



NEW YORK STATE DIVISION OF PROBATION  
AND CORRECTIONAL ALTERNATIVES

**IGNITION INTERLOCK RFI  
ROUNDTABLE**

**Monday March 8, 2010**

**10:00 a.m. – 1:00 p.m.**

**4<sup>th</sup> Floor Training Room**

**80 Wolf Road, Albany, NY**

❖ **WELCOME**

❖ **PARTICIPANT INTRODUCTIONS**

❖ **Chapter 496 of the Laws of 2009**





The new law provides for the following with respect to payment for interlock services and “unaffordability”:

VTL 1198(5)(a) The cost of installing and maintaining the ignition interlock device shall be borne by the person subject to such condition unless the court determines such person is financially unable to afford such cost whereupon such cost may be imposed pursuant to a payment plan or waived. In the event of such waiver, the cost of the device shall be borne in accordance with regulations issued under paragraph (g) of subdivision one of section eleven hundred ninety-three of this article or pursuant to such other agreement as may be entered into for provision of the device.

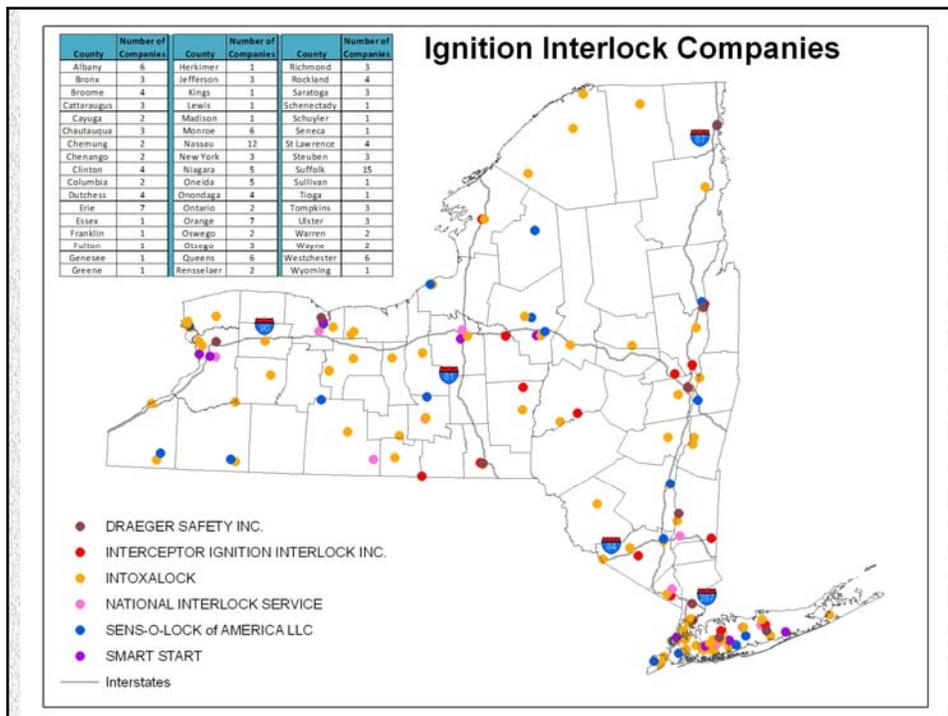
**Question:** Would you (manufacturer) prefer to simply provide the units in accordance with court determinations of “unaffordability”?

**Question:** Would this work? What are the advantages/disadvantages?

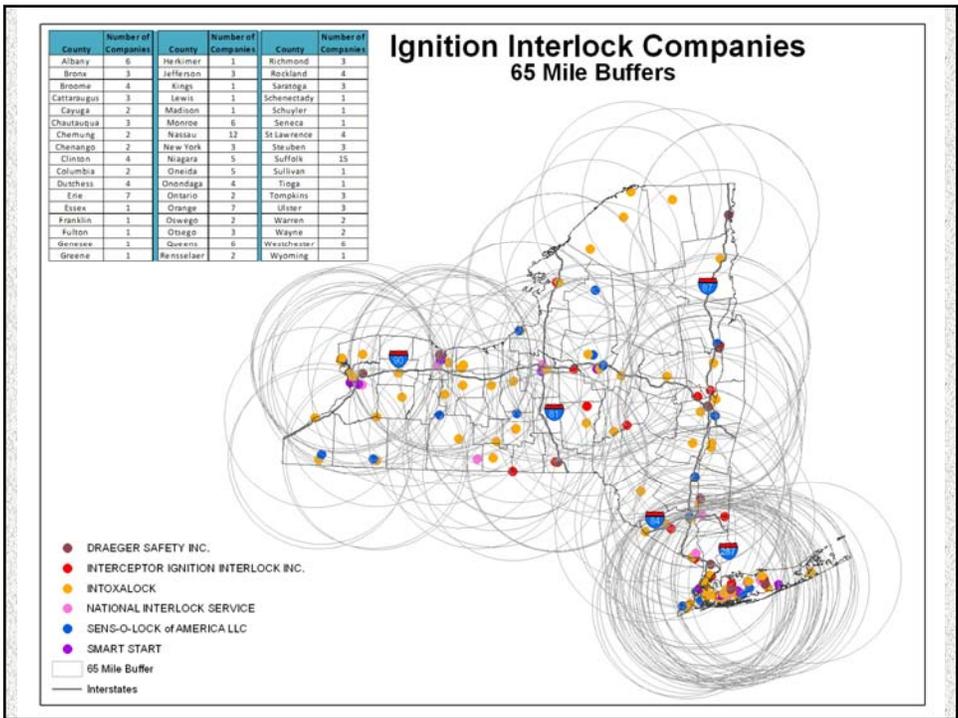
**Question:** What is your experience in other states in providing services for operators deemed unable to afford the fees associated with the installation of an interlock device and associated services?

**Question:** Do you have experience offering payment plans to those unable to pay the costs as services are being delivered?

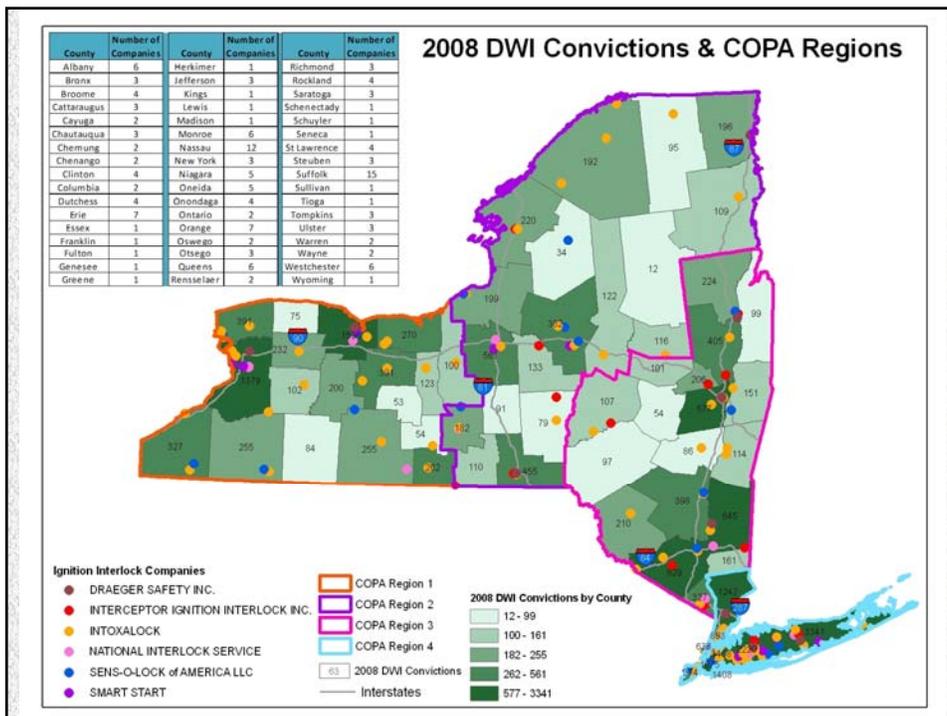
**Question:** Would a system of a set percentage of gross sales to a jurisdiction (state) in order to fund services for those determined to be unable to pay for interlock installation and related services be preferred?



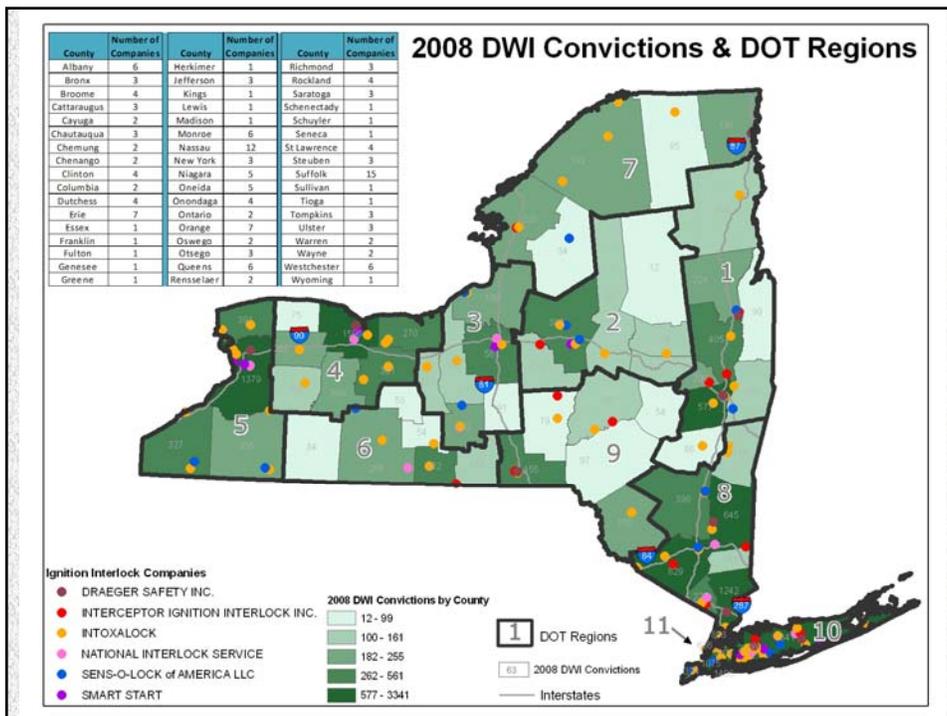
**Question:** Assuming that courts order the installation of interlock devices at the rate of about 1,500 per month, can manufacturers meet this demand?



**Question:** What is the capacity of manufacturers to ensure that no operator has to drive more than 65 miles to have an interlock device installed in a designated area/region where a manufacturer provides interlock service and to respond to complaints regarding the device within 48 hours?



**Question:** Are the four regions established, consistent with COPA regions, the right size that will ensure statewide provision of service to courts throughout NYS and still provide a level playing field for manufacturers?



**Question:** Should there be more than four regions? Does this regional structure based on DOT regions provide a better option?

**Question:** What has been your experience in providing interlock services in a state or region that is complete and comprehensive?

### **CERTIFICATION AND TRAINING**

**Question:** What type of certification process do you have for your installers/service providers?

**Question:** What type of training do you currently offer installers/service providers and operators and their families in the use of the interlock device?

**Question:** Describe your installation process including fee notification, de-installation, security, record keeping, vehicle screening, and quality control to ensure proper vehicle and device operation after installation.

**Question:** Do you periodically conduct quality assurance audits or reviews of installation/service providers to ensure compliance with applicable laws, regulations and contractual agreements?

**Question:** Providing you currently do business in New York State, are the devices you are currently utilizing in New York State compliant with the Department of Health Standards with respect to certification, testing, labeling, and reporting?

**Question:** Again, providing you currently do business in New York State, are the devices you are currently utilizing in New York State compliant with the National Highway Traffic Safety Administration's standards?

**Question:** Describe how your device works with respect to start-up tests, re-tests, rolling-re-tests, missed rolling re-test and lockout mode.

**Question:** What is the standard BAC your device utilizes to trigger a vehicle to not start during a start-up test?

**Question:** Have you experienced problems with a vehicle not starting as the result of the interlock device that are not associated with a BAC?

**Question:** Have you experienced problems where the driver did everything correctly but the alert mechanism (lights flashing, horn blowing, etc.) was triggered?

**Question:** Please summarize any technical problems you have experienced with your device.

**Question:** What is the most prevalent technical issue you have experienced with your device?

**Question:** Does your device have the ability to identify attempts to tamper with or circumvent the device? If so, what types of tampering /circumvention does it identify?

**Question:** Are there types of tampering/circumvention that your device does not identify?

**Question:** Can your device be installed in a manner that appears to be correct, but in essence circumvents the intent of the device? If so, what practices do you have in place to detect such circumvention?

**Question:** What is the capacity of your interlock program to provide information and data within specific time frames to specified parties? What types of data can be provided?

**Question:** What is the most streamlined process there is for reporting to the monitoring entity?

**Question:** Can you provide us with samples of reports that you send to monitoring entities?

**Question:** What special features does your device(s) contain?

**Question:** If you currently do not have camera confirmation, are you moving toward it, and if so, when do you expect to have this option available?

**Question:** Is camera confirmation the new standard? Should it be?

**Question:** How may your features be applied as a graduated sanction?

**Question:** Do you have the capability to submit data reports upon request for each model or type of certified device relative to:

- operator and other vehicular user operation error;
- faulty automotive equipment, other than the device itself;
- apparent misuse or attempts to circumvent or tamper/bypass a device;
- device malfunctions, including action taken by the manufacturer to correct such malfunctions;
- deficiencies in device calibration stability;
- operator, vehicular user, and installation/service provider complaints found to be substantiated; and
- any other ad hoc information determined to be relevant to the effectiveness, reliability and value of ignition interlock devices as a sentencing sanction.

➤ CONCLUSION

➤ NEXT STEPS

➤ THANK YOU