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2006 MINNESOTA IMPAIRED DRIVING FACTS

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MINNESOTA

IMPAIRED DRIVING FACTS

2006

Produced by:

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- The Office of Traffic Safety is pleased that Jim Cleary and Rebecca Pirius of the Minnesota House of Representative Research Department permitted the reproduction here of their article, “An Overview of Minnesota’s DWI Laws” (see Appendix D). Minnesota’s DWI law is notably complex, but this article provides a brilliant, concise overview.

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The State of Minnesota invests significant resources in the effort to stop impaired driving. However, drinking and driving remains a serious problem and threat to public safety. Despite progress in the past 30 years, the scope of alcohol-related traffic incidents is tremendous.

In 2006:

- 494 people died in traffic crashes in Minnesota.
- 166 (34 percent) of those deaths resulted from crashes classified as alcohol-related.
- 3,501 people sustained injuries in alcohol-related crashes.
- \$277,672,100 is the estimated economic impact of alcohol-related crashes, deaths, and injuries.
- 41,951 DWIs were issued on Minnesota roads - translating to over 100 arrests per day.
- 15,961 (38 percent) of these violators had prior DWIs on record.
- 4,055 (10 percent) of the total DWIs were issued to drivers less than 21 years of age.
- More than one-half million Minnesota residents now have a DWI on their driver's license record - translating to 1 in 8 licensed drivers.

This report is intended to be a source of reliable statistics to help quantify the nature of the problem of impaired driving in Minnesota. Information about impaired driving law and practice in Minnesota also is included.

In summary, the Office of Traffic Safety, together with our statewide Toward Zero Deaths partners, asks Minnesotans to understand the gravity and impact of impaired driving and its threat to public safety. All citizens have a role and responsibility to reduce the threat by driving sober or finding a safe alternative to driving impaired.

Cheri Marti, Director
Office of Traffic Safety

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I. IMPAIRED DRIVING INCIDENTS ON RECORD

Summary

There were 41,951 impaired driving incidents that occurred in Minnesota in 2006 and got entered onto people's driving records. That's a large (13%) increase from the prior year. Eighty-eight percent of the incidents involved taking a test for alcohol or drugs;* 12% involved a test refusal.[†] A few incidents (116--less than 1%) involved both a test failure and a test refusal (for example, an alcohol test refusal and a drug test failure). A small number of the total incidents included a conviction for "criminal vehicular operation" resulting in a fatality (20 such incidents) or injury (240 such incidents).

"Not-a-Drop" and "Disqual" violations

Two types of incidents are reported in Table 1.01 but not otherwise considered as "impaired driving incidents" in this report. First, there are "not-a-drop" violations. (The Not-A-Drop law was passed in 1993 and applies to persons under age 21, making it illegal for them to drive while having any amount of alcohol in their blood.) The number of such violations rose steadily from 1,386, in 1994, to close to 3,700 in 1999 and 2000, but then dropped rather sharply over the next years to 2,406 in 2006.

The second violation type has the jargon-like name "disqual." This refers to an incident where a commercial vehicle driver is tested and found to have an alcohol concentration of .04% or higher. Such a driver will then be disqualified from operating a commercial vehicle. These incidents are rare -- only about a dozen per year. There were only 13 in 2006. (Note however that if the commercial driver has an AC over the *per se* illegal level, then the incident will be counted as a conviction or an implied consent violation; it will still trigger the disqualification, but it will not be counted here as a "disqual.")

WHEN incidents occur

There is high consistency year after year with respect to when drinking and driving occurs in terms of days of the week. Year 2006 was similar to past years: Mondays through Thursdays had comparatively few incidents. Then Fridays accounted for 16%, Sundays for 23%, and Saturdays for fully 26% of all incidents.

* The tests are almost always tests for alcohol, but they might be for controlled substances. In 2006, there were 706 incidents (involving either an implied consent violation or a criminal conviction, or both) for driving while impaired by controlled substances.

[†] Test refusals used to be higher. For example in 1990, 22% of all incidents involved a test refusal.

The months of the year are similar to one another, though July and August each had slightly more than average.

Alcohol concentration levels are declining slightly

In 1997 the Legislature adopted special sanction provisions, effective January, 1998, for high-AC offenders (0.20% or higher) and alcohol test results began to be available starting in 1998. There may be some decline among high-scoring violators; there were 6,378 in the over 0.20% category in 1999, then 5,907 in 2006. This represents a 7% decline.

Average alcohol level among first-time violators was 0.157% in 1999 and 0.144% in 2006. Second-or-subsequent violators averaged 0.173% in 1999 and 0.160% in 2006. These lower alcohol concentration levels are to be expected in some degree due to the lower .08 *per se* level that went into effect 08/01/2005.

WHO are the violators

Driver license files provide only limited data on who the drinking drivers are. However, there is a strong relationship between age and impaired driving. Twenty-to-thirty-four year-olds accounted for 57% of the impaired driving incidents in 2006. In addition, there were 4,055 impaired driving incidents among under 21 drivers. This is especially disturbing since it is illegal to drink in Minnesota if you are less than 21 years of age.

Also, there is an exceedingly strong relationship between gender and impaired driving. Most succinctly put, the problem is concentrated in the young adult male population. In 2006, males committed 76% of the impaired incidents (for which gender of the violator was reported).

Surprisingly, even though the seven-county twin-cities metro area is growing in population relative to the non-metro area, and currently has 55% of the state's population, an increasing proportion of incidents are occurring in the non-metro area: In 1990, 44% of all incidents occurred in the 80 counties outside the metro area, but in 2006, fully 51% of all incidents occurred there.

Recidivism: 40% of violators were recidivists

Section VI will look at recidivism more closely. In general, though, in recent years, about 60 percent of all violators had no prior alcohol incidents on record, and 40 percent did. There is an interesting violation pattern among the recidivists: About half of those who incur a second incident go on to incur a third. About half those who incur a third go on to incur a fourth, and so on.

TABLE 1.01
OVERVIEW OF IMPAIRED DRIVING INCIDENTS ON RECORD, 1990 - 2006

Impaired Driving Incidents (“DWIs”)										Related Incidents	
Year	Total	Implied Consent	Crimi- nal Con- viction	Tests Taken or Refused			Criminal Vehicular Operation		Drugs	Not-A- Drop	Com- mercial Vehicle
				Taken	Refused	Both Taken + Ref.	Fa- tality	In- jury			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
1990	36,847	36,032	29,069	28,752	8,088	7	16	48	5		16
1991	32,430	31,673	25,860	25,251	7,174	5	24	53	6		9
1992	30,841	30,101	25,338	24,407	6,423	11	34	79	10		20
1993	30,088	29,334	25,107	24,586	5,489	13	42	101	10	587	15
1994	29,748	28,855	24,834	24,524	5,208	16	44	92	14	1,386	20
1995	30,402	29,249	25,139	24,869	5,507	26	41	41	25	1,611	17
1996	30,923	29,687	25,718	25,512	5,405	6	43	43	50	2,181	18
1997	31,380	29,940	26,269	26,330	5,024	26	22	209	128	2,865	15
1998	32,422	30,888	27,136	27,483	4,774	165	40	209	218	3,245	21
1999	34,575	32,800	29,314	29,581	4,875	119	27	250	207	3,691	12
2000	35,034	33,329	29,292	30,007	4,886	141	38	250	334	3,607	15
2001	33,532	32,074	27,981	28,611	4,839	82	15	146	397	3,287	14
2002	33,163	31,911	27,447	28,308	4,767	88	29	182	404	3,163	14
2003	32,266	30,991	26,210	27,591	4,489	186	20	262	528	2,737	9
2004	34,202	32,811	27,907	29,501	4,478	223	13	207	681	2,679	7
2005	37,002	35,215	30,534	32,224	4,633	145	25	248	832	2,424	16
2006	41,951	40,425	34,528	36,893	4,942	116	20	240	706	2,406	13

Notes:

- (1) Column 1 counts the total number of impaired driving incidents in Minnesota. Columns 2 through 9 are subsets of column 1.
- (2) Almost all incidents include the civil-law “implied consent” violation either of (i) taking and “failing” the test for alcohol or controlled substances (“drugs”), or (ii) refusing to take the test.
- (3) In 2006, 82% of all incidents also involved a criminal conviction for driving while impaired by alcohol or drugs (as of November 01, 2007—the date on which statistics for this report were compiled).
- (4-6) An incident may involve taking of a test, and a test refusal. For example, a person may take a test for alcohol, and refuse a test for drugs.
In previous years, whether a test was taken or refused was reported as unknown for some incidents. Currently, new knowledge about procedures in enforcement and record-keeping permit those incidents to be accurately reclassified (as incidents that involved a test).
- (7-8) Criminal vehicular operation (CVO) offenses are divided into CVO resulting in a fatality (column 7) or CVO resulting in great bodily harm, substantial bodily harm, bodily harm, death to an unborn child, or injury to an unborn child, all collapsed into (column 8).
- (9) Incidents counted in (9) involved an implied consent violation or a criminal conviction, or both, for driving while impaired by a controlled substance (“drugs”). See additional detail in Table 1.02.
- (10) The “not-a-drop” law, making it illegal for person under age 21 to drive while having any amount of alcohol whatsoever (as opposed to being over the *per-se* illegal level) took effect June 1, 1993.
- (11) Commercial vehicle drivers found to have an alcohol concentration of .04% or higher, but less than the *per se* illegal level, are disqualified from operating a commercial vehicle. This column counts these “disqualifications.”

TABLE 1.02
“IMPLIED CONSENTS” VERSUS CRIMINAL CONVICTIONS,
VERSUS BOTH, UNDER THREE ARREST SCENARIOS, 1990 - 2006

Year	Incidents Involving a Test for Alcohol				Incidents Involving a Tests for Drugs				Incidents Involving Refusal of Test for Alcohol or Drugs				All Episodes			
	IC	CC	IC +	Total	IC	CC	IC +	Total	IC	CC	IC +	Total	IC	CC	IC +	Total
	only	only	CC		only	only	CC		only	only	CC		only	only	CC	
	%	%	%	N	%	%	%	N	%	%	%	N	%	%	%	N
1990	20	3	77	28,736	0	100	0	5	26	0	74	8,091	21	2	77	36,847
1991	19	3	78	25,234	0	75	25	4	25	0	75	7,174	20	2	78	32,430
1992	16	3	81	24,386	0	86	14	7	23	0	77	6,433	18	2	80	30,841
1993	17	3	80	24,566	0	78	22	9	16	0	84	5,499	16	3	81	30,088
1994	17	3	80	24,497	0	92	8	12	16	1	83	5,221	16	3	81	29,748
1995	18	4	78	24,837	0	100	0	25	16	1	83	5,527	17	4	79	30,402
1996	17	5	78	25,457	0	100	0	44	14	1	85	5,410	17	4	79	30,923
1997	17	5	78	26,190	18	64	18	123	14	1	85	5,048	16	5	79	31,380
1998	16	5	79	27,261	30	39	31	210	15	1	84	4,937	16	5	79	32,422
1999	15	6	79	29,363	34	38	28	200	14	1	85	4,990	15	5	80	34,575
2000	16	5	79	29,676	32	44	24	325	14	1	84	5,024	16	5	79	35,034
2001	16	5	79	28,222	37	21	42	389	14	1	85	4,919	16	5	79	33,532
2002	17	4	79	27,917	34	21	45	404	14	1	85	4,854	17	4	79	33,163
2003	17	5	78	27,152	37	19	44	528	15	1	84	4,673	17	4	79	32,266
2004	16	5	79	28,953	39	17	44	674	14	1	85	4,702	17	4	79	34,202
2005	17	5	78	31,409	36	15	49	815	17	2	81	4,778	17	5	78	37,002
2006	17	4	79	36,203	39	14	47	690	17	1	83	5,058	18	4	79	41,951

Note:

A given incident, at the point of arrest, could involve only a test for alcohol, or only a test for drugs, or tests for both, or a refusal of both, or a test for one and a refusal of a test for the other. Incidents were classified into the first arrest scenario (involving test for alcohol) only if (1) there was no test for drugs, and (2) there was no refusal. An incident was classified into the second arrest scenario (involving a test for drugs) if there was any test for drugs, even if there may also have been a test for alcohol. No incident that involved any refusal was classified into the first or second groups. All incidents where the arrest involved any refusal were classified into the third scenario (involving a test refusal) above.

In United States law, the term “conviction” refers to a finding of guilt—either because a person pled guilty or was found guilty—for an offense under criminal law. Minnesota first defined driving while intoxicated to be a crime in 1911.

Minnesota first passed the civil Implied Consent law in 1961: By driving, a person implies consent to a test for

alcohol, if required to take a test by an officer who has probable cause to suspect impairment. As amended over years, the Implied Consent law now instructs the Commissioner of Public Safety to withdraw a person’s driver license if the person refuses to take a test for alcohol, or for controlled substances (“drugs”), or if the person takes the test and ‘fails’ it by testing over a defined *per-se* illegal level (in the case of alcohol, set, since August 1, 2005, at .08% -- that is, eight one-hundredths of one percent of a person’s blood is alcohol).

Additionally, in 1992, Minnesota defined test refusal to be a crime, effective January 1, 1993.

The license withdrawal under the civil law occurs independently of the outcome of proceedings under the criminal law. Thus, an impaired driving incident for which there is an arrest may then lead to a revocation under the civil law (an “implied consent”—“IC” in the table above), or a criminal conviction (“CC” in the above table), or, most commonly, both (“IC+CC” in the above table).

TABLE 1.03
IMPAIRED DRIVING INCIDENTS BY MONTH, 1990 – 2006

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1990	2,821	2,631	3,275	3,051	3,415	3,274	3,369	3,281	3,272	3,069	2,756	2,633	36,847
1991	2,371	2,506	2,999	2,835	2,927	2,959	2,850	3,157	2,813	2,581	2,049	2,383	32,430
1992	2,460	2,454	2,722	2,515	2,881	2,623	2,748	2,885	2,558	2,608	2,283	2,104	30,841
1993	2,194	2,156	2,460	2,505	2,959	2,436	2,735	2,785	2,581	2,689	2,246	2,342	30,088
1994	2,101	2,047	2,548	2,599	2,714	2,434	2,800	2,471	2,499	2,618	2,239	2,678	29,748
1995	2,176	2,190	2,441	2,744	2,582	2,393	2,732	2,647	2,815	2,579	2,213	2,890	30,402
1996	2,120	2,207	2,625	2,448	2,875	2,772	2,753	2,909	2,632	2,581	2,420	2,581	30,923
1997	2,289	2,437	2,654	2,586	2,948	2,610	2,735	3,033	2,353	2,454	2,608	2,673	31,380
1998	2,434	2,391	2,448	2,500	2,993	2,658	2,937	2,951	2,782	2,857	2,663	2,808	32,422
1999	2,617	2,497	2,780	2,746	3,194	2,765	3,029	2,936	2,974	3,131	2,798	3,108	34,575
2000	2,883	2,724	3,015	2,918	2,960	2,904	3,184	2,838	2,995	2,997	2,559	3,057	35,034
2001	2,822	2,426	2,989	2,600	2,869	2,795	2,892	2,798	2,806	2,793	2,616	3,126	33,532
2002	2,722	2,460	2,796	2,582	2,812	2,806	2,910	3,045	2,741	2,648	2,693	2,948	33,163
2003	2,464	2,321	2,747	2,469	2,645	2,714	3,104	2,933	2,635	2,863	2,738	2,633	32,266
2004	2,796	2,706	2,909	2,706	2,970	2,769	3,123	3,168	2,814	2,918	2,583	2,740	34,202
2005	2,587	2,857	2,843	3,058	3,026	2,827	3,379	3,496	3,215	3,328	2,968	3,418	37,002
2006	3,479	3,184	3,604	3,473	3,493	3,568	3,722	3,750	3,657	3,141	3,231	3,649	41,951

TABLE 1.04
IMPAIRED DRIVING INCIDENTS BY DAY OF WEEK, 1990 – 2006

Year	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
1990	7,721	2,887	2,958	3,555	4,279	5,861	9,586	36,847
1991	6,667	2,487	2,804	3,066	3,789	5,327	8,290	32,430
1992	6,489	2,146	2,463	3,049	3,713	4,963	8,018	30,841
1993	6,202	2,264	2,465	2,905	3,511	5,083	7,658	30,088
1994	6,048	2,302	2,328	2,661	3,535	5,089	7,785	29,748
1995	6,600	2,274	2,476	2,717	3,436	4,977	7,922	30,402
1996	6,413	2,490	2,505	2,799	3,571	5,131	8,014	30,923
1997	6,488	2,331	2,436	3,111	3,426	5,339	8,249	31,380
1998	6,909	2,384	2,490	2,942	3,961	5,398	8,338	32,422
1999	7,470	2,446	2,540	3,116	3,992	6,017	8,994	34,575
2000	7,640	2,375	2,623	3,138	3,872	5,774	9,612	35,034
2001	7,316	2,566	2,564	3,002	3,893	5,558	8,633	33,532
2002	7,098	2,451	2,736	3,116	3,912	5,492	8,358	33,163
2003	6,803	2,391	2,564	3,311	3,607	5,319	8,271	32,266
2004	7,570	2,389	2,593	3,204	4,085	5,468	8,893	34,202
2005	8,105	2,698	2,838	3,252	4,161	6,113	9,835	37,002
2006	9,563	2,854	3,236	3,730	4,684	6,766	11,118	41,951

Note: Some incidents occur close to midnight, with the result that, for example, the arrest and criminal offense occurs prior to midnight on one day, while the civil law violation occurs just after midnight, the following day. In these cases, the date of the incident is assigned to the earlier of the two days.

TABLE 1.05

**ALCOHOL CONCENTRATION TEST RESULTS ON DRIVERS
WHO INCURRED IMPAIRED DRIVING INCIDENTS, 1999 - 2006**

Year	.00 - -.04	.05- -.07	.08- -.09	.10- -.14	.15- -.19	.20- -.24	.25- -.29	.30- -.34	.35 +	Average A.C.	Total Tests	Not Tested	Total Incidents
1999													
First	2	10	46	7,916	6,604	2,422	472	100	25	.157	17,597	2,079	19,676
Repeat	1	8	47	3,639	4,517	2,379	743	185	52	.173	11,571	3,328	14,899
All	3	18	93	11,555	11,121	4,801	1,215	285	77	.163	29,168	5,407	34,575
2000													
First	2	15	46	8,459	6,686	2,261	475	95	37	.155	18,076	2,220	20,296
Repeat	2	12	47	3,936	4,263	2,338	648	164	34	.170	11,444	3,294	14,738
All	4	27	93	12,395	10,949	4,599	1,123	259	71	.161	29,520	5,514	35,034
2001													
First	1	14	48	8,070	6,377	2,068	464	93	16	.155	17,151	2,315	19,466
Repeat	0	4	37	3,747	4,162	2,043	646	152	36	.170	10,827	3,239	14,066
All	1	18	85	11,817	10,539	4,111	1,110	245	52	.161	27,978	5,554	33,532
2002													
First	1	6	46	8,083	6,373	2,166	459	100	19	.155	17,253	2,321	19,574
Repeat	0	5	49	3,563	3,979	1,981	626	156	44	.170	10,403	3,186	13,589
All	1	11	95	11,646	10,352	4,147	1,085	256	63	.161	27,656	5,507	33,163
2003													
First	6	3	35	7,830	6,317	2,165	438	83	29	.155	16,906	2,272	19,178
Repeat	3	5	30	3,366	3,948	1,968	552	144	38	.170	10,054	3,034	13,088
All	9	8	65	11,196	10,265	4,133	990	227	67	.161	26,960	5,306	32,266
2004													
First	2	6	41	8,462	6,639	2,275	489	76	14	.155	18,004	2,395	20,399
Repeat	2	2	23	3,659	4,256	2,003	571	150	43	.169	10,709	3,094	13,803
All	4	8	64	12,121	10,895	4,278	1,060	226	57	.160	28,713	5,489	34,202
2005													
First	0	13	1,080	9,118	6,857	2,219	457	82	21	.150	19,847	2,667	22,514
Repeat	1	5	429	3,839	4,066	2,061	632	155	35	.166	11,223	3,265	14,488
All	1	18	1,509	12,957	10,923	4,280	1,089	237	56	.155	31,070	5,932	37,002
2006													
First	2	16	3,055	9,977	7,062	2,403	472	99	27	.144	23,113	2,877	25,990
Repeat	0	9	1,095	4,324	4,163	2,097	633	149	27	.160	12,497	3,464	15,961
All	2	25	4,150	14,301	11,225	4,500	1,105	248	54	.149	35,610	6,341	41,951

Note:

(1) The row heading "First" designates alcohol test results on first-time violators; the heading "Repeat" designates results on persons with one or more prior incidents on their record. The column "Not Tested" means no alcohol test result was reported; tests for specific controlled substances may have been reported but are not identified on computerized driver records.

(2) The *per se* illegal AC was 0.10% (one-tenth of one percent, or one part per thousand, of a person's blood, when expressed as a BAC) from 1971 to July 31, 2005,

and is 0.08% since August 1, 2005. Among those arrested, concentrations below the *per se* level are rare, even though, due to human variation, a person may be quite impaired at lower levels. An unintended consequence of adopting the *per se* law in 1971 was that the alcohol concentration, rather than actual impairment, became the standard for making an impaired driving arrest. However, drivers may still be arrested and may still incur impaired driving violations while having lower alcohol concentrations. Also, drug-impaired driving often occurs together with alcohol-impaired driving.

TABLE 1.06
**IMPAIRED DRIVING INCIDENTS BY
GENDER OF VIOLATOR, 1990 – 2006**

Year	Male	Female	Not Stated	Total
1990	29,365	6,156	1,327	36,847
1991	25,813	5,434	1,183	32,430
1992	24,778	5,581	482	30,841
1993	24,146	5,474	468	30,088
1994	23,190	5,306	1,251	29,748
1995	23,346	5,453	1,603	30,402
1996	23,906	5,450	1,567	30,923
1997	24,018	5,820	1,541	31,380
1998	24,540	6,135	1,746	32,422
1999	26,008	6,517	2,050	34,575
2000	25,941	6,811	2,282	35,034
2001	24,684	6,551	2,296	33,532
2002	24,096	6,602	2,465	33,163
2003	23,207	6,565	2,495	32,266
2004	24,300	7,192	2,709	34,202
2005	25,986	8,054	2,962	37,002
2006	28,829	9,338	3,784	41,951

Note: The table at left makes it appear that the number of violators for whom gender is not stated is increasing over time. This is not so. If a person arrested for DWI does not have a Minnesota driving record, one is created showing name and date of birth, but not gender. As years pass, many of these persons subsequently obtain a Minnesota driver license, causing gender to be entered on record. The table at left merely takes advantage of current information to categorize the gender of persons arrested in prior years.

TABLE 1.07
**IMPAIRED DRIVING INCIDENTS AMONG UNDER-21 DRIVERS,
BY AGE, 1990 – 2006**

Year	0-14	15	16	17	18	19	20	Total Under 21
1990	4	19	183	454	986	1,342	1,480	4,468
1991	9	13	141	324	750	1,028	1,256	3,521
1992	3	13	112	290	595	824	1,036	2,873
1993	5	6	88	254	500	743	840	2,436
1994	4	7	107	237	545	643	766	2,309
1995	1	20	115	241	518	724	813	2,432
1996	3	11	138	304	617	800	833	2,706
1997	4	18	106	279	639	768	894	2,708
1998	2	17	105	301	679	890	929	2,923
1999	4	18	116	290	744	1,002	1,046	3,220
2000	4	10	127	330	710	991	1,116	3,288
2001	1	15	121	276	643	924	1,042	3,022
2002	7	12	123	306	659	862	1,100	3,069
2003	3	21	117	280	692	914	1,069	3,096
2004	3	13	106	301	679	891	1,014	3,007
2005	5	16	118	345	708	1,032	1,238	3,462
2006	6	24	138	394	859	1,280	1,354	4,055

TABLE 1.08

IMPAIRED DRIVING INCIDENTS BY AGE GROUP OF VIOLATOR, 1990 - 2006

Year	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	Unk	Total
1990	4	2,984	8,280	8,543	6,406	4,073	2,627	1,489	993	591	422	239	126	70	0	36,837
1991	9	2,256	7,163	7,043	6,085	3,977	2,575	1,292	815	484	359	215	92	65	0	32,430
1992	3	1,834	6,933	6,288	5,869	3,915	2,499	1,479	830	511	360	172	100	48	0	30,841
1993	5	1,591	6,366	5,933	5,822	4,292	2,574	1,506	871	511	296	184	94	43	0	30,088
1994	4	1,539	5,821	5,604	5,816	4,221	2,894	1,756	852	568	342	188	82	60	1	29,748
1995	1	1,618	5,877	5,549	5,844	4,554	3,046	1,742	956	553	324	185	92	60	1	30,402
1996	3	1,870	5,806	5,593	5,459	4,791	3,180	1,927	1,010	595	318	214	97	60	0	30,923
1997	4	1,810	5,816	5,727	5,082	4,974	3,355	2,112	1,169	621	341	206	97	65	1	31,380
1998	2	1,992	6,256	5,600	4,905	5,224	3,637	2,258	1,155	676	339	195	103	75	5	32,422
1999	4	2,170	7,403	5,853	4,915	5,254	3,853	2,370	1,330	671	404	192	96	60	0	34,575
2000	4	2,168	7,776	5,859	4,831	5,116	3,944	2,485	1,399	694	372	194	119	72	1	35,034
2001	1	1,979	7,912	5,457	4,573	4,438	3,910	2,462	1,457	651	338	192	100	61	1	33,532
2002	7	1,962	8,148	5,287	4,374	4,054	3,880	2,502	1,454	752	358	197	105	83	0	33,163
2003	3	2,024	8,209	5,411	4,004	3,632	3,650	2,465	1,378	754	381	188	97	67	3	32,266
2004	3	1,990	8,699	5,892	4,253	3,654	3,825	2,709	1,637	789	425	166	93	67	0	34,202
2005	5	2,219	9,615	6,829	4,386	3,790	3,855	2,934	1,669	922	409	213	92	62	2	37,002
2006	6	2,695	11,056	8,067	4,767	4,138	4,026	3,338	1,986	1,029	448	225	108	61	1	41,951

TABLE 1.09

**IMPAIRED DRIVING INCIDENTS IN TWIN CITIES
METRO AND NON-METRO AREAS, 1990 - 2006**

Year	Twin Cities		Non-Metro Area		Total	
	Metro Area					
	number	percent	number	percent	number	percent
1990	20,685	56.1	16,162	43.9	36,847	100.0
1991	17,570	54.2	14,860	45.8	32,430	100.0
1992	16,311	52.9	14,530	47.1	30,841	100.0
1993	15,587	51.8	14,501	48.2	30,088	100.0
1994	15,471	52.0	14,277	48.0	29,748	100.0
1995	15,716	51.7	14,686	48.3	30,402	100.0
1996	15,952	51.6	14,971	48.4	30,923	100.0
1997	16,153	51.5	15,227	48.5	31,380	100.0
1998	16,722	51.6	15,700	48.4	32,422	100.0
1999	17,144	49.5	17,431	50.4	34,575	100.0
2000	16,821	48.0	18,213	52.0	35,034	100.0
2001	16,347	48.8	17,185	51.2	33,532	100.0
2002	16,208	48.9	16,955	51.1	33,163	100.0
2003	16,000	49.6	16,266	50.4	32,266	100.0
2004	16,734	48.9	17,468	51.1	34,202	100.0
2005	17,867	48.3	19,135	51.7	37,002	100.0
2006	20,532	48.9	21,419	51.1	41,951	100.0

TABLE 1.10
IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 1995 - 2006

County	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Aitkin	106	88	121	204	205	222	233	245	199	159	215	208
Anoka	1,660	1,590	1,522	1,661	2,080	2,172	1,867	1,711	1,708	1,942	2,055	2,159
Becker	375	341	336	349	412	541	418	465	334	342	438	521
Beltrami	342	277	295	340	337	383	403	447	432	434	354	446
Benton	185	191	183	176	249	259	242	266	273	255	265	344
Big Stone	20	27	21	23	19	15	31	40	40	33	24	47
Blue Earth	322	412	467	501	464	552	592	596	595	544	644	679
Brown	122	131	120	106	151	168	139	151	192	219	149	176
Carlton	235	266	284	263	237	271	301	307	312	344	401	411
Carver	312	311	276	315	289	255	308	337	341	409	415	432
Cass	160	181	195	230	266	250	235	245	193	256	289	398
Chippewa	41	38	31	47	70	68	80	97	107	102	114	145
Chisago	225	275	318	321	353	312	367	301	321	391	374	374
Clay	657	608	506	547	528	608	534	564	615	785	803	743
Clearwater	91	88	105	133	145	101	85	72	66	67	68	57
Cook	53	66	38	64	72	74	72	64	62	44	75	101
Cottonwood	46	40	46	42	56	53	41	61	57	74	55	55
Crow Wing	509	541	514	525	466	519	468	414	431	529	659	716
Dakota	2,184	2,264	2,297	2,646	2,543	2,635	2,756	2,775	2,522	2,415	2,652	3,007
Dodge	62	107	72	80	88	120	168	149	98	103	148	153
Douglas	199	230	209	185	219	254	254	231	213	222	245	258
Faribault	45	57	69	108	107	109	100	106	67	59	69	91
Fillmore	137	110	131	123	127	141	142	145	103	121	111	142
Freeborn	218	269	265	293	300	285	303	279	224	223	243	203
Goodhue	341	318	322	235	314	350	344	298	298	285	387	528
Grant	24	26	23	28	28	27	22	32	46	27	42	53
Hennepin	7,317	7,281	7,399	7,207	7,332	6,857	6,439	6,669	7,086	7,355	7,541	8,602
Houston	122	111	114	103	174	181	208	162	136	134	143	154
Hubbard	75	107	95	113	158	154	121	142	139	108	154	183
Isanti	209	205	190	180	276	194	172	162	158	237	250	363
Itasca	290	297	334	326	359	366	293	272	236	314	497	585
Jackson	63	58	54	49	64	69	63	47	43	46	51	82
Kanabec	105	121	94	84	108	170	112	103	101	103	96	104
Kandiyohi	236	283	281	229	264	274	275	286	245	290	288	321
Kittson	26	25	20	33	34	21	11	11	21	23	24	23
Koochiching	94	97	98	131	127	106	87	124	96	81	64	97
Lac Qui Parle	7	6	14	10	25	33	18	32	27	18	36	45
Lake	40	35	56	49	55	66	40	49	43	63	59	66
Lake of the Woods	30	23	20	29	52	30	32	26	75	64	78	66
Le Sueur	138	102	123	110	141	176	141	156	133	168	151	181
Lincoln	17	14	14	36	23	11	10	13	8	15	29	31
Lyon	213	210	169	157	217	186	233	174	182	159	215	201
McLeod	316	284	346	271	286	265	276	256	268	233	266	366
Mahnomen	81	77	137	136	150	122	121	129	108	118	130	98
Marshall	32	27	29	33	29	33	34	36	38	41	57	50
Martin	96	101	127	131	130	150	135	150	142	135	134	120
Meeker	156	143	144	161	172	131	91	115	86	110	118	147
Mille Lacs	229	301	257	256	320	411	354	302	251	285	301	348

TABLE 1.10
IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 1995 - 2006

County	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Morrison	197	191	206	212	204	249	219	195	182	165	195	207
Mower	208	197	225	304	384	376	352	344	345	294	321	306
Murray	47	44	61	67	43	29	35	41	39	25	31	35
Nicollet	145	159	177	175	206	263	307	351	287	281	320	362
Nobles	206	161	161	141	153	186	150	182	183	162	190	185
Norman	48	52	29	41	47	26	27	49	23	20	55	55
Olmsted	502	448	569	667	831	855	828	802	695	772	878	832
Otter Tail	288	342	296	270	349	321	343	322	342	404	414	428
Pennington	131	129	127	98	103	118	116	117	89	120	125	119
Pine	220	295	327	245	207	253	283	234	250	324	335	349
Pipestone	64	69	58	87	59	74	71	46	42	50	69	60
Polk	299	306	301	342	330	316	310	298	309	324	272	302
Pope	70	67	49	46	83	79	95	79	67	65	84	73
Ramsey	2,377	2,451	2,734	2,791	2,656	2,867	2,856	2,659	2,330	2,394	2,634	3,234
Red Lake	15	8	23	23	34	36	46	43	41	34	47	79
Redwood	71	105	69	82	85	79	72	83	79	110	127	148
Renville	172	139	112	106	114	87	83	101	108	127	133	159
Rice	363	372	400	430	460	532	451	415	418	405	338	348
Rock	29	47	35	31	39	45	27	42	59	46	53	63
Roseau	96	98	92	100	88	129	111	128	115	158	159	141
St. Louis	1,258	1,225	1,333	1,446	1,659	1,661	1,465	1,447	1,330	1,488	1,601	1,724
Scott	531	539	542	604	776	698	745	664	683	903	1,119	1,253
Sherburne	473	418	391	424	448	471	372	396	386	466	577	801
Sibley	112	127	108	118	123	107	136	121	100	133	112	123
Stearns	807	874	832	763	802	1,033	893	773	937	986	1,145	1,335
Steele	177	163	212	214	282	251	220	175	191	224	254	290
Stevens	45	31	36	30	30	40	31	37	52	50	46	40
Swift	49	53	70	83	61	48	53	44	59	42	42	64
Todd	159	151	188	184	149	158	144	153	112	134	165	241
Traverse	22	26	19	27	20	24	35	33	19	24	21	22
Wabasha	110	131	162	165	207	216	151	163	186	137	152	199
Wadena	62	72	85	84	88	81	90	71	105	81	92	127
Waseca	117	126	130	107	148	116	129	123	143	110	117	151
Washington	1,335	1,516	1,383	1,498	1,468	1,337	1,376	1,393	1,330	1,316	1,451	1,845
Watonwan	94	124	95	87	70	52	98	87	76	75	97	103
Wilkin	52	40	59	29	68	66	80	71	71	61	50	72
Winona	343	321	305	325	409	385	329	406	360	492	420	380
Wright	443	452	415	507	563	525	545	580	570	643	695	881
Yellow Medicine	102	94	83	90	108	95	87	81	82	73	90	135

Totals:	30,402	30,923	31,380	32,422	34,575	35,034	33,532	33,163	32,266	34,202	37,002	41,951
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TABLE 1.11
IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD
Part I: 1991 - 1998

Total Number	1991		1992		1993		1994		1995		1996		1997		1998	
	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent
1	17,910	55.2	16,640	54.0	16,089	53.5	15,931	53.6	16,512	54.3	16,858	54.5	17,258	55.0	18,232	56.2
2	6,984	21.5	6,734	21.8	6,487	21.6	6,464	21.7	6,598	21.7	6,550	21.8	6,713	21.4	6,764	20.9
3	3,831	11.8	3,654	11.8	3,584	11.9	3,519	11.8	3,529	11.6	3,657	11.8	3,554	11.3	3,505	10.8
4	1,786	5.5	1,799	5.8	1,882	6.3	1,826	6.1	1,763	5.8	1,750	5.7	1,799	5.7	1,861	5.7
5	866	2.7	887	2.9	887	2.9	898	3.0	867	2.9	916	3.0	885	2.8	891	2.7
6	450	1.4	480	1.6	473	1.6	467	1.6	474	1.6	498	0.8	470	1.5	474	1.5
7	244	0.8	262	0.8	270	0.9	277	0.9	257	0.8	259	0.6	267	0.9	274	0.8
8	135	0.4	146	0.5	157	0.5	135	0.5	162	0.5	176	0.3	153	0.5	177	0.5
9	88	0.3	99	0.3	111	0.4	73	0.2	85	0.3	93	0.2	108	0.3	89	0.3
10	49	0.2	50	0.2	59	0.2	66	0.2	58	0.2	51	0.1	63	0.2	57	0.2
11	26	0.1	35	0.1	32	0.1	26	0.1	31	0.1	47	*	43	0.1	31	0.1
12	20	0.1	20	0.1	16	0.1	26	0.1	17	0.1	29	*	18	0.1	22	0.1
13	18	0.1	12	*	11	*	14	*	12	*	14	*	22	0.1	5	*
14	12	*	10	*	8	*	11	*	10	*	7	*	8	*	19	0.1
15	4	*	7	*	14	*	6	*	6	*	5	*	6	*	6	*
16	5	*	3	*	5	*	4	*	11	*	2	*	4	*	6	*
17	2	*	1	*	2	*	3	*	5	*	5	*	2	*	3	*
18	0	0	1	*	1	*	2	*	2	*	4	*	3	*	2	*
19	0	0	0	0	0	0	0	0	1	*	2	*	1	*	1	*
20	0	0	1	*	0	0	0	0	1	*	0	0	2	*	1	*
21	0	0	0	0	0	0	0	0	1	*	0	0	1	*	1	*
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals:	32,430	100	30,841	100	30,089	100	29,748	100	30,402	100	30,923	100	31,380	100	32,422	100

The table above counts incidents that occurred in Minnesota, based on the total number of incidents the person has on his or her driving record. That is, incidents counted in row 1 were incurred by first-time violators who had zero prior impaired driving incidents on their driving record. For example, Mr. Smith incurs his first-ever incident anywhere, and that incident occurs in Minneapolis in January, 2001. Mr. Smith incurs a second incident in Iowa in July, 2002,

2004. In this case, Mr. Smith's first incident contributes a count of one to row 1 of the 2001 column. The second incident is not counted in the above table because it did not occur in Minnesota. The third incident contributes a count of one to the third row of the 2004 column because it did occur in Minnesota and because it is the third on Mr. Smith's driving record.

and a third incident, again in Minneapolis, in August,

TABLE 1.11

IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD
Part II: 1999 – 2006

	1999		2000		2001		2002		2003		2004		2005		2006	
Total Number	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent
1	19,684	56.9	20,304	58.0	19,473	58.1	19,580	59.0	19,189	59.5	20,399	59.6	22,514	60.9	25,990	62.0
2	7,455	21.6	7,445	21.3	7,117	21.2	7,035	21.2	6,886	21.3	7,430	21.7	7,965	21.5	8,974	21.4
3	3,668	10.6	3,566	10.2	3,438	10.3	3,249	9.8	3,134	9.7	3,313	9.7	3,462	9.4	3,865	9.2
4	1,782	5.2	1,727	4.9	1,670	5.0	1,574	4.7	1,494	4.6	1,495	4.4	1,526	4.1	1,620	3.9
5	848	2.5	870	2.5	789	2.4	733	2.2	630	2.0	673	2.0	690	1.9	711	1.7
6	444	1.3	449	1.3	422	1.3	393	1.2	395	1.2	353	1.0	353	1.0	344	0.8
7	252	0.7	241	0.7	246	0.7	235	0.7	218	0.7	213	0.6	201	0.5	185	0.4
8	171	0.5	158	0.5	119	0.4	111	0.3	127	0.4	123	0.4	117	0.3	98	0.2
9	101	0.3	95	0.3	81	0.2	89	0.3	68	0.2	77	0.2	72	0.2	65	0.2
10	57	0.2	60	0.2	70	0.2	46	0.1	33	0.1	54	0.2	37	0.1	38	0.1
11	42	0.1	39	0.1	38	0.1	34	0.1	30	0.1	20	0.1	22	0.6	22	*
12	27	0.1	31	0.1	18	0.1	25	0.1	26	0.1	19	0.1	11	*	12	*
13	13	*	15	*	19	0.1	23	0.1	9	*	10	*	15	*	9	*
14	10	*	6	*	12	*	12	*	9	*	7	*	6	*	8	*
15	11	*	7	*	6	*	11	*	8	*	2	*	5	*	1	*
16	4	*	8	*	5	*	3	*	3	*	4	*	2	*	2	*
17	4	*	3	*	3	*	6	*	3	*	3	*	0	0	4	*
18	1	*	3	*	2	*	1	*	1	*	1	*	1	*	2	*
19	1	*	4	*	0	0	0	0	0	0	2	*	1	*	1	*
20	0	0	1	*	3	*	0	0	1	*	1	*	1	*	0	0
21	0	0	2	*	0	0	1	*	1	*	2	*	0	0	0	0
22	0	0	0	0	0	0	2	*	0	0	0	0	1	*	0	0
23	0	0	0	0	0	*	0	0	0	*	1	*	0	0	0	0
24	0	0	0	0	1	*	0	0	1	*	0	0	0	0	0	0
Total	34,575	100	35,034	100	33,532	100	33,163	100	32,266	1000	34,202	100	37,002	100	41,951	100

The table above counts incidents that occurred in Minnesota, based on the total number of incidents the person has on his or her driving record. That is, incidents counted in row 1 were incurred by first-time violators who had zero prior impaired driving incidents on their driving record. For example, Mr. Smith incurs his first-ever incident anywhere, and that incident occurs in Minneapolis in January, 2001. Mr. Smith incurs a second incident in Iowa in July, 2002, and a

third incident, again in Minneapolis, in August, 2004. In this case, Mr. Smith's first incident contributes a count of one to row 1 of the 2001 column. The second incident is not counted in the above table because it did not occur in Minnesota. The third incident contributes a count of one to the third row of the 2004 column because it did occur in Minnesota and because it is the third on Mr. Smith's driving record.

II. IMPAIRED DRIVING CRIMINAL CONVICTION RATES

This section provides statistics on the number of impaired driving incidents by county and judicial district, and the number and percentage of that total for which there is a criminal conviction on some type of impaired driving charge. On an infrequent basis, however, an offense will lead to an impaired driving conviction, but not be counted as such. This could be due either:

- (1) To the circumstance that the conviction occurred after the date on which the data used to compile these statistics were extracted from the state driver license files, or
- (2) To reporting errors.

Timing of conviction

Conviction rates for 2006 were calculated using data available on November 01, 2007 – ten full months after the end of the 2006 calendar year. However, the criminal charge sometimes takes longer than that to resolve. This is especially true for more serious charges, such as the higher-level impaired driving offenses. A driver is more likely to challenge such charges in the courts.

Reporting errors

The second reason a conviction might not get counted is because errors occur. A court clerk may fail to accurately record a plea, or a verdict, or a judge's sentence. The Court Administrator's office may not accurately transmit notice of the conviction to the Department of Public Safety. The Department of Public Safety may not accurately record the conviction on the person's driving record. The procedures that underlie the charging, prosecuting, adjudicating, and recording of impaired driving offenses are complex enough that there are opportunities for mistakes. The objective in reporting the statistics here is to assist in identifying possible failures so they can be corrected.

Examples of why a conviction may not get counted

Hypothetically, if a county had 100 impaired driving incidents committed by first-time violators in 2006 and driver license records show that only 85 resulted in an impaired driving conviction, then the conviction rate is 85 out of 100, or 85.0%. There was no impaired driving conviction posted on the

driver's record for 15 of the incidents. Suppose that John Smith committed one of those 15 incidents. This means that Smith was stopped; he took and failed, or refused to take, tests for alcohol or controlled substances, thus incurring an implied consent violation and triggering the impaired driving incident to be posted on his record. Here are some reasons why a criminal conviction might *not* be reported for Mr. Smith:

- (1) There was a plea bargain: The prosecutor agreed to allow Smith to plead guilty to careless driving.

- (2) Smith was convicted on some type of impaired driving charge, but not until after the November 01, 2007, date on which statistics compiled here are based.

- (3) Smith was convicted, but the judge stayed adjudication of the conviction on condition that Smith conform to various requirements. Since adjudication was stayed, the conviction is held in abeyance and not transmitted to the Department of Public Safety.

- (4) In addition to impaired driving, Smith had a felony charge for transporting methamphetamines. He pled guilty to the felony offense and was sentenced to five years in prison and a fine of \$5,000. The county attorney waived the charge on the impaired driving offense.

- (5) The judge stayed imposition of the sentence on condition that Smith conform to various requirements. The court clerk accidentally recorded the stay of imposition as a stay of adjudication, causing the Court Administrator's office to not forward the conviction notice to the Department of Public Safety.

- (6) Smith was convicted of some impaired driving offense, but the Court Administrator's office did not report the conviction to the Department of Public Safety, or reported it in an incorrect manner that caused the report to be rejected.*

- (7) Smith was convicted and the Department of Public Safety was properly notified of the conviction but mistakenly entered the impaired driving

* The Department of Public Safety returns incomplete or incorrect reports to the Court Administrator's Office with a request for a completed or corrected report.

conviction as a conviction for some other type of violation (e.g., speeding).

How the Conviction Rate is Calculated

The conviction rate is expressed merely as a percent: out of 100 incidents, what number resulted in a conviction for *some* type of impaired driving offense. Two issues require comment: (1) how prior violations are counted, and (2) the circumstance that the conviction rate is not a measure of how much plea bargaining or sentence-bargaining may be occurring.

1. Counting prior violations

Table 2.01 has separate columns for first- through fourth-or-subsequent-time violators. The violators who committed the incidents were put into these categories based on a *lifetime* lookback period,[†] not a *ten-year* lookback period. The current statute MS 169A defines impaired driving offense levels in terms of certain aggravating factors. Prior incidents *in the last ten years* is one type of aggravating factor.[‡] (Each prior incident augments the count of aggravating factors by one.) If a ten-year lookback period had been used, there would have been slightly more incidents counted into the “first-time violators” column and slightly fewer counted into the second-through fourth-or-subsequent-time columns.

2. Not measuring plea bargaining

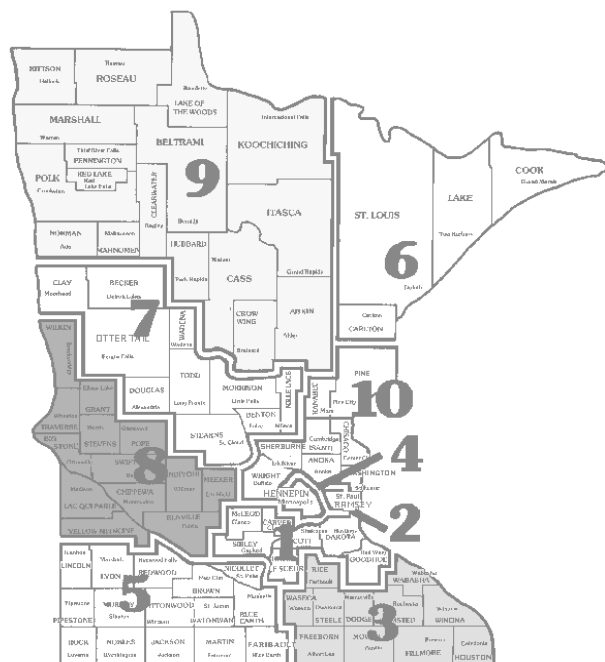
People are concerned with how much plea bargaining takes place in impaired driving cases. The conviction rates are not good measures of plea bargaining,

[†] The term “lifetime” lookback period may be misleading. Currently, an impaired driving incident remains on the driver license forever, and there has always been a rule (for several decades, at any rate) that a second impaired driving incident causes all incidents to be kept on record forever. However, at different points in the past, there were different rules followed—that a single incident not followed by a second was eligible to be purged from the driver record after seven, or ten, or fifteen, years had passed. However, purging of incidents from records was not performed systematically; so, even when those rules were in effect, eligibility to be purged did not mean that an incident was purged. For practical purposes, as an example, if a person is now in their forties and had a single impaired driving incident when they were in their teens or twenties, then that incident may or may not have been purged from their driving record.

[‡] The other two aggravating factors are (1) presence of children in the vehicle, and (2) having an alcohol concentration of .20 or higher.

however. Bargaining take two forms. Plea bargaining occurs when a prosecutor initially charges for one offense (e.g., first-degree impaired driving) and then accepts a plea of guilty to a lesser offense (e.g., second-, third-, or fourth-degree impaired driving, or reckless driving, or speeding, etc.). Second, there is sentence-bargaining: The prosecutor agrees to accept a sentence less than the maximum for the offense on which the violator is convicted. For example, Smith pleads guilty to gross misdemeanor impaired driving but gets a misdemeanor impaired driving sentence.

Judicial Districts in Minnesota



The conviction rates reported here do not measure the extent of plea bargaining or sentence bargaining. They only quantify, for all the incidents that occurred, the percentage that resulted in *some* kind of impaired driving conviction. It cannot be known, from the driver license data, (1) if the conviction was for a lesser offense than the one initially charged, or (2) what the sentence was.

Conviction rates vary more by county than by judicial district

The state is divided into ten judicial districts. Ramsey County is District 2, and Hennepin County is District 4. The other 8 districts encompass from 4 to 17 counties that are geographically close together. Conviction rates vary less by district than by county. Across districts, the range in 2006 for incidents at all

levels was from 79.4% (District 2: Ramsey County) to 88.5% (for District 7, comprised of 10 counties in West Central Minnesota).

Counties with high conviction rates included several at 90% or higher: Pope County obtained impaired driving convictions on 93.2% of 73 incidents; Douglas County got convictions on 93.0% of 258 incidents. Other counties over the 90% level were Brown, Redwood, Clay, Morrison, Otter Tail, Big Stone, Chippewa, Stevens, Aitkin, Clearwater, and Kittson.

Several counties had rates between 70 and 75%: Mower, Faribault, Nicollet, Pennington, Pine, and Washington.

Three counties, Lincoln, Hubbard, and Pipestone were below the 70% level.

The overall impaired driving conviction rate for Minnesota in 2006 was 82.3% of 41,951 incidents.

TABLE 2.01

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2006
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 1															
CARVER	432	352	81.5	261	205	78.5	90	78	86.7	45	38	84.4	36	31	86.1
DAKOTA	3,007	2,366	78.7	1,925	1,467	76.2	647	547	84.5	244	201	82.4	191	151	79.1
GOODHUE	528	423	80.1	292	220	75.3	125	111	88.8	66	53	80.3	45	39	86.7
LESUEUR	181	155	85.6	91	75	82.4	50	45	90.0	26	23	88.5	14	12	85.7
MCLEOD	366	289	79.0	228	174	76.3	70	62	88.6	37	30	81.1	31	23	74.2
SCOTT	1,253	1,008	80.4	775	598	77.2	283	243	85.9	118	99	83.9	77	68	88.3
SIBLEY	123	107	87.0	71	63	88.7	23	20	87.0	16	12	75.0	13	12	92.3
SUBTOTAL	5,890	4,700	79.8	3,643	2,802	76.9	1,288	1,106	85.9	552	456	82.6	407	336	82.6
Judicial Dist 2															
RAMSEY	3,234	2,569	79.4	2,091	1,569	75.0	649	576	88.8	286	245	85.7	208	179	86.1
Judicial Dist 3															
DODGE	153	123	80.4	100	77	77.0	24	20	83.3	19	17	89.5	10	9	90.0
FILLMORE	142	107	75.4	91	76	83.5	33	19	57.6	10	7	70.0	8	5	62.5
FREEBORN	203	160	78.8	123	93	75.6	43	36	83.7	19	15	78.9	18	16	88.9
HOUSTON	154	125	81.2	96	70	72.9	35	32	91.4	12	12	100.0	11	11	100.0
MOWER	306	225	73.5	182	136	74.7	69	46	66.7	36	29	80.6	19	14	73.7
OLMSTED	832	725	87.1	527	462	87.7	168	142	84.5	84	75	89.3	53	46	86.8
RICE	348	282	81.0	211	166	78.7	83	73	88.0	31	25	80.6	23	18	78.3
STEELE	290	230	79.3	172	142	82.6	53	37	69.8	30	22	73.3	35	29	82.9
WABASHA	199	163	81.9	110	87	79.1	55	49	89.1	17	13	76.5	17	14	82.4
WASECA	151	120	79.5	91	74	81.3	40	30	75.0	12	10	83.3	8	6	75.0
WINONA	380	334	87.9	263	232	88.2	71	60	84.5	28	27	96.4	18	15	83.3
SUBTOTAL	3,158	2,594	82.1	1,966	1,615	82.1	674	544	80.7	298	252	84.6	220	183	83.2
Judicial Dist 4															
HENNEPIN	8,602	7,109	82.6	5,566	4,344	78.0	1,840	1,677	91.1	685	623	90.9	511	465	91.0
Judicial Dist 5															
BLUE EARTH	679	592	87.2	437	375	85.8	143	128	89.5	63	57	90.5	36	32	88.9
BROWN	176	160	90.9	110	100	90.9	39	36	92.3	17	15	88.2	10	9	90.0
COTTONWOOD	55	43	78.2	32	22	68.8	12	11	91.7	7	6	85.7	4	4	100.0
FARIBAULT	91	67	73.6	56	42	75.0	18	12	66.7	9	6	66.7	8	7	87.5
JACKSON	82	63	76.8	61	47	77.0	16	11	68.8	2	2	100.0	3	3	100.0
LINCOLN	31	16	51.6	18	10	55.6	4	2	50.0	7	2	28.6	2	2	100.0
LYON	201	166	82.6	145	120	82.8	33	28	84.8	15	10	66.7	8	8	100.0
MARTIN	120	102	85.0	71	61	85.9	27	22	81.5	11	8	72.7	11	11	100.0
MURRAY	35	30	85.7	21	17	81.0	11	10	90.9	3	3	100.0	0	0	-
NICOLLET	362	265	73.2	244	174	71.3	65	53	81.5	30	21	70.0	23	17	73.9
NOBLES	185	147	79.5	144	111	77.1	25	23	92.0	9	7	77.8	7	6	85.7
PIPESTONE	60	41	68.3	37	25	67.6	14	11	78.6	5	4	80.0	4	1	25.0
REDWOOD	148	134	90.5	87	81	93.1	34	30	88.2	17	15	88.2	10	8	80.0
ROCK	63	56	88.9	43	39	90.7	11	9	81.8	6	5	83.3	3	3	100.0
WATONWAN	103	82	79.6	68	54	79.4	21	18	85.7	7	5	71.4	7	5	71.4
SUBTOTAL	2,391	1,964	82.1	1,574	1,278	81.2	473	404	85.4	208	166	79.8	136	116	85.3

TABLE 2.01 (Continued)

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2006
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Incidents	Con- vic- tions	Con- vict. Rate	All Incidents	Con- vic- tions	Con- vict. Rate	All Incidents	Con- vic- tions	Con- vict. Rate	All Incidents	Con- vic- tions	Con- vict. Rate	All Incidents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 6															
CARLTON	411	339	82.5	223	182	81.6	84	75	89.3	53	43	81.1	51	39	76.5
COOK	101	87	86.1	63	53	84.1	21	19	90.5	10	9	90.0	7	6	85.7
LAKE	66	59	89.4	44	39	88.6	10	10	100.0	6	6	100.0	6	4	66.7
ST. LOUIS	1,724	1,453	84.3	1,072	881	82.2	344	303	88.1	157	139	88.5	151	130	86.1
SUBTOTAL	2,302	1,938	84.2	1,402	1,155	82.4	459	407	88.7	226	197	87.2	215	179	83.3
Judicial Dist 7															
BECKER	521	464	89.1	308	271	88.0	91	81	89.0	47	44	93.6	75	68	90.7
BENTON	344	294	85.5	202	178	88.1	78	65	83.3	31	26	83.9	33	25	75.8
CLAY	743	670	90.2	533	476	89.3	138	128	92.8	39	35	89.7	33	31	93.9
DOUGLAS	258	240	93.0	153	143	93.5	56	52	92.9	28	28	100.0	21	17	81.0
MILLE LACS	348	295	84.8	161	135	83.9	98	84	85.7	40	37	92.5	49	39	79.6
MORRISON	207	188	90.8	101	92	91.1	61	55	90.2	21	20	95.2	24	21	87.5
OTTER TAIL	428	392	91.6	254	235	92.5	80	71	88.8	46	42	91.3	48	44	91.7
STEARNS	1,335	1,170	87.6	885	782	88.4	279	242	86.7	99	83	83.8	72	63	87.5
TODD	241	209	86.7	149	128	85.9	53	50	94.3	22	18	81.8	17	13	76.5
WADENA	127	105	82.7	77	67	87.0	26	17	65.4	13	13	100.0	11	8	72.7
SUBTOTAL	4,552	4,027	88.5	2,823	2,507	88.8	960	845	88.0	386	346	89.6	383	329	85.9
Judicial Dist 8															
BIG STONE	47	43	91.5	28	24	85.7	8	8	100.0	3	3	100.0	8	8	100.0
CHIPPEWA	145	131	90.3	94	83	88.3	28	27	96.4	13	11	84.6	10	10	100.0
GRANT	53	43	81.1	30	27	90.0	12	9	75.0	5	4	80.0	6	3	50.0
KANDIYOHI	321	273	85.0	221	184	83.3	61	55	90.2	22	19	86.4	17	15	88.2
LAC QUI PARLE	45	40	88.9	29	26	89.7	10	9	90.0	1	1	100.0	5	4	80.0
MEEKER	147	128	87.1	89	76	85.4	26	23	88.5	18	15	83.3	14	14	100.0
POPE	73	68	93.2	33	33	100.0	22	22	100.0	10	6	60.0	8	7	87.5
RENVILLE	159	124	78.0	79	67	84.8	40	29	72.5	18	12	66.7	22	16	72.7
STEVENS	40	36	90.0	30	27	90.0	8	8	100.0	1	1	100.0	1	0	0.0
SWIFT	64	51	79.7	40	30	75.0	12	11	91.7	7	5	71.4	5	5	100.0
TRAVERSE	22	19	86.4	16	13	81.3	4	4	100.0	2	2	100.0	0	0	-
WILKIN	72	57	79.2	43	34	79.1	13	11	84.6	7	5	71.4	9	7	77.8
YELLOW MED	135	114	84.4	74	61	82.4	35	31	88.6	16	12	75.0	10	10	100.0
SUBTOTAL	1,323	1,127	85.2	806	685	85.0	279	247	88.5	123	96	78.0	115	99	86.1

TABLE 2.01 (Continued)

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2006
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 9															
AITKIN	208	188	90.4	117	107	91.5	45	40	88.9	19	17	89.5	27	24	88.9
BELTRAMI	446	378	84.8	268	232	86.6	82	71	86.6	56	42	75.0	40	33	82.5
CASS	398	336	84.4	184	153	83.2	100	84	84.0	57	51	89.5	57	48	84.2
CLEARWATER	57	52	91.2	27	25	92.6	10	9	90.0	9	8	88.9	11	10	90.9
CROW WING	716	597	83.4	405	342	84.4	153	134	87.6	85	67	78.8	73	54	74.0
HUBBARD	183	96	52.5	107	76	71.0	39	10	25.6	19	4	21.1	18	6	33.3
ITASCA	585	513	87.7	316	274	86.7	156	139	89.1	58	53	91.4	55	47	85.5
KITSON	23	21	91.3	12	12	100.0	4	3	75.0	3	2	66.7	4	4	100.0
KOOCHICHING	97	73	75.3	54	45	83.3	19	11	57.9	11	7	63.6	13	10	76.9
LAKE OF WDS	66	59	89.4	31	29	93.5	21	18	85.7	8	7	87.5	6	5	83.3
MAHNOMEN	98	75	76.5	36	24	66.7	25	21	84.0	18	16	88.9	19	14	73.7
MARSHALL	50	42	84.0	25	22	88.0	9	9	100.0	7	5	71.4	9	6	66.7
NORMAN	55	44	80.0	31	25	80.6	11	11	100.0	9	6	66.7	4	2	50.0
PENNINGTON	119	84	70.6	64	45	70.3	31	23	74.2	9	5	55.6	15	11	73.3
POLK	302	255	84.4	188	159	84.6	64	53	82.8	25	23	92.0	25	20	80.0
RED LAKE	79	69	87.3	45	38	84.4	18	18	100.0	9	8	88.9	7	5	71.4
ROSEAU	141	120	85.1	92	79	85.9	26	20	76.9	12	12	100.0	11	9	81.8
SUBTOTAL	3,623	3,002	82.9	2,002	1,687	84.3	813	674	82.9	414	333	80.4	394	308	78.2
Judicial Dist 10															
ANOKA	2,159	1,779	82.4	1,290	1,066	82.6	490	417	85.1	221	178	80.5	158	118	74.7
CHISAGO	374	296	79.1	211	169	80.1	85	68	80.0	42	29	69.0	36	30	83.3
ISANTI	363	304	83.7	201	169	84.1	78	68	87.2	40	31	77.5	44	36	81.8
KANABEC	104	85	81.7	59	52	88.1	21	17	81.0	13	11	84.6	11	5	45.5
PINE	349	258	73.9	179	145	81.0	81	55	67.9	49	32	65.3	40	26	65.0
SHERBURNE	801	691	86.3	465	411	88.4	189	164	86.8	81	65	80.2	66	51	77.3
WASHINGTON	1,845	1,379	74.7	1,195	835	69.9	403	342	84.9	151	130	86.1	96	72	75.0
WRIGHT	881	706	80.1	517	400	77.4	192	163	84.9	90	73	81.1	82	70	85.4
SUBTOTAL	6,876	5,498	80.0	4,117	3,247	78.9	1,539	1,294	84.1	687	549	79.9	533	408	76.5
Totals for Minnesota															
	41,951	34,528	82.3	25,990	20,889	80.4	8,974	7,774	86.6	3,865	3,263	84.4	3,122	2,602	83.3

NOTE:

- (1) There is no restriction on the "lookback" period in counting prior violations. For example, a second-time violator could have incurred his or her first violation 12 years, or 1 week, prior to the second violation.
- (2) Caution regarding interpreting table: The data compiled here reflect convictions received as of November 01, 2007.

However, new information is constantly added to driver license records. Also, as offense level increases, violators face stiffer penalties and have more incentive to fight conviction through legal proceedings. The conviction rates will therefore increase as time passes.

III. PERSONS WITH IMPAIRED DRIVING INCIDENTS ON RECORD

This section reports statistics on Minnesota's total population, the population of licensed drivers, and the population of persons who have impaired driving incidents on their driving record.

Currently, an impaired driving incident is kept on record permanently

Current practice is that an impaired driving incident stays on a person's driver license record permanently. However, there were different rules in the past. At points over the last 25 years, a single incident might have been eligible to be purged from a driving record after seven, ten, or fifteen years. However, purging of incidents from records was not performed systematically; so, even when the different rules were in effect, eligibility to be purged did not mean that an incident was purged. Apart from rules for a single incident, there has long been (for several decades) in effect a rule that if a person incurred a second impaired driving incident, then all impaired driving incidents were kept on record permanently. The practical effect of having the different rules over time is that the number of persons currently shown to have two or more incidents on record will be close to the true number of people who ever accumulated two or more incidents, while the number shown to have only one incident will understate the true number of people who ever incurred a single incident. For example, there are probably many middle-aged or older persons who incurred a single incident when they were young, but never incurred a second one, and, at some point (probably in the early 1990s, or before), the single incident was purged from their driving record.

Baby boom and baby-boom echo effects

Persons in their twenties are the most likely to drink and drive. The large baby boom generation is now well beyond this high-offender age group: In 2000, Minnesota had 14% *fewer* 20-to-34 year-olds, but 43% *more* 40-to-54 year-olds, than it had in 1990. However, the children of the baby boom generation (the baby-boom echo) are entering the high-risk age group. There were almost 84,000 (28%) more 15-to-19 year-olds in 2000 than in 1990. Thus, the age structure of the population makes predictable an increase in the number of young, first-time impaired-driving offenders.

1 in 8 licensed drivers have an incident on record

In all, 484,387 persons believed to be Minnesota residents have one or more impaired driving incidents on their driving record. On average, that's 1 out of every 10.6 people (9.4%) in the state's population (using the US Census Bureau's estimated 2006 population for Minnesota).

Now consider that many residents in Minnesota are too young to drive. Out of the population of persons on whom there is a driving record, 1 in 8 (12.5%) have one or more incidents on record; 1 in 19 (5.3%) have two or more, and 1 in 40 (2.5%) have three or more.

In addition to Minnesota residents, there are 85,502 non-residents who have incurred one or more incidents in Minnesota.

Counties vary

As noted, 9.4% of the state's population have an incident on their driving record. There is variation by county. The five counties with the highest percentages are: Mahnommen, Mille Lacs, Clearwater, Pine, and Pennington -- mostly north and west of the Twin Cities. The five counties with the lowest percentages are Stevens, Rock, Lincoln, Carver, and Cottonwood -- mostly southwest of the Twin Cities. Reasons for the variation might include: prevalence of chemical dependency problems in the population, strictness of enforcement of DWI laws, whether the county is in a vacation, or recreational, area of the state.

Most offenders have one incident

There is a perception that so much of the drinking-driving problem is concentrated in a fairly small subset of the population whose members are chemically dependent and who drink and drive over and over again. There is definitely evidence to support such a perception. Forty-three percent of the 484,387 persons in the state with incidents on record have two or more incidents on record. Some have an amazing number of incidents: 1,096 have ten or more. The record is now 24 incidents. Still, it is possible the perception distracts attention from the reality that most violators do not have prior incidents on record. Fifty-seven percent have only one incident. (As noted earlier, this understates the true number since a single incident may have been purged from a person's driving record.)

TABLE 3.01

POPULATION OF MINNESOTA BY AGE AND GENDER

Age	1990 Census			2000 Census			2006 Estimated		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
00-04	172,055	164,745	336,800	168,829	160,765	329,594	177,184	168,949	346,133
05-09	177,049	168,791	345,840	182,912	172,982	355,894	169,481	166,350	335,830
10-14	160,702	152,595	313,297	192,118	182,877	374,995	179,752	171,548	351,300
15-19	151,359	146,250	297,609	191,534	182,828	374,362	192,592	181,945	374,537
20-24	157,244	158,802	316,046	164,038	158,445	322,483	190,024	181,945	371,969
25-29	190,480	191,279	381,759	162,132	157,694	319,826	177,184	166,350	343,534
30-34	199,447	198,537	397,984	178,502	174,810	353,312	166,913	161,151	328,064
35-39	182,163	179,111	361,274	207,962	204,528	412,490	182,320	176,746	359,067
40-44	152,870	151,940	304,810	207,355	204,337	411,692	200,295	200,139	400,435
45-49	118,342	118,708	237,050	183,801	180,446	364,247	213,135	207,937	421,072
50-54	94,635	96,775	191,410	150,750	150,699	301,449	187,456	184,544	372,000
55-59	85,014	88,052	173,066	112,203	114,654	226,857	156,641	155,953	312,594
60-64	82,224	88,996	171,220	86,648	91,364	178,012	110,419	114,365	224,785
65-69	74,123	85,913	160,036	72,707	80,462	153,169	82,172	88,373	170,546
70-74	58,161	76,325	134,486	64,646	78,010	142,656	64,197	75,377	139,574
75-79	43,312	65,121	108,433	51,709	70,968	122,677	51,358	70,179	121,537
80-84	26,525	48,619	75,144	33,477	56,686	90,163	38,518	59,782	98,300
85+	19,478	49,357	68,835	24,308	61,293	85,601	28,247	67,580	95,826
Total	2,145,183	2,229,916	4,375,099	2,435,631	2,483,848	4,919,479	2,567,888	2,599,213	5,167,101

Source: United States Census Bureau.

TABLE 3.02
MINNESOTA LICENSED DRIVERS* UNDER 21, BY AGE,
1990 – 2006

Year	15	16	17	18	19	20	Total under 21
1990	15,075	43,708	51,161	51,293	53,876	57,902	273,015
1991	16,626	45,744	50,796	54,442	53,307	54,591	275,506
1992	18,047	47,600	51,688	53,894	55,417	53,645	280,291
1993	16,031	48,754	54,960	55,472	55,793	56,765	287,775
1994	16,031	48,754	54,960	55,472	55,793	56,765	287,775
1995	20,660	52,205	57,426	58,307	57,139	56,902	302,639
1996	24,783	54,657	60,864	61,788	61,058	58,964	322,114
1997	27,514	55,564	61,052	63,711	63,460	61,875	333,176
1998	24,610	50,028	60,389	64,337	66,023	64,484	329,871
1999	24,944	52,576	59,337	60,177	67,779	67,816	332,629
2000	28,479	55,792	60,724	65,830	68,697	69,306	348,828
2001	27,878	56,361	62,068	64,963	69,232	70,351	350,853
2002	28,880	55,286	63,011	66,876	68,609	70,985	353,647
2003	29,800	55,614	61,329	67,491	69,792	69,385	353,411
2004	31,638	55,812	61,286	66,397	71,026	71,513	357,672
2005	31,161	55,398	61,431	65,440	68,842	71,780	354,052
2006	26,360	53,520	60,695	64,617	67,917	68,826	341,935

TABLE 3.03
MINNESOTA LICENSED DRIVERS,* BY AGE, 1990 – 2006

Year	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75 +	Total
1990	214,513	316,504	372,178	398,645	364,385	316,265	234,494	189,266	164,023	159,799	148,161	122,965	177,293	3,178,491
1991	215,113	312,463	357,464	402,273	371,856	324,986	252,944	197,122	165,779	158,552	148,934	126,115	189,553	3,223,154
1992	220,915	307,139	345,255	404,717	383,109	335,328	266,872	210,453	169,769	157,248	149,867	128,653	194,632	3,273,957
1993	226,646	297,918	336,007	401,155	386,805	342,988	276,715	216,632	173,423	156,044	149,118	128,828	191,874	3,284,153
1994	231,010	290,752	330,676	393,253	396,206	355,845	296,176	225,468	178,920	156,192	148,961	132,442	204,674	3,340,575
1995	245,737	283,027	331,259	381,403	402,366	364,629	313,384	230,114	183,763	156,652	149,004	132,842	214,171	3,388,351
1996	263,150	284,532	330,844	368,340	407,794	373,405	323,114	248,979	191,853	158,537	148,228	134,127	223,602	3,456,505
1997	271,301	291,004	325,020	356,278	407,334	381,214	330,259	260,406	201,963	160,789	146,590	133,750	221,862	3,487,770
1998	265,387	302,019	318,360	347,382	405,914	389,126	340,673	273,059	210,483	165,519	144,903	134,081	229,135	3,526,041
1999	264,812	316,452	316,642	346,159	401,755	398,519	352,585	290,428	218,555	170,263	145,284	134,225	239,938	3,595,617
2000	279,522	327,545	310,399	347,932	391,515	405,043	362,105	306,566	222,828	174,735	145,334	133,774	242,146	3,647,444
2001	280,502	339,486	309,079	344,952	377,905	408,621	368,930	316,321	238,022	180,723	146,107	133,205	241,646	3,685,499
2002	282,662	352,022	320,420	343,933	366,661	411,413	379,702	325,664	252,631	192,074	149,272	132,368	248,671	3,757,493
2003	284,026	352,818	326,355	333,363	354,509	408,428	386,086	335,331	264,204	200,322	154,103	131,255	257,379	3,788,179
2004	286,159	361,589	339,712	330,480	350,988	403,774	395,178	345,855	280,193	208,133	158,035	131,277	260,483	3,851,856
2005	282,272	361,839	348,538	319,537	349,515	390,439	400,876	355,524	296,390	212,324	163,125	131,383	260,331	3,872,093
2006	273,109	353,949	353,241	311,685	342,520	372,638	401,715	361,197	306,185	226,262	168,693	132,725	267,241	3,871,160

* Source: Department of Public Safety, Driver and Vehicle Service Division. Counts include learner's permits.

TABLE 3.04

**MINNESOTA RESIDENTS WITH IMPAIRED DRIVING INCIDENTS ON RECORD,
BY AGE AT DATE OF LAST INCIDENT AND BY AGE AS OF END OF 2006**

Age Group	Age at Date of Last Incident				Age at End of Year 2006			
	Female	Male	Not Stated	Total	Female	Male	Not Stated	Total
00-14	14	21	19	54	1	1	6	8
15-19	6,542	20,766	880	28,188	720	1,967	208	2,895
20-24	22,308	81,672	3,117	107,097	6,103	18,901	1,425	26,429
25-29	17,463	69,963	2,590	90,016	10,226	35,259	2,417	47,902
30-34	14,888	53,779	1,741	70,408	9,506	36,193	1,960	47,659
35-39	13,370	44,684	1,313	59,367	13,724	46,095	1,680	61,499
40-44	10,858	36,027	907	47,792	18,194	57,408	1,324	76,926
45-49	6,816	25,790	505	33,111	16,595	56,635	1,109	74,339
50-54	3,501	16,804	253	20,558	9,999	41,262	645	51,906
55-59	1,789	10,588	117	12,494	5,913	28,234	373	34,520
60-64	1,001	6,498	79	7,578	3,426	17,096	195	20,717
65-69	486	3,786	36	4,308	2,074	11,051	103	13,228
70-74	241	1,919	16	2,176	1,199	7,855	59	9,113
75-79	88	794	6	888	804	6,096	34	6,934
80-84	27	265	4	296	500	4,313	27	4,840
85 +	6	42	4	52	414	5,033	25	5,472
Unknown	0	1	3	4				
Total	99,398	373,399	11,590	484,387	99,398	373,399	11,590	484,387

Note:

Gender is not stated for many persons. When a person applies for a driver license, gender is entered on the record. If a person is arrested for impaired

driving and does not have a driver license, then a record is created but gender is not entered on that record.

TABLE 3.05
POPULATION OF MINNESOTA AND NUMBER OF RESIDENTS WITH IMPAIRED
DRIVING INCIDENTS ON RECORD AS OF END OF 2006 BY COUNTY

County	Population		Residents with Impaired Driving Incidents on Record							
	2000 Census	2006 Estimate	1 or more Inc		1 Incident		2 Incidents		3 or more Inc.	
			Number	as % of '06 Pop	Number	as % of '06 Pop	Number	as % of '06 Pop	Number	as % of '06 Pop
Aitkin	15,301	16,149	1,917	11.9	1,022	6.3	438	2.7	457	2.8
Anoka	298,084	327,005	31,176	9.5	17,245	5.3	7,180	2.2	6,751	2.1
Becker	30,000	32,230	3,962	12.3	2,025	6.3	893	2.8	1,044	3.2
Beltrami	39,650	43,169	5,103	11.8	2,746	6.4	1,196	2.8	1,161	2.7
Benton	34,226	38,688	3,448	8.9	1,918	5.0	796	2.1	734	1.9
Big Stone	5,820	5,510	454	8.2	257	4.7	117	2.1	80	1.5
Blue Earth	55,941	58,254	5,767	9.9	3,254	5.6	1,379	2.4	1,134	1.9
Brown	26,911	26,361	2,363	9.0	1,360	5.2	540	2.0	463	1.8
Carlton	31,671	34,116	3,844	11.3	2,121	6.2	888	2.6	835	2.4
Carver	70,205	87,545	6,494	7.4	3,926	4.5	1,458	1.7	1,110	1.3
Cass	27,150	29,036	3,424	11.8	1,793	6.2	776	2.7	855	2.9
Chippewa	13,088	12,721	1,176	9.2	722	5.7	231	1.8	223	1.8
Chisago	41,101	50,344	6,023	12.0	3,337	6.6	1,437	2.9	1,249	2.5
Clay	51,229	54,476	5,420	9.9	3,215	5.9	1,226	2.3	979	1.8
Clearwater	8,423	8,440	1,122	13.3	534	6.3	264	3.1	324	3.8
Cook	5,168	5,329	596	11.2	329	6.2	136	2.6	131	2.5
Cottonwood	12,167	11,659	898	7.7	523	4.5	218	1.9	157	1.3
Crow Wing	55,099	61,009	6,510	10.7	3,659	6.0	1,506	2.5	1,345	2.2
Dakota	355,904	388,001	33,534	8.6	20,063	5.2	7,432	1.9	6,039	1.6
Dodge	17,731	19,770	1,856	9.4	1,042	5.3	420	2.1	394	2.0
Douglas	32,821	35,467	3,258	9.2	1,809	5.1	736	2.1	713	2.0
Faribault	16,181	15,283	1,493	9.8	870	5.7	332	2.2	291	1.9
Fillmore	21,122	21,151	2,058	9.7	1,155	5.5	492	2.3	411	1.9
Freeborn	32,584	31,636	3,343	10.6	1,833	5.8	793	2.5	717	2.3
Goodhue	44,127	45,807	4,637	10.1	2,627	5.7	1,106	2.4	904	2.0
Grant	6,289	6,078	631	10.4	351	5.8	151	2.5	129	2.1
Hennepin	1,116,200	1,122,093	103,716	9.2	61,416	5.5	22,529	2.0	19,771	1.8
Houston	19,718	19,832	1,933	9.7	1,161	5.9	415	2.1	357	1.8
Hubbard	18,376	18,890	1,822	9.6	978	5.2	448	2.4	396	2.1
Isanti	31,287	38,576	3,849	10.0	2,028	5.3	938	2.4	883	2.3
Itasca	43,992	44,729	5,058	11.3	2,659	5.9	1,224	2.7	1,175	2.6
Jackson	11,268	11,150	881	7.9	520	4.7	212	1.9	149	1.3
Kanabec	14,996	16,276	1,758	10.8	870	5.3	411	2.5	477	2.9
Kandiyohi	41,203	41,088	4,030	9.8	2,288	5.6	944	2.3	798	1.9
Kittson	5,285	4,691	406	8.7	211	4.5	100	2.1	95	2.0
Koochiching	14,355	13,658	1,492	10.9	816	6.0	363	2.7	313	2.3
Lac Qui Parle	8,067	7,464	579	7.8	320	4.3	155	2.1	104	1.4
Lake	11,058	10,966	959	8.7	546	5.0	258	2.4	155	1.4
Lake of the Woods	4,522	4,327	473	10.9	227	5.2	129	3.0	117	2.7
Le Sueur	25,426	27,895	3,351	12.0	1,904	6.8	767	2.7	680	2.4
Lincoln	6,429	5,963	381	6.4	226	3.8	91	1.5	64	1.1
Lyon	25,425	24,640	2,327	9.4	1,417	5.8	494	2.0	416	1.7
McLeod	34,898	37,279	3,781	10.1	2,182	5.9	862	2.3	737	2.0
Mahnomen	5,190	5,072	963	19.0	439	8.7	229	4.5	295	5.8
Marshall	10,155	9,951	889	8.9	492	4.9	211	2.1	186	1.9

TABLE 3.05
POPULATION OF MINNESOTA AND NUMBER OF RESIDENTS WITH IMPAIRED
DRIVING INCIDENTS ON RECORD AS OF END OF 2006 BY COUNTY

County	Population		Residents with Impaired Driving Incidents on Record							
			1 or more Inc		1 Incident		2 Incidents		3 or more Inc.	
	2000 Census	2006 Estimate	Number	as % of '06 Pop	Number	as % of '06 Pop	Number	as % of '06 Pop	Number	as % of '06 Pop
Martin	21,802	20,768	1,984	9.6	1,125	5.4	459	2.2	400	1.9
Meeker	22,644	23,405	2,299	9.8	1,198	5.1	559	2.4	542	2.3
Mille Lacs	22,330	26,169	3,908	14.9	1,974	7.5	969	3.7	965	3.7
Morrison	31,712	32,919	3,497	10.6	1,916	5.8	804	2.4	777	2.4
Mower	38,603	38,666	3,958	10.2	2,166	5.6	962	2.5	830	2.1
Murray	9,165	8,778	677	7.7	419	4.8	140	1.6	118	1.3
Nicollet	29,771	31,313	2,781	8.9	1,653	5.3	619	2.0	509	1.6
Nobles	20,832	20,445	2,026	9.9	1,359	6.6	407	2.0	260	1.3
Norman	7,442	6,850	698	10.2	402	5.9	152	2.2	144	2.1
Olmsted	124,277	137,521	10,526	7.7	6,141	4.5	2,321	1.7	2,064	1.5
Otter Tail	57,159	57,817	5,345	9.2	2,915	5.0	1,267	2.2	1,163	2.0
Pennington	13,584	13,709	1,684	12.3	858	6.3	415	3.0	411	3.0
Pine	26,530	28,419	3,471	12.2	1,800	6.3	821	2.9	850	3.0
Pipestone	9,895	9,423	903	9.6	512	5.4	213	2.3	178	1.9
Polk	31,369	31,088	3,661	11.8	1,913	6.2	866	2.8	882	2.8
Pope	11,236	11,212	1,047	9.3	571	5.1	249	2.2	227	2.0
Ramsey	511,035	493,215	42,803	8.7	25,204	5.1	9,316	1.9	8,283	1.7
Red Lake	4,299	4,168	444	10.7	250	6.0	98	2.4	96	2.3
Redwood	16,815	15,791	1,411	8.9	839	5.3	299	1.9	273	1.7
Renville	17,154	16,531	1,758	10.6	1,007	6.1	405	2.4	346	2.1
Rice	56,665	61,980	5,784	9.3	3,284	5.3	1,303	2.1	1,197	1.9
Rock	9,721	9,535	593	6.2	374	3.9	129	1.4	90	0.9
Roseau	16,338	16,201	1,676	10.3	915	5.6	406	2.5	355	2.2
St. Louis	200,528	196,067	20,293	10.4	11,383	5.8	4,722	2.4	4,188	2.1
Scott	89,498	124,092	10,288	8.3	6,143	5.0	2,322	1.9	1,823	1.5
Sherburne	64,417	84,995	7,898	9.3	4,574	5.4	1,857	2.2	1,467	1.7
Sibley	15,356	15,126	1,546	10.2	873	5.8	351	2.3	322	2.1
Stearns	133,166	144,096	13,155	9.1	7,781	5.4	2,878	2.0	2,496	1.7
Steele	33,680	36,221	3,324	9.2	1,843	5.1	771	2.1	710	2.0
Stevens	10,053	9,827	603	6.1	347	3.5	137	1.4	119	1.2
Swift	11,956	10,307	1,017	9.9	554	5.4	249	2.4	214	2.1
Todd	24,426	24,375	2,217	9.1	1,223	5.0	557	2.3	437	1.8
Traverse	4,134	3,799	336	8.8	203	5.3	82	2.2	51	1.3
Wabasha	21,610	22,282	2,228	10.0	1,266	5.7	530	2.4	432	1.9
Wadena	13,713	13,445	1,456	10.8	763	5.7	364	2.7	329	2.4
Waseca	19,526	19,469	1,916	9.8	1,106	5.7	448	2.3	362	1.9
Washington	201,130	225,000	17,840	7.9	10,726	4.8	3,993	1.8	3,121	1.4
Watonwan	11,876	11,164	1,192	10.7	690	6.2	285	2.6	217	1.9
Wilkin	7,138	6,634	655	9.9	382	5.8	162	2.4	111	1.7
Winona	49,985	49,288	4,171	8.5	2,532	5.1	954	1.9	685	1.4
Wright	89,986	114,787	11,059	9.6	6,214	5.4	2,561	2.2	2,284	2.0
Yellow Med	11,080	10,430	1,104	10.6	616	5.9	260	2.5	228	2.2
Minnesota	4,919,479	5,167,101	484,387	9.4	278,450	5.4	109,583	2.1	96,354	1.9

TABLE 3.06

PERSONS WITH IMPAIRED DRIVING INCIDENTS ON RECORD, BY AREA OF RESIDENCE, GENDER, AND NUMBER OF INCIDENTS ON RECORD AT END OF 2006

No. of Inc. on Record	Minnesota Residents									Non-Minnesota Residents				Total
	Twin City Metro Area				Non- Metro Area				Total	Fe- male		Not Stated		Total
	Fe- male	Male	Not Stated	Sub total	Fe- male	Male	Not Stated	Sub total		Fe- male	Male	Not Stated	Total	
1	39,105	100,462	5,156	144,723	31,286	97,695	4,746	133,727	278,450	9,830	31,768	20,754	62,352	340,802
2	10,195	43,474	561	54,230	8,588	46,103	662	55,353	109,583	1,918	10,506	1,808	14,232	123,815
3	3,581	21,846	127	25,554	3,070	23,696	166	26,932	52,486	518	4,465	374	5,357	57,843
4	1,266	10,121	36	11,423	1,094	11,011	56	12,161	23,584	148	1,797	114	2,059	25,643
5	393	4,468	15	4,876	363	4,701	21	5,085	9,961	42	717	25	784	10,745
6	159	2,111	3	2,273	124	2,271	14	2,409	4,682	17	304	21	342	5,024
7	58	1,147	2	1,207	48	1,201	7	1,256	2,463	4	153	6	163	2,626
8	18	615	3	636	20	640	5	665	1,301	3	85	3	91	1,392
9	7	366	2	375	11	393	2	406	781	1	44	2	47	828
10	4	211	1	216	2	205	2	209	425	1	22	3	26	451
11	2	124	1	127	1	120	0	121	248	0	16	1	17	265
12	1	76	0	77	1	67	0	68	145	1	13	0	14	159
13	0	47	0	47	1	42	0	43	90	0	6	1	7	97
14	0	27	0	27	0	34	1	35	62	0	3	0	3	65
15	0	20	0	20	0	21	0	21	41	0	7	0	7	48
16	0	14	1	15	0	10	0	10	25	0	0	1	1	26
17	0	12	0	12	0	16	0	16	28	0	0	0	0	28
18	0	6	0	6	0	8	0	8	14	0	0	0	0	14
19	0	3	0	3	0	3	0	3	6	0	0	0	0	6
20	0	1	0	1	0	2	0	2	3	0	0	0	0	3
21	0	2	0	2	0	3	0	3	5	0	0	0	0	5
22	0	0	0	0	0	1	0	1	1	0	0	0	0	1
23	0	1	0	1	0	0	0	0	1	0	0	0	0	1
24	0	0	0	0	0	2	0	2	2	0	0	0	0	2
Total	54,789	185,154	5,908	245,851	44,609	188,245	5,682	238,536	484,387	12,483	49,906	23,113	85,502	569,889

Note:

(1) The above table classifies violators based on current residence, as known at the time data are compiled from the drivers' license files. Residence may be inaccurate since persons with impaired driving incidents may avoid notifying the Department of Public Safety of address changes.

(2) Incidents counted may have occurred in Minnesota or elsewhere. If a person moves to Minnesota from another state and applies for a driver license here, he or she will be included, and incidents incurred in Minnesota or elsewhere will be included.

(3) Gender is not stated for many persons. When a person applies for a driver license, gender is entered on the record. If a person is arrested for impaired driving and does not have a driver license, then a record is created but gender is not entered on that record.

IV. IMPAIRED DRIVING RECIDIVISM IN MINNESOTA

Is it the case that a fairly small number of chronic, chemically-dependent persons account for almost all the impaired driving violations that occur in a year? Or, are most of the offenders “first-timers?” How many first-time violators are there? How many repeat violators (recidivists) are there? Among the repeat offenders, how many have one, two, three, and so on, prior violations?

It is possible to look at all the incidents, and at all persons who incurred incidents, in a year, based on the number of incidents *prior* to the one being counted in the year. This will produce measures of recidivism based on violators’ past histories. (Tables 4.02 and 4.03 do this.)

Age and recidivism

Recidivism measures based on past history could be misleading, though. Older violators have had much more time and opportunity to recidivate than young violators: 24% of violators in their twenties have prior incidents, compared to 37% of those in their thirties, 48% of those in their forties, 51% of those in their fifties, and 52% of those 60 and older.

Currently, there is a mini-population explosion among persons in their twenties -- the “echo” of the baby-boom generation. This dramatic increase in the young-violator population might make it appear that first-time violators are increasing, and that recidivism is decreasing, when in fact those young first-time violators might, as the years go by, recidivate just as much as older violators have. It is possible to select cohorts of violators from past years and follow them forward in time, thus providing prospective measures of recidivism. (Tables 4.04 to 4.07 do this.)

RECIDIVISM BASED ON PAST HISTORY

To measure recidivism in terms of prior incidents, three issues require definition: (1) what is the definition of “impaired driving incident”? (2) what is the “look-back period” over which prior incidents are counted? And (3), what is being counted -- incidents, or the persons who commit them?

(1) Defining an incident: An incident may be defined more broadly as *either* an implied consent violation *or* an impaired driving criminal conviction, or, more narrowly, requiring that the incident include the impaired driving criminal conviction. The *ratios* of first-time to repeat violations are similar, but there

were 7,423 fewer incidents in 2006 when the narrower definition is used.

(2) Length of look-back period: Minnesota Statute defines impaired driving offenses as misdemeanors, gross misdemeanors, or felonies based in part on how many prior incidents the person had over specified lengths of time. But a person may have had incidents before the specified time periods.

Table 4.02 tabulates incidents, and Table 4.03 tabulates persons, based on prior incidents under both a lifetime look-back period and a nine-to-ten-year look-back period.* The *total* numbers (of incidents or of persons) are the same, but there are higher numbers and percentages of *first-time* incidents (in Table 4.02) and of *first-time* violators (in Table 4.03) when only a nine-to-ten-year look-back period is used, compared to when a lifetime look-back period is used.

(3) Counting incidents versus counting persons: A person may incur multiple incidents in a year. Table 4.02 counts *incidents* based on the total number on the person’s record. Thus, if John Smith incurred a third incident on January 1, and a fourth on February 1, the third is counted in row 3 and the fourth is counted in row 4 of Table 4.02. Table 4.03 counts *persons* who incurred incidents. In this table, Smith is counted once, based on his last incident, in row 4.

Recidivists commit less than half of the violations

If a person arrested for a second or subsequent offense is defined as a recidivist, then, depending on other definitions, recidivists committed somewhere between 31 and 39 percent of the 2006 incidents. Under the broader definition and using a lifetime look-back period, recidivists committed 39% of the incidents (and first-time violators 61%). Under the narrower definition, and using the nine-to-ten-year look-back period, recidivists committed 31% of the incidents (and first-time violators 69%).

*As an example of using a “nine-to-ten-year look-back period,” the records of all violators who incurred incidents in 2006 were examined for the period from 1-1-1997 through 12-31-2006. Thus, the lookback period could be as short as 9 years and 1 day for a violator who incurred an incident on 1-1-2006, or as long as 10 years for a violator who incurred an incident on 12-31-2006.

Taking a step back, one could say that first-time violators accounted for well over half the impaired driving violations in 2006. Since repeat DWI offenders get so much attention, due to sometimes accumulating so many arrests and convictions, it is worthwhile to remember that, currently, the novice is the more typical offender.

RECIDIVISM MEASURED PROSPECTIVELY AMONG VIOLATOR COHORTS

Among 14,700 first-time violators from 1991, 41% incurred a second violation within 180 months (15 years) of their first. The recidivism rate is greatest in the first months after the first incident, and then gradually trails off as years go by: 7% incurred a second incident within the first 12 months of their first, another 6% recidivated in the second 12 months, another 5% in the third 12 months, and another 4% in the fourth 12 months. Cumulatively, 22% recidivated by four years out, 33% by eight years out, 38% by 12 years out, and 41% by 15 years out.[†]

Among the cohort of 6,101 violators who incurred a second incident in 1991, a higher percentage recidivate, but the pattern of higher recidivism in the early months, then declining recidivism, is similar to that of the first-timer cohort: 10% incurred a third incident within the first 12 months of their second, another 8% recidivated in the second 12 months, another 7% in the third 12 months, and another 6% in the fourth 12 months. Cumulatively, 31% recidivated by four years out, 44% by eight years out, 50% by 12 years out, and 53% by 15 years out.

Recidivism since 1991

First-, second-, and third-time violators from each year 1991-2002 (making up 36 violator cohorts, three for each of twelve years) were followed forward in time for up to 48 months. Apparently, recidivism is decreasing since 1991, and is decreasing faster among higher-level offenders. Twenty-two percent of 1991 first-time violators recidivated within 48 months, compared to 21% of year 2002 first-time violators—a one percentage-point drop. Thirty-one percent of 1991 second-time violators recidivated within 48 months, compared to

23% of year-2002 second-time violators—an eight percentage-point drop. Finally, 29% of 1991 third-time violators recidivated within 48 months, compared to just 20% of year-2002 third-time violators – a remarkable nine percentage-point drop.

Another perspective: violators are just older now

Work done separately and not reported here suggests that the decline in recidivism does not show itself when violators are examined within age groups. Specifically, for example, 35-year-old violators in recent years are just as likely to get a first, second, third, or fourth impaired driving incident as were 35 year-old violators in the early 1990s. The same observation was found to be true for almost all age-years examined—specifically, for persons at each year of age from 21 through 49.

There were two exceptions to that rule. One exception was that, for each year over the last decade, 22, 23, and 24 year-old violators were somewhat more likely to incur first-time violations. The other exception was that, over the last decade, violators in their later twenties appeared slightly less likely to incur third- and fourth-time incidents than was true of violators in their late twenties during the early 1990s.

In general however, the decline in recidivism appears to disappear when age of violators is controlled for.

This other perspective may suggest that efforts to change drinking and driving behavior have been unsuccessful. Two considerations weigh against this conclusion. First, the work that looked at first-, second-, third-, and fourth-time incidents within same-age cohorts focused on violators as proportions of the total population of violators. It is possible that the total number of episodes of drinking and driving in the state of Minnesota (not just those that end in arrest) *have* gone down significantly, but have decreased almost perfectly equally across all ages and offense levels, causing the appearance of no change in recidivism. Second, it is very difficult to believe that, if no efforts to control drinking and driving were made, incidence would not greatly increase. Reducing drinking and driving is acknowledgeably a tremendous challenge, calling for as much energy and creativity as can be brought to the problem.

[†] DWI violators may change residences frequently. To increase validity of the prospective measures of recidivism, violators were only accepted into cohorts if they were shown to currently reside in Minnesota.

TABLE 4.01

**MINNESOTA RESIDENTS WITH IMPAIRED DRIVING INCIDENTS ON RECORD,
BY TOTAL NUMBER ON RECORD, AND BY AGE AT END OF 2006**

Total Incidents on Record	Age at End of 2006											Total
	0-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-69	70 +	
1	2,723	21,680	34,658	31,724	37,566	42,181	36,787	25,361	16,963	16,634	12,173	278,450
2	166	3,964	9,700	10,377	13,468	17,485	17,719	12,445	8,312	8,331	7,616	109,583
3	13	688	2,844	3,836	6,308	9,318	10,032	7,002	4,569	4,422	3,454	52,486
4	1	84	541	1,190	2,547	4,300	5,027	3,630	2,348	2,278	1,638	23,584
5	0	9	122	347	908	1,820	2,268	1,638	1,091	1,044	714	9,961
6	0	2	23	116	362	862	1,109	824	531	512	341	4,682
7	0	1	12	46	176	415	613	435	294	282	189	2,463
8	0	0	1	14	77	230	329	222	163	164	101	1,301
9	0	1	0	4	40	134	192	146	97	116	51	781
10	0	0	1	2	22	73	111	71	59	64	22	425
11	0	0	0	1	11	42	64	49	28	31	22	248
12	0	0	0	1	4	25	32	32	23	18	10	145
13	0	0	0	1	5	17	14	13	17	13	10	90
14	0	0	0	0	3	8	14	13	8	12	4	62
15	0	0	0	0	1	4	14	9	6	4	3	41
16	0	0	0	0	0	2	5	6	4	4	4	25
17	0	0	0	0	0	4	4	6	2	6	6	28
18	0	0	0	0	0	3	2	1	2	5	1	14
19	0	0	0	0	0	0	2	3	1	0	0	6
20	0	0	0	0	0	1	0	0	0	2	0	3
21	0	0	0	0	1	1	0	0	1	2	0	5
22	0	0	0	0	0	0	0	0	1	0	0	1
23	0	0	0	0	0	1	0	0	0	0	0	1
24	0	0	0	0	0	0	1	0	0	1	0	2
Total Persons	2,903	26,429	47,902	47,659	61,499	76,926	74,339	51,906	34,520	33,945	26,359	484,387

TABLE 4.02

**INCIDENTS THAT OCCURRED IN MINNESOTA IN 2006
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

Defining an Incident as a DWI Conviction					Defining an Incident as a DWI Con- viction or Implied Consent Violation			
No Limit on Look-Back Period			Nine-to-Ten-Year Look-Back Period (Defined as 1/1/97—12/31/2006)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1/1/97—12/31/2006)	
Number of Inci- dents on Record	Number of Inci- dents in 2006	Per- cent	Number of Inci- dents in 2006	Per cent	Number of Inci- dents in 2006	Per- cent	Number of Inci- dents in 2006	Per- cent
1	22,299	64.58	24,881	72.06	25,990	61.95	29,335	69.93
2	7,311	21.17	7,250	21.00	8,974	21.39	9,119	21.74
3	2,849	8.25	1,904	5.51	3,865	9.21	2,718	6.48
4	1,109	3.21	396	1.15	1,620	3.86	600	1.43
5	482	1.40	77	0.22	711	1.69	144	0.34
6	219	0.63	15	0.04	344	0.82	24	0.06
7	113	0.33	5	0.01	185	0.44	7	0.02
8	59	0.17			98	0.23	3	0.01
9	37	0.11			65	0.15	1	*
10	20	0.06			38	0.09		
11	11	0.03			22	0.05		
12	4	0.01			12	0.03		
13	6	0.02			9	0.02		
14	4	0.01			8	0.02		
15	2	0.01			1	*		
16	1	*			2	*		
17	1	*			4	0.01		
18	1	*			2	*		
19					1	*		
20								
21								
22								
23								
24								
Total Incidents	34,528	100.0	34,528	100.0	41,951	100.0	41,951	100.0

* An asterisk is used for a percentage that is greater than zero but that, if shown, would round to 0.0%.

TABLE 4.03

**PERSONS WHO INCURRED INCIDENTS IN MINNESOTA IN 2006
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

	Defining an Incident as a DWI Conviction				Defining an Incident as a DWI Con- viction or Implied Consent Violation			
	No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1/1/97—12/31/2006)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1/1/97—12/31/2006)	
Number of Inci- dents on Record	Persons who Incurred Incidents in 2006	Per- cent	Persons who Incurred Incidents in 2006	Per cent	Persons who Incurred Incidents in 2006	Per- cent	Persons who Incurred Incidents in 2006	Per- cent
1	21,659	64.49	24,168	71.96	25,122	61.94	28,350	69.89
2	7,117	21.19	7,063	21.03	8,671	21.38	8,813	21.73
3	2,784	8.29	1,869	5.57	3,742	9.23	2,642	6.51
4	1,083	3.22	389	1.16	1,569	3.87	583	1.44
5	474	1.41	75	0.22	688	1.70	139	0.34
6	217	0.65	15	0.04	336	0.83	23	0.06
7	111	0.33	5	0.01	181	0.45	7	0.02
8	56	0.17			94	0.23	3	0.01
9	35	0.10			63	0.16	1	*
10	19	0.06			36	0.09		
11	11	0.03			22	0.05		
12	4	0.01			12	0.03		
13	6	0.02			8	0.02		
14	3	0.01			8	0.02		
15	2	0.01			1	*		
16	1	*			1	*		
17	1	*			4	0.01		
18	1	*			2	*		
19					1	*		
20								
21								
22								
23								
24								
Total Persons	33,584	100.0	33,584	100.0	40,561	100.0	40,561	100.0

* An asterisk is used for a percentage that is greater than zero but that, if shown, would round to 0.0%.

TABLE 4.04

RECIDIVISM OVER 15 YEARS AMONG COHORTS OF FIRST- AND SECOND-TIME VIOLATORS FROM 1991: CUMULATIVE PERCENT OF VIOLATORS WHO INCURRED A SUBSEQUENT (SECOND OR THIRD) VIOLATION.

<u>Months</u> <u>Elapsed</u>	<u>First</u> <u>Timers</u>	<u>Second</u> <u>Timers</u>	<u>Months</u> <u>Elapsed</u>	<u>First</u> <u>Timers</u>	<u>Second</u> <u>Timers</u>	<u>Months</u> <u>Elapsed</u>	<u>First</u> <u>Timers</u>	<u>Second</u> <u>Timers</u>	<u>Months</u> <u>Elapsed</u>	<u>First</u> <u>Timers</u>	<u>Second</u> <u>Timers</u>
1	0.70	1.21	49	22.41	31.19	97	33.00	43.73	145	38.18	50.37
2	1.42	1.98	50	22.67	31.62	98	33.12	43.99	146	38.22	50.45
3	2.03	2.84	51	23.01	31.91	99	33.27	44.24	147	38.27	50.48
4	2.73	3.66	52	23.31	32.31	100	33.39	44.45	148	38.30	50.58
5	3.45	4.51	53	23.65	32.62	101	33.53	44.71	149	38.37	50.66
6	4.10	5.29	54	23.90	32.90	102	33.71	44.93	150	38.44	50.73
7	4.65	6.24	55	24.25	33.50	103	33.86	45.11	151	38.54	50.78
8	5.11	6.88	56	24.54	33.80	104	34.00	45.37	152	38.63	50.83
9	5.67	7.90	57	24.80	34.03	105	34.17	45.58	153	38.72	50.88
10	6.27	8.74	58	25.05	34.42	106	34.29	45.84	154	38.79	50.91
11	6.83	9.47	59	25.29	34.73	107	34.43	45.98	155	38.84	51.04
12	7.48	10.16	60	25.51	34.96	108	34.58	46.22	156	38.92	51.17
13	7.92	10.90	61	25.73	35.27	109	34.67	46.32	157	39.03	51.24
14	8.45	11.85	62	25.95	35.44	110	34.80	46.45	158	39.10	51.29
15	8.98	12.69	63	26.24	35.73	111	34.90	46.53	159	39.13	51.37
16	9.47	13.36	64	26.57	36.04	112	35.03	46.70	160	39.18	51.42
17	9.97	14.05	65	26.78	36.27	113	35.18	46.80	161	39.28	51.52
18	10.43	14.65	66	27.07	36.55	114	35.37	46.93	162	39.30	51.61
19	10.93	15.41	67	27.29	36.94	115	35.47	47.07	163	39.39	51.70
20	11.41	15.92	68	27.52	37.13	116	35.57	47.16	164	39.44	51.81
21	11.97	16.73	69	27.74	37.50	117	35.63	47.27	165	39.51	51.88
22	12.38	17.21	70	27.90	37.75	118	35.71	47.47	166	39.55	51.91
23	12.93	17.96	71	28.14	38.01	119	35.84	47.57	167	39.63	51.94
24	13.44	18.72	72	28.39	38.24	120	35.95	47.71	168	39.75	52.01
25	13.80	19.36	73	28.58	38.52	121	36.05	47.86	169	39.85	52.11
26	14.25	19.95	74	28.80	38.70	122	36.16	47.94	170	39.97	52.19
27	14.71	20.62	75	28.97	38.94	123	36.25	48.02	171	40.01	52.25
28	15.11	21.24	76	29.18	39.19	124	36.41	48.09	172	40.08	52.30
29	15.42	21.80	77	29.40	39.40	125	36.48	48.24	173	40.14	52.37
30	15.93	22.18	78	29.54	39.63	126	36.61	48.30	174	40.25	52.40
31	16.33	22.68	79	29.80	39.78	127	36.71	48.47	175	40.34	52.50
32	16.63	23.18	80	29.97	40.09	128	36.80	48.57	176	40.45	52.55
33	17.03	23.73	81	30.16	40.32	129	36.89	48.68	177	40.50	52.61
34	17.33	24.27	82	30.36	40.62	130	36.99	48.80	178	40.59	52.71
35	17.76	24.75	83	30.53	40.83	131	37.10	48.84	179	40.65	52.71
36	18.17	25.23	84	30.73	41.09	132	37.19	48.91	180	40.71	52.81
37	18.59	25.70	85	30.92	41.32	133	37.29	49.04	Percentage not recidivating within 15 years: <div>First Timers Second Timers</div> <div>59.29 47.19</div>		
38	18.95	26.21	86	31.08	41.58	134	37.33	49.19			
39	19.39	26.60	87	31.27	41.85	135	37.46	49.29			
40	19.68	27.26	88	31.45	42.09	136	37.52	49.42			
41	19.97	27.91	89	31.66	42.30	137	37.62	49.52	Number persons on which percentages are based: <div>First Timers Second Timers</div> <div>14,700 6,101</div>		
42	20.29	28.39	90	31.84	42.50	138	37.72	49.63			
43	20.57	28.78	91	32.02	42.62	139	37.81	49.71			
44	20.84	29.08	92	32.12	42.83	140	37.88	49.86			
45	21.15	29.54	93	32.31	42.96	141	37.95	49.96			
46	21.44	29.98	94	32.55	43.19	142	38.01	50.02			
47	21.80	30.34	95	32.73	43.40	143	38.10	50.20			
48	22.09	30.73	96	32.84	43.58	144	38.14	50.27			

TABLE 4.05

**RECIDIVISM AMONG 15 COHORTS OF FIRST-TIME VIOLATORS, 1991 - 2005:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A SECOND VIOLATION**

Months Elapsed	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1	0.7	0.6	0.6	0.7	0.7	0.7	0.8	0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.7
2	1.4	1.1	1.3	1.3	1.3	1.3	1.4	1.4	1.3	1.2	1.2	1.1	1.1	1.2	1.3
3	2.0	1.8	1.9	1.9	2.0	1.9	2.1	2.0	1.9	1.8	1.8	1.6	1.8	1.6	1.9
4	2.7	2.4	2.5	2.5	2.7	2.5	2.6	2.4	2.5	2.3	2.4	2.1	2.3	2.1	2.4
5	3.4	2.9	3.0	3.2	3.2	3.1	3.1	3.1	3.1	2.8	3.0	2.6	2.7	2.6	3.0
6	4.1	3.5	3.6	3.7	3.9	3.6	3.7	3.6	3.7	3.3	3.5	3.2	3.3	3.1	3.5
7	4.7	4.2	4.1	4.4	4.5	4.2	4.4	4.2	4.4	4.0	4.0	3.8	4.0	3.7	4.1
8	5.1	4.9	4.7	4.9	5.1	4.8	4.9	4.7	4.9	4.5	4.6	4.3	4.4	4.3	4.7
9	5.7	5.4	5.3	5.5	5.6	5.4	5.4	5.3	5.5	5.0	5.1	4.9	4.9	4.9	5.4
10	6.3	6.0	5.9	6.2	6.2	5.9	6.0	5.9	6.2	5.7	5.7	5.3	5.4	5.4	5.9
11	6.8	6.6	6.5	6.6	6.7	6.5	6.6	6.5	6.8	6.2	6.2	5.9	6.0	5.9	6.5
12	7.5	7.2	7.1	7.3	7.3	7.1	7.1	7.1	7.4	6.8	6.6	6.4	6.4	6.5	7.1
13	7.9	7.7	7.7	7.9	7.8	7.6	7.6	7.6	7.9	7.3	7.1	7.0	6.9	7.0	
14	8.4	8.2	8.2	8.4	8.4	8.2	8.2	8.1	8.5	7.8	7.6	7.5	7.4	7.6	
15	9.0	8.7	8.7	9.0	8.9	8.7	8.8	8.6	9.0	8.3	8.1	7.9	7.9	8.1	
16	9.5	9.2	9.3	9.4	9.4	9.2	9.4	9.2	9.5	8.7	8.6	8.4	8.4	8.7	
17	10.0	9.7	9.7	9.8	9.9	9.7	9.9	9.8	10.0	9.3	9.1	8.9	8.9	9.2	
18	10.4	10.3	10.2	10.3	10.4	10.2	10.5	10.3	10.6	9.8	9.6	9.4	9.4	9.7	
19	10.9	10.8	10.7	10.8	10.9	10.8	11.0	10.8	11.0	10.2	10.1	9.8	9.8	10.3	
20	11.4	11.2	11.2	11.3	11.4	11.3	11.4	11.3	11.5	10.6	10.5	10.1	10.3	10.8	
21	12.0	11.7	11.7	11.8	11.9	11.8	11.9	11.8	11.9	11.1	11.0	10.6	10.8	11.3	
22	12.4	12.2	12.0	12.2	12.3	12.2	12.4	12.3	12.5	11.6	11.3	11.2	11.3	11.8	
23	12.9	12.6	12.6	12.7	12.7	12.7	12.8	12.9	13.1	12.2	11.8	11.7	11.8	12.3	
24	13.4	13.1	13.0	13.2	13.2	13.1	13.2	13.3	13.5	12.6	12.2	12.2	12.3	12.8	
25	13.8	13.5	13.5	13.7	13.6	13.5	13.7	13.8	13.9	13.0	12.7	12.6	12.7		
26	14.3	14.0	13.9	14.1	14.0	14.0	14.2	14.2	14.4	13.4	13.1	13.1	13.2		
27	14.7	14.4	14.3	14.6	14.5	14.4	14.6	14.6	14.8	13.8	13.5	13.4	13.7		
28	15.1	14.8	14.7	15.1	15.0	14.8	15.1	15.0	15.2	14.1	13.9	13.8	14.1		
29	15.4	15.3	15.1	15.5	15.4	15.2	15.4	15.4	15.6	14.5	14.3	14.1	14.6		
30	15.9	15.8	15.5	16.0	15.9	15.7	15.9	15.9	16.0	15.0	14.6	14.5	15.0		
31	16.3	16.2	15.8	16.3	16.2	16.1	16.3	16.2	16.4	15.3	15.0	15.0	15.4		
32	16.6	16.6	16.3	16.7	16.7	16.5	16.7	16.6	16.7	15.6	15.4	15.4	15.9		
33	17.0	16.9	16.7	17.1	17.1	16.8	17.1	16.9	17.1	16.0	15.8	15.7	16.3		
34	17.3	17.2	17.1	17.6	17.5	17.2	17.5	17.2	17.4	16.2	16.3	16.1	16.7		
35	17.8	17.6	17.5	17.9	17.9	17.7	17.9	17.6	17.8	16.6	16.6	16.5	17.1		
36	18.2	18.0	17.8	18.3	18.3	18.2	18.2	18.0	18.1	16.9	17.0	16.8	17.5		
37	18.6	18.5	18.1	18.6	18.7	18.6	18.6	18.4	18.5	17.3	17.3	17.2			
38	18.9	18.9	18.5	18.9	19.1	19.0	19.0	18.8	18.9	17.6	17.7	17.6			
39	19.4	19.2	18.9	19.3	19.5	19.3	19.3	19.1	19.3	17.9	18.1	17.9			
40	19.7	19.6	19.2	19.5	19.7	19.7	19.7	19.5	19.6	18.3	18.4	18.4			
41	20.0	19.9	19.6	19.8	20.1	20.1	20.0	19.8	20.0	18.6	18.7	18.8			
42	20.3	20.3	19.9	20.1	20.5	20.6	20.4	20.1	20.3	19.0	18.9	19.2			
43	20.6	20.6	20.2	20.4	20.9	20.9	20.7	20.4	20.6	19.3	19.3	19.5			
44	20.8	21.0	20.5	20.7	21.2	21.3	21.0	20.7	20.9	19.5	19.6	19.9			
45	21.1	21.3	20.8	21.0	21.6	21.6	21.4	21.0	21.2	19.8	19.9	20.3			
46	21.4	21.6	21.1	21.3	21.9	21.9	21.7	21.3	21.5	20.1	20.2	20.7			
47	21.8	21.9	21.3	21.6	22.2	22.2	22.1	21.6	21.8	20.4	20.6	21.0			
48	22.1	22.2	21.5	22.0	22.5	22.5	22.4	21.8	22.2	20.7	20.8	21.4			
Percentage not recidivating within 48 months															
	77.9	77.8	78.5	78.0	77.5	77.5	77.6	78.2	77.8	79.3	79.2	78.6			
Persons in cohort (number on which percents are based)															
	14,700	13,753	13,239	13,238	13,801	14,179	14,636	15,570	16,755	17,585	16,929	17,162	17,072	18,326	20,285
Average age of persons in cohort															
	31.1	31.3	31.6	32.1	32.1	31.9	32.1	31.9	31.5	31.6	31.5	31.2	30.6	30.7	30.3

TABLE 4.06

**RECIDIVISM AMONG 15 COHORTS OF SECOND-TIME VIOLATORS, 1991 - 2005:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A THIRD VIOLATION**

Months Elapsed	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1	1.2	0.9	1.0	1.2	1.0	1.1	1.1	0.6	0.7	0.7	0.5	0.7	0.7	0.5	0.8
2	2.0	1.6	1.9	2.0	1.7	2.1	2.2	1.3	1.4	1.4	1.1	1.2	1.2	1.0	1.2
3	2.8	2.5	3.0	3.0	2.6	3.2	3.2	1.8	2.0	1.9	1.5	1.6	1.7	1.7	1.8
4	3.7	3.2	3.7	3.6	3.5	4.0	3.9	2.4	2.6	2.5	1.9	2.0	2.2	2.1	2.2
5	4.5	4.0	4.3	4.4	4.3	4.8	4.6	3.0	3.3	3.1	2.3	2.4	2.6	2.6	2.7
6	5.3	4.9	5.0	5.0	5.0	5.5	5.4	3.6	3.9	3.6	2.7	2.8	3.0	3.1	3.1
7	6.2	5.4	5.8	5.8	5.7	6.0	6.1	4.2	4.6	4.1	3.2	3.4	3.4	3.5	3.6
8	6.9	6.1	6.5	6.3	6.3	6.5	6.7	4.8	5.2	4.5	3.7	3.6	3.7	4.2	4.1
9	7.9	6.8	7.4	7.0	7.0	6.9	7.4	5.4	5.8	4.9	4.3	4.2	4.3	4.6	4.7
10	8.7	7.8	8.0	7.4	7.8	7.7	8.1	6.0	6.3	5.7	4.7	4.8	4.9	5.0	5.2
11	9.5	8.4	8.6	8.1	8.4	8.2	8.6	6.7	6.8	6.3	5.2	5.3	5.5	5.5	5.8
12	10.2	9.1	9.4	8.6	9.0	8.9	9.1	7.2	7.6	7.0	5.8	5.7	6.1	6.1	6.4
13	10.9	10.0	10.0	9.4	9.8	9.7	9.9	7.8	8.0	7.8	6.3	6.3	6.5	6.6	
14	11.9	10.9	10.7	10.1	10.5	10.3	10.6	8.4	8.5	8.6	6.8	6.9	7.1	7.3	
15	12.7	11.5	11.4	10.9	11.1	10.8	11.3	9.2	9.2	9.2	7.3	7.3	7.7	7.9	
16	13.4	12.2	12.2	11.4	11.6	11.3	11.7	9.8	9.9	9.8	7.9	7.8	8.2	8.3	
17	14.0	12.8	12.8	11.9	12.2	12.1	12.4	10.4	10.7	10.3	8.5	8.4	8.7	8.9	
18	14.7	13.5	13.4	12.4	12.9	12.8	12.9	11.1	11.4	11.0	9.1	9.0	9.3	9.6	
19	15.4	14.0	14.2	13.1	13.4	13.3	13.5	11.9	11.9	11.6	9.7	9.7	10.0	10.1	
20	15.9	14.8	14.9	14.0	14.2	14.0	14.2	12.5	12.7	12.3	10.4	10.3	10.6	10.6	
21	16.7	15.4	15.5	14.7	14.8	14.5	14.8	13.1	13.2	13.0	10.8	10.7	11.1	11.1	
22	17.2	16.0	16.1	15.3	15.7	15.2	15.5	13.7	13.7	13.6	11.2	11.2	11.6	11.7	
23	18.0	16.5	16.6	16.0	16.2	15.7	16.3	14.5	14.1	14.2	11.9	11.8	12.3	12.3	
24	18.7	17.1	17.3	16.7	16.8	16.3	17.1	15.3	14.5	14.8	12.6	12.4	12.8	12.9	
25	19.4	17.7	17.9	17.5	17.5	16.8	17.4	15.8	15.1	15.1	13.1	12.9	13.3		
26	19.9	18.4	18.5	18.3	18.0	17.3	18.1	16.5	15.8	15.6	13.7	13.3	13.9		
27	20.6	19.1	18.9	18.9	18.6	18.0	18.7	17.1	16.4	16.1	14.1	13.7	14.5		
28	21.2	19.5	19.5	19.5	19.3	18.7	19.1	17.7	17.0	16.5	14.6	14.2	15.2		
29	21.8	20.1	20.3	19.9	19.8	19.4	19.6	18.1	17.5	17.1	15.1	14.8	15.6		
30	22.2	20.6	20.9	20.4	20.5	20.1	20.1	18.7	17.9	17.6	15.6	15.3	16.2		
31	22.7	21.3	21.5	20.8	20.8	20.7	20.6	19.2	18.3	18.0	16.2	15.8	16.8		
32	23.2	21.7	22.0	21.3	21.3	21.0	20.9	19.6	18.8	18.5	16.6	16.3	17.3		
33	23.7	22.1	22.6	21.8	21.7	21.4	21.6	20.1	19.4	18.9	17.2	16.7	17.8		
34	24.3	22.7	23.2	22.4	22.5	22.0	22.1	20.7	19.7	19.2	17.5	17.3	18.2		
35	24.8	23.2	23.7	23.0	23.0	22.4	22.7	21.2	20.2	19.6	18.0	17.7	18.8		
36	25.2	23.9	24.2	23.4	23.4	22.9	23.3	21.7	20.8	20.0	18.6	18.1	19.2		
37	25.7	24.4	24.7	23.8	24.0	23.3	23.8	22.2	21.0	20.5	19.2	18.5			
38	26.2	24.9	25.2	24.5	24.4	24.0	24.3	22.5	21.4	21.0	19.5	18.9			
39	26.6	25.2	25.7	24.9	24.9	24.4	24.7	23.0	21.9	21.4	19.9	19.5			
40	27.3	25.7	26.2	25.2	25.3	24.8	25.0	23.5	22.3	21.8	20.3	20.1			
41	27.9	26.2	26.7	25.6	25.8	25.2	25.4	24.0	22.9	22.3	20.7	20.6			
42	28.4	26.7	27.1	26.2	26.2	25.9	25.9	24.3	23.3	22.7	21.2	21.2			
43	28.8	27.3	27.7	26.7	26.7	26.3	26.2	24.8	23.7	23.1	21.6	21.6			
44	29.1	27.8	28.2	26.9	27.2	26.7	26.5	25.1	24.0	23.5	21.9	22.0			
45	29.5	28.3	28.5	27.5	27.8	27.1	26.8	25.4	24.4	23.8	22.2	22.3			
46	30.0	29.0	28.9	28.0	28.2	27.6	27.2	25.6	24.7	24.2	22.6	22.7			
47	30.3	29.4	29.2	28.5	28.6	28.0	27.5	26.1	25.1	24.6	23.1	23.1			
48	30.7	29.9	29.6	29.0	29.0	28.5	27.9	26.4	25.4	24.9	23.5	23.4			
Percentage not recidivating within 48 months															
	69.3	70.1	70.4	71.0	71.0	71.5	72.1	73.6	74.6	75.1	76.5	76.6			
Persons in cohort (number on which percents are based)															
	6,101	5,919	5,707	5,747	5,871	5,840	6,015	6,140	6,794	6,785	6,606	6,504	6,493	7,058	7,596
Average age of persons in cohort															
	31.8	32.3	32.7	33.2	33.7	34.0	34.5	34.4	34.2	34.2	34.1	34.2	33.8	33.9	33.7

TABLE 4.07

**RECIDIVISM AMONG 15 COHORTS OF THIRD-TIME VIOLATORS, 1991 - 2005:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A FOURTH VIOLATION**

Months Elapsed	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1	1.3	1.3	1.6	1.3	1.4	1.2	1.5	1.3	0.6	0.8	0.6	0.5	0.7	0.3	0.9
2	2.3	2.3	2.7	2.4	2.4	1.9	2.4	1.8	1.3	1.4	1.3	1.1	1.2	0.9	1.3
3	3.2	3.2	4.1	3.4	3.7	2.8	3.6	2.7	2.1	2.0	2.0	1.7	1.8	1.4	1.7
4	4.2	3.9	4.8	3.8	4.4	3.6	4.3	3.3	2.3	2.7	2.3	2.0	2.3	1.8	2.3
5	5.1	4.7	5.6	4.7	5.0	4.3	4.8	3.9	2.8	3.2	2.7	2.5	2.7	2.4	2.7
6	5.7	5.4	6.6	5.3	5.6	4.8	5.2	4.5	3.2	3.7	2.9	3.1	3.0	2.8	3.1
7	6.5	6.2	7.3	5.9	6.3	5.4	5.8	5.1	3.5	4.4	3.3	3.4	3.3	3.0	3.5
8	7.2	6.8	8.1	6.3	6.8	6.0	6.4	5.5	4.1	4.7	3.9	3.7	3.7	3.4	3.7
9	7.8	7.6	8.4	6.8	7.3	6.7	7.1	6.0	4.5	5.3	4.4	4.2	4.2	3.7	4.1
10	8.6	8.1	9.3	7.5	7.9	7.1	8.0	6.5	5.0	5.9	4.7	4.5	4.6	4.2	4.8
11	9.4	8.7	10.0	8.3	8.5	7.8	8.4	7.0	5.6	6.3	5.2	4.9	4.8	4.6	5.2
12	10.3	9.2	10.7	9.0	9.1	8.6	9.0	7.5	6.1	6.9	5.8	5.1	5.2	5.2	5.6
13	10.8	9.9	11.3	9.6	9.6	9.1	9.7	8.0	6.6	7.4	6.1	5.5	5.7	5.5	
14	11.4	10.5	11.9	10.3	10.3	9.7	10.2	8.7	7.0	7.9	6.6	5.8	6.0	5.7	
15	12.0	11.2	12.7	10.7	10.7	10.3	10.9	9.1	7.5	8.3	7.3	6.5	6.4	6.2	
16	12.5	11.8	13.5	11.3	11.4	10.9	11.4	9.5	8.0	8.8	7.9	6.9	6.9	6.7	
17	13.2	12.5	14.2	11.7	11.9	11.6	12.0	10.0	8.4	9.5	8.1	7.5	7.4	7.1	
18	14.0	13.1	14.8	12.3	12.6	12.0	12.5	10.6	9.1	10.0	8.6	8.0	7.7	7.5	
19	14.6	13.8	15.6	12.9	13.4	12.7	13.1	11.1	9.6	10.5	8.9	8.5	8.2	8.2	
20	15.2	14.4	16.1	13.4	14.1	13.2	13.7	11.6	10.2	11.1	9.6	9.2	8.7	8.6	
21	16.1	15.1	16.5	14.1	14.5	13.8	14.3	12.1	10.8	11.6	10.0	9.6	9.3	9.2	
22	17.0	15.7	16.9	14.7	15.0	14.7	14.9	12.7	11.5	12.3	10.2	10.1	9.7	9.5	
23	17.6	16.2	17.6	15.2	15.7	15.2	15.4	13.1	12.0	13.0	10.6	10.7	10.2	10.0	
24	18.1	16.8	18.1	15.6	16.1	15.6	16.0	13.5	12.6	13.4	10.9	11.1	10.6	10.6	
25	18.6	17.4	18.5	16.2	16.7	16.1	16.6	14.1	13.2	13.8	11.4	11.4	11.2		
26	19.4	17.9	18.9	16.9	17.4	16.6	17.0	14.5	13.6	14.2	11.7	12.1	11.8		
27	20.0	18.7	19.4	17.5	18.0	17.1	17.6	14.9	14.1	14.5	12.4	12.7	12.3		
28	20.5	19.4	19.9	17.8	18.4	17.4	18.3	15.3	14.5	15.0	12.9	13.1	12.7		
29	21.0	19.8	20.3	18.5	18.7	17.9	18.8	16.1	15.2	15.4	13.3	13.6	13.2		
30	21.5	20.4	21.1	19.0	19.3	18.4	19.3	16.5	15.7	15.8	13.8	14.1	13.6		
31	21.9	20.7	21.6	19.6	20.0	19.2	19.7	16.9	16.2	16.2	14.2	14.4	14.0		
32	22.2	21.0	22.1	20.2	20.5	19.5	20.4	17.5	16.7	16.5	14.6	14.8	14.3		
33	22.8	21.5	22.7	20.7	20.9	20.2	20.8	17.9	17.1	17.1	15.0	15.3	14.7		
34	23.2	21.8	23.1	21.1	21.5	20.5	21.2	18.3	17.6	17.4	15.5	15.6	15.1		
35	23.8	22.4	23.5	21.7	22.0	21.2	21.7	18.9	18.1	18.0	15.9	16.0	15.4		
36	24.3	23.0	23.9	22.4	22.4	21.6	22.3	19.2	18.3	18.3	16.2	16.2	15.6		
37	24.7	23.4	24.4	22.6	22.8	22.0	22.8	19.6	18.9	18.7	16.5	16.6			
38	25.5	23.9	24.9	23.0	23.2	22.4	23.2	19.9	19.6	19.0	16.7	16.9			
39	25.8	24.5	25.2	23.4	23.7	22.8	23.7	20.2	20.1	19.5	17.0	17.4			
40	26.2	25.0	25.8	23.8	24.3	23.2	24.0	20.7	20.5	19.9	17.4	17.5			
41	26.7	25.6	26.4	24.3	24.9	23.7	24.5	21.3	20.9	20.4	17.8	17.9			
42	27.2	26.0	26.8	24.9	25.4	24.1	24.8	21.9	21.4	20.8	18.0	18.4			
43	27.7	26.7	27.1	25.2	25.7	24.6	25.3	22.2	21.8	21.1	18.2	18.7			
44	28.2	27.2	27.6	25.8	26.0	25.0	26.0	22.6	22.1	21.4	18.6	19.0			
45	28.4	27.6	28.1	26.2	26.6	25.3	26.3	22.7	22.5	21.8	18.9	19.3			
46	28.7	28.0	28.5	26.5	27.2	25.8	26.9	23.1	22.8	22.1	19.2	19.7			
47	29.2	28.4	29.1	26.7	27.6	26.1	27.2	23.4	23.0	22.6	19.6	20.1			
48	29.4	28.8	29.5	27.1	28.0	26.3	27.6	23.9	23.4	22.9	20.0	20.4			
Percentage not recidivating within 48 months															
	70.6	71.2	70.5	72.9	72.0	73.7	72.4	76.1	76.6	77.1	80.0	79.6			
Persons in cohort (number on which percents are based)															
	3,418	3,268	3,232	3,178	3,170	3,378	3,251	3,209	3,384	3,319	3,227	3,044	2,997	3,186	3,351
Average age of persons in cohort															
	33.4	34.0	34.3	35.2	35.5	35.7	36.4	36.6	37.0	36.9	36.9	37.3	37.3	37.3	36.8

V. ALCOHOL-RELATED CRASH STATISTICS BY COUNTY

A century of impaired driving and traffic deaths

The automobile was invented around 1900, and the dangerousness of drinking and driving were recognized almost immediately. The earliest available statistics report 23 traffic deaths in Minnesota in 1910. The state enacted its first DWI law in 1911. Studies in the 1950s and 1960s suggested that half or more of all traffic deaths were due to drinking and driving. That percentage probably increased even more during the 1960s and 1970s, as the baby-boom generation entered driving age. It began decreasing around 1980, in response to increased societal consciousness and to legislation and programs modeled in some part on the Scandinavian countries' tough approach to drinking and driving.

Defining a traffic crash

Minnesota started systematic record-keeping on traffic crashes in the 1930s. A 1939 law defined the reporting threshold: Any crash involving a fatality, an injury, or property damage of \$50 or more, had to be reported. The dollar minimum threshold was raised to \$100 in 1965, then to \$300 on August 1, 1977, \$500 on August 1, 1981, and \$1,000 on August 1, 1994.

Though it is not the normal case, the property damage involved doesn't have to be to vehicles. It might be to a road sign, or shrubbery, for example. It is unknown how many crashes occur that should be reported, but are not. Less severe crashes are easier to conceal and it is not difficult to speculate that there may be as many crashes that should be, but are not, reported, as there are that do get reported.

Defining "alcohol-related"

This section uses a broader definition of "alcohol-related" than might at first be assumed. In particular, an "alcohol-related" crash might *not* have involved a drunk driver. The definition used here is that if a pedestrian, bicyclist, or motor vehicle driver had *any* alcohol,* then the crash is classified as "alcohol-related," and anyone who died or got injured in the

* To be precise, the following procedure is used: If an alcohol test result is positive for any driver, bicyclist, or pedestrian, the crash is classified as alcohol-related. If a test was not performed, but the reporting officer perceived the "apparent physical condition" of the driver, pedestrian, or bicyclist to be "had been drinking" or "under the influence," then the crash is classified as alcohol-related. In the (rare) event that there is a conflict between the officer's reported perception and the chemical test result, the test result is used in place of the officer's perception.

crash is counted as an alcohol-related death or injury. So, if a pedestrian with only a .01% alcohol concentration (AC) stumbles in front of a sober driver and is struck and killed, the crash is defined to be alcohol-related, and the death is an alcohol-related traffic fatality. Such cases are not the rule, however. Most crashes classified as alcohol-related do involve motor vehicles drivers who consumed a considerable amount of alcohol.

'Known' versus 'estimated' alcohol-related deaths

State law requires a medical examiner to measure the AC of any driver or pedestrian aged 16 or older who dies within four hours of a crash. Among the states, Minnesota has one of the highest (sometimes the highest) percentage of killed drivers tested. We make great effort to obtain these test results, as well as the results on all surviving drivers, bicyclists and pedestrians in fatal crashes who may have been tested.

Clearly, if a state tests a smaller percentage of drivers, then fewer crashes will be classified as alcohol-related. Thus, states that have good impaired-driving programs, and good testing programs, may appear to have higher alcohol-related death rates than states with less good programs.

To compensate for this, the National Highway Traffic Safety Administration developed a sophisticated technique for imputing likely AC test values to a driver when the actual AC is unknown. Though such a procedure might at first seem questionable, tests show that it is accurate to within about plus or minus one percentage point.[†] Thus, Table 5.02 has a column (11) showing "Known Number" of alcohol-related deaths, using actual test results and officers' reported perceptions, and a column (12) citing the "NHTSA Estimate" for Minnesota.

Non-fatal crashes likely understated for alcohol

The numbers cited in this section for alcohol-related non-fatal crashes are known to understate the true parameters for such crashes. For non-fatal crashes, the officer's judgment, noted on the crash report, is the only basis available to classify the crash as alcohol-related or not.

[†] One method of testing the procedure was to apply it against datasets from which AC test results had been removed, and then compare results against actual statistics based on the removed data. The total number of deaths classified as alcohol-related, based on the imputation procedure, was within a percentage point or two of the number based on actual AC test results.

To test the effect of using only officer perception compared to also having test result data available, fatal crashes in 2006 were classified as alcohol-related or not using both techniques. Using officer perception alone, 97 (20%) of the 494 fatalities were classified as alcohol-related. Using officer perception and test results together, 166 (34%) of the 494 fatalities were classified as alcohol-related.[‡]

Crash numbers generally

The number of crashes that get reported has been declining in recent years, from over 100,000 in year 2000, to fewer than 80,000 in 2006. About one-half of one percent (about 500) of all reported crashes are fatal, causing death to one or more persons, and perhaps injury to other persons as well. Then about a third of all crashes involve injuries to people, but no deaths. Then the great majority of crashes -- about two-thirds -- only involve property damage; no one is killed or injured.

Impairment likely as crash severity increases

Even allowing that alcohol involvement is underestimated in the less severe crashes, there is still a strong relationship between crash severity and impairment. In 2006, 4% of property damage crashes, 10% of injury crashes, and 34% of fatal crashes were classified as alcohol-related.

County variation

On average for the whole state in 2006, 6% of all crashes were alcohol-related. Counties with the lowest percentages include Blue Earth, Brown, Freeborn, Hennepin, Nicollet, Nobles, Olmsted, Ramsey, Renville, and Stevens. Those with the highest percentages of all crashes being alcohol-related include Aitkin, Becker, Big Stone, Cass, Grant, Lake of the Woods, Mahnommen, Mille Lacs, Red Lake, and Swift.

Cost of alcohol-related traffic crashes

Cost figures reported are based on the estimated costs of traffic crashes, deaths, and injuries, as provided annually by the National Safety Council.

There are two approaches to estimating traffic crash costs. The one used here attempts to quantify the direct economic costs. As explained by the National Safety Council, it has five components: “(1)

wage and productivity losses, including wages, fringe benefits, household production, (2) medical expenses, (3) administrative expenses, including insurance, police, and legal costs, (4) motor vehicle damage, and (5) employer costs for crashes involving workers.”[§]

Using this approach, for example, the National Safety Council estimates costs for the 2006 calendar year as follows:

Death.....	\$1,150,000
Incapacitating (A) Injury.....	\$60,500
Non-incapacitating (B) Injury.....	\$19,600
Possible (C) Injury.....	\$11,100
Property Damage Crash.....	\$7,500

The other approach estimates the “comprehensive costs” and attempts to include “a measure of the value of lost quality of life associated with the deaths and injuries, that is, what society is willing to pay to prevent them.”^{**} Using that approach yields the following cost estimates for the 2006 year:

Death.....	\$3,840,000
Incapacitating (A) Injury.....	\$193,800
Non-incapacitating (B) Injury.....	\$49,500
Possible (C) Injury.....	\$23,600
No Injury.....	\$2,200

As noted, Table 5.04 uses the more narrowly defined estimates based just on economic costs. The cost estimates are quite conservative in other respects as well: First, they make no effort to include the costs of crashes that were reported, but not classified as alcohol-related, even though they were. As noted, the number of crashes classified as alcohol-related is certain to understate the true number. Second, the cost estimates make no attempt to include costs from alcohol-related crashes that were never reported at all.

For the 2006 calendar year, the total estimated cost of the crashes classified as alcohol-related was \$277,672,100.

[‡] It would not necessarily be correct, however, to conclude that if alcohol test data were also available for non-fatal crashes, then there would be a comparable increase in the proportion of those crashes that are classified as alcohol-related. That could be so; however, reporting and record-keeping are handled differently for fatal and non-fatal crashes. Thus, the statistical patterns may not be similar for fatal and non-fatal crashes.

[§] National Safety Council: *Injury Facts, 2005-2006 Edition*: page 91.

^{**} Ibid

TABLE 5.01
MINNESOTA TRAFFIC FATALITIES, 1910 - 2006

Year Number	Year Number	Year Number	Year Number	Year Number
1910 23	1930 561	1950 532	1970 987	1990 568
1911 26	1931 622	1951 610	1971 1,024	1991 531
1912 39	1932 486	1952 534	1972 1,031	1992 581
1913 46	1933 525	1953 637	1973 1,024	1993 538
1914 88	1934 641	1954 639	1974 852	1994 644
1915 85	1935 596	1955 577	1975 777	1995 597
1916 143	1936 649	1956 637	1976 809	1996 576
1917 161	1937 630	1957 684	1977 856	1997 600
1918 183	1938 609	1958 708	1978 980	1998 650
1919 171	1939 576	1959 662	1979 881	1999 626
1920 178	1940 577	1960 724	1980 863	2000 625
1921 216	1941 626	1961 724	1981 763	2001 568
1922 260	1942 439	1962 692	1982 581	2002 657
1923 328	1943 274	1963 798	1983 558	2003 655
1924 366	1944 356	1964 841	1984 584	2004 567
1925 361	1945 449	1965 875	1985 610	2005 559
1926 326	1946 536	1966 977	1986 572	2006 494
1927 369	1947 572	1967 965	1987 530	
1928 435	1948 552	1968 1,060	1988 615	
1929 505	1949 540	1969 988	1989 605	

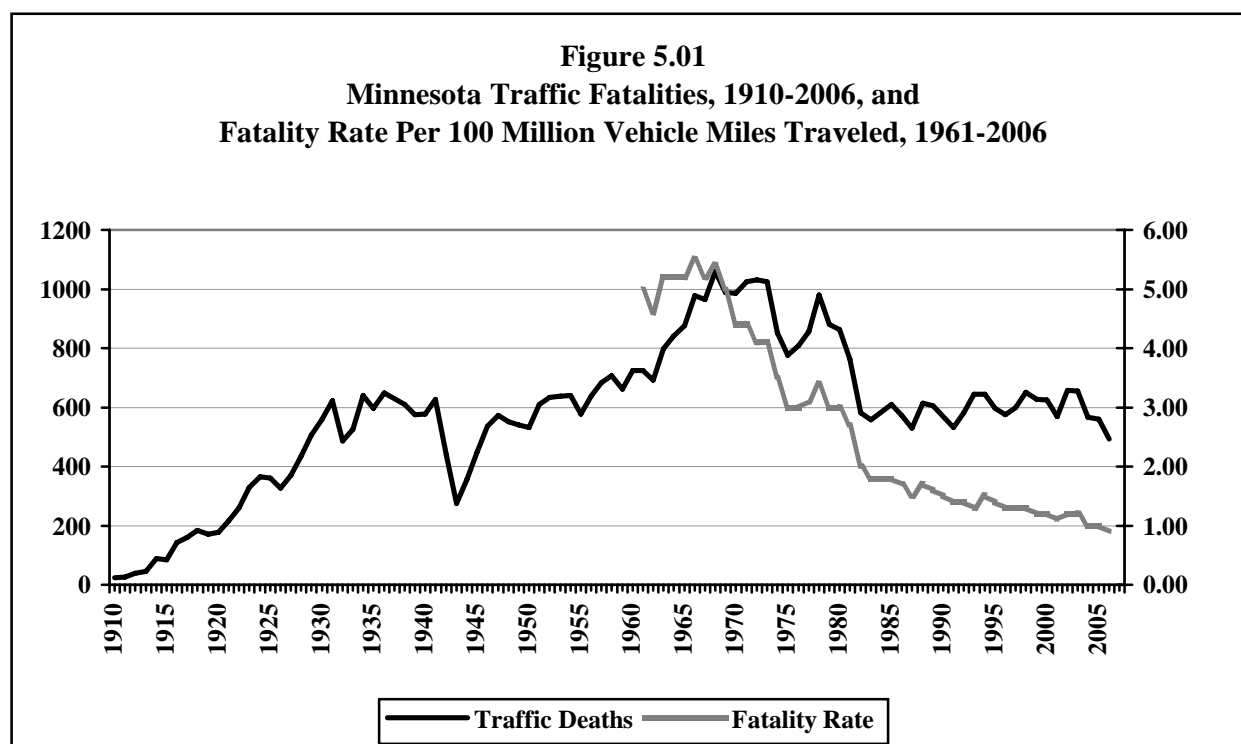


TABLE 5.02

OVERVIEW OF TRAFFIC SAFETY AND ALCOHOL STATISTICS, 1962 - 2006

Year	Total Crashes	Total Deaths	Drivers (million)	Vehicles (million)	State Population	Miles Traveled (billion)	Fatality Rate	DWI Arrests	Impaired Driving Incidents	Alcohol-Related Deaths		
										Known Number	As % of Total	NHTSA-Estimate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
1962	77,646	692	1.81	1.65	3,493,000	15.1	4.6					
1963	73,567	798	1.83	1.72	3,507,000	15.3	5.2					
1964	74,289	841	1.84	1.78	3,529,000	16.2	5.2					
1965	83,329	875	1.85	1.86	3,565,000	16.8	5.2					
1966	84,754	977	1.90	1.94	3,585,000	17.7	5.52					
1967	93,819	965	1.95	2.01	3,625,000	18.7	5.17					
1968	92,910	1,060	2.00	2.09	3,647,000	19.9	5.33					
1969	105,235	988	2.03	2.15	3,743,291	20.8	4.75					
1970	99,404	987	2.05	2.24	3,804,971	22.4	4.41					
1971	104,030	1,024	2.33	2.36	3,860,000	23.4	4.38					
1972	111,180	1,031	2.50	2.41	3,877,000	24.9	4.14					
1973	107,956	1,024	2.38	2.51	3,890,000	25.2	4.07					
1974	102,964	852	2.44	2.67	3,904,100	24.6	3.47					
1975	123,206	777	2.51	2.69	3,921,000	25.6	3.03					
1976	116,390	809	2.57	2.92	3,954,000	27.0	3.00	19,419				
1977	119,754	856	2.63	2.77	3,980,000	28.1	3.05	16,976				
1978	118,833	980	2.70	2.90	4,024,000	28.8	3.40	18,078				
1979	120,633	881	2.73	3.00	4,060,000	29.0	3.04	18,092				
1980	103,612	863	2.77	3.01	4,075,970	28.5	3.03	22,788				
1981	97,879	763	2.83	3.09	4,099,048	28.6	2.67	27,034				
1982	89,443	581	2.87	3.01	4,133,334	29.2	1.98	28,048				322
1983	97,371	558	2.90	3.03	4,145,667	30.5	1.83	32,155				314
1984	93,741	584	2.91	3.13	4,161,464	32.2	1.81	36,638		305	52	332
1985	99,168	610	3.04	3.22	4,192,973	33.1	1.84	35,383		261	43	287
1986	95,460	572	3.07	3.25	4,214,013	34.2	1.67	36,390		264	46	284
1987	94,095	530	3.10	3.31	4,245,870	35.1	1.51	34,664		224	42	248
1988	102,094	615	3.13	3.39	4,306,550	36.4	1.69	32,827		277	45	294
1989	105,996	605	3.16	3.46	4,353,000	37.6	1.61	34,562		275	45	289
1990	99,236	568	3.18	3.52	4,375,099	38.8	1.47		36,847	235	41	258
1991	101,419	531	3.22	3.51	4,432,000	39.3	1.35		32,430	212	40	233
1992	96,808	581	3.27	3.55	4,480,034	41.3	1.41		30,841	229	39	240
1993	100,907	538	3.28	3.48	4,517,416	42.3	1.27		30,088	196	36	216
1994	99,701	644	3.34	3.67	4,567,267	43.4	1.48		29,748	226	35	250
1995	96,022	597	3.39	3.68	4,609,548	44.1	1.35		30,402	246	41	269
1996	105,332	576	3.46	3.70	4,657,800	45.9	1.27		30,923	205	36	222
1997	98,626	600	3.49	3.77	4,685,549	46.9	1.28		31,380	178	30	197
1998	92,926	650	3.53	3.90	4,735,830	48.5	1.34		32,422	273	42	285
1999	96,813	626	3.54	3.92	4,775,508	50.7	1.24		34,575	195	31	206
2000	103,591	625	3.65	4.20	4,919,479	52.4	1.19		35,034	245	39	258
2001	98,984	568	3.69	4.38	4,977,976	53.2	1.07		33,532	211	37	226
2002	94,969	657	3.76	4.49	5,033,661	54.4	1.21		33,163	239	36	255
2003	NA	655	3.79	4.56	5,088,006	55.4	1.18		32,266	255	39	267
2004	91,274	567	3.85	4.63	5,145,097	56.5	1.00		34,202	177	31	184
2005	87,813	559	3.87	4.69	5,132,799	56.5	0.99		37,002	197	35	201
2006	78,745	494	3.87	4.76	5,167,101	56.6	0.87		41,951	166	34	170

TABLE 5.03

TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2006

COUNTY	TRAFFIC CRASHES												PERSONS KILLED OR INJURED					
	FATAL CRASHES			INJURY CRASHES			PROPERTY DAMAGE ONLY CRASHES			TOTAL CRASHES			KILLED			INJURED		
	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc
	All	-hol		All	-hol		All	-hol		All	-hol		All	-hol		All	-hol	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Aitkin	2	1	50.0	76	24	31.6	133	6	4.5	211	31	14.7	2	1	50.0	116	42	36.2
Anoka	26	10	38.5	1,386	144	10.4	2,519	110	4.4	3,931	264	6.7	29	12	41.4	2,031	196	9.7
Becker	3	1	33.3	161	28	17.4	195	13	6.7	359	42	11.7	4	1	25.0	243	38	15.6
Beltrami	8	3	37.5	173	33	19.1	434	17	3.9	615	53	8.6	8	3	37.5	252	53	21.0
Benton	4	2	50.0	190	27	14.2	369	18	4.9	563	47	8.3	4	2	50.0	288	42	14.6
Big Stone	1	0	0.0	14	3	21.4	40	3	7.5	55	6	10.9	1	0	0.0	19	6	31.6
Blue Earth	5	2	40.0	364	44	12.1	956	18	1.9	1,325	64	4.8	5	2	40.0	478	55	11.5
Brown	3	1	33.3	117	6	5.1	200	5	2.5	320	12	3.8	3	1	33.3	159	6	3.8
Carlton	8	2	25.0	153	19	12.4	179	9	5.0	340	30	8.8	9	2	22.2	223	29	13.0
Carver	7	2	28.6	367	29	7.9	793	27	3.4	1,167	58	5.0	8	2	25.0	516	35	6.8
Cass	4	1	25.0	127	29	22.8	214	9	4.2	345	39	11.3	4	1	25.0	199	44	22.1
Chippewa	4	1	25.0	55	11	20.0	117	4	3.4	176	16	9.1	5	1	20.0	78	12	15.4
Chisago	12	3	25.0	264	42	15.9	427	12	2.8	703	57	8.1	13	4	30.8	420	59	14.0
Clay	6	2	33.3	223	17	7.6	593	24	4.0	822	43	5.2	8	3	37.5	309	22	7.1
Clearwater	3	1	33.3	22	4	18.2	54	1	1.9	79	6	7.6	3	1	33.3	29	5	17.2
Cook	2	1	50.0	35	7	20.0	92	2	2.2	129	10	7.8	2	1	50.0	48	10	20.8
Cottonwood	1	0	0.0	44	5	11.4	79	2	2.5	124	7	5.6	1	0	0.0	65	5	7.7
Crow Wing	7	4	57.1	331	32	9.7	635	29	4.6	973	65	6.7	8	5	62.5	485	41	8.5
Dakota	20	7	35.0	1,532	155	10.1	2,996	147	4.9	4,548	309	6.8	20	7	35.0	2,150	207	9.6
Dodge	2	0	0.0	73	9	12.3	114	3	2.6	189	12	6.3	2	0	0.0	117	19	16.2
Douglas	7	1	14.3	186	24	12.9	496	27	5.4	689	52	7.5	8	1	12.5	263	28	10.6
Faribault	2	1	50.0	62	7	11.3	130	6	4.6	194	14	7.2	3	2	66.7	97	9	9.3
Fillmore	6	2	33.3	89	11	12.4	164	6	3.7	259	19	7.3	6	2	33.3	121	12	9.9
Freeborn	2	2	100	144	8	5.6	404	14	3.5	550	24	4.4	2	2	100	215	10	4.7
Goodhue	7	2	28.6	266	30	11.3	583	14	2.4	856	46	5.4	7	2	28.6	401	36	9.0
Grant	1	1	100	38	9	23.7	60	5	8.3	99	15	15.2	1	1	100	48	11	22.9
Hennepin	38	13	34.2	6,554	453	6.9	14,305	538	3.8	20,897	1,004	4.8	40	14	35.0	9,078	643	7.1
Houston	0	0	0.0	85	19	22.4	227	7	3.1	312	26	8.3	0	0	0.0	119	33	27.7
Hubbard	3	1	33.3	93	15	16.1	129	6	4.7	225	22	9.8	5	1	20.0	140	19	13.6
Isanti	9	3	33.3	158	20	12.7	327	9	2.8	494	32	6.5	9	3	33.3	230	30	13.0
Itasca	5	2	40.0	212	41	19.3	364	15	4.1	581	58	10.0	5	2	40.0	334	56	16.8
Jackson	1	0	0.0	61	9	14.8	112	4	3.6	174	13	7.5	1	0	0.0	81	13	16.0
Kanabec	0	0	0.0	75	8	10.7	96	5	5.2	171	13	7.6	0	0	0.0	105	9	8.6
Kandiyohi	6	1	16.7	210	16	7.6	428	19	4.4	644	36	5.6	8	1	12.5	309	24	7.8
Kittson	0	0	0.0	13	1	7.7	25	2	8.0	38	3	7.9	0	0	0.0	24	3	12.5
Koochiching	1	0	0.0	50	9	18.0	92	3	3.3	143	12	8.4	1	0	0.0	73	16	21.9
Lac Qui Parle	2	1	50.0	20	4	20.0	35	1	2.9	57	6	10.5	2	1	50.0	29	9	31.0
Lake	3	0	0.0	61	5	8.2	115	4	3.5	179	9	5.0	3	0	0.0	83	9	10.8
Lake of the Wds	1	1	100	11	4	36.4	13	0	0.0	25	5	20.0	1	1	100	17	7	41.2
Le Sueur	2	0	0.0	131	17	13.0	287	10	3.5	420	27	6.4	3	0	0.0	183	19	10.4
Lincoln	0	0	0.0	23	6	26.1	52	2	3.8	75	8	10.7	0	0	0.0	40	10	25.0
Lyons	5	1	20.0	95	8	8.4	215	9	4.2	315	18	5.7	6	1	16.7	150	14	9.3
McLeod	7	2	28.6	160	17	10.6	415	10	2.4	582	29	5.0	7	2	28.6	235	22	9.4
Mahnomen	2	0	0.0	26	9	34.6	35	1	2.9	63	10	15.9	2	0	0.0	39	13	33.3
Marshall	2	0	0.0	37	4	10.8	37	1	2.7	76	5	6.6	2	0	0.0	44	5	11.4
Martin	2	1	50.0	91	9	9.9	215	7	3.3	308	17	5.5	2	1	50.0	133	14	10.5
Meeker	3	1	33.3	92	8	8.7	149	4	2.7	244	13	5.3	3	1	33.3	142	11	7.7
Mille Lacs	9	2	22.2	136	21	15.4	184	14	7.6	329	37	11.2	10	2	20.0	218	32	14.7

TABLE 5.03

TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2006

COUNTY	TRAFFIC CRASHES												PERSONS KILLED OR INJURED					
	FATAL CRASHES			INJURY CRASHES			PROPERTY DAMAGE ONLY CRASHES			TOTAL CRASHES			KILLED			INJURED		
	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc	Alco %		Alc
	All	-hol		All	-hol		All	-hol		All	-hol		All	-hol		All	-hol	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Morrison	4	2	50.0	135	24	17.8	215	11	5.1	354	37	10.5	5	2	40.0	193	42	21.8
Mower	5	1	20.0	162	23	14.2	394	28	7.1	561	52	9.3	5	1	20.0	217	30	13.8
Murray	1	0	0.0	39	6	15.4	69	3	4.3	109	9	8.3	1	0	0.0	66	8	12.1
Nicollet	4	1	25.0	122	8	6.6	302	10	3.3	428	19	4.4	6	1	16.7	170	9	5.3
Nobles	2	0	0.0	103	11	10.7	252	4	1.6	357	15	4.2	2	0	0.0	154	14	9.1
Norman	0	0	0.0	23	1	4.3	51	4	7.8	74	5	6.8	0	0	0.0	34	1	2.9
Olmsted	13	4	30.8	636	46	7.2	1,276	37	2.9	1,925	87	4.5	15	4	26.7	888	64	7.2
Otter Tail	4	3	75.0	277	35	12.6	524	23	4.4	805	61	7.6	4	3	75.0	389	52	13.4
Pennington	0	0	0.0	71	9	12.7	85	2	2.4	156	11	7.1	0	0	0.0	101	13	12.9
Pine	4	2	50.0	125	16	12.8	222	5	2.3	351	23	6.6	4	2	50.0	194	31	16.0
Pipestone	2	1	50.0	35	3	8.6	73	3	4.1	110	7	6.4	2	1	50.0	51	5	9.8
Polk	4	0	0.0	84	19	22.6	271	17	6.3	359	36	10.0	6	0	0.0	109	27	24.8
Pope	4	1	25.0	51	5	9.8	65	5	7.7	120	11	9.2	4	1	25.0	71	9	12.7
Ramsey	18	9	50.0	2,647	194	7.3	8,157	276	3.4	10,822	479	4.4	20	10	50.0	3,649	291	8.0
Red Lake	2	2	100	16	5	31.3	11	2	18.2	29	9	31.0	2	2	100	27	12	44.4
Redwood	3	1	33.3	78	10	12.8	111	4	3.6	192	15	7.8	3	1	33.3	115	14	12.2
Renville	4	0	0.0	74	6	8.1	81	1	1.2	159	7	4.4	4	0	0.0	118	12	10.2
Rice	11	4	36.4	308	37	12.0	524	18	3.4	843	59	7.0	13	4	30.8	420	58	13.8
Rock	1	0	0.0	46	4	8.7	126	5	4.0	173	9	5.2	1	0	0.0	65	6	9.2
Roseau	0	0	0.0	29	5	17.2	81	6	7.4	110	11	10.0	0	0	0.0	44	8	18.2
St. Louis	21	8	38.1	897	131	14.6	1,938	113	5.8	2,856	252	8.8	21	8	38.1	1,279	174	13.6
Scott	8	2	25.0	464	54	11.6	777	22	2.8	1,249	78	6.2	8	2	25.0	709	80	11.3
Sherburne	9	6	66.7	356	34	9.6	807	24	3.0	1,172	64	5.5	9	6	66.7	508	56	11.0
Sibley	2	1	50.0	43	5	11.6	99	2	2.0	144	8	5.6	2	1	50.0	63	7	11.1
Stearns	14	5	35.7	758	78	10.3	1,547	53	3.4	2,319	136	5.9	15	6	40.0	1,129	122	10.8
Steele	5	2	40.0	154	10	6.5	355	13	3.7	514	25	4.9	5	2	40.0	219	17	7.8
Stevens	2	0	0.0	29	3	10.3	101	3	3.0	132	6	4.5	2	0	0.0	49	7	14.3
Swift	0	0	0.0	39	9	23.1	47	6	12.8	86	15	17.4	0	0	0.0	62	14	22.6
Todd	3	1	33.3	97	20	20.6	157	7	4.5	257	28	10.9	3	1	33.3	131	21	16.0
Traverse	1	1	100	7	1	14.3	19	0	0.0	27	2	7.4	1	1	100	10	1	10.0
Wabasha	7	1	14.3	95	14	14.7	176	7	4.0	278	22	7.9	7	1	14.3	145	18	12.4
Wadena	2	2	100	51	7	13.7	91	4	4.4	144	13	9.0	3	3	100	71	8	11.3
Waseca	3	0	0.0	84	10	11.9	151	3	2.0	238	13	5.5	3	0	0.0	111	12	10.8
Washington	15	2	13.3	840	65	7.7	1,902	85	4.5	2,757	152	5.5	16	2	12.5	1,175	93	7.9
Watonwan	2	0	0.0	33	4	12.1	104	4	3.8	139	8	5.8	4	0	0.0	50	5	10.0
Wilkin	1	1	100	42	4	9.5	83	5	6.0	126	10	7.9	1	1	100	51	4	7.8
Winona	7	3	42.9	235	23	9.8	592	21	3.5	834	47	5.6	7	3	42.9	300	30	10.0
Wright	11	8	72.7	451	48	10.6	872	37	4.2	1,334	93	7.0	11	8	72.7	658	75	11.4
Yellow Med	3	0	0.0	41	6	14.6	84	4	4.8	128	10	7.8	3	0	0.0	54	8	14.8
Unknown	0	0	-	0	0	-	1	0	0.0	1	0	0.0	0	0	-	0	0	-
Minnesota	456	156	34.2	24,663	2,453	9.9	53,626	2,079	3.9	78,745	4,688	6.0	494	166	33.6	35,025	3,501	10.0

TABLE 5.04

**COST OF ALCOHOL-RELATED TRAFFIC CRASHES,
FATALITIES, AND INJURIES, BY COUNTY, 2006**

Aitkin	\$ 2,076,600	Itasca	3,577,000	Pope	1,370,800
Anoka	18,822,900	Jackson	463,800	Ramsey	18,962,100
Becker	1,985,900	Kanabec	270,200	Red Lake	2,557,100
Beltrami	4,647,600	Kandiyohi	1,742,700	Redwood	1,444,300
Benton	3,369,200	Kittson	147,100	Renville	198,600
Big Stone	155,500	Koochiching	309,000	Rice	6,206,400
Blue Earth	3,389,200	Lac Qui Parle	1,257,400	Rock	219,900
Brown	1,262,600	Lake	138,400	Roseau	176,300
Carlton	3,040,000	Lake of the Woods	1,302,600	St. Louis	13,321,800
Carver	3,083,300	Le Sueur	502,100	Scott	3,838,000
Cass	2,318,900	Lincoln	226,400	Sherburne	8,350,200
Chippewa	1,422,100	Lyon	1,456,300	Sibley	1,407,900
Chisago	5,835,200	McLeod	2,966,600	Stearns	9,989,800
Clay	4,098,900	Mahnomen	490,700	Steele	2,628,700
Clearwater	1,311,800	Marshall	170,300	Stevens	142,700
Cook	1,391,800	Martin	1,456,700	Swift	489,900
Cottonwood	136,900	Meeker	1,361,600	Todd	1,576,900
Crow Wing	6,821,000	Mille Lacs	3,388,600	Traverse	1,169,600
Dakota	13,065,600	Morrison	3,403,800	Wabasha	1,586,100
Dodge	342,300	Mower	2,214,100	Wadena	3,676,100
Douglas	1,879,500	Murray	227,100	Waseca	329,400
Faribault	2,528,300	Nicollet	1,490,100	Washington	4,590,800
Fillmore	2,578,600	Nobles	507,300	Watsonwan	102,500
Freeborn	2,616,400	Norman	41,100	Wilkin	1,257,400
Goodhue	3,138,200	Olmsted	6,064,400	Winona	4,289,500
Grant	1,410,000	Otter Tail	4,824,400	Wright	11,040,400
Hennepin	31,985,700	Pennington	235,800	Yellow Med	168,200
Houston	701,400	Pine	3,030,600		
Hubbard	1,572,700	Pipestone	1,335,300		
Isanti	4,182,500	Polk	808,600	Minnesota	\$ 277,672,100

Note: Costs are calculated using estimates, provided annually by the National Safety Council, that do not attempt to include “comprehensive costs” of traffic crashes, deaths and injuries, but just direct costs due to medical expense, property damage, and lost produc-

tivity. Other procedures (e.g.; those used by the US Department of Transportation) that do attempt to include comprehensive costs result in total cost estimates about three times as great as those calculated here.

APPENDIX A

Terms Describing Impaired Driving Incident in Minnesota

This report is produced by the Office of Traffic Safety in the Minnesota Department of Public Safety and provides information about impaired driving in the state. The report is meant to aid in describing the parameters of a significant public health threat, but there are problems in reporting the statistics in a clear way. The problems are mainly due to (1) the lack of a clear terminology and (2) the complexity of Minnesota's impaired driving laws.

There is no clearly defined set of terms to describe impaired driving situations. For traffic crashes, Minnesota follows the American National Standards Institute's "Manual on Classification of Motor Vehicle Traffic Accidents," which has been in use (with new editions periodically) nationwide since the 1940s. There is no similar manual for describing impaired driving incidents.

In this report, the term "impaired driving" is used, but even it has problems. For example, if an officer arrests a person for DWI, and the person refuses to take the alcohol test and then plea-bargains the DWI charge to speeding, the incident is still classified as an impaired driving incident since the test refusal violates the Implied Consent Law which is part of the Impaired Driving Code. But the fact of impairment was not actually established. Definitions of terms are shown below, but these definitions are subject to change in the future.

The second obstacle to clear statistical reporting is the complexity of the law. Minnesota enacted its first DWI law in 1911. There are now more than 35,000 DWI arrests annually -- more than for any other criminal offense in the state. For nearly a century, defense attorneys have found loopholes in the law, while the state has sought to tighten the law.

Apart from the DWI laws themselves, there is an important distinction between criminal offenses and

civil law violations. Minnesota Statute (MS) 609.02 defines "crime" as "conduct ... for which the actor may be sentenced to imprisonment..." Therefore, a crime is committed if a person performs a behavior the law defines as criminal, regardless of whether the person is detected, arrested, prosecuted, found guilty, and sentenced to jail or prison.

In contrast, a civil law violation cannot lead to incarceration.* In impaired driving cases under civil law, when a person refuses or fails an alcohol or drug test, the police officer acts as agent of the Commissioner of Public Safety and issues the driver license revocation form. In some cases the Commissioner may impose additional requirements (e.g. treatment), but the Commissioner cannot impose a jail sentence.

This report uses the following conventions: The terms "crime," "offense," and "criminal offense" are used to describe violations of the criminal impaired driving law. The term "violation" is used to describe a breaking of the civil Implied Consent law. "Violation" and "violation" are general terms though. Thus, a crime is a type of violation, and "violation" refers to a person who breaks a criminal law, a civil law, or both.

Minnesota's first DWI law consisted of a single sentence: "Whoever operates a motor vehicle while in an intoxicated condition shall be guilty of a misdemeanor." The current law takes an entire chapter (MS 169A) and defines it to be a crime for a

* Also, a person is not considered to have violated a civil law unless it is so determined through a legal process. Thus, a person can sue another for breach of contract, but the other person's behavior is not a violation unless a court determines that it is. The defendant might then be ordered to make restitution, or pay a fine, but cannot be incarcerated.

person to “drive, operate, or be in physical control of any motor vehicle within this state...” when the person is under the influence of alcohol, or under the influence of any of a large number of impairing substances, or when the person has an alcohol concentration of 0.08 or more, or when a person refuses to take a test under the Implied Consent Law, and so on.

In 1961, Minnesota passed the civil “Implied Consent” law, defining the principle that by driving on a public roadway, a person by implication gives consent to a test for alcohol upon being stopped by an officer having probable cause to suspect impairment. If the driver refused the test, the State would revoke the person’s driving license for six months.

In 1971, the criminal law was amended to stipulate that having an alcohol concentration of 0.10 or higher was no longer just *prima facie* evidence of intoxication, but was in itself (“*per se*”) a crime.[†] Thus, Minnesota’s “criminal *per se*” law dates from 1971.

In 1976, Minnesota became the first state to pass an “administrative *per se*” law, authorizing the Commissioner of Public Safety to revoke a person’s driver’s license upon refusal to take the alcohol test or upon taking and “failing” the test.[‡] The Commissioner imposes this revocation independently of whatever happens in the criminal DWI case, and without the need to prove guilt to the higher level required in the criminal case. Almost all states now have an “administrative *per se*” law.[§]

Thus Minnesota pioneered the “two-track system.” The Commissioner of Public Safety revokes the driver’s license if a person fails or refuses the test, even if the person is found not guilty of the criminal DWI charge. Likewise a court can find a person guilty of impaired driving even in the absence of a test failure or refusal.

[†] In 2004 the Legislature reduced the *per se* level to 0.08%, effective August 1, 2005.

[‡] The District of Columbia had a similar ordinance, but Minnesota was the first state to pass “administrative *per se*.”

[§] Though Minnesota was the first state to have such a law, the District of Columbia had a similar ordinance prior to the passing of the Minnesota law.

The complexity of the law often causes more than one violation to be recorded on a person’s driving record for a single incident. To make up an extreme example: Suppose a 20-year-old commercial vehicle driver is driving while impaired by a combination of alcohol and marijuana and has a crash killing another driver and injuring two passengers. Upon arrest, the driver refuses a urine test for drugs, but takes and fails the breath test, with an alcohol concentration of 0.15%.

The driver potentially could incur the following violations. The alcohol test failure is a criminal offense under MS 169A.20(1). It is also a civil law violation under MS 169A.52(4). The drug test refusal is a criminal offense under MS 169A.20(2) and is also a civil law violation under MS 169A.52(3). Since the driver was under age 21, he violated MS 169A.33(2). As a commercial vehicle driver with an AC over .04, he violated MS 169A.20(6) and also MS 169A.52(2). Since the incident caused a death and two injuries, a felony conviction for criminal vehicular operation resulting in a fatality is possible under MS 609.21(1), and two separate felony convictions for criminal vehicular operation resulting in an injury are possible under MS 609.21(2). Each of the above violations could cause an entry to the person’s driver record (although there can be only one offense under MS169A.20).

Since a single incident may lead to multiple violations, a circumstance such as the following could occur: In a year, there are 35,000 impaired driving arrests. Five-hundred of those never get recorded as an impaired driving incident. Among the remaining 34,500 arrests that do lead to an impaired driving incident on record, there are 34,000 civil Implied Consent law violations, and 27,000 impaired-driving criminal convictions, for a total of 61,000 violations. In addition, Minnesotans may incur violations in other states and those will be placed on their Minnesota driving record. Also, non-Minnesotans incur violations in Minnesota, and the Department of Public Safety creates a record in the state’s driver license file to keep track of those violations.

For all these reasons, it is useful to distinguish between incidents, violations, and violators. The number of incidents on record in a year should show a close correspondence to the number of arrests in a year. Violations will be more numerous, and the types of violations incurred will help to characterize an incident. For example, did the incident involve test failure or test refusal? Was an injury or fatality

involved? It is also useful to think about incidents separately from the persons who committed them. A person may go through an irresponsible phase in his or her life and incur several incidents in a year or two, and then reform. Thus, in a year, there may be 34,500 incidents on record, but if 1,500 persons were arrested twice, and 500 were arrested three times in the year, then 32,000 persons accounted for the 34,500 incidents.

In this report, Section I deals with impaired driving incidents -- when and where they occurred, what types

of violations were involved, and so on. Section II shows the criminal conviction rates for the incidents. Section III deals with persons -- How many have DWI incidents on record? How many prior incidents do they have? and so on. Section IV focuses more specifically on recidivism. Section V reports statistics on crashes and their costs. For each county, it shows total crashes, fatalities, and injuries, and the number and percentage of them that were classified as alcohol-related.

APPENDIX B

DEFINITIONS

Disqualification

A “disqualification” is the action taken by the Commissioner of Public Safety on a person’s commercial vehicle driver’s license upon being notified that the person was operating a commercial vehicle while having an alcohol concentration of .04% or higher. The Commissioner “disqualifies” the driver from operating commercial vehicles. This action is mandated under the Implied Consent Law, MS 169A.52. (MS 169A.20 makes it a crime for a person to operate a commercial vehicle while having an alcohol concentration over 0.04% and provides for separate actions upon conviction.)

A disqualification is not counted as an impaired driving incident unless the driver also had a regular implied consent law violation or impaired driving conviction.

DWI

“DWI” appears to be the historic and classic term to designate impaired driving. It may not have a precise definition. It could stand for driving while intoxicated, driving while under the influence, driving while impaired.

In Minnesota, a usage evolved to some extent that the term “DWI” refers to an actual conviction under the criminal statute while the term “implied consent” or “administrative license revocation” refers to the revocation by the Commissioner of Public Safety under the Implied Consent law.

Thus, if John Doe got convicted in court under MS169A.20, it would be said that he “got a DWI.” If

he did not get convicted but did get revoked under the Implied Consent law (169A.50 to 169A.53), then it would *not* be said that he got a DWI, but that he “got an implied consent.”

Throughout this report, the term “impaired driving incident [on record]” (or merely “incident”) is used as a collective term to designate a “DWI,” or an implied consent revocation, or a single incident that resulted in both an administrative license revocation and a criminal conviction for an offense specified in the impaired driving code.

DWI Law

In 2000, the Legislature completely recodified Minnesota’s DWI law. The changes mostly took effect January 1, 2001. The law up through year 2000 had become gradually more complex. The main criminal law was contained in MS 169.121. Other DWI criminal laws were 169.1211 and 169.129. These laws contained many references to other laws which had to be consulted to fully understand the main law. The Implied Consent law was MS 169.123, and there were many references between it and the criminal DWI laws.

The 2000 recodification combined all of these into a new chapter MS 169A, and specified that “this chapter may be cited as the Minnesota Impaired Driving Code.”

Thus, the term “DWI law” increasingly appears obsolete and the preferred term increasingly appears to be “impaired driving law.”

Implied Consent Law

Minnesota Statutes, sections 169A.50 to 169A.53, make up the “Implied Consent” law -- the civil law stating that by implication a person who drives in Minnesota gives his or her consent to a chemical test for purposes of gathering evidence as to whether or not an offense under Minnesota’s impaired driving law has occurred. The chemical test can be of a person’s blood, breath, or urine, and the test can be for alcohol or for any other substance specified in MS 169A.20. Under the Implied Consent Law, the Commissioner of Public Safety imposes a one-year license revocation for test refusal, or a ninety-day to one-year revocation (depending on the prior record) for a test failure.

Incident

An episode of impaired driving, regardless of whether it is detected and prosecuted.

Incident on Record

An incident on record is an episode of impaired driving or an episode in which the Implied Consent law was violated and the following also occurred: The incident was detected and a stop was made and the driver was found in court to have violated the criminal impaired driving law 169A.20, or it was established that the driver violated the Implied Consent law either (1) by taking a chemical test and “failing” it, or (2) by refusing to take the required test. Furthermore, the fact of this criminal offense and/or civil law violation has been recorded on the person’s Minnesota driving record.

Minnesota Resident

As used in this report, a person for whom records maintained by the Department of Public Safety show to be a current resident of Minnesota. Note that the Department of Public Safety may not be promptly notified that a person died, or (as may especially be true of multiple DWI offenders) that a person moved from the state.

Non-Minnesota Resident

As used in this report, a person for whom records maintained by the Department of Public Safety show as not being a current resident of Minnesota. The person may have been a resident and moved away, or may never have been a resident.

Not-a-drop

Minnesota Statute 169A.33 is sometimes referred to as the “not a drop” law. It provides that a person under the age of 21 who drives with any amount of alcohol shall have his or her license revoked by the Commissioner of Public Safety. In this report, a not-a-drop violation is not counted as an impaired driving incident unless the driver also had a regular implied consent law violation or impaired driving conviction.

Offender

A person who has committed a petty misdemeanor, misdemeanor, gross misdemeanor, or felony, regardless of whether it is detected and prosecuted.

Offense

A petty misdemeanor, misdemeanor, gross misdemeanor, or felony. (All DWI offenses are misdemeanor or higher.) An offense may or may not be detected and prosecuted.

Violation

A breaking of one of Minnesota’s criminal or civil laws.

Violator

A person who breaks a criminal or civil law in Minnesota.

APPENDIX C: CHRONOLOGY OF MINNESOTA IMPAIRED DRIVING LEGISLATION SINCE 1911

Laws that appear especially significant--to be “landmarks”--are highlighted in bold font. Starting in 1987, the date on which a law went into effect is shown in parentheses after the description of the law.

Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1911	1	Driving while in an intoxicated condition is defined to be a misdemeanor.
1917	1	Three-month forfeiture of driver’s license upon conviction for DWI.
	2	Violation of license forfeiture is defined to be a misdemeanor.
1925	1	A second or subsequent DWI is raised to gross misdemeanor status.
	2	Criminal penalty for repeat offenders shall include license revocation for three months to one year.
1927	1	First DWI offense raised to gross misdemeanor status.
	2	Prison for all offenders. Penalty for all offenders: prison 10 days to 1 year, plus fine of not more than \$1,000, plus license revocation for not longer than two years.
1937	1	All DWI offenses reduced to misdemeanor status.
	2	Criminal penalties reduced. Penalty for first offense: Prison 10 to 90 days <i>or</i> fine of \$10 to \$100, or both. License revocation. Penalty for repeat offenders: Prison 30 to 90 days <i>or</i> fine of \$25 to \$100, or both. License revocation.
1939	1	Commissioner shall revoke offenders’ driver’s licenses in accordance with recommendation of the court.
1941	1	90 day license revocation. All offenders shall have driver’s license revoked for not less than 90 days.
1955	1	Blood alcohol concentration (“BAC”) levels defined for use as evidence. Results of chemical test for level of alcohol in the blood as measured from blood, breath, urine, or saliva specimen taken from defendant within two hours of arrest, is admissible as evidence. <ul style="list-style-type: none"> ▪ BAC of .000 to .049 is <i>prima facie</i> evidence of innocence. ▪ BAC of .050 to .149 is relevant, but not <i>prima facie</i>, evidence of intoxication. ▪ BAC of .150 or greater is <i>prima facie</i> evidence of intoxication.
1957	1	Two-hour time limit (see 1955:1) changed from two hours from time of arrest to two hours from time of offense.
	2	License revocation reduced. License revocation for first offenders reduced from 90 days to not less than 30 days. Penalty for a repeat offense within three years increased to prison for 10 to 90 days, <i>plus</i> license revocation for not less than 90 days.

Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
	3	Offense causing injury or death. Penalty for offenders causing grievous injury or death: prison 60 to 90 days, <i>plus</i> license revocation for not less than 90 days.
1959	1	Open Bottle Law. It is a misdemeanor to have an open container of alcohol in the passenger compartment of a vehicle.
1961	1	Implied Consent Law. Under civil law, a person who drives a motor vehicle on a public roadway is deemed to have given consent to a test for blood alcohol concentration by means of testing a blood, breath, urine, or saliva specimen.
	2	Commissioner to revoke driver's license for 6 months for test refusal. Under the rationale provided by the new civil Implied Consent law, Commissioner shall impose a 6-month license revocation on persons who refuse to submit to evidentiary BAC test. The Commissioner shall issue a twenty-day temporary license to give the person time to appeal, and the license revocation shall take effect at the end of twenty days, barring appeal.
	3	Refusal to submit to evidentiary test shall <i>not</i> be admissible as evidence in criminal court.
	4	When BAC is measured by test of breath, urine, or saliva, the BAC levels defined as "relevant" and " <i>prima facie</i> " evidence of intoxication (see 1955:1) shall be increased by 20%.
1967	1	Elimination of use of saliva test to determine BAC.
	2	Two-hour time limit on collection of evidence removed.
	3	BAC level of 0.10% is <i>prima facie</i> evidence of intoxication. <ul style="list-style-type: none"> ▪ A BAC of 0.000--0.049 shall be considered <i>prima facie</i> evidence of innocence. ▪ A BAC of 0.055--0.099 shall be considered as relevant, but not <i>prima facie</i>, evidence of intoxication. ▪ A BAC of 0.100 or greater shall be considered <i>prima facie</i> evidence of intoxication.
	4	When BAC is measured by test of breath or urine, the BAC levels defined as "relevant" and " <i>prima facie</i> " evidence of intoxication (see 1967:3) shall be increased by 10%.
Late 1960s	1	The "B-Card" restriction Commissioner initiates administrative policy (under authority of MS 171.04, in effect since 1957, or before) that the driver's license of a person convicted of DWI a third time within 5 years, or a fourth or subsequent time within ten years, shall be "cancelled and denied" on the grounds that the Commissioner has determined that it would be "inimical to public safety" for the person to hold a driver's license. The driver's license may be reinstated if the person complies with rehabilitation requirements established by Commissioner. Included in the administrative procedures is the important restriction now referred to as the "B-Card restriction." The person's driver's license shows the "B-Card" restriction, which, specifically, is that the person may not consume any alcohol anywhere under any circumstances. If the commissioner learns that the person has failed to comply with this restriction, then the Commissioner re-imposes the "cancel[ed] and deny" action on the person's driver's license.
1969	1	Upon medical recommendation, court may stay imposition of criminal penalties on condition that offender submit to medical treatment.

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Year passed	Reference number	Description of Amendment
1971	1	<p>Criminal <i>per se</i> law enacted.</p> <p>A BAC of .10% is defined to be illegal <i>per se</i> (in itself): If an evidentiary chemical test to determine BAC shows that one-tenth of one percent (1 part per thousand) of the driver's blood is alcohol, then the driver has committed a misdemeanor. It is not necessary to prove that the driver was "intoxicated" or impaired. The BAC of 0.10% or greater is itself a misdemeanor.</p> <p>This landmark law facilitated prosecution; however, it had the unintended effect of causing the BAC level, instead of actual impairment, to become the standard for proving guilt. Drivers might be very impaired at lower BAC levels, but a BAC below 0.10% would make prosecution difficult.</p>
	2	<p>Preliminary breath test.</p> <p>Officer may utilize preliminary breath test to help determine if there are probable grounds for arrest and for request for the evidentiary test.</p>
	3	<p>Test at scene of accident, upon probable cause.</p> <p>When a person is involved in a traffic crash causing property damage, injury, or death, officer may, upon probable cause to suspect a violation, request preliminary and evidentiary BAC tests of person (under penalty of license revocation for refusal).</p>
	4	<p>The <i>per se</i> illegal BAC level of 0.10% no longer has to be increased by 10% (see 1967:4) when BAC is measured through test of breath or urine specimen.</p>
1973	1	<p>Maximum fine for a first offense increased to \$300.00.</p>
	2	<p>Penalty for offenders causing grievous injury or death <i>reduced</i> to prison for 60 to 90 days, or fine of not more than \$300, or both, plus license revocation for not less than 90 days. (Prison is no longer mandated; see 1957:3.)</p>
1976	1	<p>"Administrative <i>per se</i>" law enacted.</p> <p>Important landmark: Though the District of Columbia had a similar ordinance, Minnesota is the first state to enact the now almost universal "administrative <i>per se</i>" law.</p> <p>The Commissioner of Public Safety automatically imposes a 90-day license revocation on drivers found to have a BAC of 0.10% or higher. The Commissioner first issues a 20-day temporary license, during which time the driver may request a judicial hearing on the administrative revocation. (Test refusal continues to trigger a six-month license revocation; see 1961:1.)</p> <p>A request for a hearing stays imposition of the revocation.</p>
	2	<p>Commissioner may issue limited licenses to persons whose licenses were revoked under the "administrative <i>per se</i>" law.</p>
	3	<p>Alcohol safety programs in counties</p> <p>Counties of more than 10,000 population shall establish "Alcohol Safety Programs" to conduct alcohol problem assessments on DWI (and other) offenders. Results of assessments to be reported to the court.</p> <p>The court may stay criminal penalties and require the offender to get treatment. The court may do this on the basis of the "alcohol problem assessment" report; a medical examination of the offender is no longer required.</p>
	4	<p>If a first-time offender complies with treatment program, the commissioner may terminate the administrative <i>per se</i> revocation after 60 days.</p>
1978	1	<p>Administrative revocation expedited.</p> <p>Arresting officer shall serve as "agent of the commissioner" and shall confiscate the person's driver's license, forward it to the Commissioner, and shall a issue temporary license, valid for 30 days, to the person.</p>

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Year passed	Reference number	Description of Amendment
	2	Person has 30 days to request a judicial hearing on the administrative revocation for test failure or test refusal. A request for a hearing stays imposition of the revocation.
	3	Concept of BAC changed to AC (alcohol concentration). <i>Per se</i> illegal levels are separately defined for alcohol concentrations in blood, breath, and urine.
	4	Criminal penalties explicitly defined. <ul style="list-style-type: none"> ▪ For first offense: prison for not more than 90 days, or fine of not more than \$500, or both, plus license revocation for not less than 30 days. ▪ Offense within 3 years of a prior offense: prison for not more than 90 days, or fine of not more than \$500 (raised from \$300), or both, plus revocation of not less than 90 days. ▪ For offenders causing bodily harm or death: prison for not more than 90 days, or fine of not more than \$500, or both, plus license revocation for not less than 90 days.
	5	“Aggravated violations” raised to gross misdemeanor status. (An aggravated violation is the act of driving while under the influence while already under revocation for driving while under the influence.)
	6	Jurisdiction for prosecuting aggravated violations transferred from county court to district court.
	7	Upon conviction, court shall act for commissioner by taking person’s driver’s license and sending it to the commissioner, if the license has not already been taken by officer at time of arrest
	8	Court shall give due consideration to alcohol problem assessment report.
	9	“B-Card restriction” upon implied consent violation. Commissioner shall “cancel and deny” driver’s license of persons who incur a third incident in five years, or a fourth or subsequent incident in 10 years, where incident is defined as <i>either</i> an implied consent violation <i>or</i> an impaired driving conviction. The cancellation shall remain in effect until rehabilitation requirements imposed by the commissioner are proven to have been met. Licenses reinstated will include the “B-card restriction” (requiring total abstinence, 24 hour a day). Formerly, license cancellation and denial, and the B-card restriction if reinstated, was only applied upon a third <i>criminal</i> conviction. (See entry under “late 1960s.”)
1980	1	A request for testimony of person who performed laboratory analysis must be received at least ten days in advance of judicial hearing on administrative revocation, and, also, at least ten days in advance of trial.
1981	1	Court may not stay imposition of the license revocation under criminal law (but may still order a limited license to be issued).
1982	1	At a crash scene, upon probable cause, officer may arrest a person for driving while under the influence, without warrant, regardless of whether officer witnessed violation.
	2	Officer no longer required to offer blood test.
	3	Temporary license issued by officer at time of arrest is valid for 7 days (reduced from 30).
	4	Request for judicial hearing no longer stays revocation from taking effect. Defense attorneys had used the mechanism of requesting a judicial hearing on the administrative revocation as a tactic to delay and weaken the state’s case. This landmark change, whereby the hearing request no longer stays imposition of the revocation, caused hearing requests filed with Attorney General’s Office to decrease from about 1,000 per month to about 100 per month.
	5	Judicial hearing procedure expedited. “The hearing shall be held at the earliest practicable date, and in any event no later than 60 days following the filing of the petition for review.”

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Year passed	Reference number	Description of Amendment
	6	Administrative review of the Implied Consent revocation. Establishes procedure, independent of judicial hearing, for administrative review (by commissioner) of administrative revocation. A request for administrative review shall not stay imposition of revocation.
	7	A request for testimony of person who drew blood must be received at least ten days in advance of judicial hearing on administrative revocation, and, also, at least ten days in advance of trial.
	8	Alcohol concentration test result on specimen taken within two hours of offense is deemed to be alcohol concentration at time of offense. (Ruled unconstitutional; see 1984:4)
	9	Absence of alcohol concentration test shall be admissible as evidence. (Compare with 1961:3 and 1983:2.)
	10	Repeat offender definition expanded. Definition of second offender expanded to include those who had a prior conviction within 5 (increased from 3) years of current incident.
	11	Repeat offenses raised to gross misdemeanor status. Second offense within 5 years, and third-or-subsequent offense within ten years, raised to gross misdemeanor status.
	12	Longer revocation lengths, under criminal law, upon conviction for third and subsequent offenders.
	13	Courts may no longer require commissioner to issue limited license.
	14	License revocation imposed on second-time offenders to remain in effect until completion of court-ordered treatment program, if any.
	15	0.07--0.09 AC provision. Upon a report to the Commissioner that a driver had an AC of 0.070 to 0.099, and if this report is the second such report within two years, the Commissioner shall order the person to submit to an alcohol problem assessment, and to treatment, if indicated by the assessment. The Commissioner shall impose a 90-day license revocation if the driver fails to comply.
1983	1	Officer in fresh pursuit may cross geographic limit of his or her jurisdiction to stop and arrest suspect.
	2	Refusal to take evidentiary test is admissible as evidence in trial. (See 1961:3 and 1982:9.)
	3	Offenders from other states. Repeat offenses and aggravated offenses by drivers from other states shall be subject to the gross misdemeanor charge if driver's state of residence has statute in conformity with Minnesota's criminal DWI statute.
	4	Jurisdiction for prosecuting aggravated violations transferred from district court back to county court. (See 1978:6.)
1984	1	Evidentiary test made mandatory. New language is added to the Implied Consent Notice, read to the offender at arrest, stating that Minnesota law requires the test to be performed. (As before, if the offender refuses the test, the refusal shall trigger license revocation. Language is more explicit now.)
	2	Administrative revocation for test refusal increased from 6 months to 1 year.
	3	Longer revocation for juveniles. Juveniles who refuse to take, or who take and fail, the evidentiary test shall experience the normal administrative revocation, or revocation until 18 years of age, whichever is longer. Also, adults who had adjudications for impaired driving as juveniles may be subject to the gross misdemeanor penalties provided for repeat offenders.

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Year passed	Reference number	Description of Amendment
	4	Alcohol concentration of 0.10% or greater, as measured within 2 hours of offense, is made a criminal offense <i>per se</i> . (See 1982:8.)
1987	1	County alcohol safety program expanded. All counties (not just those over 10,000 population) must establish an Alcohol Safety Program (see 1976:3) for the purpose of conducting alcohol problem screenings, and for conducting comprehensive chemical use assessments on persons whom screenings show as having a possible problem. (Effective 8/1/87)
	2	Violators to pay chemical use assessment fee. All violators shall pay a \$75 chemical use assessment fee. Money collected to be credited to newly created "Drinking and Driving Repeat Offense Prevention Account." (8/1/87)
	3	Snowmobile operation while impaired and ATV operation while impaired made comparable to normal motor vehicle operation while impaired. (8/1/87)
1988	1	Mandatory License Plate Impoundment Law. Courts mandated to order certain repeat violators to surrender license plates for all vehicles which they own or lease. The following shall be subject to mandatory license plate impoundment: <ol style="list-style-type: none"> 1. A person who incurs a violation within 5 years of three prior incidents. 2. A person who incurs a violation within 10 years or four or more prior incidents. (8/1/88)
	2	Special series license plates. "Special Series" license plates for vehicles may be issued if the violator obtains a limited license or if others in violator's household have a need to operate the vehicle whose plates have been impounded. (8/1/88) (The "special series" plates are recognizable by officers, but not by the general public, as signifying a vehicle whose normal license plates have been impounded.)
	3	Mandatory minimum criminal sentences. Mandatory minimum sentences established for certain repeat violators (a person who incurs an offence within 5 years of a prior incident, or who incurs an offence within 10 years of two or more prior incidents): 30 days imprisonment, or 8 hours of community service for each day less than 30 days served. (8/1/88)
1989	1	Test refusal by repeat violators criminalized. It is a gross misdemeanor to refuse an alcohol test if the person has one prior incident within 5 years or two or more prior incidents within 10 years of the current incident. (8/1/89)
	2	Commercial Driver License "disqualification" introduced. The Commissioner of Public Safety shall disqualify a person from operating a commercial motor vehicle (CMV) if the person refuses an alcohol concentration test, or takes the test and has an AC of 0.04% or greater. Length of disqualification to be as follows: First violation: 1 year. If violation involved hazardous materials: 3 years. If violation is a second or subsequent violation on record: 10 years. (1/1/90)
1990	1	Administrative license plate impoundment law. Mandatory license plate impoundment (see 1988:1) changed from judicial implementation to administrative implementation (by Commissioner of Public Safety), and arresting officer shall act as agent of commissioner and impound license plates at time of arrest. (1/1/91)
	2	Procedure established for administrative review of plate impoundment action. (1/1/91)

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Year passed	Reference number	Description of Amendment
	3	Impaired driving at a railroad crossing raised to gross misdemeanor status. (8/1/90)
	4	Comprehensive chemical use assessment on all violators. The requirement that all violators submit to a preliminary alcohol problem screening (and then a comprehensive assessment if the screening indicates that there may be a chemical dependency problem) is eliminated and replaced by the requirement that all violators submit to a comprehensive chemical use assessment. (8/1/90)
	5	A new level (third in the list below) of criminal vehicular operation (CVO) offense is added. The categories now are: Criminal Vehicular Operation resulting in <ol style="list-style-type: none"> 1. death. 2. great bodily harm. 3. substantial bodily harm (new). 4. death to an unborn child. 5. injury to an unborn child. (8/1/90)
1991	1	Establishes 1-year pilot program to test efficacy of ignition interlock devices. (8/1/91)
	2	Counties authorized to channel offenders “considered to be of high risk to the community” into a pilot program of intensively supervised probation. (8/1/91)
1992	1	Any test refusal is defined to be a crime (1/1/93). (Previously, test refusal by a repeat violator was a crime. See 1989:1).
	2	Violations triggering mandatory license plate impoundment (see 1988:1) expanded to also include: <ol style="list-style-type: none"> 1. any “aggravated violation” (see 1978:5). 2. any violation that causes the Commissioner to cancel and deny the person’s driver’s license on the grounds that operation of a vehicle by the person would be inimical to public safety. (See entry under “late 1960s.”) (1/1/93)
	3	Chemical dependency assessment fee (see 1987:2), required of all violators except those determined indigent, raised from \$76 to \$125. (7/1/92)
	4	Vehicle Forfeiture law. If a person is convicted of <ol style="list-style-type: none"> 1. impaired driving within 5 years of 3 prior incidents, or 2. impaired driving within 10 years of four or more prior incidents, or 3. aggravated impaired driving, or 4. any violation that causes the Commissioner to cancel and deny the person’s driver’s license on the grounds that operation of a vehicle by the person would be inimical to public safety, then the vehicle used in the offense is subject to impoundment and forfeiture. (1/1/93)
	5	“Hard revocation” periods established. A person shall not be eligible to obtain a “limited license” for a certain length of time (-- the “hard” period of the revocation). The hard periods are as follows: <ul style="list-style-type: none"> ▪ for a first incident: 15 days. ▪ for a subsequent incident: 90 days. ▪ for a test refusal: 180 days. (1/1/93)
	6	Recidivism problem study commission established. “Commission on Confinement and Treatment of DWI Recidivists.” (1/1/93)

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Year passed	Reference number	Description of Amendment												
	7	<p>Test may be compelled by force in event of CVO.</p> <p>Test for alcohol and/or controlled substances may be compelled (by force if necessary) if there is probable cause to suspect criminal vehicular operation.</p> <p>Since 1961, an officer may “require” a test, but a person might refuse (triggering license revocation). Now, in the event of suspected CVO, officer may require, and compel by force if necessary, the test. (1/1/93)</p>												
1993	1	<p>“Not-a-Drop” law enacted.</p> <p>Upon notification by a court that a person under the age of 21 has been found to have any quantity whatsoever of alcohol or of a controlled substance, the Commissioner of Public Safety shall revoke the driver’s license of the under-age person. (6/1/93)</p>												
	2	<p>Child Endangerment law enacted.</p> <p>It is a gross misdemeanor for a person to drive while impaired and there is a child in the vehicle who is under the age of 16 and who is more than 36 months younger than the offender. (8/1/93)</p>												
	3	<p>Length of “hard revocation” (see 1992:4) increased to 1 year if the violation includes a conviction for criminal vehicular operation. (1/1/94)</p>												
1994	1	<p>“Habitual Offender” penalties established.</p> <p>A person who incurs 6 or more incidents in 10 years, or 8 or more in 15 years, must be sentenced to a minimum of 1 year incarceration or to a program of intensively supervised probation. (8/1/94)</p>												
1996	1	<p>Not-a-drop violation raised to misdemeanor status.</p> <p>In addition to license revocation by the commissioner of Public Safety, the “not-a-drop” violation (see 1993:1) is defined to be a misdemeanor offense. (8/1/96)</p>												
	2	<p>Additional test for controlled substances permitted.</p> <p>Arresting officer is explicitly authorized to require a blood or urine specimen, even after a breath test has been performed, if the officer has reason to believe the person was impaired by a substance not susceptible to analysis by means of a breath test. (8/1/97)</p>												
	3	<p>Criminal Vehicular Operation expanded.</p> <p>A new level (fourth in the list below) of criminal vehicular operation (CVO) offenses is added. The categories now are: Criminal Vehicular Operation resulting in:</p> <table><tr><td>1. a fatality.</td><td>4. bodily harm (new).</td></tr><tr><td>2. great bodily harm.</td><td>5. death to an unborn child.</td></tr><tr><td>3. substantial bodily harm.</td><td>6. injury to an unborn child.</td></tr></table> <p>(8/1/96)</p>	1. a fatality.	4. bodily harm (new).	2. great bodily harm.	5. death to an unborn child.	3. substantial bodily harm.	6. injury to an unborn child.						
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1997	1	<p>Special provisions for high-AC (0.20% or higher) offenders established.</p> <p>Driving while having an Alcohol Concentration of 0.20% or higher is defined to be a gross misdemeanor.</p> <p>Length of Commissioner’s administrative revocation is doubled from that imposed on violators who test below 0.20%. Revocation lengths therefore are:</p> <table><tr><td></td><td><u>BAC less than 0.20</u></td><td><u>BAC 0.20+</u></td></tr><tr><td>First incident</td><td>90 days</td><td>180 days</td></tr><tr><td>Second incident within 5 years</td><td>180 days</td><td>360 days</td></tr><tr><td>Incident by violator under 21</td><td>6 months</td><td>one year</td></tr></table> <p>(1/1/98)</p>		<u>BAC less than 0.20</u>	<u>BAC 0.20+</u>	First incident	90 days	180 days	Second incident within 5 years	180 days	360 days	Incident by violator under 21	6 months	one year
	<u>BAC less than 0.20</u>	<u>BAC 0.20+</u>												
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Year passed	Reference number	Description of Amendment
	2	<p>New offense category, “Enhanced Gross Misdemeanor,” with stricter criminal penalties, established.</p> <p>The following violations are defined to be “enhanced gross misdemeanors:”</p> <ol style="list-style-type: none"> 1. Driving while impaired within 10 years of two prior incidents. 2. Driving with an AC of 0.20% or higher within ten years of a prior incident. 3. Child Endangerment (see 1993:2) within 10 years of a prior incident. 4. Driving while impaired and not stopping at a railroad crossing within 10 years of a prior incident. (1/1/98)
	3	<p>Officer authorized to stop vehicle bearing special plates.</p> <p>Officer is explicitly authorized to stop a vehicle bearing “special series” plates (see 1988:2) to determine if the driver “is operating the vehicle lawfully.” (1/1/98)</p>
	4	<p>Procedure established for “administrative forfeiture” of violator’s vehicle.</p> <p>Prior to this, vehicle forfeiture was conducted through a judicial forfeiture procedure. Now, law enforcement agencies may impound a vehicle and institute forfeiture procedures. The following violations will cause the vehicle used in the violation to be subject to administrative forfeiture:</p> <ol style="list-style-type: none"> 1. a violation within 5 years of 2 prior incidents. 2. a violation within 15 years of 3 prior incidents. 3. a violation that includes child endangerment within 5 years of 1 prior incident. 4. a violation that includes child endangerment within 15 years of 2 prior incidents. 5. a violation that includes a high AC within 5 years of 1 prior incident. 6. a violation that includes a high AC within 15 years of 2 prior incidents. (1/1/98)
	5	<p>Violations that trigger license plate impoundment (see 1988:1 and 1992:2) are greatly expanded to include:</p> <ol style="list-style-type: none"> 1. a violation within 5 years of a prior incident. 2. a violation within 15 years of two or more prior incidents. 3. an “aggravated violation” (see 1978:6). 4. a violation that includes a high AC (.20% or higher). 5. a violation that causes the Commissioner to cancel and deny the person’s driver’s license on the grounds that operation of a vehicle by the person would be inimical to public safety. (1/1/98)
1998	1	<p>Program to use “remote [home] electronic alcohol monitoring” established.</p> <p>Judges who sentence offenders to a program of intensively supervised probation (see 1991:2) are authorized to require violators to submit to a program of remote electronic alcohol monitoring. Unless determined indigent, offenders to pay the per-diem cost of the program. (8/1/98)</p>
	2	<p>Increased fee for special series plates.</p> <p>Fee for issuing “special series” license plates to violators whose normal license plates have been impounded is increased from \$25 (for an unspecified number of vehicles) to \$50 for each vehicle for which special series plates are issued. (8/1/98)</p>
1999	1	<p>Enhanced gross misdemeanor repealed.</p> <p>Use of the term “enhanced gross misdemeanor” as a new category of offense (see 1997:2) is repealed, but the expanded penalty provisions for the offenses that had been identified as “enhanced gross misdemeanors” are retained.</p> <p>Also, courts are explicitly authorized to substitute a program of intensively supervised probation, with electronic home alcohol monitoring, in place of the mandatory incarceration periods. (5/25/99)</p>

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Year passed	Reference number	Description of Amendment
	2	<p>Prior violations involving snowmobile, ATV, or motorboat to be counted.</p> <p>Makes explicit that violations triggering the revocation of snowmobile, all-terrain vehicle, or motorboat operating privileges are to be included among the types of prior violations counted in determining the charge (misdemeanor or gross misdemeanor) made for a current incident. (8/1/99)</p>
2000	1	<p>All existing impaired-driving statutes are repealed.</p> <p>All provisions of impaired-driving law, with some amendments, are recodified as Minnesota Statute 169A, which provides that “this chapter may be cited as the Minnesota Impaired Driving Code.”</p> <p>Chief among the statutes repealed are:</p> <ol style="list-style-type: none"> MS 168.042, the license plate impoundment law. (incorporated into 169A.60). MS 169.121, the main criminal impaired driving law. (incorporated into 169A.20 to 169A.48). MS 169.1211, “alcohol-related” driving by commercial vehicle operators. (incorporated into 169A.20, 169A.31, and 169A.50 to 169A.53). MS 169.122, the “open-bottle law.” (incorporated into 169A.35). MS 169.123, the main civil (“Implied Consent”) impaired driving law. (incorporated into 169A.50 to 169A.53). MS 169.124 through MS 169.126, mandating counties to provide Alcohol Safety Programs to conduct chemical use assessments on persons convicted of an offense (when the arrest that led to the conviction was for an impaired driving offense). (incorporated into 169A.70). MS 169.1265, authorizing use of intensively supervised probation programs in lieu of incarceration. (incorporated into 169A.73 and 169A.74). MS 169.1217, providing for vehicle forfeiture, administrative and judicial procedures. (incorporated into 169A.63). MS 169.126 defining an “aggravated violation.” Concept of “aggravated” violations is re-defined in terms of “aggravating factors.” (incorporated into 169A.20 through 169A.275). <p>The Not-A-Drop law for underage drivers is incorporated into 169A.33. (1/1/01)</p> <p>2 First-, Second-, and Third-Degree Impaired Driving offenses introduced, determined by number of “aggravating factors.”</p> <p>Concept of aggravating factors introduced. Aggravating factors are defined to be:</p> <ol style="list-style-type: none"> Child endangerment (see 1993:2). Having a high (0.20% or higher) alcohol-concentration (see 1997:1). Each prior incident within ten years counts as 1 aggravating factor. <ul style="list-style-type: none"> A <i>first-degree</i> impaired driving offense is an impaired driving offense with two or more aggravating factors, and is a gross misdemeanor. A <i>second-degree</i> impaired driving offense is an impaired driving offense with one aggravating factor, and is a gross misdemeanor. A <i>third-degree</i> impaired driving offense is an impaired driving offense with aggravating factors, and is a misdemeanor. (1/1/98)

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Year passed	Reference number	Description of Amendment
	4	<p>Mandatory license plate impoundment violations (see 1988:1 and 1997:5) further expanded to also include:</p> <ol style="list-style-type: none"> any violation involving child endangerment (see 1993:2). an incident within 10 years of a prior incident. a commercial vehicle driver license disqualification (see 1989:2) within ten years of prior such disqualification. <p>(1/1/01)</p>
	3	<p>Custodial arrest for first-degree impaired driving.</p> <p>Officer is mandated to make a custodial arrest (the person must be taken into custody) if the officer has reason to believe the person committed a first-degree impaired driving offense.</p> <p>(1/1/01)</p>
	5	<p>Court is authorized to increase maximum fine by \$1,000 if offender has high AC (0.20% or higher). (1/1/01)</p>
	6	<p>A “working group on DWI Felony” law is established and the Commissioner of Corrections is to develop a plan for how felony level offenders may be processed.</p>
2001	1	<p>Felony DWI law enacted.</p> <p>A felony impaired driving offense is an impaired driving offense within ten years of 3 or more prior incidents. The felony penalty is stipulated: “The court shall sentence [the offender]... to imprisonment for not less than three years. In addition, the court may order the person to pay a fine of not more than \$14,000.” (Maximum prison penalty is stipulated as “not more than 7 years”.)</p> <p>The new categorization of offense levels is as follows:</p> <ol style="list-style-type: none"> First-degree impaired driving offense: felony. Second-degree impaired driving offense (two or more aggravating factors): gross misdemeanor. Third-degree impaired driving offense (1 aggravating factor): gross misdemeanor. Fourth-degree impaired driving offense (no aggravating factors): misdemeanor. <p>(8/1/02)</p>
	2	<p>Driver license reinstatement fees increased.</p> <p>The total fee had been \$250.00 with a \$40 surcharge (total \$290). That total is increased to:</p> <ol style="list-style-type: none"> \$395 (\$250 fee and \$145 surcharge) effective July 1, 2002. \$630 (\$250 fee and \$380 surcharge) effective July 1, 2003.
	3	<p>Custodial arrest for first- and second-degree impaired driving.</p> <p>Officer is mandated to make a custodial arrest (the person must be taken into custody) if the officer has reason to believe the person committed a first-degree or a second-degree impaired driving offense. (See 2000:3.) (8-1-02)</p>
	4	<p>Two new misdemeanor crimes are defined.</p> <ol style="list-style-type: none"> It is a misdemeanor for a person whose vehicles has had its license plates impounded to drive any vehicle. It is a misdemeanor for a person who purchases a vehicle, the plates for which have been impounded, to allow the violator to drive the vehicle. <p>(8/1/02)</p>

Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
2002	1	<p>License cancellation (and “B-Card restriction” upon reinstatement) triggered earlier. Under the commissioner’s authority to withhold a driver’s license from persons whose driving behavior is determined to be “inimical to public safety,” a third impaired driving incident within 5 years, or a fourth or subsequent one within ten years, triggered the Department of Public Safety to “cancel and deny” the person’s driver’s license, until rehabilitation is established. If the license is reinstated, it carries the “B-Card restriction,” requiring total abstinence 24 hours a day. By administrative rule, the triggering of the license cancellation (and B-Card restriction if reinstated) is advanced to a third or subsequent impaired driving incident within ten years. (See entry under late 1960s, and 1978, 9). (November, 2002).</p>
2003	1	<p>Two inadequate breath samples constitute refusal. In submitting to the breath alcohol test, if a person fails to provide two samples of breath that are adequate for the chemical test to be performed, that failure shall “constitute a refusal” to provide a breath test. (8/1/03)</p>
	2	<p>Test refusal increased to gross misdemeanor offense. A impaired driving incident with no aggravating factors that involves a refusal to take the alcohol concentration test is made a third-degree impaired driving offense: a gross misdemeanor. (8/1/03)</p>
	3	<p>Prior not-a-drop violations not counted in determining degree. If an offender had a prior “not-a-drop” law violation (see 1993:1), and that prior violation did not involve a criminal impaired driving offense or an implied consent violation, then that prior violation shall not be included as a prior incident for purposes of determining the degree of the current incident. (8/1/03)</p>
2004	1	<p>The <i>per se</i> illegal alcohol concentration level is reduced from 0.10% to 0.08%. The new 0.08% illegal <i>per se</i> level applies to criminal offenses and civil law violations. That is, effective August 1, 2005, driving while having an alcohol concentration of 0.08% or higher is <i>per se</i> a criminal offense that will trigger criminal penalties. It is also a civil (Implied Consent) law violation that triggers the Commissioner of Public Safety to impose license revocation or cancellation actions on the violator. (8/1/05)</p>
	2	<p>Commercial Driver License Disqualification made more stringent. The Minnesota Legislature adopts law that Minnesota shall enforce US Department of Transportation Federal Motor Carrier Safety Administration requirements regarding disqualifying persons from operating commercial motor vehicles. Those requirements (as of 2006) provide that:</p> <ol style="list-style-type: none"> 1. if a person is convicted of test refusal or of impaired driving (in any vehicle, not just a commercial vehicle), for a first time, he or she shall be disqualified from operating a commercial vehicle for one year. 2. If the conviction was for an incident involving transport of hazardous materials, the disqualification shall be for three years. 3. Any second test-refusal or impaired-driving conviction shall trigger <i>lifetime</i> disqualification.

Minnesota law dealing with impaired driving is complex. The chronology above is selective. Not all amendments can be described in detail. (See the “Overview of Minnesota’s DWI Laws” by Jim Cleary and Rebecca Pirius, reprinted as Appendix D, for a complete and accurate description of current law and practice). Persons with expertise in this area are encouraged to notify us if any errors are discovered.

APPENDIX D: MINNESOTA DWI LAW OVERVIEW

The article below, “An Overview of Minnesota’s DWI Laws” (pages 5-12), is reprinted by permission of the authors, James Cleary and Rebecca Pirius, of the Minnesota House of Representatives Research Department. Although the DWI Law recodification (enacted in 2000, and mostly taking effect January 1, 2001) simplified the law, it is still complex to those not already familiar with it. The article below is brilliant in the way it provides a concise explanation of the law in clear language. (The following changes have been made: The page numbers in the Contents, below, are changed. Formatting is changed some to conserve some space.)

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Updated: December 2006

An Overview of Minnesota’s DWI Laws

This information brief provides a brief overview of DWI laws, which are mainly codified in Minnesota Statutes, chapter 169A.

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Prohibited Behaviors

Minnesota's DWI law stipulates that it is a crime:

1) to drive, operate, or be in control of any motor vehicle anywhere in the state while:

- under the influence of alcohol, a controlled substance, or (knowingly) a hazardous substance, or any combination of these;
- having an alcohol concentration (AC) of .08 (.08 means .08 percent alcohol concentration, which is 8/10,000ths by volume) or more at the time, or within two hours, of doing so;
- having any amount or the metabolites of a schedule I or II controlled substance, other than marijuana, in the body; or
- if the vehicle is a commercial motor vehicle, having an alcohol concentration of .04 or more at the time, or within two hours of the time, of doing so; or

2) to refuse to submit to a chemical test of the person's blood, breath, or urine under Minnesota Statutes, section 169A.52 (implied consent law).

Criminal Penalty Enhancement

Criminal penalty enhancement is based on the number of aggravating factors present when the crime was committed:

- **none: 4th degree DWI, misdemeanor** (maximum penalties: \$1,000 fine, 90 days jail)
- **one: 3rd degree DWI, gross misdemeanor** (maximum penalties: \$3,000 fine, one year jail)
- **two: 2nd degree DWI, gross misdemeanor** (same)
- **three: 1st degree DWI, felony** (maximum penalties: seven years incarceration in prison, and \$14,000 fine; See felony DWI section for detailed description)

Aggravating Factor

This includes:

- a qualified prior impaired driving incident within the preceding ten years;
- an alcohol concentration of .20 or more upon arrest (but not for 1st degree DWI); and
- presence of a child under age 16 in the vehicle, if more than 36 months younger than the offender (but not for 1st degree DWI).

Qualified Prior Impaired Driving Incident

This includes both:

- prior impaired driving convictions; and
- prior impaired driving-related losses of license (implied consent revocations) or operating privileges.

For separate driving incidents within the preceding ten years involving any kind of motor vehicle, including passenger motor vehicle, school bus or Head Start bus, commercial motor vehicle, airplane, snowmobile, all terrain vehicle, off-road recreational vehicle, or motorboat in operation.

Chemical Testing

Minnesota's implied consent law assumes that a person who drives, operates, or is in control of any type of motor vehicle anywhere in the state has consented to a chemical test of breath, blood, or urine for the purpose of determining the presence of alcohol or controlled or hazardous substances in the person's body. The testing is administered at the direction of a law enforcement officer when there is probable cause that the person has committed a DWI violation and the person:

- has been arrested for a DWI violation;
- has been involved in a motor vehicle crash;

- has refused to take the DWI screening test; or
- has taken the screening test and it shows AC of .08 or more.

To build probable cause, the officer generally, though not always, proceeds as follows:

- observes the impaired driving behavior and forms a reasonable suspicion of an impaired driving violation
- stops and questions the driver
- administers a standardized field sobriety test (SFST)
- administers a preliminary breath test (PBT)

If, based on these screening tests, the officer has probable cause to believe that a DWI crime has occurred, he or she may arrest the person and demand a more rigorous evidentiary test of the person's breath, blood, or urine. Before administering the evidentiary test, the officer must read the implied consent advisory statement to the person, explaining that testing is mandatory, test refusal is a crime, and the person has the right to consult an attorney before taking the test. If the evidentiary test is requested without the advisory being given, then the person may be criminally charged and prosecuted following test failure or refusal, but the various administrative sanctions cannot be applied.

If the person is unconscious, consent is deemed not to have been withdrawn, and the chemical test may be administered.

The officer chooses whether the test will be of the person's breath, blood, or urine. A person who refuses a blood or urine test must be offered another type of test (breath, blood, or urine). Blood and urine tests are analyzed by the Bureau of Criminal Apprehension (BCA), with results available within about ten days. The BCA may certify chemical test results directly to the Department of Public Safety (DPS).

Administrative Sanctions

Apart from any criminal penalties that may result from a DWI arrest, the law provides for three administrative sanctions, which can commence immediately upon arrest.

1) Administrative License Revocation (ALR)

Whenever the implied consent law can be invoked during the arrest process, the person's driver's license can be withdrawn immediately following any test failure or test refusal. The person is given a seven-day temporary license to drive before the withdrawal becomes effective. The period of license withdrawal is as follows:

- **90 days** for a person with no qualified prior impaired driving incident within the past ten years and no other aggravating factor was present in the current incident (reducible to 30 days upon DWI conviction for a first-time offender)
- **six months**, if violator is under age 21
- **180 days**, if person has had a qualified prior impaired driving incident within ten years
- **double** the applicable period above, if the person was arrested with an alcohol concentration of .20 or more or while having a child under age 16 in the vehicle
- **one year**, if the person refused to submit to the chemical test of blood, breath, or urine (reducible to 90 days upon DWI conviction for a first-time violation)
- **cancelled and denied indefinitely as inimical to public safety**, pending treatment and rehabilitation for a third or more impaired driving violation within a ten-year period

The person may appeal the administrative license revocation, either administratively to DPS, and/or judicially through the court. (See Minn. Stat. § 169A.53 for the procedural details.)

2) Administrative License Plate Impoundment

A plate impoundment violation is an impaired driving violation involving an aggravating factor, such as any of the following:

- occurring within ten years of a qualified prior impaired driving violation by that person
- involving an alcohol concentration of .20 or more
- having a child under age 16 present in the vehicle
- occurring while the person's license has been cancelled for the person being inimical to public safety

Plate impoundment applies to:

- the vehicle used in the plate impoundment violation,
- as well as any vehicle owned, registered, or leased in the name of the violator, whether alone or jointly.

A plate impoundment order is issued by the arresting officer at the time of arrest and is effective immediately. The officer also seizes the plates and issues a temporary vehicle permit valid for seven days (or 45 days if the violator is not the owner).

The minimum term of plate impoundment is one year, during which time the violator may not drive any motor vehicle unless the vehicle displays specially coded plates and the person has been validly relicensed to drive. The violator is also subject to certain restrictions when selling or acquiring a vehicle during the impoundment period.

Specially coded license plates—signifying to law enforcement that the regular plates have been impounded for an impaired driving violation—may be issued for the vehicle(s), provided that:

- the violator has a properly licensed substitute driver;
- a member of the violator's household is validly licensed;
- the violator has been validly relicensed; or
- the owner is not the violator and is validly licensed.

It is a crime for a driver whose plates have been impounded to attempt to evade the plate

impoundment law in certain specified ways, or for another person to enable such evasion.

As with the driver's license withdrawal sanction, a person incurring license plate impoundment may appeal this sanction both administratively and/or judicially through the court. (See Minn. Stat. § 169A.60 for the procedural details.)

3) Administrative Vehicle Forfeiture

Minnesota's DWI law provides for vehicle forfeiture for a designated license revocation or designated offense, which is typically the third DWI violation within a ten-year period, though with one or more enhancing factors, a person's second-time or even first-time violation might qualify as well.

DWI law defines "designated license revocation" as a license revocation or commercial license disqualification for an implied consent violation within ten years of two or more qualified prior impaired driving incidents. The term "designated offense" includes a DWI violation in the first or second degree or involving a person whose driver's license is cancelled as inimical to public safety or subject to B-Card (no alcohol) restrictions.

The law provides that the arresting officer may seize the vehicle and requires that the prosecuting authority serve notice to the owner(s) of the intent to forfeit. The forfeiture is conducted administratively, unless within 30 days the owner appeals the forfeiture action by filing for a judicial determination of the forfeiture.

A vehicle is subject to forfeiture under this law only if:

- it was used in the commission of a designated offense and the driver was convicted of that offense or failed to appear at trial on it, or
- it was used in conduct resulting in a designated license revocation and the driver either fails to seek administrative or judicial review of the revocation in a timely manner or the revocation is sustained upon review.

Other vehicles owned by the offender are not subject to forfeiture. As a protection for an

owner who is not the offender, the law states that a motor vehicle is subject to forfeiture only if its owner knew or should have known of the unlawful or intended use of the vehicle.

Following completion of forfeiture, the arresting agency may keep the vehicle for its official use. However, the security interest or lease of the financial institution, if any, is protected, and the lienholder may choose to sell the vehicle at its own foreclosure sale or agree to a sale by the arresting agency. A proportionate share of the proceeds, after deduction of certain expenses, goes to the financial institution. The law provides similar protection to any innocent co-owner, as well.

Charging the Crime

DWI violations may be charged by:

- citation (very rarely done, and only if a misdemeanor);
- tab charge when booking the person into jail; and/or
- complaint prepared by the prosecutor subsequent to arrest.

In the case of a blood or urine evidentiary test, the officer typically tab charges the violator at the time of arrest for driving under the influence, which is one category of DWI crime. Then, at the person's first court appearance, the prosecutor requests continuation of the charges, pending return of the test results from the state crime lab. If the test results indicate an alcohol concentration of .08 or more, the prosecutor is allowed to add additional charges orally at the person's next court hearing. Any charging complaint that is subsequently prepared would include all relevant charges.

Mandatory Hold and Conditional Release Pretrial

When a person is arrested for a first-degree (felony) or second-degree DWI crime, the person must be taken into custody and detained until the person's first court appearance, at which time the court generally sets bail and

specifies conditions of release. Unless maximum bail (\$12,000 for gross misdemeanor DWI) is imposed, a person charged with any of the following offenses may be granted pretrial release from detention, but only if the person agrees to abstain from alcohol and to submit to remote electronic alcohol monitoring (REAM) involving at least daily breath-alcohol measurements. The offenses are:

- a third implied consent or DWI violation within ten years;
- a second violation, if under 19 years of age;
- a violation while already cancelled as inimical to public safety for a prior violation; or
- a violation involving an alcohol concentration of .20 or more.

Further conditions apply to a person charged with a fourth or more violation within ten years, including:

- impoundment of the vehicle registration plates, or impoundment of the off-road recreational vehicle or motorboat itself, if one was being driven;
- a requirement for reporting at least weekly to a probation officer, involving random breath alcohol testing and/or urinalysis; and
- a requirement to reimburse the court for these services upon conviction for the crime.

Chemical Dependency Assessment and Treatment

Every person convicted of DWI or a reduced charge must submit to a chemical use assessment administered by the county (\$125 fee, plus \$5 surcharge) prior to sentencing. The court must order the person to submit to the level of treatment care recommended by the assessment, if the conviction is for a repeat offense within ten years or the conviction was for DWI with an AC of .20 or more. Treatment requirements are spelled out in DPS rules.

Rehabilitation Following Driver's License Cancellation and Denial

Chemical dependency rehabilitation is statutorily required following a person's third or subsequent impaired driving incident within ten years.

Rehabilitation is also required—by DPS administrative rule, but not by statute—of a person whose license has been cancelled for violating the no alcohol provision of a restricted driver's license—a B-Card (which can be obtained only upon successful completion of a prior rehabilitation).

By statute, the DPS is authorized to administratively establish the standards for rehabilitation, and the periods of rehabilitation must be not less than one year for the person's third, and not less than two years for the person's fourth or more impaired driving violation.

Under DPS rules, however, the period of rehabilitation is tiered from one to six years, according to whether the violator has successfully completed rehabilitation previously:

- one year for the first rehabilitation
- three years for the second
- six years for the person's third or subsequent rehabilitation

According to DPS rules, rehabilitation requires, among other things, that the person:

- successfully complete chemical dependency treatment in a program that requires complete abstinence from alcohol and controlled substances;
- actively participate in a recognized chemical dependency support group;
- completely abstain from alcohol and controlled substances; and
- obtain sworn affidavits vouching to that effect from at least five other familiar witnesses (who are not relatives, an employer or employees of the person).

Mandatory Minimum Sentences

Upon conviction for DWI, repeat offenders are subject to the following mandatory minimum criminal penalties:

- **second DWI offense within ten years:**
30 days incarceration, at least 48 hours of which must be served in jail/workhouse, with eight hours of community work service for each day less than 30 served
- **third DWI offense within ten years:**
90 days incarceration, at least 30 days of which must be served consecutively in a local jail/workhouse
- **fourth DWI offense within ten years:**
180 days of incarceration, at least 30 days of which must be served consecutively in a local jail/workhouse
- **fifth DWI offense within ten years:**
One year of incarceration, at least 60 days of which must be served consecutively in a local jail/workhouse

For All Repeat Offenders

The court may order that the person spend the remainder (nonjail portion) of the mandatory minimum sentence under REAM or on home detention.

An Alternative to the Mandatory Minimum Period of Incarceration

The court may sentence the offender to a program of intensive probation for repeat DWI offenders that requires the person to consecutively serve at least six days in jail/workhouse and may order that the remainder of the minimum sentence be served on home detention.

Long-term Monitoring Required

Long-term monitoring applies to most third-time DWI offenders and all those under age 19. When the court stays part or all of a jail sentence, it must order the offender to submit to REAM for at least 30 days each year of probation.

Felony DWI Penalties

If a person is convicted of felony DWI and given a stayed prison sentence, then that person must be sentenced in accordance with the local sentencing provisions described in this section. (For more, see the Felony DWI section below.)

Intermediate Sanctions and Probation

When sentencing a DWI offender, the court may impose and execute a sentence to incarcerate, or it may stay imposition or execution of sentence and:

- order intermediate sanctions without probation; or
- place the person on probation with or without supervision and under terms the court prescribes, including intermediate sanctions if prescribed.

The term “intermediate sanction” includes but is not limited to jail, home detention, electronic monitoring, intensive supervision, sentencing to service, day reporting, chemical dependency and mental health treatment, restitution, fines, day fines, community work service, restorative justice work, and work in lieu of fines or restitution.

For DWI convictions, the maximum period of the stay of sentence, is:

- two years, for a misdemeanor conviction;
- six years, for a gross misdemeanor conviction; and
- seven years, for a felony DWI conviction.

Felony DWI

Minnesota criminal law defines the term felony to mean any crime for which incarceration of more than one year may be imposed. Under Minnesota's felony DWI law, a person who commits first-degree DWI is guilty of a felony and may be sentenced to:

- imprisonment for not more than seven years (or more than seven years if the person has other prior criminal history);

- a fine of not more than \$14,000;
- or both.

A person is guilty of first-degree DWI if the person violates DWI law:

- within ten years of three or more qualified prior impaired driving incidents (defined as prior convictions or license revocations for separate impaired driving incidents); or
- has previously been convicted of a felony DWI crime; or
- has previously been convicted of a felony-level crime of criminal vehicular homicide or injury (CVO) involving alcohol or controlled substances.

Unlike nonfelony DWI crimes, being arrested with a high alcohol concentration (.20 or more) or under circumstances of child endangerment are not defined as aggravating factors for felony DWI; instead, only qualified prior impaired driving incidents and prior convictions for felony CVO are considered.

When sentencing a person for a felony DWI offense, the court:

- must impose a sentence to imprisonment for not less than three years; and
- may stay execution of this mandatory sentence, but may not stay imposition of this sentence or sentence the person to less than three years imprisonment.

A person sentenced to incarceration in prison for felony DWI is not eligible for early release unless the person has successfully completed a chemical dependency treatment program while in prison.

The court must also order that after a felony DWI offender is released from prison, the person must be placed on conditional release for five years, under any conditions that the commissioner of corrections opts to impose, including an intensive probation program for repeat DWI offenders. If the person fails to comply with the conditions of release, the commissioner may revoke it and return the person to prison.

If the court stays execution of the mandatory prison sentence, then it must apply the mandatory penalties for nonfelony DWI offenses (jail and/or intensive probation, as described in a preceding section) and must order as well that the person submit to long-term alcohol monitoring and the level of treatment prescribed in the chemical dependency assessment. If the person violates any condition of probation, the court may order that the stayed prison sentence be executed.

The Minnesota sentencing guidelines recommend a stayed sentence of 36 months, 42 months, and 48 months for a felony DWI conviction for a person with zero, one, or two criminal history points respectively, and they specify a presumptive commit-to-prison for a person with a criminal history score of three or more.

To illustrate, a person convicted of felony DWI who has had seven qualified prior impaired driving incidents within the past ten years, but no other criminal convictions, would likely reach the threshold for a presumptive commit, as follows:

- three of those priors are used to establish the basis for enhancing the current DWI offense to a felony-level crime (but these cannot also be used to determine the person's criminal history score)
- the other four priors—provided they involved DWI convictions—count as one-half criminal history point each, for a total of two points
- one criminal history point—a custody status point—would result from the current impaired driving incident occurring while the person is on probation for a prior impaired driving incident, as would almost certainly be the case in this example

Thus, this hypothetical offender would have a criminal history score of three when facing sentencing on the current felony-level DWI offense; the person's presumptive sentence under the guidelines would be to commit to prison for 54 months. With one less qualified prior incident during the preceding ten years, the guidelines would call for a presumptive stayed sentence of 48 months.

Criminal Vehicular Homicide and Injury

Criminal law defines six levels of criminal vehicular operation (CVO)—all but one constituting felony offenses—depending on the level of injury inflicted:

- criminal vehicular homicide (causing death, but not constituting murder or manslaughter)
- great bodily harm (serious permanent injury)
- substantial bodily harm (temporary substantial injury)
- bodily harm (pain or injury—a gross misdemeanor)
- death to an unborn child
- injury to an unborn child

A common element to each of these CVO crimes is that the person causes the specified harm to another person as a result of operating a motor vehicle under any of the following conditions:

- in a grossly negligent manner
- in violation of any of the elements of regular DWI law
- where the driver who causes the accident leaves the scene in violation of Minnesota's felony fleeing law

In practice, most CVO prosecutions involve simultaneous violation of DWI law.

Under the sentencing guidelines, conviction for criminal vehicular homicide or death to an unborn child carries a presumptive commit to prison for 48 months, for an offender with no other criminal history points.

Limited Driver's License – Work Permit

A person whose driver's license has been revoked for an implied consent violation or DWI conviction may apply for a limited license to drive:

- to and from a job, or for a job;
- to chemical dependency treatment;

- to provide for the educational, medical, or nutritional needs of the family; and/or
- for attendance at a postsecondary educational institution.

However, the law requires a waiting period (i.e., hard revocation) before a suspended or revoked driver may apply for a limited license. The waiting period is:

- 15 days for a first-time implied consent or DWI violator;
- 90 days for a second-time or subsequent violator who complied with the AC test;
- 180 days for a second or subsequent-time violator who refused the test;
- one year for a person revoked for manslaughter or criminal vehicular homicide;
- if under the age of 18, for twice the applicable period above, with a minimum of 90 days;
- for twice the applicable period above, if person's AC was .20 or more at the time of violation; and
- an additional 60 days, if the license withdrawal involved use of the vehicle in commission of a felony crime or an injury accident involving failure to stop and disclose identity.

Under a seldom-used program, a person whose driver's license has been cancelled and denied for a third or more impaired driving incident (as inimical to public safety), may also apply for a limited license, but only if:

- at least one-half the person's required abstinence period has expired;
- the person has completed chemical dependency treatment and is regularly participating in a recognized abstinence-based support group; and
- the person agrees to drive only a motor vehicle equipped with a certified ignition interlock device.

Apart from this program, a limited driver's license may not be issued at any time to a driver whose license is cancelled and denied for a third or more DWI violation.

Restricted Driver's License – The B-Card

Driver's licensing law allows DPS to impose restrictions on a person's license to "assure safe operation." Under DPS rules, a person whose driver's license has been cancelled and denied for a third or subsequent impaired driving violation and who has successfully completed treatment and rehabilitation may apply for a restricted driver's license, a B-Card, provided that the person signs a sworn statement to never again consume any alcohol (not even in a religious service, in medication, in any other manner or amount, irrespective of whether the act involves driving).

Any violation of this "no alcohol" restriction of the B-Card results in immediate cancellation of that driver's license. A subsequent rehabilitation is required to regain the B-Card.

Under DPS rules, the minimum period of time for establishing rehabilitation for which the person must prove total alcohol abstinence, is:

- one year for the first rehabilitation,
- three years for the second rehabilitation, and
- six years for the third or subsequent rehabilitation.

It is only following such rehabilitation that the offender whose driver's license has been cancelled may apply for a B-Card license. The rehabilitation requirements following a B-Card violation are not mandated by statutes, but have been established administratively by DPS rules.

A B-Card violation also carries misdemeanor and gross misdemeanor criminal penalties, depending on whether the drinking involved operation of a motor vehicle. The "no alcohol" restriction of a person's B-Card remains in effect and on the person's driving record permanently. A temporary law enacted in 2005 allowed B-Card holders who had gone ten years without a repeat violation to request a duplicate driver's license without the "No Alcohol" verbiage showing under "Restrictions." However, that law expired July 31, 2006.

Record Keeping

Records of implied consent license actions and DWI convictions must be kept on the official driving record for at least 15 years, and in fact are being kept for a driver's lifetime. However, a driver may request that a first-time violation involving an AC of .08 or .09 be purged from the driving record after ten years if there has been no repeat violation.

Driver's License Reinstatement Fees

Before becoming relicensed to drive after the period of license withdrawal stemming from an implied consent violation or DWI conviction, a person must pass the license examination and re-apply for a driver's license, and pay the following fees:

- \$250 – driver's license (DL) reinstatement fee (basic fee)
- \$380 – surcharge on the DL reinstatement fee
- \$18.50 – DL application fee

The \$250 driver's license reinstatement fee and \$380 surcharge apply to alcohol-related and CVO-related license withdrawals only; the standard reinstatement fee of \$30 applies following loss of license for other reasons.

First-time DWI Violator Using an Off-road Recreational Vehicle or Motorboat

A violator who has no qualified prior impaired driving incident is subject only to the criminal penalty (a misdemeanor) and the loss of operating privileges for that type of vehicle.

The person is not subject to driver's license revocation, mandatory chemical dependency assessment and treatment, mandatory conditions of release, long-term monitoring, the penalty assessment fee, or license plate impoundment.

Any person arrested for a DWI violation involving an off-road recreational vehicle or motorboat and who has a qualified prior impaired driving incident on record is subject to the same administrative sanctions and criminal penalties as the person would be if arrested while driving a regular motor vehicle.

Commercial Vehicle Driving

DWI law sets a lower per se alcohol concentration limit for driving commercial motor vehicles, .04 instead of .08, and the implied consent law allows for a chemical test upon probable cause that the commercial vehicle driver has consumed any amount of alcohol.

A person who violates the .04 standard while driving a commercial motor vehicle is subject to a period of disqualification (one year for the first violation, and ten years for any subsequent violation) from commercial motor vehicle driving. The person would remain validly licensed to drive regular motor vehicles unless he or she also has violated regular DWI law by exceeding the .08 per se standard or by driving while impaired or with any amount of certain controlled substances in the body, in which case the person would be subject to the full range of applicable penalties and sanctions of regular DWI law.

In addition, a commercial motor vehicle driver who incurs license revocation or cancellation for an impaired driving violation in a personal passenger vehicle receives no special dispensations from the sanctions and penalties that apply to other drivers—the person is prohibited from driving any type of vehicle until becoming validly relicensed to drive.

School Bus Driving

DWI law provides an even stricter standard of zero tolerance for school bus driving, by making it unlawful to drive a school bus when there is physical evidence in the person's body of the consumption of any amount of alcohol. In addition to criminal penalties, such a violation also triggers cancellation of the person's school

bus driving endorsement and, upon conviction, disqualification of the person's commercial driving privileges. However, as with other nonbus commercial vehicle DWI violations, the person would remain validly licensed to drive regular motor vehicles unless he or she also has violated the higher standards of regular DWI law.

Flying Airplanes

A special DWI law establishes a .04 per se standard for alcohol concentration while flying and also criminalizes test refusal. Violation is always a gross misdemeanor.

It also is unlawful to fly within eight hours of any alcohol consumption—a zero-tolerance standard, but time limited. Violation is a misdemeanor.

Special Laws for Youth

DWI laws apply equally to drivers of all ages. DWI violations require either evidence of impaired driving or an alcohol concentration of .08 or higher, or the presence of certain illegal substances in the person's body, during or within two hours of the time of driving, operating, or being in control of a motor vehicle, broadly defined. However, two additional alcohol-related laws apply to youth under age 21.

Drivers aged 16 and 17 years old who violate the DWI laws are under the jurisdiction of the adult court, not the juvenile court. As such, they are subject to the full range of adult penalties and consequences.

The drinking age law prohibits a person who is under the age of 21 from:

- consuming alcohol without parental permission and supervision;
- purchasing or attempting to purchase alcohol;
- possessing alcohol with intent to consume;
- entering a liquor store or bar for the purpose of purchasing or consuming alcohol; or

- misrepresenting one's age for the purpose of purchasing alcohol.

A violation of this statute is a misdemeanor and carries a mandatory minimum fine of \$100. However, it does not result in suspension of the driver's license unless the person has used a driver's license, Minnesota ID card, or any type of false identification to purchase or attempt to purchase alcohol (90 days suspension).

For purposes of these laws, a person does not attain the age of 21 until 8:00 a.m. on the day of the person's 21st birthday.

Underage Drinking Driving – Zero Tolerance

Minnesota's DWI law provides misdemeanor penalties and driver's license suspension for any driver under age 21 who is convicted of driving a motor vehicle anywhere in the state while consuming alcohol or while there is physical evidence of such consumption present in the person's body. (This law applies only to the driver and not to any passengers.)

However, a violation of the zero-tolerance law for underage drinking and driving does not in itself constitute a DWI/impaired driving violation, nor can it be used as an enhancing factor for any subsequent DWI violation.

For more information about DWI, visit the criminal justice area of our web site, www.house.mn/hrd/issinfo/crime.htm.

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