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# **MINNESOTA MOTOR VEHICLE IMPAIRED DRIVING FACTS 2011**





# MINNESOTA DEPARTMENT OF PUBLIC SAFETY



Alcohol  
and Gambling  
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Drunk driving accounts for one-third of Minnesota's traffic deaths each year, which underscores how this issue remains a number-one public safety concern.

In the last five years, 651 people have been killed in drunk driving crashes. These fatal crashes involved drivers or pedestrians who were at or above the 0.08 legal limit.

The impact of these preventable fatalities eclipses the fact that our state has made progress to curb the problem in recent years. A decade ago there were 185 drunk driving deaths; in 2011, there were 111. Meanwhile, alcohol-related crashes and DWI arrests are trending downward. This progress signals motorists are making safer, smarter decisions, and enhanced, targeted enforcement and education programs are working.

This report, *Minnesota Impaired Driving Facts 2011*, presents the impaired driving facts and provides a wide-range view of the problem. This publication also explains Minnesota's impaired driving laws. Here are key facts from 2011:

- 368 people died in traffic crashes in Minnesota and 111 (30 percent) were crashes involving drunk drivers.
- 2,375 people suffered injuries in alcohol-related crashes.
- 29,257 motorists were arrested for DWIs (an average of 81 DWIs per day).
- 76 percent of motorists arrested for DWI resulted in a criminal conviction for driving while impaired; this percentage will increase as outstanding cases are settled in courts.
- 12,103 (41 percent) of these violators had at least one prior DWI.
- 1,903 (7 percent) of DWIs were issued to drivers less than 21 years of age.
- One out of every seven licensed drivers in Minnesota has at least one DWI.

The Office of Traffic Safety, our law enforcement partners and our *Toward Zero Deaths* traffic safety advocates are committed to stopping impaired driving. We need all Minnesotans to take responsibility and make safe, smart decisions to avoid the dangers and the consequences of drunk driving.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna Berger".

Donna Berger  
Director, Office of Traffic Safety

# MINNESOTA

## IMPAIRED DRIVING FACTS

### 2011

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#### Acknowledgements:

- 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 2008 article, “An Overview of Minnesota’s DWI Laws” (see Appendix D). Minnesota’s DWI law is notably complex, but this article provides a concise overview.

#### Note:

*The Minnesota Department of Public Safety is working to create an accessible electronic version of this document that meets the State of Minnesota Accessibility Standard and Minnesota State Statutes Section 16E.03. The most up-to-date version of this document will be posted on the Minnesota Department of Public Safety Website:*

*<https://dps.mn.gov/divisions/ots/>*

*Click on the “Reports and Statistics” tab.*

*This site also includes yearly archived Impaired Driving Facts reports.*

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## I. IMPAIRED DRIVING INCIDENTS ON RECORD

### Summary

There were 29,257 impaired driving incidents that occurred in Minnesota in 2011 and then entered onto people's driving records. That's a 2% decrease from the previous year. Eighty-eight percent of the incidents involved taking a test for alcohol or drugs;\* 12% involved a test refusal.† A few incidents (13--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 (12 such incidents) or injury (132 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, but then dropped rather sharply in the past decade to 1,097 in 2011.

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 somewhat rare. There were only 15 in 2011. (Note 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 do 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 2011 was similar to past years: Mondays through Thursdays had comparatively few incidents. Then Fridays accounted for 16%, Sundays for 23%, and Saturdays for 27% of all incidents.

### Alcohol concentration levels remain steady

In 1997 the Legislature adopted special sanction provisions effective in 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 5,551 in the over 0.20% category in 2002, then 4,768 in 2011. This represents a 14% decline. (Note that the Legislature adopted special sanction provisions effective in July 2011 for high-AC offenders (0.16% or higher).

Average alcohol level among first-time violators was 0.155% in 2002 and 0.148% in 2011. Second-or-subsequent violators averaged 0.170% in 2002 and 0.165% in 2011. 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 55% of the impaired driving incidents in 2011. In addition, there were 1,903 impaired driving incidents among underage drivers. This is especially disturbing since it is illegal to drink in Minnesota if you are less than 21 years of age.

In addition, 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 2011, males committed 73% 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, a decreasing proportion of DWI incidents are occurring there: In 1992, 53% of all incidents occurred in the 7 county metro area, but in 2011, just 51% of all incidents occurred there.

### Recidivism: 40% of violators were recidivists

Section IV 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.

---

\* The tests are usually for alcohol, but they might be for controlled substances. In 2011, there were 867 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 1992, 21% of all incidents involved a test refusal.

TABLE 1.01

## OVERVIEW OF IMPAIRED DRIVING INCIDENTS ON RECORD, 1992 - 2011

Impaired Driving Incidents (“DWIs”)							Related Incidents				
Year	Total	Im- plied Con- sent	Crim- inal Con- viction	Tests Taken	Tests Refused	Both Taken & Ref.	Criminal Vehicular Operation		Drugs	Not A Drop	Com- mercial Vehicle
							Fa- tality	In- jury			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
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
2007	38,669	37,278	31,876	33,947	4,664	58	45	203	637	2,052	31
2008	35,794	34,497	29,509	31,492	4,292	10	26	189	625	1,679	10
2009	32,756	31,662	24,198	28,831	3,915	10	27	155	758	1,356	23
2010	29,918	28,838	22,153	26,366	3,545	7	21	146	860	1,177	15
2011	29,257	28,204	22,175	25,713	3,531	13	12	132	867	1,097	15

## Column 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 2011, 76% of all incidents were known to involve a criminal conviction for driving while impaired by alcohol or drugs (as of June 01, 2012—the date on which statistics for this report were compiled). This percentage is understated. As judicial outcomes are decided well into the future, the criminal conviction percentage will increase to approximately 85%.
- (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.
- (7-8) Criminal vehicular operation (CVO) offenses are divided into CVO resulting in a fatality (column 7) or CVO resulting in any type of bodily injury, 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 persons 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.

TABLE 1.02

**“IMPLIED CONSENTS” VERSUS CRIMINAL CONVICTIONS,  
VERSUS BOTH, UNDER THREE ARREST SCENARIOS, 1992 - 2011**

Year	Incidents Involving a Test for Alcohol				Incidents Involving a Test for Drugs				Incidents Involving Refusal of Test for Alcohol or Drugs				All Episodes			
	IC only %	CC only %	IC + CC %	Total N	IC only %	CC only %	IC + CC %	Total N	IC only %	CC only %	IC + CC %	Total N	IC only %	CC only %	IC + CC %	Total N
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
2007	18	4	79	33,327	35	21	45	620	15	1	84	4,722	18	4	79	38,669
2008	18	4	79	30,890	38	20	42	602	15	1	84	4,302	18	4	79	35,794
2009	26	3	71	28,105	52	14	34	726	21	2	78	3,925	26	3	71	32,756
2010	26	3	70	25,528	47	16	37	838	20	1	79	3,552	26	4	70	29,918
2011	24	3	73	24,880	50	17	33	833	20	2	78	3,544	24	4	72	29,257

**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 the 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%). 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”).



TABLE 1.03

**IMPAIRED DRIVING INCIDENTS BY MONTH, 1992 – 2011**

<b>Year</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>1992</b>	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
<b>1993</b>	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
<b>1994</b>	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
<b>1995</b>	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
<b>1996</b>	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
<b>1997</b>	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
<b>1998</b>	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
<b>1999</b>	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
<b>2000</b>	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
<b>2001</b>	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
<b>2002</b>	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
<b>2003</b>	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
<b>2004</b>	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
<b>2005</b>	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
<b>2006</b>	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
<b>2007</b>	3,019	2,726	3,408	3,083	3,326	3,363	3,404	3,435	3,388	2,971	3,079	3,467	38,669
<b>2008</b>	3,065	2,916	3,168	2,711	3,180	2,958	3,436	3,020	2,641	2,902	3,042	2,755	35,794
<b>2009</b>	2,889	2,550	2,881	2,703	2,966	2,561	2,816	3,003	2,685	2,511	2,628	2,563	32,756
<b>2010</b>	2,541	2,507	2,689	2,463	2,655	2,356	2,623	2,651	2,394	2,566	2,106	2,367	29,918
<b>2011</b>	2,370	2,334	2,478	2,457	2,509	2,428	2,694	2,591	2,320	2,450	2,068	2,558	29,257

TABLE 1.04

**IMPAIRED DRIVING INCIDENTS BY DAY OF WEEK, 1992 – 2011**

<b>Year</b>	<b>Sunday</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Total</b>
<b>1992</b>	6,489	2,146	2,463	3,049	3,713	4,963	8,018	30,841
<b>1993</b>	6,202	2,264	2,465	2,905	3,511	5,083	7,658	30,088
<b>1994</b>	6,048	2,302	2,328	2,661	3,535	5,089	7,785	29,748
<b>1995</b>	6,600	2,274	2,476	2,717	3,436	4,977	7,922	30,402
<b>1996</b>	6,413	2,490	2,505	2,799	3,571	5,131	8,014	30,923
<b>1997</b>	6,488	2,331	2,436	3,111	3,426	5,339	8,249	31,380
<b>1998</b>	6,909	2,384	2,490	2,942	3,961	5,398	8,338	32,422
<b>1999</b>	7,470	2,446	2,540	3,116	3,992	6,017	8,994	34,575
<b>2000</b>	7,640	2,375	2,623	3,138	3,872	5,774	9,612	35,034
<b>2001</b>	7,316	2,566	2,564	3,002	3,893	5,558	8,633	33,532
<b>2002</b>	7,098	2,451	2,736	3,116	3,912	5,492	8,358	33,163
<b>2003</b>	6,803	2,391	2,564	3,311	3,607	5,319	8,271	32,266
<b>2004</b>	7,570	2,389	2,593	3,204	4,085	5,468	8,893	34,202
<b>2005</b>	8,105	2,698	2,838	3,252	4,161	6,113	9,835	37,002
<b>2006</b>	9,563	2,854	3,236	3,730	4,684	6,766	11,118	41,951
<b>2007</b>	8,682	2,934	2,853	3,617	4,341	6,147	10,095	38,669
<b>2008</b>	7,991	2,481	2,912	3,115	3,910	5,826	9,559	35,794
<b>2009</b>	7,511	2,275	2,513	2,977	3,864	5,028	8,588	32,756
<b>2010</b>	6,866	2,120	2,227	2,616	3,368	5,069	7,652	29,918
<b>2011</b>	6,715	2,238	2,102	2,461	3,175	4,680	7,886	29,257

*TABLE 1.05*  
**ALCOHOL CONCENTRATION TEST RESULTS ON DRIVERS  
WHO INCURRED IMPAIRED DRIVING INCIDENTS, 2002 - 2011**

Year	.01 - -.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
<b>2002</b>												
First	1	6	46	8,083	6,373	2,166	459	100	19	.155	17,253	19,574
Repeat	0	5	49	3,563	3,979	1,981	626	156	44	.170	10,403	13,589
All	1	11	95	11,646	10,352	4,147	1,085	256	63	.161	27,656	33,163
<b>2003</b>												
First	6	3	35	7,830	6,317	2,165	438	83	29	.155	16,906	19,178
Repeat	3	5	30	3,366	3,948	1,968	552	144	38	.170	10,054	13,088
All	9	8	65	11,196	10,265	4,133	990	227	67	.161	26,960	32,266
<b>2004</b>												
First	2	6	41	8,462	6,639	2,275	489	76	14	.155	18,004	20,399
Repeat	2	2	23	3,659	4,256	2,003	571	150	43	.169	10,709	13,803
All	4	8	64	12,121	10,895	4,278	1,060	226	57	.160	28,713	34,202
<b>2005</b>												
First	0	13	1,080	9,118	6,857	2,219	457	82	21	.150	19,847	22,514
Repeat	1	5	429	3,839	4,066	2,061	632	155	35	.166	11,223	14,488
All	1	18	1,509	12,957	10,923	4,280	1,089	237	56	.155	31,070	37,002
<b>2006</b>												
First	2	16	3,055	9,977	7,062	2,403	472	99	27	.144	23,113	25,990
Repeat	0	9	1,095	4,324	4,163	2,097	633	149	27	.160	12,497	15,961
All	2	25	4,150	14,301	11,225	4,500	1,105	248	54	.149	35,610	41,951
<b>2007</b>												
First	2	8	2,525	9,008	6,455	2,215	433	82	8	.145	20,736	23,653
Repeat	0	4	978	4,006	3,924	2,060	601	160	28	.161	11,761	15,016
All	2	12	3,503	13,014	10,379	4,275	1,034	242	36	.151	32,497	38,669
<b>2008</b>												
First	0	6	2,168	8,048	5,993	2,085	475	85	21	.146	18,881	21,389
Repeat	0	2	880	3,775	3,776	1,975	616	137	35	.162	11,196	14,405
All	0	8	3,048	11,823	9,769	4,060	1,091	222	56	.152	30,007	35,794
<b>2009</b>												
First	1	4	2,045	7,130	5,310	1,920	425	95	18	.147	16,948	19,294
Repeat	0	1	825	3,458	3,488	1,889	591	157	41	.163	10,450	13,462
All	1	5	2,870	10,588	8,798	3,809	1,016	252	59	.153	27,398	32,756
<b>2010</b>												
First	1	4	1,738	6,317	4,687	1,838	446	111	21	.148	15,163	17,482
Repeat	1	0	710	3,128	3,264	1,807	597	126	43	.165	9,676	12,436
All	2	4	2,448	9,445	7,951	3,645	1,043	237	64	.155	24,839	29,918
<b>2011</b>												
First	1	6	1,746	6,178	4,595	1,712	406	91	26	.148	14,761	17,154
Repeat	0	0	729	3,004	3,186	1,742	593	154	44	.166	9,452	12,103
All	1	6	2,475	9,182	7,781	3,454	999	245	70	.155	24,213	29,257

**Notes:**

(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, 1992 – 2011**

Year	Male	Female	Not Stated	Total
1992	24,787	5,581	473	30,841
1993	24,165	5,466	457	30,088
1994	23,225	5,303	1,220	29,748
1995	23,383	5,452	1,568	30,402
1996	23,938	5,449	1,536	30,923
1997	24,073	5,816	1,491	31,380
1998	24,597	6,135	1,690	32,422
1999	26,069	6,520	1,985	34,575
2000	26,027	6,823	2,184	35,034
2001	24,771	6,562	2,200	33,532
2002	24,200	6,626	2,338	33,163
2003	23,327	6,589	2,351	32,266
2004	24,455	7,242	2,505	34,202
2005	26,174	8,103	2,725	37,002
2006	29,161	9,410	3,380	41,951
2007	26,680	8,907	3,082	38,669
2008	24,426	8,524	2,845	35,794
2009	22,244	7,955	2,558	32,756
2010	20,056	7,446	2,416	29,918
2011	19,851	7,280	2,126	29,257

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, 1992 – 2011**

Year	0-14	15	16	17	18	19	20	Under 21
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
2007	4	11	126	324	714	1,065	1,210	3,454
2008	6	14	104	269	634	888	1,047	2,962
2009	6	6	75	197	524	801	896	2,505
2010	4	9	54	139	425	667	804	2,102
2011	1	5	55	154	362	578	748	1,903

TABLE 1.08

**IMPAIRED DRIVING INCIDENTS BY AGE GROUP OF VIOLATOR, 1992 - 2011**

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
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
2007	4	2,240	9,874	7,398	4,482	3,946	3,627	3,171	1,912	1,101	492	262	93	66	1	38,669
2008	6	1,909	8,623	6,880	4,508	3,587	3,280	2,998	1,945	1,110	553	229	101	65	0	35,794
2009	6	1,603	7,570	6,394	4,097	3,386	2,937	2,873	1,893	1,055	541	225	119	56	1	32,756
2010	4	1,294	6,821	5,776	3,934	2,918	2,671	2,565	1,914	1,086	543	234	98	60	0	29,918
2011	1	1,154	6,505	5,837	3,895	2,778	2,671	2,393	1,904	1,084	608	231	120	73	3	29,257

TABLE 1.09

**IMPAIRED DRIVING INCIDENTS IN TWIN CITIES METRO AND NON-METRO AREAS, 1992 - 2011**

Year	Twin Cities Metro Area		Non-Metro Area		Total	
	number	percent	number	percent	number	percent
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
2007	18,764	48.5	19,905	51.5	38,669	100.0
2008	17,787	49.7	18,007	50.3	35,794	100.0
2009	16,253	49.6	16,503	50.4	32,756	100.0
2010	15,146	50.6	14,772	49.4	29,918	100.0
2011	14,888	50.9	14,369	49.1	29,257	100.0



TABLE 1.10

**IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 2000 - 2011**

County	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Aitkin	222	233	245	199	159	215	208	248	159	134	104	138
Anoka	2,172	1,867	1,711	1,708	1,942	2,055	2,159	2,338	2,132	1,912	1,678	1,445
Becker	541	418	465	334	342	438	521	383	325	271	275	255
Beltrami	383	403	447	432	434	354	446	509	536	419	375	430
Benton	259	242	266	273	255	265	344	359	293	246	196	156
Big Stone	15	31	40	40	33	24	47	35	27	20	24	20
Blue Earth	552	592	596	595	544	644	679	614	598	643	468	397
Brown	168	139	151	192	219	149	176	162	149	141	126	118
Carlton	271	301	307	312	344	401	411	252	230	241	258	245
Carver	255	308	337	341	409	415	432	395	375	283	284	331
Cass	250	235	245	193	256	289	398	367	271	245	228	221
Chippewa	68	80	97	107	102	114	145	97	97	49	76	56
Chisago	312	367	301	321	391	374	374	370	317	310	236	214
Clay	608	534	564	615	785	803	743	682	545	576	567	511
Clearwater	101	85	72	66	67	68	57	57	75	81	91	48
Cook	74	72	64	62	44	75	101	61	42	47	38	30
Cottonwood	53	41	61	57	74	55	55	72	75	55	57	69
Crow Wing	519	468	414	431	529	659	716	648	586	509	421	365
Dakota	2,635	2,756	2,775	2,522	2,415	2,652	3,007	2,906	2,520	2,337	2,057	2,035
Dodge	120	168	149	98	103	148	153	163	127	100	83	104
Douglas	254	254	231	213	222	245	258	265	300	266	227	213
Faribault	109	100	106	67	59	69	91	101	79	57	59	64
Fillmore	141	142	145	103	121	111	142	116	102	90	92	88
Freeborn	285	303	279	224	223	243	203	184	168	190	204	198
Goodhue	350	344	298	298	285	387	528	402	444	384	335	347
Grant	27	22	32	46	27	42	53	37	40	40	28	22
Hennepin	6,857	6,439	6,669	7,086	7,355	7,541	8,602	7,790	7,498	6,783	6,307	6,769
Houston	181	208	162	136	134	143	154	170	155	121	108	109
Hubbard	154	121	142	139	108	154	183	165	117	137	111	164
Isanti	194	172	162	158	237	250	363	256	187	161	138	150
Itasca	366	293	272	236	314	497	585	459	342	386	280	319
Jackson	69	63	47	43	46	51	82	97	68	59	65	63
Kanabec	170	112	103	101	103	96	104	150	124	81	104	110
Kandiyohi	274	275	286	245	290	288	321	269	296	279	215	226
Kittson	21	11	11	21	23	24	23	20	24	18	15	22
Koochiching	106	87	124	96	81	64	97	109	97	89	92	81
Lac Qui Parle	33	18	32	27	18	36	45	47	35	38	39	26
Lake	66	40	49	43	63	59	66	71	53	62	72	42
Lake of the Woods	30	32	26	75	64	78	66	39	47	50	38	35
Le Sueur	176	141	156	133	168	151	181	181	151	155	107	107
Lincoln	11	10	13	8	15	29	31	38	25	23	26	22
Lyon	186	233	174	182	159	215	201	166	193	177	173	139
McLeod	265	276	256	268	233	266	366	290	281	222	173	182
Mahnomen	122	121	129	108	118	130	98	113	114	104	96	107
Marshall	33	34	36	38	41	57	50	58	61	35	37	42
Martin	150	135	150	142	135	134	120	181	152	118	126	90
Meeker	131	91	115	86	110	118	147	145	123	95	94	60

TABLE 1.10 (Continued)

**IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 2000 - 2011**

County	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>Mille Lacs</b>	411	354	302	251	285	301	348	288	236	233	221	189
<b>Morrison</b>	249	219	195	182	165	195	207	211	199	171	186	155
<b>Mower</b>	376	352	344	345	294	321	306	343	414	303	262	275
<b>Murray</b>	29	35	41	39	25	31	35	37	37	25	19	21
<b>Nicollet</b>	263	307	351	287	281	320	362	255	239	188	176	170
<b>Nobles</b>	186	150	182	183	162	190	185	186	175	166	149	115
<b>Norman</b>	26	27	49	23	20	55	55	43	28	37	22	50
<b>Olmsted</b>	855	828	802	695	772	878	832	1,015	998	973	865	943
<b>Otter Tail</b>	321	343	322	342	404	414	428	435	346	299	335	294
<b>Pennington</b>	118	116	117	89	120	125	119	107	96	63	74	66
<b>Pine</b>	253	283	234	250	324	335	349	275	261	200	198	170
<b>Pipestone</b>	74	71	46	42	50	69	60	74	61	45	45	47
<b>Polk</b>	316	310	298	309	324	272	302	282	265	271	254	231
<b>Pope</b>	79	95	79	67	65	84	73	62	56	49	50	39
<b>Ramsey</b>	2,867	2,856	2,659	2,330	2,394	2,634	3,234	2,912	2,995	2,862	2,946	2,666
<b>Red Lake</b>	36	46	43	41	34	47	79	71	53	43	36	30
<b>Redwood</b>	79	72	83	79	110	127	148	152	117	139	95	87
<b>Renville</b>	87	83	101	108	127	133	159	111	101	103	136	122
<b>Rice</b>	532	451	415	418	405	338	348	433	408	363	327	329
<b>Rock</b>	45	27	42	59	46	53	63	54	38	29	36	51
<b>Roseau</b>	129	111	128	115	158	159	141	127	145	147	91	113
<b>St. Louis</b>	1,661	1,465	1,447	1,330	1,488	1,601	1,724	1,561	1,590	1,657	1,313	1,262
<b>Scott</b>	698	745	664	683	903	1,119	1,253	1,068	955	816	760	632
<b>Sherburne</b>	471	372	396	386	466	577	801	689	584	534	469	412
<b>Sibley</b>	107	136	121	100	133	112	123	129	84	65	53	41
<b>Stearns</b>	1,033	893	773	937	986	1,145	1,335	1,300	1,067	1,021	968	951
<b>Steele</b>	251	220	175	191	224	254	290	244	210	227	217	189
<b>Stevens</b>	40	31	37	52	50	46	40	44	43	42	27	51
<b>Swift</b>	48	53	44	59	42	42	64	51	57	41	37	66
<b>Todd</b>	158	144	153	112	134	165	241	206	141	147	107	81
<b>Traverse</b>	24	35	33	19	24	21	22	16	15	6	15	8
<b>Wabasha</b>	216	151	163	186	137	152	199	172	178	184	132	131
<b>Wadena</b>	81	90	71	105	81	92	127	112	99	89	70	66
<b>Waseca</b>	116	129	123	143	110	117	151	149	124	88	77	84
<b>Washington</b>	1,337	1,376	1,393	1,330	1,316	1,451	1,845	1,355	1,312	1,260	1,114	1,010
<b>Watonwan</b>	52	98	87	76	75	97	103	84	63	60	36	50
<b>Wilkin</b>	66	80	71	71	61	50	72	78	58	42	52	71
<b>Winona</b>	385	329	406	360	492	420	380	359	396	339	350	332
<b>Wright</b>	525	545	580	570	643	695	881	839	675	512	476	592
<b>Yellow Medicine</b>	95	87	81	82	73	90	135	103	120	78	119	80

**Totals:** 35,034 33,532 33,163 32,266 34,202 37,002 41,951 38,669 35,794 32,756 29,918 29,257

TABLE 1.11

**IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD**  
**Part I: 1996 – 2003**

Total Number	1996 Num- ber	1996 Per- cent	1997 Num- ber	1997 Per- cent	1998 Num- ber	1998 Per- cent	1999 Num- ber	1999 Per- cent	2000 Num- ber	2000 Per- cent	2001 Num- ber	2001 Per- cent	2002 Num- ber	2002 Per- cent	2003 Num- ber	2003 Per- cent
1	16,858	54.5	17,258	55.0	18,232	56.2	19,684	56.9	20,304	58.0	19,473	58.1	19,580	59.0	19,189	59.5
2	6,550	21.8	6,713	21.4	6,764	20.9	7,455	21.6	7,445	21.3	7,117	21.2	7,035	21.2	6,886	21.3
3	3,657	11.8	3,554	11.3	3,505	10.8	3,668	10.6	3,566	10.2	3,438	10.3	3,249	9.8	3,134	9.7
4	1,750	5.7	1,799	5.7	1,861	5.7	1,782	5.2	1,727	4.9	1,670	5.0	1,574	4.7	1,494	4.6
5	916	3.0	885	2.8	891	2.7	848	2.5	870	2.5	789	2.4	733	2.2	630	2.0
6	498	0.8	470	1.5	474	1.5	444	1.3	449	1.3	422	1.3	393	1.2	395	1.2
7	259	0.6	267	0.9	274	0.8	252	0.7	241	0.7	246	0.7	235	0.7	218	0.7
8	176	0.3	153	0.5	177	0.5	171	0.5	158	0.5	119	0.4	111	0.3	127	0.4
9	93	0.2	108	0.3	89	0.3	101	0.3	95	0.3	81	0.2	89	0.3	68	0.2
10	51	0.1	63	0.2	57	0.2	57	0.2	60	0.2	70	0.2	46	0.1	33	0.1
11	47	*	43	0.1	31	0.1	42	0.1	39	0.1	38	0.1	34	0.1	30	0.1
12	29	*	18	0.1	22	0.1	27	0.1	31	0.1	18	0.1	25	0.1	26	0.1
13	14	*	22	0.1	5	*	13	*	15	*	19	0.1	23	0.1	9	*
14	7	*	8	*	19	0.1	10	*	6	*	12	*	12	*	9	*
15	5	*	6	*	6	*	11	*	7	*	6	*	11	*	8	*
16	2	*	4	*	6	*	4	*	8	*	5	*	3	*	3	*
17	5	*	2	*	3	*	4	*	3	*	3	*	6	*	3	*
18	4	*	3	*	2	*	1	*	3	*	2	*	1	*	1	*
19	2	*	1	*	1	*	1	*	4	*	0	0	0	0	0	0
20	0	0	2	*	1	*	0	0	1	*	3	*	0	0	1	*
21	0	0	1	*	1	*	0	0	2	*	0	0	1	*	1	*
22	0	0	0	0	1	*	0	0	0	0	0	0	2	*	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	1	*	0	0	1	*
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals:</b>	30,923	100	31,380	100	32,422	100	34,575	100	35,034	100	33,532	100	33,163	100	32,266	100

*Table continues on next page*

TABLE 1.11

**IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD**  
**Part II: 2004 – 2011**

Total Number	2004 Num- ber	2004 Per- cent	2005 Num- ber	2005 Per- cent	2006 Num- ber	2006 Per- cent	2007 Num- ber	2007 Per- cent	2008 Num- ber	2008 Per- cent	2009 Num- ber	2009 Per- cent	2010 Num- ber	2010 Per- cent	2011 Num- ber	2011 Per- cent
1	20,399	59.6	22,514	60.9	25,990	62.0	23,653	61.2	21,389	59.8	19,294	58.9	17,482	58.4	17,154	58.6
2	7,430	21.7	7,965	21.5	8,974	21.4	8,489	22.0	8,066	22.5	7,462	22.8	6,818	22.8	6,637	22.7
3	3,313	9.7	3,462	9.4	3,865	9.2	3,570	9.2	3,503	9.8	3,373	10.3	3,155	10.6	3,137	10.7
4	1,495	4.4	1,526	4.1	1,620	3.9	1,558	4.0	1,510	4.2	1,420	4.3	1,366	4.6	1,273	4.4
5	673	2.0	690	1.9	711	1.7	651	1.7	625	1.8	557	1.7	549	1.8	462	1.6
6	353	1.0	353	1.0	344	0.8	329	0.8	293	0.8	264	0.8	224	0.8	253	0.9
7	213	0.6	201	0.5	185	0.4	159	0.4	146	0.4	146	0.4	131	0.4	127	0.4
8	123	0.4	117	0.3	98	0.2	113	0.3	93	0.3	97	0.3	71	0.2	76	0.3
9	77	0.2	72	0.2	65	0.2	58	0.2	66	0.2	47	0.1	46	0.2	54	0.2
10	54	0.2	37	0.1	38	0.1	34	0.1	41	0.1	35	0.1	28	0.1	30	0.1
11	20	0.1	22	0.6	22	*	18	*	25	0.1	24	0.1	16	0.1	19	0.1
12	19	0.1	11	*	12	*	14	*	11	*	18	0.1	16	0.1	8	*
13	10	*	15	*	9	*	7	*	12	*	4	*	7	*	7	*
14	7	*	6	*	8	*	6	*	5	*	5	*	3	*	12	*
15	2	*	5	*	1	*	1	*	3	*	3	*	3	*	2	*
16	4	*	2	*	2	*	3	*	2	*	2	*	1	*	1	*
17	3	*	0	0	4	*	2	*	1	*	1	*	0	0	0	0
18	1	*	1	*	2	*	1	*	1	*	2	*	1	*	0	0
19	2	*	1	*	1	*	1	*	2	*	0	0	0	0	1	*
20	1	*	1	*	0	0	0	0	0	0	1	*	1	*	2	*
21	2	*	0	0	0	0	1	*	0	0	0	0	0	0	0	0
22	0	0	1	*	0	0	1	*	0	0	0	0	0	0	0	0
23	1	*	0	0	0	0	0	0	0	0	0	0	0	0	2	*
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
<b>Totals:</b>	34,202	100	37,002	100	41,951	100	38,669	100	35,794	100	32,756	100	29,918	100	29,257	100

Table 1.11 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 2011 were calculated using data available on June 01, 2012 – five full months after the end of the 2011 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 be counted is that 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 be counted

Hypothetically, if a county had 100 impaired driving incidents committed by first-time violators in 2011 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 June 01, 2012 date on which the statistics compiled here are based.

(3) Smith was convicted, but the judge stayed adjudication of the conviction on condition that Smith conforms 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 conforms 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.<sup>‡</sup>

(7) Smith was convicted and the Department of Public Safety was properly notified of the conviction but mistakenly entered the impaired driving conviction as a conviction for some other type of violation (e.g., speeding).

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<sup>‡</sup> The Department of Public Safety returns incomplete reports to the Court Administrator's Office with a request for a corrected report.

## 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* look back period,<sup>§</sup> not a *ten-year* look back period. The current statute MS 169A defines impaired driving offense levels in terms of certain aggravating factors. Prior incidents *in the last ten years* are one type of aggravating factor. (Each prior incident augments the count of aggravating factors by one.) If a ten-year look back 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.

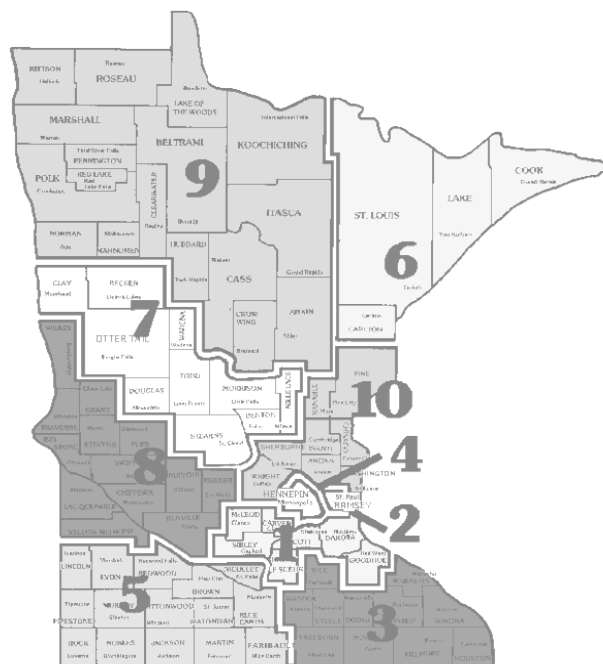
<sup>§</sup> The term “lifetime” look back period may be misleading. Currently, an impaired driving incident remains on the driver license forever, and there has always been a rule (for several decades, at any rate) that a second impaired driving incident causes all incidents to be kept on record forever. 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.

<sup>\*\*</sup> The other two aggravating factors are (1) presence of children in the vehicle, and (2) having an alcohol concentration of .16 or higher (as of July 1, 2011).

### 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, 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 by County and District**

The state is divided into ten judicial districts. Ramsey County is District 2, and Hennepin County is District 4. The other eight districts encompass from four to 17 counties that are geographically close together. Conviction rates usually vary by district and by county. Across districts in 2011, the range of conviction rates was from 68.2% (District 4: Hennepin County) to 85.0% (for District 8, comprised of 13 counties in West Central Minnesota).

Some counties had conviction rates at 90% or higher: Red Lake (93%), Lyon (92%), Wilkin (92%), Hubbard (91%), and Polk (90%).

Some counties had conviction rates that were lower than 70%: Lake of the Woods (60%), Lincoln (64%), Washington (64%), Nicollet (66%), Hennepin (68%), and Dakota (68%).

Out of 29,257 impaired driving incidents in 2011, the overall conviction rate for Minnesota was 75.8%. As mentioned previously, the conviction rate for each year will increase to approximately 85% as judicial outcomes are settled. Another reason for the delay in judicial outcomes is likely because of current litigation. Defendants arrested for impaired driving have brought suit regarding the computer source code which measures alcohol content via breath tests. As many as 4,000 outcomes from 2009 and onward may be pending.

TABLE 2.01

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2011  
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL			1 <sup>ST</sup> -TIME			2 <sup>ND</sup> -TIME			3 <sup>RD</sup> -TIME			4 <sup>TH</sup> + TIME		
	VIOLATORS			VIOLATORS			VIOLATORS			VIOLATORS			VIOLATORS		
	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %
<b>Judicial Dist 1</b>															
CARVER	331	261	78.9	199	157	78.9	65	53	81.5	43	35	81.4	24	16	66.7
DAKOTA	2,035	1,389	68.3	1,229	824	67.0	475	319	67.2	212	154	72.6	119	92	77.3
GOODHUE	347	285	82.1	185	147	79.5	92	77	83.7	52	44	84.6	18	17	94.4
LE SUEUR	107	86	80.4	52	42	80.8	28	22	78.6	15	13	86.7	12	9	75.0
MCLEOD	182	147	80.8	100	78	78.0	50	43	86.0	20	16	80.0	12	10	83.3
SCOTT	632	521	82.4	358	288	80.4	149	134	89.9	74	59	79.7	51	40	78.4
SIBLEY	41	31	75.6	26	20	76.9	8	5	62.5	5	4	80.0	2	2	100.0
SUBTOTAL:	3,675	2,720	74.0	2,149	1,556	72.4	867	653	75.3	421	325	77.2	238	186	78.2
<b>Judicial Dist 2</b>															
RAMSEY	2,666	1,896	71.1	1,677	1,139	67.9	573	428	74.7	250	191	76.4	166	138	83.1
<b>Judicial Dist 3</b>															
DODGE	104	90	86.5	47	38	80.9	25	22	88.0	18	17	94.4	14	13	92.9
FILLMORE	88	72	81.8	49	41	83.7	19	18	94.7	9	7	77.8	11	6	54.5
FREEBORN	198	161	81.3	115	102	88.7	42	29	69.0	24	19	79.2	17	11	64.7
HOUSTON	109	88	80.7	77	61	79.2	17	16	94.1	11	7	63.6	4	4	100.0
MOWER	275	226	82.2	154	127	82.5	70	57	81.4	26	22	84.6	25	20	80.0
OLMSTED	943	826	87.6	573	505	88.1	206	176	85.4	102	90	88.2	62	55	88.7
RICE	329	261	79.3	184	138	75.0	81	69	85.2	35	31	88.6	29	23	79.3
STEELE	189	142	75.1	105	82	78.1	44	31	70.5	24	18	75.0	16	11	68.8
WABASHA	131	111	84.7	71	64	90.1	32	25	78.1	13	10	76.9	15	12	80.0
WASECA	84	69	82.1	47	42	89.4	20	15	75.0	6	5	83.3	11	7	63.6
WINONA	332	258	77.7	221	171	77.4	58	47	81.0	33	25	75.8	20	15	75.0
SUBTOTAL:	2,782	2,304	82.8	1,643	1,371	83.4	614	505	82.2	301	251	83.4	224	177	79.0
<b>Judicial Dist 4</b>															
HENNEPIN	6,769	4,615	68.2	4,163	2,713	65.2	1,534	1,134	73.9	631	452	71.6	441	316	71.5
<b>Judicial Dist 5</b>															
BLUE EARTH	397	334	84.1	250	215	86.0	77	64	83.1	37	28	75.7	33	27	81.8
BROWN	118	98	83.1	68	59	86.8	32	29	90.6	14	9	64.3	4	1	25.0
COTTONWOOD	69	59	85.5	46	39	84.8	16	14	87.5	3	2	66.7	4	4	100.0
FARIBAULT	64	49	76.6	33	25	75.8	22	18	81.8	4	3	75.0	5	3	60.0
JACKSON	63	45	71.4	42	27	64.3	9	8	88.9	7	6	85.7	5	4	80.0
LINCOLN	22	14	63.6	13	7	53.8	3	2	66.7	3	2	66.7	3	3	100.0
LYON	139	128	92.1	81	75	92.6	26	25	96.2	16	13	81.3	16	15	93.8
MARTIN	90	76	84.4	45	37	82.2	21	17	81.0	12	10	83.3	12	12	100.0
MURRAY	21	16	76.2	9	8	88.9	5	4	80.0	4	1	25.0	3	3	100.0
NICOLLET	170	113	66.5	97	60	61.9	38	25	65.8	18	14	77.8	17	14	82.4
NOBLES	115	85	73.9	83	61	73.5	21	15	71.4	6	5	83.3	5	4	80.0
PIPESTONE	47	37	78.7	21	19	90.5	14	11	78.6	5	4	80.0	7	3	42.9
REDWOOD	87	64	73.6	44	32	72.7	23	17	73.9	13	11	84.6	7	4	57.1
ROCK	51	45	88.2	35	30	85.7	5	5	100.0	8	7	87.5	3	3	100.0
WATONWAN	50	42	84.0	34	26	76.5	10	10	100.0	3	3	100.0	3	3	100.0
SUBTOTAL:	1,503	1,205	80.2	901	720	79.9	322	264	82.0	153	118	77.1	127	103	81.1



TABLE 2.01 (Continued)

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2011  
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 <sup>ST</sup> -TIME VIOLATORS			2 <sup>ND</sup> -TIME VIOLATORS			3 <sup>RD</sup> -TIME VIOLATORS			4 <sup>TH</sup> + 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
	N	N	%	N	N	%	N	N	%	N	N	%	N	N	%
<b>Judicial Dist 6</b>															
CARLTON	245	212	86.5	124	105	84.7	60	52	86.7	27	25	92.6	34	30	88.2
COOK	30	26	86.7	19	17	89.5	6	5	83.3	4	3	75.0	1	1	100.0
LAKE	42	37	88.1	21	19	90.5	13	11	84.6	3	2	66.7	5	5	100.0
ST. LOUIS	1,262	1,010	80.0	742	595	80.2	271	214	79.0	136	115	84.6	113	86	76.1
SUBTOTAL:	1,579	1,285	81.4	906	736	81.2	350	282	80.6	170	145	85.3	153	122	79.7
<b>Judicial Dist 7</b>															
BECKER	255	225	88.2	133	119	89.5	63	56	88.9	24	22	91.7	35	28	80.0
BENTON	156	128	82.1	88	76	86.4	34	27	79.4	27	20	74.1	7	5	71.4
CLAY	511	454	88.8	325	295	90.8	99	89	89.9	56	45	80.4	31	25	80.6
DOUGLAS	213	173	81.2	126	108	85.7	43	33	76.7	19	14	73.7	25	18	72.0
MILLE LACS	189	154	81.5	92	82	89.1	40	28	70.0	30	23	76.7	27	21	77.8
MORRISON	155	124	80.0	74	57	77.0	39	33	84.6	17	12	70.6	25	22	88.0
OTTER TAIL	294	261	88.8	140	126	90.0	90	77	85.6	31	26	83.9	33	32	97.0
STEARNS	951	778	81.8	568	475	83.6	212	171	80.7	100	81	81.0	71	51	71.8
TODD	81	65	80.2	43	36	83.7	22	17	77.3	9	7	77.8	7	5	71.4
WADENA	66	53	80.3	35	29	82.9	12	9	75.0	10	7	70.0	9	8	88.9
SUBTOTAL:	2,871	2,415	84.1	1,624	1,403	86.4	654	540	82.6	323	257	79.6	270	215	79.6
<b>Judicial Dist 8</b>															
BIG STONE	20	17	85.0	16	13	81.3	3	3	100.0	1	1	100.0	0	0	0.0
CHIPPEWA	56	49	87.5	34	31	91.2	14	11	78.6	6	6	100.0	2	1	50.0
GRANT	22	17	77.3	14	12	85.7	7	4	57.1	0	0	0.0	1	1	100.0
KANDIYOHI	226	199	88.1	153	137	89.5	37	32	86.5	25	21	84.0	11	9	81.8
LAC QUI PARLE	26	22	84.6	14	11	78.6	7	7	100.0	3	2	66.7	2	2	100.0
MEEKER	60	53	88.3	25	22	88.0	18	17	94.4	9	8	88.9	8	6	75.0
POPE	39	34	87.2	28	23	82.1	6	6	100.0	1	1	100.0	4	4	100.0
RENVILLE	122	96	78.7	61	46	75.4	29	22	75.9	18	17	94.4	14	11	78.6
STEVENS	51	43	84.3	30	26	86.7	11	10	90.9	6	4	66.7	4	3	75.0
SWIFT	66	57	86.4	36	30	83.3	17	16	94.1	7	6	85.7	6	5	83.3
TRAVERSE	8	6	75.0	3	2	66.7	3	3	100.0	0	0	0.0	2	1	50.0
WILKIN	71	65	91.5	47	44	93.6	16	14	87.5	6	5	83.3	2	2	100.0
YELLOW MED	80	62	77.5	45	37	82.2	18	15	83.3	12	6	50.0	5	4	80.0
SUBTOTAL:	847	720	85.0	506	434	85.8	186	160	86.0	94	77	81.9	61	49	80.3

TABLE 2.01 (Continued)

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2011  
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 <sup>ST</sup> -TIME VIOLATORS			2 <sup>ND</sup> -TIME VIOLATORS			3 <sup>RD</sup> -TIME VIOLATORS			4 <sup>TH</sup> + TIME VIOLATORS		
	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %	All Inci- dents N	Con- vic- tions N	Con- vict. Rate %
<b>Judicial Dist 9</b>															
AITKIN	138	104	75.4	63	46	73.0	32	25	78.1	24	19	79.2	19	14	73.7
BELTRAMI	430	361	84.0	229	188	82.1	118	104	88.1	41	33	80.5	42	36	85.7
CASS	221	186	84.2	107	86	80.4	45	38	84.4	34	33	97.1	35	29	82.9
CLEARWATER	48	43	89.6	15	14	93.3	12	10	83.3	10	9	90.0	11	10	90.9
CROW WING	365	280	76.7	191	144	75.4	80	60	75.0	47	37	78.7	47	39	83.0
HUBBARD	164	149	90.9	95	88	92.6	35	31	88.6	14	13	92.9	20	17	85.0
ITASCA	319	273	85.6	166	143	86.1	74	63	85.1	43	36	83.7	36	31	86.1
KITSON	22	19	86.4	11	11	100.0	2	1	50.0	5	4	80.0	4	3	75.0
KOOCHICHING	81	65	80.2	40	29	72.5	20	17	85.0	14	13	92.9	7	6	85.7
LAKE OF WDS	35	21	60.0	18	9	50.0	11	8	72.7	4	3	75.0	2	1	50.0
MAHNOMEN	107	86	80.4	54	42	77.8	22	19	86.4	15	13	86.7	16	12	75.0
MARSHALL	42	37	88.1	19	16	84.2	7	7	100.0	5	4	80.0	11	10	90.9
NORMAN	50	39	78.0	31	23	74.2	12	10	83.3	6	5	83.3	1	1	100.0
PENNINGTON	66	55	83.3	38	35	92.1	11	7	63.6	9	7	77.8	8	6	75.0
POLK	231	208	90.0	153	140	91.5	38	33	86.8	24	21	87.5	16	14	87.5
RED LAKE	30	28	93.3	18	16	88.9	6	6	100.0	4	4	100.0	2	2	100.0
ROSEAU	113	88	77.9	63	48	76.2	22	17	77.3	14	9	64.3	14	14	100.0
SUBTOTAL:	2,462	2,042	82.9	1,311	1,078	82.2	547	456	83.4	313	263	84.0	291	245	84.2
<b>Judicial Dist 10</b>															
ANOKA	1,445	1,083	74.9	792	588	74.2	361	281	77.8	173	133	76.9	119	81	68.1
CHISAGO	214	156	72.9	124	100	80.6	54	39	72.2	16	6	37.5	20	11	55.0
ISANTI	150	110	73.3	73	56	76.7	35	26	74.3	24	17	70.8	18	11	61.1
KANABEC	110	85	77.3	58	47	81.0	23	17	73.9	14	12	85.7	15	9	60.0
PINE	170	124	72.9	77	58	75.3	49	36	73.5	20	13	65.0	24	17	70.8
SHERBURNE	412	334	81.1	233	194	83.3	94	72	76.6	56	44	78.6	29	24	82.8
WASHINGTON	1,010	643	63.7	598	351	58.7	230	165	71.7	101	67	66.3	81	60	74.1
WRIGHT	592	438	74.0	319	233	73.0	144	111	77.1	77	58	75.3	52	36	69.2
SUBTOTAL:	4,103	2,973	72.5	2,274	1,627	71.5	990	747	75.5	481	350	72.8	358	249	69.6
<b>Totals for Minnesota:</b>															
	29,257	22,175	75.8	17,154	12,777	74.5	6,637	5,169	77.9	3,137	2,429	77.4	2,329	1,800	77.3

**NOTE:**

- (1) There is no restriction on the “look back” 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 June 01, 2012.

However, new information is constantly being added to driver license records. In addition, 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; each year the overall conviction rate for all offenses will rise to approximately 85%.

### 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.

#### **10.7% of Minnesota residents have a DWI**

In all, 570,191 Minnesota residents have one or more impaired driving incidents on their driving record. That is 10.7% of all people living in Minnesota (using the U.S. Census Bureau's 2011 population estimate for Minnesota).

#### **1 in 7 licensed drivers have an incident on record**

Now consider that many residents in Minnesota are too young to drive. Out of the 2011 total of licensed drivers in Minnesota, 1 in 7 have one or more incidents on record; 1 in 17 have two or more, and 1 in 37 have three or more.

In addition to Minnesota residents, there are 102,695 non-residents who have incurred one or more incidents in Minnesota.

#### **Counties vary**

As noted, 10.7% of the state's population has an incident on their driving record. There is variation by county. The five counties with the highest percentages are: Mahnomen (21.4%), Mille Lacs (16.2%), Clearwater (15.0%), Cass (14.6%), and Becker (14.3%) – these counties are north and west of the Twin Cities.

The five counties with the lowest percentages are Stevens (7.4%), Rock (7.4%), Lincoln (8.1%), Carver (8.6%), and Washington (8.8%) -- mostly south 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 and 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 evidence to support such a perception. Forty-two percent of the 570,191 persons in the state with incidents on record have two or more incidents. Some people have an amazing number of incidents: 1,265 have ten or more. The record is now 25 incidents. Still, it is possible the perception distracts attention from the reality that most violators do not have prior incidents on record. Fifty-eight 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-GROUP AND GENDER

Age	2000 Census Male	2000 Census Female	2000 Census Total	2010 Census Male	2010 Census Female	2010 Census Total	2011 (Estimated) Male	2011 (Estimated) Female	2011 (Estimated) Total
<b>00-04</b>	168,829	160,765	329,594	181,342	174,162	355,504	181,110	173,941	355,051
<b>05-09</b>	182,912	172,982	355,894	181,614	173,922	355,536	181,390	173,698	355,088
<b>10-14</b>	192,118	182,877	374,995	180,356	171,986	352,342	180,285	172,003	352,288
<b>15-19</b>	191,534	182,828	374,362	188,594	179,235	367,829	188,143	178,582	366,725
<b>20-24</b>	164,038	158,445	322,483	180,725	174,926	355,651	181,474	175,768	357,242
<b>25-29</b>	162,132	157,694	319,826	187,562	185,124	372,686	187,996	185,485	373,481
<b>30-34</b>	178,502	174,810	353,312	174,549	168,351	342,900	175,537	169,301	344,838
<b>35-39</b>	207,962	204,528	412,490	165,815	162,375	328,190	164,688	161,230	325,918
<b>40-44</b>	207,355	204,337	411,692	177,234	175,670	352,904	177,191	175,638	352,829
<b>45-49</b>	183,801	180,446	364,247	203,588	202,615	406,203	202,702	201,643	404,345
<b>50-54</b>	150,750	150,699	301,449	200,663	201,032	401,695	200,926	201,322	402,248
<b>55-59</b>	112,203	114,654	226,857	174,321	175,268	349,589	175,400	176,310	351,710
<b>60-64</b>	86,648	91,364	178,012	137,760	142,015	279,775	138,984	143,347	282,331
<b>65-69</b>	72,707	80,462	153,169	97,533	105,037	202,570	98,240	105,729	203,969
<b>70-74</b>	64,646	78,010	142,656	70,840	81,017	151,857	71,325	81,482	152,807
<b>75-79</b>	51,709	70,968	122,677	54,464	67,650	122,114	54,500	67,554	122,054
<b>80-84</b>	33,477	56,686	90,163	40,865	59,051	99,916	41,081	59,061	100,142
<b>85+</b>	24,308	61,293	85,601	34,307	72,357	106,664	34,696	72,896	107,592
<b>Totals:</b>	2,435,631	2,483,848	4,919,479	2,632,132	2,671,793	5,303,925	2,635,668	2,674,990	5,310,658

Source: United States Census Bureau.



TABLE 3.02

MINNESOTA LICENSED DRIVERS<sup>††</sup> UNDER 21, BY AGE, 1992 – 2011

Year	15	16	17	18	19	20	Total Under 21
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
2007	26,029	51,499	59,766	64,910	67,664	69,091	338,959
2008	26,141	49,801	57,875	64,337	68,050	68,920	335,124
2009	28,126	49,884	56,554	62,707	67,701	69,074	334,046
2010	28,020	49,634	55,885	61,526	66,272	69,495	330,832
2011	25,422	48,260	54,781	59,722	63,997	67,176	319,358

TABLE 3.03

## MINNESOTA LICENSED DRIVERS, \*, BY AGE-GROUP, 1992 – 2011

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
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
2007	269,868	351,877	360,944	316,410	336,604	358,091	401,496	369,195	314,238	239,650	178,918	136,026	274,657	3,907,974
2008	266,204	350,535	365,501	324,694	327,911	347,387	399,215	376,096	324,589	251,756	187,347	140,879	276,287	3,938,401
2009	264,972	347,193	364,228	330,073	319,456	339,999	391,392	382,435	332,705	265,450	193,513	143,738	273,186	3,948,340
2010	261,337	348,937	366,813	342,756	311,858	340,906	380,685	389,685	343,840	282,820	198,777	149,002	277,819	3,995,235
2011	252,182	343,942	358,738	351,489	306,985	336,514	365,193	392,410	350,359	293,833	213,587	155,347	287,174	4,007,753

<sup>††</sup> 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 AT END OF 2011**

Age	Age at Date of Last Incident				Age at End of Year 2011			
	Female	Male	Not Stated	Total	Female	Male	Not Stated	Total
<b>00-14</b>	15	32	18	65	1	1	5	7
<b>15-19</b>	7,509	21,637	1,056	30,202	351	883	112	1,346
<b>20-24</b>	28,156	92,140	4,419	124,715	5,720	14,464	1,122	21,306
<b>25-29</b>	22,234	80,698	3,731	106,663	12,950	35,273	2,874	51,097
<b>30-34</b>	17,597	60,541	2,455	80,593	14,007	44,071	3,268	61,346
<b>35-39</b>	15,847	49,557	1,715	67,119	11,962	41,143	2,434	55,539
<b>40-44</b>	13,539	41,151	1,151	55,841	16,065	49,698	1,961	67,724
<b>45-49</b>	9,637	31,882	663	42,182	20,148	60,187	1,450	81,785
<b>50-54</b>	5,290	21,617	348	27,255	18,073	59,067	1,172	78,312
<b>55-59</b>	2,643	13,723	167	16,533	10,770	43,011	671	54,452
<b>60-64</b>	1,402	8,193	99	9,694	6,263	29,288	386	35,937
<b>65-69</b>	673	4,515	43	5,231	3,597	17,515	197	21,309
<b>70-74</b>	300	2,266	19	2,585	2,146	11,259	106	13,511
<b>75-79</b>	118	953	6	1,077	1,222	7,946	59	9,227
<b>80-84</b>	39	320	4	363	815	6,130	31	6,976
<b>85 +</b>	7	59	4	70	916	9,349	51	10,316
<b>Unknown</b>	0	1	2	3	0	0	1	1
<b>Totals:</b>	125,006	429,285	15,900	570,191	125,006	429,285	15,900	570,191

## 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 AT END OF 2011, BY COUNTY**

**Residents with Impaired Driving Incidents on Record**

County	2010 Pop. Census	2011 Pop. Estimate	1 or more Incident Number	1 or more Incident. as % of '11 Pop	1 Incident Number	1 Incident as % of '11 Pop	2 Incidents Number	2 Incidents as % of '11 Pop	3 or more Inc. Number	3 or more Inc. as % of '11 Pop
Aitkin	16,202	16,223	2,212	13.6	1,165	7.2	510	3.1	537	3.3
Anoka	330,844	331,464	36,296	11.0	20,184	6.1	8,422	2.5	7,690	2.3
Becker	32,504	32,538	4,651	14.3	2,394	7.4	1,014	3.1	1,243	3.8
Beltrami	44,442	44,578	6,185	13.9	3,337	7.5	1,438	3.2	1,410	3.2
Benton	38,451	38,489	4,192	10.9	2,343	6.1	980	2.5	869	2.3
Big Stone	5,269	5,267	514	9.8	294	5.6	126	2.4	94	1.8
Blue Earth	64,013	64,067	6,702	10.5	3,836	6.0	1,554	2.4	1,312	2.0
Brown	25,893	25,884	2,836	11.0	1,621	6.3	658	2.5	557	2.2
Carlton	35,386	35,398	4,382	12.4	2,347	6.6	1,030	2.9	1,005	2.8
Carver	91,042	91,358	7,824	8.6	4,754	5.2	1,777	1.9	1,293	1.4
Cass	28,567	28,631	4,179	14.6	2,141	7.5	970	3.4	1,068	3.7
Chippewa	12,441	12,459	1,396	11.2	834	6.7	300	2.4	262	2.1
Chisago	53,887	53,905	6,489	12.0	3,586	6.7	1,567	2.9	1,336	2.5
Clay	58,999	59,145	6,561	11.1	3,927	6.6	1,449	2.4	1,185	2.0
Clearwater	8,695	8,708	1,305	15.0	616	7.1	316	3.6	373	4.3
Cook	5,176	5,171	652	12.6	360	7.0	141	2.7	151	2.9
Cottonwood	11,687	11,706	1,139	9.7	678	5.8	266	2.3	195	1.7
Crow Wing	62,500	62,603	7,690	12.3	4,218	6.7	1,797	2.9	1,675	2.7
Dakota	398,552	399,155	39,489	9.9	23,761	6.0	8,732	2.2	6,996	1.8
Dodge	20,087	20,154	2,201	10.9	1,231	6.1	499	2.5	471	2.3
Douglas	36,009	35,996	3,960	11.0	2,230	6.2	878	2.4	852	2.4
Faribault	14,553	14,514	1,693	11.7	964	6.6	384	2.6	345	2.4
Fillmore	20,866	20,852	2,356	11.3	1,339	6.4	555	2.7	462	2.2
Freeborn	31,255	31,239	3,890	12.5	2,172	7.0	909	2.9	809	2.6
Goodhue	46,183	46,217	5,503	11.9	3,138	6.8	1,283	2.8	1,082	2.3
Grant	6,018	6,009	733	12.2	402	6.7	191	3.2	140	2.3
Hennepin	1,152,425	1,154,067	122,012	10.6	73,216	6.3	26,367	2.3	22,429	1.9
Houston	19,027	19,021	2,226	11.7	1,333	7.0	484	2.5	409	2.2
Hubbard	20,428	20,431	2,224	10.9	1,195	5.8	513	2.5	516	2.5
Isanti	37,816	37,896	4,417	11.7	2,348	6.2	1,061	2.8	1,008	2.7
Itasca	45,058	45,014	5,970	13.3	3,107	6.9	1,445	3.2	1,418	3.2
Jackson	10,266	10,267	1,046	10.2	641	6.2	232	2.3	173	1.7
Kanabec	16,239	16,228	2,124	13.1	1,072	6.6	515	3.2	537	3.3
Kandiyohi	42,239	42,251	4,691	11.1	2,717	6.4	1,066	2.5	908	2.1
Kittson	4,552	4,546	466	10.3	248	5.5	105	2.3	113	2.5
Koochiching	13,311	13,325	1,767	13.3	986	7.4	407	3.1	374	2.8
Lac Qui Parle	7,259	7,233	730	10.1	416	5.8	185	2.6	129	1.8
Lake	10,866	10,881	1,157	10.6	668	6.1	293	2.7	196	1.8
Lake of Woods	4,045	4,042	550	13.6	278	6.9	140	3.5	132	3.3
Le Sueur	27,703	27,696	3,724	13.4	2,101	7.6	864	3.1	759	2.7
Lincoln	5,896	5,891	478	8.1	280	4.8	121	2.1	77	1.3
Lyon	25,857	25,871	2,716	10.5	1,640	6.3	592	2.3	484	1.9
McLeod	36,651	36,625	4,307	11.8	2,495	6.8	953	2.6	859	2.3
Mahnomen	5,413	5,429	1,161	21.4	534	9.8	263	4.8	364	6.7
Marshall	9,439	9,432	1,061	11.2	576	6.1	258	2.7	227	2.4

TABLE 3.05 (Continued)

**POPULATION OF MINNESOTA AND NUMBER OF RESIDENTS WITH IMPAIRED  
DRIVING INCIDENTS ON RECORD AT END OF 2011, BY COUNTY**

County	2010 Pop. Census	2011 Pop. Estimate	1 or more Incident Number	1 or more Incident, as % of '11 Pop	1 Incident Number	1 Incident as % of '11 Pop	2 Incidents Number	2 Incidents as % of '11 Pop	3 or more Inc. Number	3 or more Inc. as % of '11 Pop
Martin	20,840	20,832	2,336	11.2	1,344	6.5	550	2.6	442	2.1
Meeker	23,300	23,318	2,556	11.0	1,340	5.7	634	2.7	582	2.5
Mille Lacs	26,097	26,092	4,225	16.2	2,106	8.1	1,003	3.8	1,116	4.3
Morrison	33,198	33,213	3,984	12.0	2,128	6.4	957	2.9	899	2.7
Mower	39,163	39,187	4,844	12.4	2,712	6.9	1,166	3.0	966	2.5
Murray	8,725	8,702	791	9.1	476	5.5	162	1.9	153	1.8
Nicollet	32,727	32,740	3,291	10.1	1,947	5.9	745	2.3	599	1.8
Nobles	21,378	21,375	2,474	11.6	1,704	8.0	470	2.2	300	1.4
Norman	6,852	6,861	794	11.6	440	6.4	189	2.8	165	2.4
Olmsted	144,248	144,486	13,159	9.1	7,719	5.3	2,948	2.0	2,492	1.7
Otter Tail	57,303	57,259	6,177	10.8	3,345	5.8	1,472	2.6	1,360	2.4
Pennington	13,930	13,949	1,925	13.8	1,010	7.2	449	3.2	466	3.3
Pine	29,750	29,751	3,898	13.1	2,019	6.8	899	3.0	980	3.3
Pipestone	9,596	9,586	1,025	10.7	577	6.0	250	2.6	198	2.1
Polk	31,600	31,632	4,308	13.6	2,320	7.3	998	3.2	990	3.1
Pope	10,995	10,967	1,177	10.7	636	5.8	276	2.5	265	2.4
Ramsey	508,640	509,259	50,805	10.0	30,365	6.0	10,948	2.1	9,492	1.9
Red Lake	4,089	4,081	527	12.9	294	7.2	118	2.9	115	2.8
Redwood	16,059	16,055	1,735	10.8	1,002	6.2	367	2.3	366	2.3
Renville	15,730	15,698	2,045	13.0	1,149	7.3	491	3.1	405	2.6
Rice	64,142	64,254	6,687	10.4	3,822	5.9	1,511	2.4	1,354	2.1
Rock	9,687	9,674	713	7.4	455	4.7	144	1.5	114	1.2
Roseau	15,629	15,577	1,915	12.3	1,052	6.8	446	2.9	417	2.7
St. Louis	200,226	200,143	24,122	12.1	13,484	6.7	5,581	2.8	5,057	2.5
Scott	129,928	130,485	12,399	9.5	7,448	5.7	2,818	2.2	2,133	1.6
Sherburne	88,499	88,745	9,298	10.5	5,377	6.1	2,188	2.5	1,733	2.0
Sibley	15,226	15,238	1,746	11.5	969	6.4	406	2.7	371	2.4
Stearns	150,642	150,749	15,344	10.2	9,069	6.0	3,348	2.2	2,927	1.9
Steele	36,576	36,529	3,933	10.8	2,174	6.0	923	2.5	836	2.3
Stevens	9,726	9,723	723	7.4	430	4.4	161	1.7	132	1.4
Swift	9,783	9,769	1,212	12.4	657	6.7	292	3.0	263	2.7
Todd	24,895	24,887	2,642	10.6	1,474	5.9	624	2.5	544	2.2
Traverse	3,558	3,544	388	10.9	227	6.4	95	2.7	66	1.9
Wabasha	21,676	21,675	2,592	12.0	1,490	6.9	617	2.8	485	2.2
Wadena	13,843	13,842	1,671	12.1	892	6.4	375	2.7	404	2.9
Waseca	19,136	19,140	2,176	11.4	1,213	6.3	523	2.7	440	2.3
Washington	238,136	238,983	21,130	8.8	12,918	5.4	4,688	2.0	3,524	1.5
Watonwan	11,211	11,227	1,395	12.4	809	7.2	337	3.0	249	2.2
Wilkin	6,576	6,574	784	11.9	452	6.9	193	2.9	139	2.1
Winona	51,461	51,395	4,901	9.5	2,970	5.8	1,106	2.2	825	1.6
Wright	124,700	125,148	13,194	10.5	7,433	5.9	3,121	2.5	2,640	2.1
Yellow Med	10,438	10,438	1,293	12.4	725	6.9	292	2.8	276	2.6
Minnesota	5,303,925	5,310,658	570,191	10.7	329,896	6.2	128,491	2.4	111,804	2.1

TABLE 3.06

**PERSONS WITH IMPAIRED DRIVING INCIDENTS ON RECORD, BY AREA OF RESIDENCE, GENDER, AND NUMBER OF INCIDENTS ON RECORD AT END OF 2011**

No. of Inc. on Record	Minnesota Residents Twin City Metro Area				Minnesota Residents Non- Metro Area				Total MN Residents	Non-Minnesota Residents				Total MN and Non MN Residents
	Fe-male	Male	Not Stated	Sub total	Fe-male	Male	Not Stated	Sub total		Fe-male	Male	Not Stated	Total	
1	48,819	116,596	7,231	172,646	39,124	111,861	6,265	157,250	329,896	11,966	37,198	25,970	75,134	405,030
2	12,889	49,936	927	63,752	11,065	52,821	853	64,739	128,491	2,352	12,238	2,200	16,790	145,281
3	4,571	24,955	202	29,728	3,971	27,368	220	31,559	61,287	665	5,299	436	6,400	67,687
4	1,582	11,419	48	13,049	1,466	13,021	72	14,559	27,608	197	2,189	120	2,506	30,114
5	485	4,858	19	5,362	470	5,473	23	5,966	11,328	59	897	25	981	12,309
6	180	2,289	3	2,472	144	2,634	14	2,792	5,264	21	389	20	430	5,694
7	81	1,174	1	1,256	66	1,378	6	1,450	2,706	2	185	8	195	2,901
8	25	658	4	687	27	760	4	791	1,478	5	101	3	109	1,587
9	10	378	1	389	16	461	2	479	868	1	59	1	61	929
10	4	233	1	238	4	254	1	259	497	1	26	2	29	526
11	2	139	1	142	0	140	0	140	282	0	19	2	21	303
12	2	83	0	85	2	83	0	85	170	0	19	0	19	189
13	0	54	0	54	1	44	0	45	99	1	5	1	7	106
14	0	35	0	35	0	47	1	48	83	0	4	0	4	87
15	0	16	0	16	0	26	0	26	42	0	7	0	7	49
16	0	14	1	15	0	14	0	14	29	0	1	1	2	31
17	0	13	0	13	0	13	0	13	26	0	0	0	0	26
18	0	7	0	7	0	8	0	8	15	0	0	0	0	15
19	0	2	0	2	0	4	0	4	6	0	0	0	0	6
20	0	3	0	3	0	3	0	3	6	0	0	0	0	6
21	0	2	0	2	0	3	0	3	5	0	0	0	0	5
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	2	0	2	0	1	0	1	3	0	0	0	0	3
24	0	0	0	0	0	1	0	1	1	0	0	0	0	1
25	0	0	0	0	0	1	0	1	1	0	0	0	0	1
<b>Totals:</b>	68,650	212,866	8,439	289,955	56,356	216,419	7,461	280,236	570,191	15,270	58,636	28,789	102,695	672,886

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 34% of those in their thirties, 44% of those in their forties, 51% of those in their fifties, and 52% of those 60 and older.

In the recent past, there has been 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 through 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 7,082 fewer incidents in 2011 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.<sup>††</sup> 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 41 percent of the 2011 incidents. Under the broader definition and using a lifetime look-back period, recidivists committed 41% of the incidents (and first-time violators 59%). 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%).

Taking a step back, one could say that first-time violators accounted for well over half the impaired driving violations in 2011. 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

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<sup>††</sup>As an example of using a “nine-to-ten-year look-back period,” the records of all violators who incurred incidents in 2011 were examined for the period from 1-1-2002 through 12-31-2011. Thus, the look-back period could be as short as 9 years and 1 day for a violator who incurred an incident on 12-31-2002, or as long as 10 years for a violator who incurred an incident on 1-1-2002.

Among 13,994 first-time violators from 1996, 40% 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, 23% recidivated by four years out, 32% by eight years out, 38% by 12 years out, and 40% by 15 years out.<sup>§§</sup>

Among the cohort of 5,769 violators who incurred a second incident in 1996, 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: 9% incurred a third incident within the first 12 months of their second, another 8% recidivated in the second 12 months, another 8% in the third 12 months, and another 6% in the fourth 12 months. Cumulatively, 29% recidivated by four years out, 41% by eight years out, 47% by 12 years out, and 50% by 15 years out.

#### **Recidivism since 1996**

First-, second-, and third-time violators from each year 1996-2007 (making up 36 violator cohorts, three for each of twelve years) were followed forward in time for up to 48 months. For first-time violators recidivism decreased slightly. For 1996 first-time violators 22.5% recidivated within 48 months, compared to 18.2% of year 2007 first-time violators. However, there is evidence that recidivism is declining at a higher rate when considering multiple offenders. Twenty-nine percent of 1996 second-time violators recidivated within 48 months, compared to 21% of year-2007 second-time violators - an eight percentage-point drop. Finally, 27% of 1996 third-time violators recidivated within 48 months, compared to just 19% of year-2007 third-time violators – a significant eight 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 a tremendous challenge, calling for as much energy and creativity as can be brought to the problem.

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<sup>§§</sup> 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 2011**

<b>Total Incidents on Record</b>	<b>0-19</b>	<b>20-24</b>	<b>25-29</b>	<b>30-34</b>	<b>35-39</b>	<b>40-44</b>	<b>45-49</b>	<b>50-54</b>	<b>55-59</b>	<b>60-69</b>	<b>70 +</b>	<b>Total</b>
<b>1</b>	1,290	17,783	37,433	41,491	35,395	40,168	44,021	38,513	26,664	28,180	18,958	329,896
<b>2</b>	61	2,962	10,306	13,276	12,333	14,946	18,553	18,485	12,892	13,708	10,969	128,491
<b>3</b>	3	483	2,761	4,925	5,167	7,306	10,060	10,618	7,297	7,479	5,188	61,287
<b>4</b>	0	70	499	1,276	1,791	3,191	4,959	5,453	3,870	3,971	2,528	27,608
<b>5</b>	0	8	81	286	548	1,168	2,039	2,463	1,768	1,817	1,150	11,328
<b>6</b>	0	0	15	62	183	489	1,011	1,223	867	889	525	5,264
<b>7</b>	0	0	1	19	80	224	489	651	459	484	299	2,706
<b>8</b>	0	0	0	9	24	112	269	371	248	279	166	1,478
<b>9</b>	0	0	1	1	10	53	156	228	149	170	100	868
<b>10</b>	0	0	0	1	2	29	85	132	94	105	49	497
<b>11</b>	0	0	0	0	1	19	62	62	51	51	36	282
<b>12</b>	0	0	0	0	2	6	37	41	35	33	16	170
<b>13</b>	0	0	0	0	2	4	18	20	15	22	18	99
<b>14</b>	0	0	0	0	1	6	10	19	18	22	7	83
<b>15</b>	0	0	0	0	0	2	3	12	8	12	5	42
<b>16</b>	0	0	0	0	0	0	3	11	4	7	4	29
<b>17</b>	0	0	0	0	0	0	2	4	8	2	10	26
<b>18</b>	0	0	0	0	0	0	3	3	1	7	1	15
<b>19</b>	0	0	0	0	0	0	2	2	1	1	0	6
<b>20</b>	0	0	0	0	0	0	0	0	3	3	0	6
<b>21</b>	0	0	0	0	0	0	2	0	0	3	0	5
<b>22</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>23</b>	0	0	0	0	0	1	1	0	0	1	0	3
<b>24</b>	0	0	0	0	0	0	0	1	0	0	0	1
<b>25</b>	0	0	0	0	0	0	0	0	0	0	1	1
<b>Total Persons</b>	1,354	21,306	51,097	61,346	55,539	67,724	81,785	78,312	54,452	57,246	40,030	570,191

TABLE 4.02

**INCIDENTS THAT OCCURRED IN MINNESOTA IN 2011  
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

Defining an Incident as a DWI Conviction					Defining an Incident as a DWI Conviction or Implied Consent Violation			
No Limit on Look-Back Period			Nine-to-Ten-Year Look-Back Period (Defined as 1/1/02--12/31/2011)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1/1/02--12/31/2011)	
Number of Incidents on Record	Number of Incidents in 2011	Per-cent	Number of Incidents in 2011	Per-cent	Number of Incidents in 2011	Per-cent	Number of Incidents in 2011	Per-cent
<b>1</b>	13,666	61.63	15,826	71.37	17,154	58.63	20,125	68.79
<b>2</b>	4,913	22.16	4,749	21.42	6,637	22.69	6,603	22.57
<b>3</b>	2,177	9.82	1,327	5.98	3,137	10.72	2,033	6.95
<b>4</b>	786	3.54	233	1.05	1,273	4.35	415	1.42
<b>5</b>	288	1.30	38	0.17	462	1.58	66	0.23
<b>6</b>	160	0.72	2	0.01	253	0.86	14	0.05
<b>7</b>	76	0.34			127	0.43	1	*
<b>8</b>	38	0.17			76	0.26		
<b>9</b>	29	0.13			54	0.18		
<b>10</b>	14	0.06			30	0.10		
<b>11</b>	8	0.04			19	0.06		
<b>12</b>	13	0.06			8	0.03		
<b>13</b>	3	0.01			7	0.02		
<b>14</b>	2	0.01			12	0.04		
<b>15</b>	1	*			2	0.01		
<b>16</b>					1	*		
<b>17</b>								
<b>18</b>	1	*						
<b>19</b>					1	*		
<b>20</b>					2	0.01		
<b>21</b>								
<b>22</b>					2	0.01		
<b>23</b>								
<b>24</b>								
<b>25</b>								
<b>Total Incidents</b>	22,175	100.0	22,175	100.0	29,257	100.0	29,257	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 2011  
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

Defining an Incident as a DWI Conviction					Defining an Incident as a DWI Conviction or Implied Consent Violation			
No Limit on Look-Back Period			Nine-to-Ten-Year Look-Back Period (Defined as 1/1/02—12/31/2011)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1/1/02—12/31/2011)	
Number of Incidents on Record	Persons who Incurred Incidents in 2011	Per-cent	Persons who Incurred Incidents in 2011	Per-cent	Persons who Incurred Incidents in 2011	Per-cent	Persons who Incurred Incidents in 2011	Per-cent
<b>1</b>	13,357	61.60	15,467	71.33	16,694	58.67	19,577	68.80
<b>2</b>	4,799	22.13	4,641	21.40	6,441	22.63	6,410	22.53
<b>3</b>	2,132	9.83	1,304	6.01	3,053	10.73	1,980	6.96
<b>4</b>	775	3.57	232	1.07	1,243	4.37	409	1.44
<b>5</b>	285	1.31	38	0.18	451	1.58	65	0.23
<b>6</b>	155	0.71	2	0.01	247	0.87	14	0.05
<b>7</b>	73	0.34			122	0.43	1	*
<b>8</b>	38	0.18			69	0.24		
<b>9</b>	29	0.13			54	0.19		
<b>10</b>	14	0.06			30	0.11		
<b>11</b>	7	0.03			18	0.06		
<b>12</b>	13	0.06			8	0.03		
<b>13</b>	3	0.01			7	0.02		
<b>14</b>	2	0.01			12	0.04		
<b>15</b>	1	*			2	0.01		
<b>16</b>					1	*		
<b>17</b>								
<b>18</b>	1	*						
<b>19</b>					2	0.01		
<b>20</b>								
<b>21</b>								
<b>22</b>					2	0.01		
<b>23</b>								
<b>24</b>								
<b>25</b>								
<b>Total Persons</b>	21,684	100.0	21,684	100.0	28,456	100.0	28,456	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 1996: CUMULATIVE PERCENT OF VIOLATORS WHO INCURRED A SUBSEQUENT (SECOND OR THIRD) VIOLATION.**

Months Elapsed	First Timers	Second Timers	Months Elapsed	First Timers	Second Timers	Months Elapsed	First Timers	Second Timers	Months Elapsed	First Timers	Second Timers
1	0.64	1.07	49	22.93	28.95	97	32.47	40.87	145	38.03	47.43
2	1.33	2.08	50	23.25	29.31	98	32.61	41.01	146	38.10	47.48
3	1.90	3.14	51	23.59	29.64	99	32.69	41.24	147	38.16	47.55
4	2.52	3.92	52	23.92	30.06	100	32.85	41.45	148	38.24	47.63
5	3.09	4.70	53	24.20	30.27	101	33.00	41.62	149	38.33	47.74
6	3.62	5.51	54	24.53	30.53	102	33.14	41.79	150	38.43	47.84
7	4.20	5.98	55	24.81	30.80	103	33.32	42.00	151	38.54	47.88
8	4.79	6.40	56	24.98	31.29	104	33.47	42.21	152	38.62	47.93
9	5.38	6.86	57	25.24	31.67	105	33.60	42.36	153	38.70	48.00
10	5.94	7.61	58	25.45	31.95	106	33.71	42.54	154	38.75	48.03
11	6.44	8.15	59	25.64	32.33	107	33.84	42.71	155	38.82	48.03
<b>12</b>	<b>7.06</b>	<b>8.84</b>	<b>60</b>	<b>25.90</b>	<b>32.74</b>	<b>108</b>	<b>33.98</b>	<b>42.87</b>	<b>156</b>	<b>38.91</b>	<b>48.10</b>
13	7.56	9.62	61	26.15	33.09	109	34.12	43.02	157	39.01	48.24
14	8.14	10.23	62	26.34	33.35	110	34.26	43.06	158	39.06	48.33
15	8.65	10.71	63	26.55	33.58	111	34.39	43.11	159	39.13	48.38
16	9.18	11.28	64	26.78	33.92	112	34.47	43.32	160	39.19	48.45
17	9.67	11.98	65	27.04	34.20	113	34.66	43.51	161	39.25	48.60
18	10.20	12.71	66	27.31	34.56	114	34.71	43.75	162	39.35	48.69
19	10.80	13.26	67	27.53	34.91	115	34.90	43.94	163	39.42	48.81
20	11.31	13.99	68	27.72	35.14	116	35.09	44.10	164	39.48	48.95
21	11.75	14.49	69	27.86	35.34	117	35.19	44.22	165	39.57	49.04
22	12.18	15.20	70	28.09	35.52	118	35.28	44.38	166	39.65	49.07
23	12.68	15.77	71	28.36	35.69	119	35.39	44.50	167	39.68	49.18
<b>24</b>	<b>13.11</b>	<b>16.36</b>	<b>72</b>	<b>28.53</b>	<b>35.86</b>	<b>120</b>	<b>35.57</b>	<b>44.53</b>	<b>168</b>	<b>39.73</b>	<b>49.25</b>
25	13.51	16.90	73	28.72	36.11	121	35.75	44.69	169	39.77	49.33
26	13.94	17.42	74	28.87	36.28	122	35.89	44.81	170	39.81	49.42
27	14.38	18.06	75	29.11	36.61	123	35.99	45.02	171	39.83	49.42
28	14.78	18.79	76	29.29	36.89	124	36.09	45.17	172	39.88	49.45
29	15.22	19.50	77	29.51	37.08	125	36.24	45.26	173	39.92	49.54
30	15.69	20.25	78	29.64	37.35	126	36.38	45.40	174	39.97	49.58
31	16.06	20.78	79	29.82	37.53	127	36.45	45.45	175	40.00	49.64
32	16.49	21.10	80	30.00	37.72	128	36.53	45.66	176	40.07	49.66
33	16.81	21.46	81	30.16	37.79	129	36.62	45.81	177	40.12	49.70
34	17.17	22.07	82	30.34	37.94	130	36.73	45.90	178	40.16	49.73
35	17.66	22.46	83	30.44	38.19	131	36.81	46.02	179	40.20	49.80
<b>36</b>	<b>18.18</b>	<b>22.97</b>	<b>84</b>	<b>30.61</b>	<b>38.39</b>	<b>132</b>	<b>36.87</b>	<b>46.21</b>	<b>180</b>	<b>40.26</b>	<b>49.85</b>
37	18.59	23.37	85	30.76	38.59	133	36.97	46.35	<b>Percentage not recidi- vating within 15 years:</b>		
38	18.96	24.13	86	30.94	38.78	134	37.08	46.46			
39	19.34	24.54	87	31.08	38.91	135	37.17	46.58	<b>First      Second Timers      Timers</b>		
40	19.71	25.00	88	31.23	39.05	136	37.27	46.66			
41	20.08	25.41	89	31.42	39.28	137	37.39	46.68	<b>59.74      50.15</b>		
42	20.57	26.05	90	31.57	39.47	138	37.47	46.75			
43	20.92	26.45	91	31.72	39.56	139	37.56	46.84	<b>Number persons on which percentages are based:</b>		
44	21.25	26.87	92	31.82	39.83	140	37.69	47.01			
45	21.60	27.28	93	31.97	39.99	141	37.75	47.18	<b>First      Second Timers      Timers</b>		
46	21.87	27.82	94	32.14	40.30	142	37.82	47.20			
47	22.17	28.20	95	32.26	40.49	143	37.92	47.32	<b>13,994      5,769</b>		
<b>48</b>	<b>22.53</b>	<b>28.67</b>	<b>96</b>	<b>32.35</b>	<b>40.72</b>	<b>144</b>	<b>37.96</b>	<b>47.36</b>			

TABLE 4.05

**RECIDIVISM AMONG 15 COHORTS OF FIRST-TIME VIOLATORS, 1996 - 2010:  
CUMULATIVE PERCENT OF COHORT THAT INCURRED A SECOND VIOLATION**

Months Elapsed	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1	0.6	0.7	0.7	0.7	0.5	0.6	0.6	0.6	0.5	0.7	0.7	0.6	0.6	0.6	0.6
2	1.3	1.3	1.4	1.3	1.1	1.2	1.1	1.1	1.2	1.3	1.2	1.2	1.2	1.2	1.3
3	1.9	2.1	2.0	2.0	1.7	1.8	1.6	1.8	1.6	1.9	1.9	1.7	1.7	1.8	1.8
4	2.5	2.5	2.4	2.5	2.3	2.4	2.2	2.3	2.1	2.4	2.4	2.2	2.1	2.3	2.2
5	3.1	3.0	3.1	3.2	2.8	2.9	2.7	2.8	2.6	3.0	2.9	2.6	2.6	2.8	2.6
6	3.6	3.6	3.7	3.8	3.3	3.5	3.2	3.3	3.2	3.5	3.4	3.1	3.3	3.2	3.0
7	4.2	4.3	4.2	4.4	4.0	4.0	3.8	4.0	3.7	4.1	4.0	3.6	3.7	3.7	3.4
8	4.8	4.8	4.7	4.9	4.5	4.6	4.3	4.5	4.3	4.7	4.5	4.1	4.2	4.0	3.8
9	5.4	5.3	5.3	5.5	5.0	5.1	4.9	5.0	4.9	5.4	5.0	4.6	4.7	4.5	4.1
10	5.9	5.9	5.9	6.2	5.7	5.7	5.4	5.4	5.4	5.9	5.4	5.1	5.0	4.9	4.7
11	6.4	6.5	6.5	6.8	6.2	6.1	5.9	6.0	5.9	6.5	6.0	5.7	5.4	5.3	5.1
12	<b>7.1</b>	<b>7.0</b>	<b>7.1</b>	<b>7.4</b>	<b>6.9</b>	<b>6.6</b>	<b>6.4</b>	<b>6.4</b>	<b>6.5</b>	<b>7.2</b>	<b>6.6</b>	<b>6.3</b>	<b>5.8</b>	<b>5.7</b>	<b>5.6</b>
13	7.6	7.5	7.6	7.9	7.3	7.1	6.9	6.9	6.9	7.7	7.0	6.7	6.3	6.1	
14	8.1	8.1	8.1	8.5	7.8	7.6	7.4	7.4	7.5	8.2	7.6	7.2	6.8	6.5	
15	8.7	8.8	8.7	9.0	8.4	8.1	7.8	8.0	8.1	8.7	8.1	7.7	7.1	6.8	
16	9.2	9.3	9.2	9.5	8.8	8.6	8.3	8.4	8.7	9.3	8.6	8.0	7.5	7.2	
17	9.7	9.8	9.8	10.1	9.3	9.1	8.8	8.9	9.2	9.8	9.1	8.4	7.9	7.6	
18	10.2	10.4	10.3	10.6	9.8	9.5	9.3	9.4	9.7	10.2	9.6	8.8	8.3	8.0	
19	10.8	10.9	10.8	11.0	10.3	10.0	9.8	9.8	10.2	10.7	10.0	9.2	8.6	8.4	
20	11.3	11.3	11.3	11.5	10.7	10.5	10.1	10.3	10.8	11.1	10.4	9.7	8.9	8.8	
21	11.7	11.8	11.8	11.9	11.2	10.9	10.6	10.8	11.2	11.6	10.9	10.1	9.4	9.1	
22	12.2	12.3	12.3	12.5	11.7	11.3	11.2	11.3	11.7	12.0	11.3	10.4	9.7	9.4	
23	12.7	12.7	12.8	13.0	12.3	11.7	11.6	11.8	12.2	12.5	11.9	10.8	10.1	9.8	
24	<b>13.1</b>	<b>13.1</b>	<b>13.3</b>	<b>13.5</b>	<b>12.7</b>	<b>12.2</b>	<b>12.1</b>	<b>12.3</b>	<b>12.7</b>	<b>12.9</b>	<b>12.3</b>	<b>11.2</b>	<b>10.5</b>	<b>10.2</b>	
25	13.5	13.6	13.7	13.9	13.0	12.6	12.5	12.7	13.1	13.4	12.7	11.6	10.9		
26	13.9	14.1	14.1	14.4	13.5	13.1	13.0	13.2	13.5	13.9	13.1	11.9	11.3		
27	14.4	14.5	14.6	14.8	13.9	13.4	13.4	13.6	14.0	14.4	13.4	12.3	11.6		
28	14.8	15.0	15.0	15.2	14.2	13.8	13.8	14.1	14.4	14.8	13.7	12.6	11.9		
29	15.2	15.3	15.4	15.6	14.6	14.2	14.1	14.5	14.9	15.2	14.1	12.9	12.1		
30	15.7	15.8	15.8	16.1	15.0	14.6	14.5	14.9	15.3	15.6	14.5	13.2	12.5		
31	16.1	16.2	16.2	16.4	15.4	15.0	15.0	15.4	15.8	16.0	14.9	13.6	12.8		
32	16.5	16.6	16.5	16.8	15.7	15.4	15.3	15.9	16.2	16.4	15.2	13.9	13.1		
33	16.8	17.0	16.9	17.1	16.1	15.7	15.7	16.3	16.6	16.7	15.6	14.3	13.4		
34	17.2	17.4	17.2	17.4	16.3	16.2	16.1	16.7	17.0	17.1	15.9	14.5	13.7		
35	17.7	17.7	17.6	17.8	16.7	16.6	16.4	17.1	17.4	17.5	16.3	14.9	14.0		
36	<b>18.2</b>	<b>18.1</b>	<b>18.0</b>	<b>18.1</b>	<b>17.0</b>	<b>16.9</b>	<b>16.8</b>	<b>17.5</b>	<b>17.8</b>	<b>17.8</b>	<b>16.5</b>	<b>15.2</b>	<b>14.3</b>		
37	18.6	18.5	18.4	18.5	17.4	17.3	17.2	17.8	18.3	18.2	16.8	15.5			
38	19.0	18.9	18.7	18.9	17.6	17.7	17.5	18.1	18.7	18.4	17.1	15.7			
39	19.3	19.2	19.1	19.3	18.0	18.1	17.9	18.5	19.0	18.8	17.4	16.0			
40	19.7	19.6	19.5	19.7	18.3	18.3	18.3	18.9	19.3	19.1	17.7	16.3			
41	20.1	19.9	19.7	20.0	18.7	18.7	18.7	19.2	19.6	19.5	17.9	16.6			
42	20.6	20.3	20.0	20.3	19.1	18.9	19.2	19.7	20.0	19.8	18.2	16.8			
43	20.9	20.6	20.3	20.6	19.4	19.2	19.5	20.0	20.4	20.1	18.5	17.1			
44	21.3	20.9	20.6	20.9	19.6	19.6	19.8	20.4	20.7	20.4	18.7	17.4			
45	21.6	21.3	20.9	21.2	19.9	19.9	20.2	20.7	21.0	20.7	19.0	17.6			
46	21.9	21.6	21.2	21.6	20.2	20.2	20.6	21.0	21.2	21.0	19.3	17.8			
47	22.2	22.0	21.5	21.9	20.5	20.5	20.9	21.3	21.5	21.3	19.4	18.0			
48	<b>22.5</b>	<b>22.3</b>	<b>21.7</b>	<b>22.2</b>	<b>20.8</b>	<b>20.8</b>	<b>21.3</b>	<b>21.6</b>	<b>21.8</b>	<b>21.6</b>	<b>19.7</b>	<b>18.2</b>			
Percentage not recidivating within 48 months															
	77.5	77.7	78.3	77.8	79.2	79.2	78.7	78.4	78.2	78.4	80.3	81.8			
Persons in cohort (number on which percent's are based)															
	13,944	14,401	15,274	16,469	17,328	16,632	16,776	16,654	17,859	19,624	22,785	20,939	19,136	17,550	15,919
Average age of persons in cohort															
	31.9	32.1	31.9	31.4	31.6	31.5	31.3	30.9	31.1	30.8	30.5	30.8	31.3	31.3	31.5

TABLE 4.06

**RECIDIVISM AMONG 15 COHORTS OF SECOND-TIME VIOLATORS, 1996 - 2010:  
CUMULATIVE PERCENT OF COHORT THAT INCURRED A THIRD VIOLATION**

Months Elapsed	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1	1.1	1.1	0.7	0.7	0.7	0.5	0.7	0.8	0.6	0.7	0.7	0.6	0.7	0.7	0.8
2	2.1	2.3	1.3	1.4	1.4	1.1	1.2	1.3	1.1	1.2	1.3	1.1	1.1	1.3	1.6
3	3.1	3.3	1.8	2.0	1.8	1.5	1.7	1.7	1.7	1.8	1.8	1.5	1.6	1.9	2.3
4	3.9	4.0	2.5	2.6	2.4	1.9	2.0	2.2	2.1	2.3	2.3	2.1	2.0	2.4	2.7
5	4.7	4.6	3.1	3.3	3.0	2.3	2.4	2.7	2.6	2.8	2.9	2.5	2.3	2.7	3.1
6	5.5	5.4	3.6	3.9	3.5	2.7	2.8	3.1	3.1	3.2	3.3	3.0	2.7	3.0	3.6
7	6.0	6.2	4.2	4.6	4.0	3.2	3.3	3.5	3.6	3.6	3.8	3.4	3.0	3.4	4.0
8	6.4	6.8	4.8	5.2	4.4	3.7	3.6	3.8	4.2	4.1	4.2	4.0	3.4	3.9	4.5
9	6.9	7.4	5.3	5.9	4.8	4.3	4.2	4.4	4.6	4.8	4.6	4.5	3.7	4.3	4.9
10	7.6	8.1	6.0	6.4	5.6	4.7	4.8	5.0	5.1	5.3	5.3	5.0	4.2	4.7	5.2
11	8.1	8.6	6.7	6.9	6.2	5.2	5.3	5.6	5.6	5.8	5.8	5.3	4.7	5.1	5.5
12	<b>8.8</b>	<b>9.2</b>	<b>7.2</b>	<b>7.7</b>	<b>6.9</b>	<b>5.8</b>	<b>5.7</b>	<b>6.1</b>	<b>6.2</b>	<b>6.4</b>	<b>6.4</b>	<b>5.9</b>	<b>5.3</b>	<b>5.5</b>	<b>6.0</b>
13	9.6	10.0	7.8	8.1	7.7	6.3	6.3	6.6	6.7	7.0	6.8	6.5	5.8	6.1	
14	10.2	10.8	8.3	8.6	8.5	6.7	6.9	7.1	7.4	7.7	7.3	7.0	6.3	6.5	
15	10.7	11.5	9.1	9.2	9.1	7.2	7.4	7.8	7.9	8.3	7.9	7.5	6.7	6.8	
16	11.3	11.9	9.8	10.0	9.6	7.9	7.9	8.3	8.4	8.8	8.4	8.0	7.1	7.2	
17	12.0	12.5	10.3	10.8	10.1	8.5	8.4	8.8	9.0	9.4	9.0	8.5	7.6	7.4	
18	12.7	13.1	11.1	11.5	10.8	9.1	9.0	9.4	9.7	10.1	9.5	9.0	8.1	7.9	
19	13.3	13.6	11.8	12.1	11.4	9.6	9.7	10.0	10.2	10.4	9.9	9.6	8.5	8.4	
20	14.0	14.3	12.4	12.9	12.0	10.3	10.3	10.6	10.8	10.9	10.5	10.0	9.1	8.8	
21	14.5	14.8	13.0	13.4	12.8	10.7	10.7	11.1	11.3	11.4	10.9	10.6	9.4	9.3	
22	15.2	15.5	13.6	13.9	13.3	11.1	11.1	11.7	11.8	12.0	11.3	11.0	9.9	9.7	
23	15.8	16.4	14.3	14.3	14.0	11.8	11.7	12.3	12.5	12.5	11.8	11.6	10.4	10.1	
24	<b>16.4</b>	<b>17.2</b>	<b>15.1</b>	<b>14.7</b>	<b>14.5</b>	<b>12.5</b>	<b>12.4</b>	<b>12.8</b>	<b>13.1</b>	<b>13.0</b>	<b>12.3</b>	<b>12.0</b>	<b>10.8</b>	<b>10.6</b>	
25	16.9	17.5	15.7	15.3	14.9	12.9	12.8	13.4	13.8	13.5	12.8	12.3	11.1		
26	17.4	18.2	16.4	15.9	15.4	13.5	13.2	13.9	14.3	14.1	13.4	12.8	11.7		
27	18.1	18.8	17.0	16.6	15.8	14.0	13.6	14.5	14.8	14.5	13.9	13.3	12.1		
28	18.8	19.2	17.6	17.2	16.2	14.4	14.1	15.2	15.4	15.0	14.4	13.6	12.6		
29	19.5	19.7	18.1	17.7	16.8	14.9	14.7	15.6	15.9	15.5	14.8	13.9	12.9		
30	20.2	20.2	18.6	18.1	17.3	15.5	15.2	16.2	16.4	16.1	15.2	14.2	13.2		
31	20.8	20.7	19.1	18.5	17.7	16.0	15.6	16.8	16.8	16.5	15.5	14.6	13.4		
32	21.1	21.0	19.5	19.0	18.2	16.4	16.2	17.3	17.4	17.0	15.8	15.0	13.8		
33	21.5	21.7	20.1	19.6	18.6	17.0	16.6	17.8	17.8	17.4	16.2	15.5	14.1		
34	22.1	22.1	20.6	19.9	18.9	17.4	17.2	18.2	18.4	17.9	16.7	15.9	14.4		
35	22.5	22.8	21.1	20.4	19.3	17.9	17.6	18.9	18.8	18.2	17.1	16.2	14.7		
36	<b>23.0</b>	<b>23.4</b>	<b>21.6</b>	<b>21.0</b>	<b>19.7</b>	<b>18.4</b>	<b>18.0</b>	<b>19.3</b>	<b>19.0</b>	<b>18.7</b>	<b>17.5</b>	<b>16.5</b>	<b>15.1</b>		
37	23.4	23.9	22.1	21.3	20.2	19.0	18.4	19.7	19.5	19.2	17.9	16.9			
38	24.1	24.3	22.5	21.6	20.7	19.3	18.8	20.1	19.9	19.5	18.3	17.2			
39	24.5	24.7	22.9	22.1	21.1	19.7	19.4	20.6	20.3	19.8	18.6	17.6			
40	25.0	25.1	23.3	22.5	21.5	20.1	20.0	21.1	20.6	20.2	18.9	18.1			
41	25.4	25.4	23.8	23.0	22.0	20.5	20.5	21.5	21.0	20.6	19.3	18.3			
42	26.1	25.9	24.2	23.4	22.4	21.0	21.0	21.8	21.4	21.0	19.7	18.8			
43	26.5	26.2	24.6	23.8	22.8	21.4	21.5	22.3	21.8	21.5	20.1	19.1			
44	26.9	26.6	25.0	24.2	23.2	21.7	21.9	22.6	22.1	21.8	20.5	19.4			
45	27.3	26.9	25.2	24.5	23.6	22.1	22.1	23.0	22.4	22.1	20.7	19.7			
46	27.8	27.3	25.4	24.9	24.0	22.5	22.6	23.4	22.9	22.5	21.1	19.8			
47	28.2	27.6	25.9	25.3	24.3	22.9	23.0	23.7	23.2	22.7	21.3	20.2			
48	<b>28.7</b>	<b>28.0</b>	<b>26.2</b>	<b>25.5</b>	<b>24.6</b>	<b>23.3</b>	<b>23.3</b>	<b>24.2</b>	<b>23.6</b>	<b>22.9</b>	<b>21.6</b>	<b>20.5</b>			
Percentage not recidivating within 48 months															
	71.3	72.0	73.8	74.5	75.4	76.7	76.7	75.8	76.4	77.1	78.4	79.5			
Persons in cohort (number on which percent's are based)															
	5,769	5,923	6,071	6,705	6,674	6,503	6,372	6,374	6,914	7,399	8,398	8,032	7,690	7,164	6,566
Average age of persons in cohort															
	34.0	34.5	34.3	34.1	34.2	34.1	34.4	34.2	34.4	34.3	33.8	34.1	33.9	34.4	34.7

TABLE 4.07

**RECIDIVISM AMONG 15 COHORTS OF THIRD-TIME VIOLATORS, 1996 - 2010:  
CUMULATIVE PERCENT OF COHORT THAT INCURRED A FOURTH VIOLATION**

Months Elapsed	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1	1.2	1.4	1.3	0.6	0.9	0.6	0.5	0.6	0.4	0.9	0.5	0.8	0.7	0.8	0.8
2	1.9	2.3	1.8	1.3	1.4	1.3	1.1	1.2	0.9	1.3	1.4	1.6	1.2	1.3	1.3
3	2.8	3.4	2.7	2.2	1.9	2.0	1.7	1.8	1.4	1.7	1.9	1.9	1.9	2.0	2.1
4	3.5	4.1	3.3	2.4	2.6	2.3	2.0	2.3	1.8	2.3	2.5	2.5	2.3	2.8	2.3
5	4.2	4.6	3.8	2.8	3.2	2.7	2.5	2.7	2.4	2.7	3.0	2.8	2.6	3.2	2.8
6	4.7	5.0	4.4	3.2	3.7	2.9	3.1	3.0	2.7	3.1	3.3	3.5	3.1	3.8	3.2
7	5.5	5.6	5.0	3.6	4.3	3.3	3.4	3.3	3.0	3.5	4.0	4.1	3.3	4.1	3.4
8	6.1	6.2	5.5	4.1	4.7	3.9	3.8	3.7	3.4	3.7	4.2	4.6	3.7	4.5	3.6
9	6.8	6.8	5.9	4.6	5.3	4.4	4.2	4.2	3.7	4.0	4.8	4.9	4.0	4.8	3.8
10	7.3	7.7	6.4	5.1	5.8	4.7	4.5	4.7	4.2	4.8	5.2	5.5	4.6	5.2	4.1
11	8.0	8.1	6.9	5.7	6.3	5.2	4.8	4.9	4.6	5.2	5.7	5.8	5.1	5.5	4.5
12	<b>8.7</b>	<b>8.8</b>	<b>7.4</b>	<b>6.2</b>	<b>6.8</b>	<b>5.9</b>	<b>5.1</b>	<b>5.3</b>	<b>5.2</b>	<b>5.6</b>	<b>6.0</b>	<b>6.3</b>	<b>5.3</b>	<b>5.9</b>	<b>4.8</b>
13	9.2	9.3	7.9	6.7	7.4	6.2	5.5	5.8	5.5	6.3	6.3	6.5	5.7	6.2	
14	9.9	9.8	8.5	7.1	7.9	6.6	5.8	6.1	5.8	6.6	6.6	6.9	6.0	6.3	
15	10.4	10.6	9.0	7.7	8.3	7.3	6.5	6.5	6.2	7.0	7.1	7.3	6.2	6.7	
16	11.0	11.0	9.4	8.1	8.8	8.0	6.8	7.0	6.7	7.5	7.4	7.7	6.6	7.2	
17	11.7	11.7	9.9	8.6	9.4	8.2	7.5	7.4	7.1	7.8	7.8	8.0	7.0	7.5	
18	12.2	12.1	10.5	9.3	9.9	8.6	8.0	7.7	7.5	8.1	8.4	8.3	7.3	7.8	
19	12.8	12.7	11.0	9.7	10.4	9.0	8.5	8.3	8.1	8.4	8.8	8.8	7.6	8.1	
20	13.3	13.3	11.5	10.3	11.0	9.7	9.2	8.8	8.6	8.8	9.3	9.5	8.2	8.5	
21	13.9	13.9	12.1	10.9	11.5	10.0	9.6	9.4	9.2	9.4	9.6	9.9	8.7	8.8	
22	14.9	14.5	12.7	11.6	12.1	10.2	10.1	9.7	9.5	9.7	10.0	10.3	8.9	9.1	
23	15.3	15.0	13.1	12.1	12.8	10.6	10.7	10.2	10.0	10.2	10.4	10.8	9.2	9.7	
24	<b>15.7</b>	<b>15.6</b>	<b>13.5</b>	<b>12.7</b>	<b>13.2</b>	<b>10.9</b>	<b>11.1</b>	<b>10.7</b>	<b>10.6</b>	<b>10.6</b>	<b>10.7</b>	<b>11.1</b>	<b>9.6</b>	<b>10.1</b>	
25	16.3	16.2	14.1	13.2	13.7	11.4	11.3	11.3	11.0	11.1	11.2	11.5	9.8		
26	16.7	16.7	14.6	13.7	14.0	11.8	12.0	11.9	11.3	11.5	11.6	11.9	10.4		
27	17.2	17.3	14.9	14.1	14.3	12.3	12.6	12.4	11.9	12.0	11.9	12.3	10.8		
28	17.6	18.0	15.4	14.6	14.8	12.9	13.0	12.8	12.3	12.4	12.2	12.8	11.1		
29	18.0	18.5	16.2	15.2	15.2	13.3	13.5	13.3	12.7	12.8	12.3	13.2	11.4		
30	18.6	19.0	16.5	15.6	15.5	13.7	14.0	13.7	13.0	13.3	12.6	13.7	11.6		
31	19.4	19.5	16.9	16.2	16.0	14.1	14.3	14.1	13.5	13.7	12.9	14.0	11.9		
32	19.7	20.1	17.5	16.7	16.2	14.6	14.7	14.5	13.9	14.1	13.3	14.4	12.3		
33	20.3	20.5	17.9	17.1	16.8	14.9	15.2	14.9	14.5	14.4	13.9	14.8	12.6		
34	20.7	20.9	18.3	17.6	17.2	15.4	15.5	15.3	14.8	14.5	14.1	15.2	12.9		
35	21.3	21.4	18.9	18.0	17.7	15.8	15.9	15.6	15.1	14.8	14.4	15.4	13.3		
36	<b>21.7</b>	<b>22.0</b>	<b>19.2</b>	<b>18.3</b>	<b>18.0</b>	<b>16.0</b>	<b>16.1</b>	<b>15.9</b>	<b>15.3</b>	<b>15.1</b>	<b>14.9</b>	<b>15.8</b>	<b>13.4</b>		
37	22.1	22.5	19.6	18.8	18.4	16.4	16.5	16.3	15.7	15.4	15.1	16.1			
38	22.5	22.9	19.9	19.5	18.8	16.6	16.9	16.6	16.3	15.7	15.5	16.4			
39	22.9	23.4	20.2	20.1	19.2	16.9	17.3	17.2	16.7	16.2	15.9	16.7			
40	23.3	23.7	20.7	20.5	19.7	17.3	17.4	17.5	16.9	16.6	16.3	16.8			
41	23.8	24.2	21.4	20.8	20.1	17.7	17.9	17.9	17.2	16.9	16.6	17.1			
42	24.2	24.5	21.9	21.3	20.5	17.9	18.4	18.4	17.4	17.3	17.0	17.3			
43	24.7	25.0	22.2	21.7	20.7	18.2	18.6	18.8	17.8	17.6	17.3	17.8			
44	25.1	25.6	22.6	22.0	21.0	18.6	18.9	19.1	18.2	18.0	17.5	18.1			
45	25.4	26.0	22.7	22.5	21.4	18.9	19.2	19.5	18.7	18.5	17.6	18.4			
46	25.9	26.6	23.1	22.7	21.7	19.2	19.7	20.0	18.8	18.9	17.9	18.8			
47	26.2	26.9	23.4	22.9	22.1	19.6	20.1	20.3	19.2	19.2	18.2	19.0			
48	<b>26.5</b>	<b>27.2</b>	<b>23.8</b>	<b>23.3</b>	<b>22.5</b>	<b>19.9</b>	<b>20.4</b>	<b>20.6</b>	<b>19.4</b>	<b>19.3</b>	<b>18.5</b>	<b>19.3</b>			
Percentage not recidivating within 48 months															
	73.5	72.8	76.2	76.7	77.5	80.1	79.6	79.4	80.6	80.7	81.5	80.7			
Persons in cohort (number on which percent's are based)															
	3,333	3,210	3,171	3,336	3,286	3,161	2,991	2,933	3,120	3,294	3,684	3,440	3,362	3,276	3,068
Average age of persons in cohort															
	35.7	36.3	36.7	37.0	36.9	37.0	37.4	37.6	37.7	37.4	37.8	37.5	37.5	37.8	38.4



## V. ALCOHOL-RELATED CRASH STATISTICS BY COUNTY

### **A century of impaired driving and traffic deaths**

The automobile was invented around 1900, and the dangers of drinking and driving were recognized immediately. The earliest available statistics report 23 traffic deaths in Minnesota in 1910. The state enacted its first DWI law in 1911. As the baby-boom generation entered driving age in the 1960's, more than half (60%) of all traffic deaths were due to drinking and driving. 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 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.

### **Defining "impaired-related"**

This section also uses a strict definition of "alcohol-related" when a fatal crash occurs. In particular, a fatal crash and any resulting fatalities will be classified as "impaired-related" when at least one driver or pedestrian in that particular crash tested positive for alcohol at the .08 legal limit or above. Note that Tables 5.02 and 5.03 in this Section use both of these definitions.

### **'Known' alcohol-involved crashes**

State law requires a medical examiner to measure the alcohol content 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 that may have been tested.

Clearly, if a state tests a smaller percentage of drivers, then fewer crashes will be classified as "alcohol-related" or "impaired-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 lesser programs.

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\*\*\* 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.

### 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.

To test the effect of using only officer perception compared to also having test result data available, fatal crashes in 2011 were classified as alcohol-related or not using both techniques. Using officer perception alone, 78 (21%) of the 368 fatalities were classified as alcohol-related. Using officer perception and test results together, 136 (37%) of the 368 fatalities were classified as alcohol-related.<sup>†††</sup>

### Crash numbers generally

The number of crashes that get reported has been declining in recent years, from over 100,000 in year 2000, to about 72,000 in 2011. About one-half of one percent (about 330) 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 2011, 4% of property damage crashes, 8% of injury crashes, and 37% of fatal crashes were classified as alcohol-related.

### 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."<sup>†††</sup>

Using this approach, for example, the National Safety Council estimates costs for the 2011 calendar year as follows:

Death .....	\$1,410,000
Incapacitating (A) Injury .....	\$69,200
Non-incapacitating (B) Injury.....	\$22,300
Possible (C) Injury.....	\$12,600
Property Damage Crash.....	\$8,900

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."<sup>§§§</sup> Using that approach yields the following cost estimates for the 2011 year:

Death .....	\$4,360,000
Incapacitating (A) Injury .....	\$220,300
Non-incapacitating (B) Injury.....	\$56,200
Possible (C) Injury.....	\$26,700
No Injury .....	\$2,400

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.

Using "impaired-related" fatalities, the estimated cost of all alcohol involved crashes in 2011 was \$226,861,800.

<sup>†††</sup> 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.

<sup>†††</sup> National Safety Council: *Injury Facts, 2005-2006 Edition*: page 91.

<sup>§§§</sup> Ibid

TABLE 5.01

**MINNESOTA TRAFFIC FATALITIES, 1910 - 2011**

Year	Number	Year	Number	Year	Number	Year	Number	Year	Number
1910	23	1931	622	1952	534	1973	1,024	1994	644
1911	26	1932	486	1953	637	1974	852	1995	597
1912	39	1933	525	1954	639	1975	777	1996	576
1913	46	1934	641	1955	577	1976	809	1997	600
1914	88	1935	596	1956	637	1977	856	1998	650
1915	85	1936	649	1957	684	1978	980	1999	626
1916	143	1937	630	1958	708	1979	881	2000	625
1917	161	1938	609	1959	662	1980	863	2001	568
1918	183	1939	576	1960	724	1981	763	2002	657
1919	171	1940	577	1961	724	1982	581	2003	655
1920	178	1941	626	1962	692	1983	558	2004	567
1921	216	1942	439	1963	798	1984	584	2005	559
1922	260	1943	274	1964	841	1985	610	2006	494
1923	328	1944	356	1965	875	1986	572	2007	510
1924	366	1945	449	1966	977	1987	530	2008	455
1925	361	1946	536	1967	965	1988	615	2009	421
1926	326	1947	572	1968	1,060	1989	605	2010	411
1927	369	1948	552	1969	988	1990	568	2011	368
1928	435	1949	540	1970	987	1991	531		
1929	505	1950	532	1971	1,024	1992	581		
1930	561	1951	610	1972	1,031	1993	538		

Figure 5.01

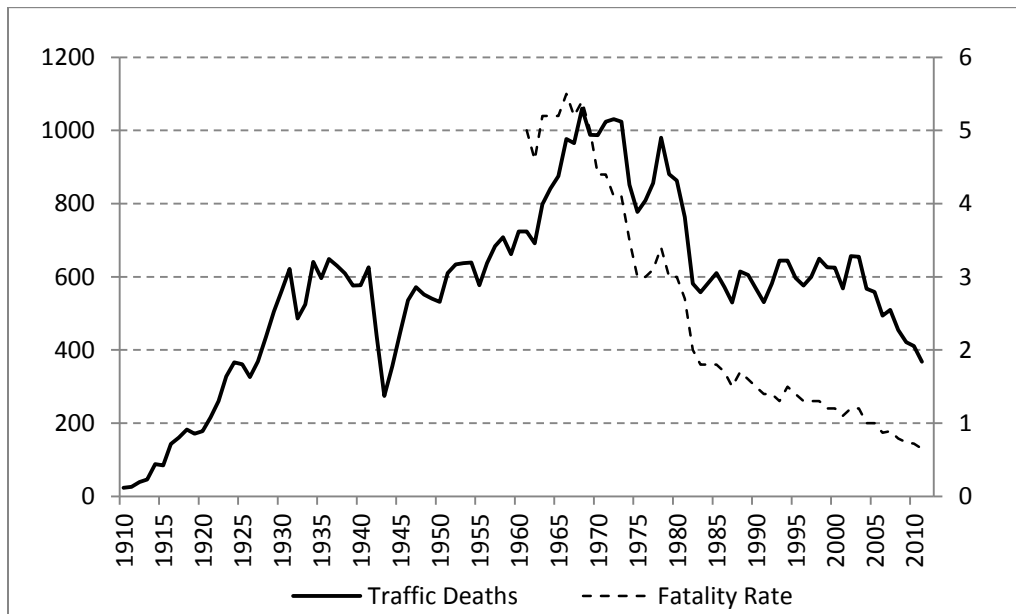
**Minnesota Traffic Fatalities, 1910-2011, and Fatality Rate Per 100 Million Vehicle Miles Traveled, 1961-2011**

TABLE 5.02

## OVERVIEW OF TRAFFIC SAFETY AND ALCOHOL STATISTICS, 1965 - 2011

<u>Year</u>	<u>Total</u> <u>Crashes</u>	<u>Total</u> <u>Deaths</u>	<u>Drivers</u> <u>(million)</u>	<u>Vehicles</u> <u>(million)</u>	<u>State</u> <u>Popu-</u> <u>lation</u>	<u>Miles</u> <u>Traveled</u> <u>(billion)</u>	<u>Fatality</u> <u>Rate</u>	<u>DWI</u> <u>Arrests</u>	<u>Deaths</u> <u>'Any'</u> <u>Alcohol</u>	<u>Deaths</u> <u>% of</u> <u>Col (3)</u>	<u>Deaths</u> <u>.08 +</u> <u>Alcohol</u>	<u>Deaths</u> <u>% of</u> <u>Col (3)</u>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
1965	83,329	875	1.85	1.86	3,565,000	16.8	5.21					
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				
1983	97,371	558	2.90	3.03	4,145,667	30.5	1.83	32,155				
1984	93,741	584	2.91	3.13	4,161,464	32.2	1.81	36,638	305	52%		
1985	99,168	610	3.04	3.22	4,192,973	33.1	1.84	35,383	261	43		
1986	95,460	572	3.07	3.25	4,214,013	34.2	1.67	36,390	264	46		
1987	94,095	530	3.10	3.31	4,245,870	35.1	1.51	34,664	224	42		
1988	102,094	615	3.13	3.39	4,306,550	36.4	1.69	32,827	277	45		
1989	105,996	605	3.16	3.46	4,353,000	37.6	1.61	34,562	275	45		
1990	99,236	568	3.18	3.52	4,375,099	38.8	1.47	36,847	235	41		
1991	101,419	531	3.22	3.51	4,432,000	39.3	1.35	32,430	212	40		
1992	96,808	581	3.27	3.55	4,480,034	41.3	1.41	30,841	229	39		
1993	100,907	538	3.28	3.48	4,517,416	42.3	1.27	30,088	196	36		
1994	99,701	644	3.34	3.67	4,567,267	43.4	1.48	29,748	226	35	144	22%
1995	96,022	597	3.39	3.68	4,609,548	44.1	1.35	30,402	246	41	203	34
1996	105,332	576	3.46	3.70	4,657,800	45.9	1.27	30,923	205	36	169	29
1997	98,626	600	3.49	3.77	4,685,549	46.9	1.28	31,380	178	30	151	25
1998	92,926	650	3.53	3.90	4,735,830	48.5	1.34	32,422	273	42	222	34
1999	96,813	626	3.54	3.92	4,775,508	50.7	1.24	34,575	195	31	156	25
2000	103,591	625	3.65	4.20	4,919,479	52.4	1.19	35,034	245	39	212	34
2001	98,984	568	3.69	4.38	4,977,976	53.2	1.07	33,532	211	37	167	29
2002	94,969	657	3.76	4.49	5,033,661	54.4	1.21	33,163	239	36	185	28
2003	NA	655	3.79	4.56	5,088,006	55.4	1.18	32,266	255	39	205	31
2004	91,274	567	3.85	4.63	5,145,106	56.5	1.00	34,202	177	31	155	27
2005	87,813	559	3.87	4.69	5,205,091	56.5	0.99	37,002	197	35	164	29
2006	78,745	494	3.87	4.76	5,231,106	56.6	0.87	41,951	166	34	141	29
2007	81,505	510	3.91	4.82	5,263,493	57.4	0.89	38,669	190	37	170	33
2008	79,095	455	3.94	4.86	5,287,976	57.3	0.79	35,794	163	36	137	30
2009	73,498	421	3.95	4.87	5,300,942	56.9	0.74	32,756	141	34	112	27
2010	74,073	411	4.00	4.92	5,303,925	56.8	0.72	29,918	131	32	121	29
2011	72,117	368	4.01	4.98	5,332,246	56.7	0.65	29,257	136	37	111	30

**Note:** Column (10) lists the number of alcohol-related deaths resulting from crashes where at least one driver or pedestrian was known to be drinking. Column (12) lists the number of impaired-related deaths resulting from crashes where at least one driver or pedestrian tested positive for alcohol at the .08 level or above.

TABLE 5.03

**TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2011**

COUNTY (1)	FATAL TRAFFIC CRASHES			INJURY TRAFFIC CRASHES			TRAFFIC CRASHES WITH PROPERTY DAMAGE ONLY			TOTAL CRASHES			PERSONS KILLED			PERSONS INJURED		
	.08+ All	.08+ Alc	.08+ %	Alco All	Alco -hol	Alco %	Alc All	Alc -hol	Alc %	Alco All	Alco -hol	Alco %	.08+ All	.08+ Alc	.08+ %	Alco All	Alco -hol	% Alc
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Aitkin	2	1	50.0	59	11	18.6	101	4	4.0	162	16	9.9	2	1	50.0	85	12	14.1
Anoka	11	1	9.1	1,082	78	7.2	1,939	58	3.0	3,032	137	4.5	11	1	9.1	1,508	100	6.6
Becker	4	2	50.0	119	15	12.6	156	11	7.1	279	28	10.0	4	2	50.0	167	17	10.2
Beltrami	4	3	75.0	160	12	7.5	309	11	3.6	473	26	5.5	4	3	75.0	260	22	8.5
Benton	3	1	33.3	176	14	8.0	365	16	4.4	544	31	5.7	4	1	25.0	256	20	7.8
Big Stone	0	0	0.0	24	4	16.7	35	0	0.0	59	4	6.8	0	0	0.0	31	8	25.8
Blue Earth	6	1	16.7	347	17	4.9	833	31	3.7	1,186	49	4.1	8	1	12.5	477	24	5.0
Brown	5	0	0.0	91	5	5.5	233	7	3.0	329	12	3.6	6	0	0.0	138	6	4.3
Carlton	6	5	83.3	116	9	7.8	259	7	2.7	381	21	5.5	6	5	83.3	159	10	6.3
Carver	6	2	33.3	236	18	7.6	639	21	3.3	881	41	4.7	6	2	33.3	330	21	6.4
Cass	4	1	25.0	115	16	13.9	152	5	3.3	271	22	8.1	5	1	20.0	161	20	12.4
Chippewa	3	1	33.3	41	3	7.3	78	2	2.6	122	6	4.9	3	1	33.3	50	8	16.0
Chisago	3	2	66.7	241	27	11.2	342	19	5.6	586	48	8.2	5	2	40.0	347	30	8.6
Clay	2	1	50.0	203	22	10.8	629	16	2.5	834	39	4.7	2	1	50.0	273	39	14.3
Clearwater	2	2	100	12	1	8.3	33	0	0.0	47	3	6.4	2	2	100	19	4	21.1
Cook	1	0	0.0	21	3	14.3	27	1	3.7	49	4	8.2	1	0	0.0	33	4	12.1
Cottonwood	3	2	66.7	39	3	7.7	87	8	9.2	129	13	10.1	3	2	66.7	57	3	5.3
Crow Wing	7	3	42.9	244	17	7.0	421	20	4.8	672	40	6.0	7	3	42.9	361	26	7.2
Dakota	14	2	14.3	1,477	93	6.3	3,170	116	3.7	4,661	211	4.5	16	2	12.5	2,029	127	6.3
Dodge	2	0	0.0	55	4	7.3	134	8	6.0	191	12	6.3	2	0	0.0	68	4	5.9
Douglas	1	0	0.0	192	13	6.8	417	10	2.4	610	23	3.8	1	0	0.0	273	30	11.0
Faribault	4	1	25.0	59	4	6.8	94	2	2.1	157	7	4.5	4	1	25.0	91	5	5.5
Fillmore	3	0	0.0	66	11	16.7	130	3	2.3	199	14	7.0	3	0	0.0	92	12	13.0
Freeborn	2	0	0.0	150	11	7.3	307	11	3.6	459	22	4.8	2	0	0.0	205	18	8.8
Goodhue	4	1	25.0	200	23	11.5	553	23	4.2	757	47	6.2	5	1	20.0	284	36	12.7
Grant	1	0	0.0	20	2	10.0	48	0	0.0	69	2	2.9	1	0	0.0	34	2	5.9
Hennepin	38	9	23.7	6,111	352	5.8	13,732	472	3.4	19,881	833	4.2	45	13	28.9	8,338	493	5.9
Houston	1	0	0.0	46	8	17.4	181	5	2.8	228	13	5.7	1	0	0.0	55	11	20.0
Hubbard	4	1	25.0	59	9	15.3	92	4	4.3	155	14	9.0	4	1	25.0	83	15	18.1
Isanti	2	0	0.0	116	11	9.5	207	4	1.9	325	15	4.6	2	0	0.0	171	17	9.9
Itasca	5	1	20.0	171	18	10.5	347	20	5.8	523	39	7.5	5	1	20.0	238	26	10.9
Jackson	1	0	0.0	45	5	11.1	89	0	0.0	135	5	3.7	1	0	0.0	57	7	12.3
Kanabec	2	0	0.0	47	6	12.8	97	7	7.2	146	13	8.9	2	0	0.0	73	8	11.0
Kandiyohi	4	0	0.0	191	22	11.5	446	21	4.7	641	43	6.7	6	0	0.0	291	30	10.3
Kittson	1	1	100	9	1	11.1	6	1	16.7	16	3	18.8	1	1	100	10	1	10.0
Koochiching	0	0	0.0	38	6	15.8	87	4	4.6	125	10	8.0	0	0	0.0	55	13	23.6
Lac Qui Parle	2	2	100	13	1	7.7	30	1	3.3	45	4	8.9	2	2	100	19	1	5.3
Lake	6	3	50.0	41	5	12.2	62	2	3.2	109	10	9.2	7	3	42.9	68	8	11.8
Lake Woods	0	0	0.0	14	3	21.4	17	0	0.0	31	3	9.7	0	0	0.0	23	6	26.1
Le Sueur	3	0	0.0	81	10	12.3	227	4	1.8	311	14	4.5	3	0	0.0	127	21	16.5
Lincoln	1	0	0.0	13	1	7.7	60	3	5.0	74	4	5.4	1	0	0.0	16	1	6.3
Lyon	0	0	0.0	85	14	16.5	271	5	1.8	356	19	5.3	0	0	0.0	126	17	13.5
McLeod	1	0	0.0	119	8	6.7	309	6	1.9	429	14	3.3	1	0	0.0	162	11	6.8
Mahnomen	0	0	0.0	23	3	13.0	21	1	4.8	44	4	9.1	0	0	0.0	33	4	12.1
Marshall	1	1	100	23	7	30.4	19	0	0.0	43	8	18.6	1	1	100	34	10	29.4
Martin	0	0	0.0	80	6	7.5	165	4	2.4	245	10	4.1	0	0	0.0	119	9	7.6
Meeker	6	4	66.7	78	6	7.7	137	3	2.2	221	13	5.9	7	5	71.4	122	14	11.5
Mille Lacs	7	3	42.9	99	13	13.1	122	5	4.1	228	21	9.2	7	3	42.9	151	27	17.9
Morrison	5	2	40.0	105	13	12.4	223	13	5.8	333	28	8.4	8	3	37.5	161	24	14.9
Mower	2	1	50.0	127	9	7.1	313	16	5.1	442	26	5.9	2	1	50.0	160	12	7.5
Murray	1	0	0.0	26	6	23.1	58	5	8.6	85	11	12.9	1	0	0.0	39	9	23.1
Nicollet	4	0	0.0	118	4	3.4	308	6	1.9	430	10	2.3	5	0	0.0	184	8	4.3
Nobles	3	0	0.0	131	11	8.4	297	12	4.0	431	23	5.3	3	0	0.0	210	12	5.7
Norman	4	3	75.0	19	4	21.1	37	2	5.4	60	9	15.0	4	3	75.0	27	5	18.5

TABLE 5.03 (Continued)

**TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2011**

COUNTY (1)	FATAL TRAFFIC CRASHES			INJURY TRAFFIC CRASHES			TRAFFIC CRASHES WITH PROPERTY DAMAGE ONLY			TOTAL CRASHES			PERSONS KILLED			PERSONS INJURED		
	All (2)	.08+ Alc (3)	% (4)	All (5)	Alco- hol (6)	% (7)	All (8)	Alco- hol (9)	% (10)	All (11)	Alco- hol (12)	% (13)	All (14)	.08+ Alc (15)	% (16)	All (17)	Alco- hol (18)	% (19)
Olmsted	8	2	25.0	574	33	5.7	1,198	53	4.4	1,780	88	4.9	9	3	33.3	827	54	6.5
Otter Tail	11	3	27.3	235	31	13.2	438	17	3.9	684	51	7.5	11	3	27.3	324	45	13.9
Pennington	1	0	0.0	54	5	9.3	69	5	7.2	124	10	8.1	1	0	0.0	71	8	11.3
Pine	6	3	50.0	145	17	11.7	230	10	4.3	381	30	7.9	6	3	50.0	219	22	10.0
Pipestone	1	1	100	26	4	15.4	64	2	3.1	91	7	7.7	2	2	100	37	6	16.2
Polk	6	2	33.3	66	12	18.2	199	7	3.5	271	21	7.7	7	2	28.6	106	17	16.0
Pope	1	1	100	29	3	10.3	62	2	3.2	92	6	6.5	1	1	100	40	5	12.5
Ramsey	14	6	42.9	2,411	181	7.5	7,966	291	3.7	10,391	478	4.6	14	6	42.9	3,293	258	7.8
Red Lake	1	1	100	4	0	0.0	16	3	18.8	21	4	19.0	2	2	100	6	0	0.0
Redwood	3	0	0.0	53	8	15.1	113	3	2.7	169	11	6.5	4	0	0.0	80	9	11.3
Renville	2	0	0.0	45	6	13.3	105	1	1.0	152	7	4.6	2	0	0.0	57	6	10.5
Rice	2	0	0.0	214	14	6.5	436	19	4.4	652	33	5.1	2	0	0.0	318	16	5.0
Rock	2	0	0.0	53	1	1.9	105	3	2.9	160	4	2.5	3	0	0.0	88	1	1.1
Roseau	2	2	100	28	1	3.6	50	0	0.0	80	3	3.8	2	2	100	56	1	1.8
St. Louis	11	3	27.3	838	92	11.0	2,252	90	4.0	3,101	185	6.0	12	3	25.0	1,100	126	11.5
Scott	9	1	11.1	378	25	6.6	733	21	2.9	1,120	47	4.2	9	1	11.1	559	37	6.6
Sherburne	3	1	33.3	326	37	11.3	760	27	3.6	1,089	65	6.0	3	1	33.3	456	49	10.7
Sibley	0	0	0.0	49	4	8.2	101	6	5.9	150	10	6.7	0	0	0.0	70	5	7.1
Stearns	11	3	27.3	722	54	7.5	1,803	50	2.8	2,536	107	4.2	13	5	38.5	966	75	7.8
Steele	2	0	0.0	140	8	5.7	343	8	2.3	485	16	3.3	2	0	0.0	197	8	4.1
Stevens	1	1	100	21	3	14.3	76	1	1.3	98	5	5.1	1	1	100	25	3	12.0
Swift	0	0	0.0	21	3	14.3	46	1	2.2	67	4	6.0	0	0	0.0	32	6	18.8
Todd	1	0	0.0	76	6	7.9	137	4	2.9	214	10	4.7	1	0	0.0	105	9	8.6
Traverse	0	0	0.0	14	0	0.0	14	0	0.0	28	0	0.0	0	0	0.0	14	0	0.0
Wabasha	7	3	42.9	59	5	8.5	120	5	4.2	186	13	7.0	7	3	42.9	98	11	11.2
Wadena	0	0	0.0	41	4	9.8	72	1	1.4	113	5	4.4	0	0	0.0	66	8	12.1
Waseca	2	1	50.0	53	7	13.2	123	3	2.4	178	11	6.2	2	1	50.0	75	10	13.3
Washington	6	0	0.0	751	55	7.3	1,586	60	3.8	2,343	115	4.9	6	0	0.0	1,079	71	6.6
Watsonwan	1	0	0.0	33	5	15.2	100	6	6.0	134	11	8.2	1	0	0.0	49	5	10.2
Wilkin	0	0	0.0	23	2	8.7	81	1	1.2	104	3	2.9	0	0	0.0	31	2	6.5
Winona	6	2	33.3	222	16	7.2	412	11	2.7	640	29	4.5	6	2	33.3	311	27	8.7
Wright	6	1	16.7	352	26	7.4	787	29	3.7	1,145	56	4.9	6	1	16.7	547	39	7.1
Yellow Med	1	0	0.0	33	6	18.2	73	2	2.7	107	8	7.5	1	0	0.0	53	8	15.1
Minnesota	334	100	29.9	21,662	1,672	7.7	50,121	1,778	3.5	72,117	3,550	4.9	368	111	30.2	30,295	2,375	7.8

TABLE 5.04

**COST OF ALCOHOL-RELATED TRAFFIC CRASHES,  
FATALITIES, AND INJURIES, BY COUNTY, 2011**

COUNTY	COST	COUNTY	COST	COUNTY	COST
Aitkin	\$1,739,100	Itasca	\$2,229,300	Pope	\$1,500,500
Anoka	3,996,300	Jackson	324,300	Ramsey	15,962,900
Becker	3,350,400	Kanabec	295,700	Red Lake	2,846,700
Beltrami	4,936,600	Kandiyohi	917,400	Redwood	196,700
Benton	2,333,200	Kittson	1,441,200	Renville	150,800
Big Stone	299,700	Koochiching	587,500	Rice	495,200
Blue Earth	2,255,100	Lac Qui Parle	2,841,500	Rock	39,300
Brown	270,500	Lake	4,414,900	Roseau	2,842,300
Carlton	7,380,600	Lake of the Woods	114,400	St. Louis	8,261,500
Carver	3,518,900	Le Sueur	461,900	Scott	2,349,300
Cass	1,953,900	Lincoln	39,300	Sherburne	2,791,600
Chippewa	1,821,300	Lyon	609,600	Sibley	239,300
Chisago	3,557,900	McLeod	221,100	Stearns	8,928,300
Clay	2,451,300	Mahnomen	125,600	Steele	201,100
Clearwater	2,983,600	Marshall	1,715,500	Stevens	1,532,700
Cook	59,300	Martin	291,300	Swift	160,500
Cottonwood	2,948,400	Meeker	7,405,100	Todd	291,300
Crow Wing	4,926,400	Mille Lacs	5,051,300	Traverse	0
Dakota	6,447,000	Morrison	5,131,600	Wabasha	4,527,900
Dodge	187,900	Mower	1,799,000	Wadena	271,400
Douglas	817,900	Murray	187,000	Waseca	1,761,600
Faribault	1,576,500	Nicollet	173,600	Washington	2,077,000
Fillmore	253,900	Nobles	306,500	Watonwan	182,700
Freeborn	476,700	Norman	4,320,500	Wilkin	90,700
Goodhue	2,403,000	Olmsted	6,197,100	Winona	3,612,200
Grant	44,600	Otter Tail	5,527,200	Wright	2,398,800
Hennepin	32,649,200	Pennington	307,000	Yellow Med	430,700
Houston	391,700	Pine	4,872,700		
Hubbard	1,909,500	Pipestone	3,102,600		
Isanti	479,400	Polk	3,287,300		
<b>Minnesota Total</b>				<b>\$ 226,861,800</b>	

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.<sup>\*\*\*\*</sup> 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 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

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<sup>\*\*\*\*</sup> 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.

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.<sup>††††</sup> 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.<sup>††††</sup> 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.<sup>§§§§</sup>

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.

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

<sup>††††</sup> In 2004 the Legislature reduced the *per se* level to 0.08%, effective August 1, 2005.

<sup>††††</sup> The District of Columbia had a similar ordinance, but Minnesota was the first state to pass “administrative *per se*.”

<sup>§§§§</sup> 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.

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 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	<b>Driving while in an intoxicated condition is defined to be a misdemeanor.</b>
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	<b>A second or subsequent DWI is raised to gross misdemeanor status.</b>
	2	Criminal penalty for repeat offenders shall include license revocation for three months to one year.
1927	1	<b>First DWI offense raised to gross misdemeanor status.</b>
	2	<b>Prison for all offenders.</b> 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	<b>All DWI offenses reduced to misdemeanor status.</b>
	2	<b>Criminal penalties reduced.</b> 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	<b>90 day license revocation.</b> All offenders shall have driver’s license revoked for not less than 90 days.
1955	1	<b>Blood alcohol concentration (“BAC”) levels defined for use as evidence.</b> 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"> <li>▪ BAC of .000 to .049 is <i>prima facie</i> evidence of innocence.</li> <li>▪ BAC of .050 to .149 is relevant, but not <i>prima facie</i>, evidence of intoxication.</li> <li>▪ BAC of .150 or greater is <i>prima facie</i> evidence of intoxication.</li> </ul>
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	<b>License revocation reduced.</b> 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
1957	3	<p><b>Offense causing injury or death.</b></p> <p>Penalty for offenders causing grievous injury or death: prison 60 to 90 days, <i>plus</i> license revocation for not less than 90 days.</p>
1959	1	<p><b>Open Bottle Law.</b></p> <p>It is a misdemeanor to have an open container of alcohol in the passenger compartment of a vehicle.</p>
1961	1	<p><b>Implied Consent Law.</b></p> <p>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.</p>
	2	<p><b>Commissioner to revoke driver's license for 6 months for test refusal.</b></p> <p>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.</p> <p>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.</p>
	3	<p>Refusal to submit to evidentiary test shall <i>not</i> be admissible as evidence in criminal court.</p>
	4	<p>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%.</p>
1967	1	<p>Elimination of use of saliva test to determine BAC.</p>
	2	<p>Two-hour time limit on collection of evidence removed.</p>
	3	<p><b>BAC level of 0.10% is <i>prima facie</i> evidence of intoxication.</b></p> <ul style="list-style-type: none"> <li>▪ A BAC of 0.000--0.049 shall be considered <i>prima facie</i> evidence of innocence.</li> <li>▪ A BAC of 0.055--0.099 shall be considered as relevant, but not <i>prima facie</i>, evidence of intoxication.</li> <li>▪ A BAC of 0.100 or greater shall be considered <i>prima facie</i> evidence of intoxication.</li> </ul>
	4	<p>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%.</p>
Late 1960s	1	<p><b>The "B-Card" restriction</b></p> <p>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.</p> <p>The driver's license may be reinstated if the person complies with rehabilitation requirements established by Commissioner.</p> <p>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.</p> <p>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.</p>
1969	1	<p>Upon medical recommendation, court may stay imposition of criminal penalties on condition that offender submit to medical treatment.</p>

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1971	1	<p><b>Criminal <i>per se</i> law enacted.</b></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><b>Preliminary breath test.</b></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	Maximum fine for a first offense increased to \$300.00.
	2	Penalty for offenders causing grievous injury or death <i>reduced</i> to prison for 60 to 90 days, <i>or</i> 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.)
1976	1	<p><b>"Administrative <i>per se</i>" law enacted.</b></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	Commissioner may issue limited licenses to persons whose licenses were revoked under the "administrative <i>per se</i> " law.
	3	<p><b>Alcohol safety programs in counties</b></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	If a first-time offender complies with treatment program, the commissioner may terminate the administrative <i>per se</i> revocation after 60 days.
1978	1	<p><b>Administrative revocation expedited.</b></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>

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1978	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	<b>Concept of BAC changed to AC (alcohol concentration).</b> <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"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
	5	<b>“Aggravated violations” raised to gross misdemeanor status.</b> (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>“B-Card restriction” upon implied consent violation.</b> 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	<b>Request for judicial hearing no longer stays revocation from taking effect.</b> 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.”



## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1982	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	<b>Repeat offenses raised to gross misdemeanor status.</b> 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	<b>Administrative revocation for test refusal increased from 6 months to 1 year.</b>
	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.

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1984	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	<b>Mandatory License Plate Impoundment Law.</b> 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"> <li>1. A person who incurs a violation within 5 years of three prior incidents.</li> <li>2. A person who incurs a violation within 10 years or four or more prior incidents.</li> </ol> (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 offense within 5 years of a prior incident, or who incurs an offense 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	<b>Test refusal by repeat violators criminalized.</b> 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	<b>Administrative license plate impoundment law.</b> 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)

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1990	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"> <li>1. death.</li> <li>2. great bodily harm.</li> <li>3. substantial bodily harm (new).</li> <li>4. death to an unborn child.</li> <li>5. injury to an unborn child.</li> </ol> (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	<b>Any test refusal is defined to be a crime</b> (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"> <li>1. any “aggravated violation” (see 1978:5).</li> <li>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.”)</li> </ol> (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	<b>Vehicle Forfeiture law.</b> If a person is convicted of <ol style="list-style-type: none"> <li>1. impaired driving within 5 years of 3 prior incidents, or</li> <li>2. impaired driving within 10 years of four or more prior incidents, or</li> <li>3. aggravated impaired driving, or</li> <li>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,</li> </ol> then the vehicle used in the offense is subject to impoundment and forfeiture. (1/1/93)
	5	<b>“Hard revocation” periods established.</b> 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"> <li>▪ for a first incident: 15 days.</li> <li>▪ for a subsequent incident: 90 days.</li> <li>▪ for a test refusal: 180 days.</li> </ul> (1/1/93)
	6	Recidivism problem study commission established. “Commission on Confinement and Treatment of DWI Recidivists.” (1/1/93)

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment												
1992	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><b>“Not-a-Drop” law enacted.</b></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><b>Child Endangerment law enacted.</b></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><b>“Habitual Offender” penalties established.</b></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><b>Not-a-drop violation raised to misdemeanor status.</b></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.						
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.													
1997	1	<p><b>Special provisions for high-AC (0.20% or higher) offenders established.</b></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
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First incident	90 days	180 days												
Second incident within 5 years	180 days	360 days												
Incident by violator under 21	6 months	one year												

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1997	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"> <li>1. Driving while impaired within 10 years of two prior incidents.</li> <li>2. Driving with an AC of 0.20% or higher within ten years of a prior incident.</li> <li>3. Child Endangerment (see 1993:2) within 10 years of a prior incident.</li> <li>4. Driving while impaired and not stopping at a railroad crossing within 10 years of a prior incident. (1/1/98)</li> </ol>
	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><b>Procedure established for “administrative forfeiture” of violator’s vehicle.</b></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"> <li>1. a violation within 5 years of 2 prior incidents.</li> <li>2. a violation within 15 years of 3 prior incidents.</li> <li>3. a violation that includes child endangerment within 5 years of 1 prior incident.</li> <li>4. a violation that includes child endangerment within 15 years of 2 prior incidents.</li> <li>5. a violation that includes a high AC within 5 years of 1 prior incident.</li> <li>6. a violation that includes a high AC within 15 years of 2 prior incidents. (1/1/98)</li> </ol>
	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"> <li>1. a violation within 5 years of a prior incident.</li> <li>2. a violation within 15 years of two or more prior incidents.</li> <li>3. an “aggravated violation” (see 1978:6).</li> <li>4. a violation that includes a high AC (.20% or higher).</li> <li>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)</li> </ol>
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>

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
1999	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><b>All existing impaired-driving statutes are repealed.</b></p> <p><b>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.”</b></p> <p>Chief among the statutes repealed are:</p> <ol style="list-style-type: none"> <li>1. MS 168.042, the license plate impoundment law. (incorporated into 169A.60).</li> <li>2. MS 169.121, the main criminal impaired driving law. (incorporated into 169A.20 to 169A.48).</li> <li>3. MS169.1211, “alcohol-related” driving by commercial vehicle operators. (incorporated into 169A.20, 169A.31, and 169A.50 to 169A.53).</li> <li>4. MS 169.122, the “open-bottle law.” (incorporated into 169A.35).</li> <li>5. MS 169.123, the main civil (“Implied Consent”) impaired driving law. (incorporated into 169A.50 to 169A.53).</li> <li>6. 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).</li> <li>7. MS 169.1265, authorizing use of intensively supervised probation programs in lieu of incarceration. (incorporated into 169A.73 and 169A.74).</li> <li>8. MS 169.1217, providing for vehicle forfeiture, administrative and judicial procedures. (incorporated into 169A.63).</li> <li>9. 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).</li> </ol> <p>The Not-A-Drop law for underage drivers is incorporated into 169A.33. (1/1/01)</p>
	2	<p><b>First-, Second-, and Third-Degree Impaired Driving offenses introduced, determined by number of “aggravating factors.”</b></p> <p>Concept of aggravating factors introduced. Aggravating factors are defined to be:</p> <ol style="list-style-type: none"> <li>1. Child endangerment (see 1993:2).</li> <li>2. Having a high (0.20% or higher) alcohol-concentration (see 1997:1).</li> <li>3. Each prior incident within ten years counts as 1 aggravating factor. <ul style="list-style-type: none"> <li>▪ A <i>first-degree</i> impaired driving offense is an impaired driving offense with two or more aggravating factors, and is a gross misdemeanor.</li> <li>▪ A <i>second-degree</i> impaired driving offense is an impaired driving offense with one aggravating factor, and is a gross misdemeanor.</li> <li>▪ A <i>third-degree</i> impaired driving offense is an impaired driving offense with aggravating factors, and is a misdemeanor. (1/1/98)</li> </ul> </li> </ol>

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
2000	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"> <li>1. any violation involving child endangerment (see 1993:2).</li> <li>2. an incident within 10 years of a prior incident.</li> <li>3. a commercial vehicle driver license disqualification (see 1989:2) within ten years of prior such disqualification.</li> </ol> <p>(1/1/01)</p>
	3	<p>Custodial arrest for first-degree impaired driving. 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. (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><b>Felony DWI law enacted.</b> 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”.) The new categorization of offense levels is as follows:</p> <ol style="list-style-type: none"> <li>4. First-degree impaired driving offense: felony.</li> <li>5. Second-degree impaired driving offense (two or more aggravating factors): gross misdemeanor.</li> <li>6. Third-degree impaired driving offense (1 aggravating factor): gross misdemeanor.</li> <li>7. Fourth-degree impaired driving offense (no aggravating factors): misdemeanor.</li> </ol> <p>(8/1/02)</p>
	2	<p>Driver license reinstatement fees increased. 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"> <li>1. \$395 (\$250 fee and \$145 surcharge) effective July 1, 2002.</li> <li>2. \$630 (\$250 fee and \$380 surcharge) effective July 1, 2003.</li> </ol>
	3	<p>Custodial arrest for first- and second-degree impaired driving. 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"> <li>1. It is a misdemeanor for a person whose vehicles has had its license plates impounded to drive any vehicle.</li> <li>2. 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.</li> </ol> <p>(8/1/02)</p>

## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
2002	1	<p><b>License cancellation (and “B-Card restriction” upon reinstatement) triggered earlier.</b></p> <p>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.</p> <p>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.</p> <p>(See entry under late 1960s, and 1978, 9).</p> <p>(November, 2002).</p>
2003	1	<p>Two inadequate breath samples constitute refusal.</p> <p>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><b>Test refusal increased to gross misdemeanor offense.</b></p> <p>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.</p> <p>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><b>The <i>per se</i> illegal alcohol concentration level is reduced from 0.10% to 0.08%.</b></p> <p>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><b>Commercial Driver License Disqualification made more stringent.</b></p> <p>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"> <li>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.</li> <li>2. If the conviction was for an incident involving transport of hazardous materials, the disqualification shall be for three years.</li> <li>3. Any second test-refusal or impaired-driving conviction shall trigger <i>lifetime</i> disqualification.</li> </ol>



## Appendix C: Minnesota Impaired Driving Legislation Chronology

Year passed	Reference number	Description of Amendment
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2010	1	<b>DWI Sanctions Strengthened; Ignition Interlocks Required.</b>
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Legislation adopted to strengthen sanctions against DWI offenders and require certain offenders to use ignition interlock devices. The legislation becomes effective July 1, 2011, and aims to enhance road safety to prevent alcohol-related crashes which account for one-third of all Minnesota traffic deaths annually. The legislation gives DWI offenders a chance to regain driving privileges by ensuring safe and legal driving through the use of interlocks. Interlock devices are installed in a vehicle and require a driver to provide a breath sample in order for the vehicle to start. The vehicle will not start if the device detects an alcohol-concentration level of 0.02 or above after the driver blows into its tube. Interlocks require rolling re-tests after the initial test, and have features to deter others from starting the vehicle for the intended user. The legislation includes:

1. DWI offenders with a 0.16 and above alcohol-concentration level will be required to have ignition interlock devices installed on any vehicle they drive.
2. DWI offenders with a 0.16 and above alcohol-concentration level that choose not to use ignition interlocks will not have driving privileges ranging from one year to six years — depending on offense level. Offenders with three or more DWIs in a 10-year period will be required to use interlocks.
3. Interlock users will regain full driving privileges immediately after the offense, ensuring they are driving with a valid license and not a threat on the roadway.
4. Interlocks will be used to monitor chronic DWI offenders (three or more DWIs in 10 year period) to verify chemical use.

(05/18/10)

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.

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# **An Overview of Minnesota's DWI Laws**

This information brief provides a brief overview of DWI laws, which are mainly

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## Prohibited Behaviors

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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 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 Penalties

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Criminal penalties upon conviction for DWI are tiered, as follows:

- **Fourth-Degree DWI** – misdemeanor, punishable by up to 90 days of jail and a \$1,000 fine (for the person's first impaired driving violation within ten years without test refusal or any aggravating factors)
- **Third-Degree DWI** – a gross misdemeanor, punishable by up to one year of jail and a \$3,000 fine (for the person's second impaired driving violation within ten years or first such violation with test refusal or another aggravating factor)
- **Second-Degree DWI** – also a gross misdemeanor (for the person's third impaired driving violation within ten years or second such violation with test refusal or one other aggravating factor, or first such violation with two aggravating factors)

- **First-Degree DWI** – felony, punishable by up to seven years' imprisonment and a \$14,000 fine (for the person's fourth impaired driving violation within ten years or anytime following a previous felony DWI or criminal vehicular operation conviction; other aggravating factors are not considered)

### 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 first-degree DWI); and
- the presence of a child under age 16 in the vehicle, if more than 36 months younger than the offender (but not for first-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

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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

- 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 incident 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 aggravating 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

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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

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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

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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

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Chemical dependency rehabilitation is statutorily required following a person's third or subsequent impaired driving incident within ten years. Either a conviction or an administrative loss of license, or both, constitutes an impaired driving incident.

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, 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

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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.)

## 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

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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**

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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
- where a citation was issued that the vehicle was defectively maintained, the driver knew

remedial action was not taken, the defect created a risk to others, and injury or death resulted from the defective maintenance

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

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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.

For the most part, a limited driver's license may not be issued to a driver whose license is cancelled and denied for a third or more DWI violation. However, Minnesota law authorizes DPS to issue a limited license to a person whose driver's license is revoked or cancelled if the person qualifies for participation in an ignition interlock program. (Contact DPS Office of Traffic Safety for more information.)

## Restricted Driver's License – The B-Card

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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 (but is not a crime unless it involves operation of a motor vehicle). 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.

Violation of the “no alcohol” restriction of a B-Card while operating a motor vehicle is a gross misdemeanor.

## **Record Keeping**

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Records of implied consent license actions and DWI convictions must be retained permanently on the official driving record.

The “no alcohol” restriction of a person’s B-Card also 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, and as a result, there currently is no procedure by which a B-Card holder can have the “no alcohol” verbiage removed from the B-Card license.

## **Driver’s License Reinstatement Fees**

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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)
- \$430 – surcharge on the DL reinstatement fee
- \$24 – DL application fee

The \$250 driver’s license reinstatement fee and \$430 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.

Effective July 1, 2009, certain persons who are eligible for a public defender may pay the reinstatement fee and surcharge in two installments. A handling fee may be imposed for

utilizing the installment plan. The driver’s license expires in two years unless the second installment is paid. Full payment of the fee and surcharge is required before a person can renew a license on the standard schedule or reinstate a cancelled, revoked, or suspended license.

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

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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**

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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**

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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**

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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**

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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 21<sup>st</sup> birthday.

### **Underage Drinking Driving – Zero Tolerance**

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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](http://www.house.mn/hrd/issinfo/crime.htm)*

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