.2 feet.
- The vehicle is available with the 5.7L Hemi V-8 for those who need that Mopar muscle; the Hemi topped off at 146mph with a braking distance of 133.9 feet.

An extensive array of advanced multi-stage driver and passenger airbags including seat-mounted side-thorax airbags, supplemental side-curtain airbags, and driver's knee bags provide new levels of safety. The Pursuit's mobile-command interior features easy equipment integration, column-mounted automatic transmission with Auto Stick, red/white LED interior lighting for night-vision equipment and what Chrysler is calling "police-duty" front seats.

All the details of the Chrysler Dodge Pursuit have yet to be released, but the front-end design on this vehicle has a sinister look that will make any suspect stop and think twice.

In competition for the police vehicle market, the Big Three put safety and comfort first.

FORD MOTOR COMPANY — To maintain its reputation with the law enforcement community, Ford is introducing the Police Interceptor.

- The Interceptor, based on the Taurus sedan, is powered with a 3.5L V-6, delivering 263hp.
- An optional 3.5L EcoBoost V-6 twin-turbocharged, direct-injection engine pumping out 365hp will be available as well.
- The Crown Vic, still available through 2011, was the Ford model tested by the Michigan State Police in 2010. The rear-wheeled Crown Vic reached a top speed of 129mph with a braking distance, from 60mph, of 141.6 feet.
- Ford's Police Interceptor, to come off the assembly line in 2012, has front-wheel or all-wheel drive options. Larger rotors added to 18-inch wheels, increased from the 17-inch Crown Vic wheels, improve the braking distance over its predecessor.

The Interceptor passes the 75mph rear-crash test and features safety cell construction that directs the force of collisions around the occupant compartment. Advanced sensors determine the size of passengers and which airbags to deploy. Sensors also determine the difference of impact from bullets and crashes so as not to deploy airbags when fired upon.

A built-in safety canopy with side-curtain airbags, front and back, add to your safety.



Similar to the Caprice, sculpted front seats accommodate equipment belts and are cut for easy in and out access. Six-way adjustable driver's seat offers lumbar support for greater comfort on the job. Driver and passenger seats feature anti-stab plates, and the rear door hinges open an additional 10 degrees for easier prisoner entry and removal.

Additional safety features, although expected to be offered as options, include a blind-spot detection system that uses radar sensors to detect vehicles in surrounding lanes, a cross-traffic warning system for backing out of driveways and a rearview camera system for reversing. Standard are the steering wheel switches, which can be wired to operate a variety of functions (sirens, speakers, canine door release, etc.), helping keep your hands on the wheel and the car under control.

Experts did not expect Ford to relinquish the title of the nation's most dominate squad car without a fight. The Police Interceptor will keep Ford in the competition.

You can find a series of articles on police views of the new Ford Interceptor at PoliceOne.com. The 3-part series is expected to be completed in mid April.

EXCITING TIMES ARE AHEAD for the police vehicle industry with entirely new line-ups, in addition to the three models mentioned above, on tap for 2011. Faster, smarter, better handling cars are just around the corner.

U.S. automakers are competing to produce the safest, most police-friendly vehicles. The next generation of patrol cars seems on track to give law enforcement professionals like you the features and comfort you need to protect yourself and the public you serve.

Sources: Policeone.com, Autoweek.com, The Detroit News, LawOfficer.com, Michigan.gov, Car and Driver, Policemag.com, Ford.com, Chevycapriceppv.com

Got stories or photos to share?

We'd like to write more in the *ICOPs Police Bulletins* and on the website about you, our members.

Is there a member of your chapter whom we should write about, someone whom you think other members should know? Do you have photos of chapter members to share with us? Is there a topic you think we should write about?



We welcome your ideas and feedback. Email us at icops@sbcglobal.net or call our editor, Kathy Devine, at 773.583.6661 or 630.832.6772.

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ICOPs ILLINOIS COUNCIL OF POLICE

Norm Frese *President*
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Richard Bruno *Staff Representative*
Legal Staff **Noel T. Wroblewski**
Richard F. Blass

ICOPs

770 N. Church Road • Unit H
Elmhurst, IL 60126

1.630.832.6772 telephone

1.630.832.6978 fax

1.800.832.7501— 24-hour
toll-free number

www.icops.org — website

icops@sbcglobal.net — email

★ ★ ★ ★ ★

CREDITS: *Editor*, Kathy Devine,
Local 34071, CWA;

Contributing writer, Tim Campbell,
Local 34071, CWA;

graphic designer, Judy Sviatko
printed by Sommers & Fahrenbach

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On the Money Beat!

Civilian style policing

Tight budgets are leading to more civilians being used for policing. Police departments all over the country are recruiting thousands of civilians for a growing number of duties previously performed by uniformed police.

In Mesa, Arizona, for example, civilian investigators were trained to lift finger prints, photograph crime scenes, and interview witnesses. In Durham, North Carolina, civilian volunteers in city-issued vehicles patrol shopping centers and conduct property checks for residents who are away from home.

This risky business reminds us of the adage, “you only get what you pay for.”

Rolling the dice

American cities and towns are desperate for revenue, but in southern Italy some city council members are grasping at straws.

The town of Melito, reportedly “... is betting part of its budget on weekly lottery tickets, arguing that the strategy is no more a crapshoot than investing in Wall Street.”

Council members unanimously voted to spend public money playing Italy’s Superenlotto. The mayor says if Melito hits the jackpot, “... the town will become a ‘little tax-free haven.’ We’ll be like Monte Carlo!”

Gennaro Olivieri, a professor of financial mathematics, estimates the chances of winning at about 1 in 622 million. It would be easier to guess a stranger’s phone number.

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We're talking here about your pension – Be safe, not sorry

Illinois may not be Ohio, Indiana, Wisconsin or Michigan — where attacks on public pensions and benefits are fierce — but Illinois police officers are not immune to the winds of change. Although we're "safe" today, proposals regularly come up in Springfield that could threaten police pensions.

Trial balloons are being floated about public pensions to see what will fly. Business groups are pushing to change defined benefit to defined contribution pension plans and to consolidate public pension funds. Consolidation of pension funds has been suggested in various counties as well at the state level.

Illinois Senator Jeffrey Schoenberg has introduced Senate Bill 1679 to consolidate public pension funds. At the end of March, no hearings had been scheduled, but the idea will probably come up again at a later date. Schoenberg, a Democrat, is the Senate Assistant Majority leader.

Merging public safety pensions with other public pensions would raise all kinds of questions about differences in retirement ages, job safety and disabilities. It's debatable about whether or not it would save money, but it would yank control of local funds to what: a political, logistical nightmare? If bigger was better, we'd have no local governmental units at all, just state and county.

SB1679 is not going to benefit you. It can't hurt to let Senator Schoenberg and your representatives know your concerns and that you oppose consolidation of pension funds.

To find out how to contact your state senator and representative, go to www.elections.il.gov (Illinois State Board of Elections) and click "District/Official Search." Always identify yourself and make your points clearly.

To contact Senator Jeffrey Schoenberg, call his Evanston office at 847.492.1200 or his Springfield office at 217.782.2119.

The Illinois Constitution Pension Clause reads: "Membership in any pension or retirement system of the State, any unit of local government or school district, or any agency or instrumentality thereof, shall be an enforceable contractual relationship, the benefits of which shall not be diminished or impaired."

The elected delegates who wrote the 1970 Constitution twice approved the Pension Clause by huge vote margins. At that time, public pensions were no better funded than they are today. Prior to then, legislators could modify most public pensions at any time.

Today, business groups claim it is possible to change pension benefits for current public employees within the Illinois Constitution. Legislative leaders reportedly are "open" to discussing bills to reduce pensions. Any such bill would face certain court challenges if passed.

The point is: When a police officer accepts a job where he or she is entitled to retire with specific benefits for a specified number of years of service, the pension terms cannot be changed at a later date. That's the way it is and should be!