

Traffic Safety Violations Disposition Analysis

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16. Abstract (Limit: 250 words) This University of Minnesota Center for Transportation Studies project, mandated by the Minnesota Legislature, evaluated the enforcement and adjudication of traffic safety violations using more than 1.2 million case records from 2017 to 2022. The study found a 25% overall decline in citations, largely following the COVID-19 pandemic. Speeding citations dropped 28% (with police enforcement plummeting more than 60%), seatbelt citations fell 53%, and impairment citations declined 12%. This contrasts sharply with a 90% rise in distracted driving citations following the passage of the 2019 Hands-Free law. The steep declines in citations for speeding and impairment coincided with an increase in fatal crashes. Conversely, the prominent increase in distracted driving enforcement corresponded to a nearly 40% decline in related crashes, validating targeted policy interventions. Geographically, per-officer citation rates for driving while impaired (DWI) were higher in metro areas. Adjudication outcomes were stratified by charge severity. Conviction rates were consistently high for petty misdemeanors and higher-degree (gross misdemeanor, felony) cases. In contrast, cases with misdemeanor-level charges showed variable and significantly lower conviction rates, particularly for distracted driving (36%-54%). Judicial districts experienced a conviction low point in 2020 followed by a strong recovery. Findings also showed that targeted speed enforcement, not targeted impairment enforcement, increased DWI citations, suggesting an added public safety value of speed enforcement. These comprehensive data highlighted significant shifts in enforcement patterns that require closer attention from policymakers.					
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This report does not contain a standard or specified technique. The authors, the Minnesota Department of Public Safety, and the University of Minnesota do not endorse products or manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to this report.

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Traffic Safety Violations Disposition Analysis

In May 2023, the Minnesota Legislature directed the University of Minnesota's Center for Transportation Studies to evaluate recent statewide enforcement and court ruling trends for speeding, impaired driving, distracted driving, and seat belt violations.

This project examined traffic safety violations in Minnesota between 2017 and 2022. The research team used over 1.2 million case records and analyzed case counts, conviction rates, and fines/fee payments. Annual trends were measured using case counts, and conviction percentages were calculated on a case basis. Researchers then analyzed the number of citations in individual agencies to spot any differences due to region, external events, or policy changes.

Key findings

The number of total traffic citations steeply declined.

- Overall, citations dropped by 25%, largely following the COVID-19 pandemic.
- Speeding citations dropped 28%.
- Seat belt citations fell 53%.
- Per officer citation rates for DWI were higher in metro areas.
- Impairment citations declined 12%, although they increased during speed enforcement campaigns.
- Distracted-driving citations rose 90%, following the passage of the 2019 Hands-Free law.

Fatal crashes increased while most citations decreased.

- The number of speeding citations dropped 28% while the number of speeding-related fatal crashes more than doubled.
- A similar pattern occurred with impairment-related incidents: citations decreased by 12% while impairment-related fatal crashes increased by 25%.
- 52% fewer seat belt citations were issued while unbelted fatal crashes increased almost 22%.
- Fatal distracted-driving crashes remained low and showed no consistent pattern with citations.

Conviction rates were high but varied by violation type and charge level.

- Speeding petty misdemeanors were convicted at high, steady rates (93%–95%), while speeding misdemeanors were far less common and convicted at lower rates (68%–73%).
- Misdemeanor-level impaired-driving convictions had lower conviction rates (84%–87%) compared to gross misdemeanors, which had the highest conviction rate (above 93%). Impaired-driving felonies also had high conviction rates (90% and above).
- Seat belt citations were almost all petty misdemeanors, with conviction rates above 97%.
- Distraction citations were most often petty misdemeanors, and the annual conviction rate increased from 88% to 92%.
- Distraction citations at a misdemeanor level were rare and convicted at much lower rates.

Impairment conviction rates were high across judicial districts.

- Most judicial districts maintained conviction rates for all impairment cases between 85% and 95%.
- Gross misdemeanor impairment cases had the most consistently high conviction rates across the state, ranging from 91% to 98%.
- Felony impairment cases showed greater variability in conviction rates across districts and years.

Fines and fees tended to have high payments overall, but were lower for impaired charges.

- Among all convicted traffic violations with at least one fine or fee, 99% were paid except for impaired-driving violations. Impaired driving payment rates were 83% or lower annually.
- When fees or fines were adjusted by the courts, impairment charges were reduced by 14% to 19% annually. This is notably higher than for all convicted traffic charges, which were reduced by less than 10%.
- The annual total fine and fee amounts charged for all convicted traffic violations decreased by more than 20% among all judicial districts except for District 5.

Citation counts were influenced by the pandemic, policy, and targeted campaigns.

- Citations dropped significantly after COVID-19 and the murder of George Floyd. Given the overlapping time of both major sociocultural events, it is difficult to examine their individual influences.
- Distracted driving citations increased 155% following the 2019 enactment of the Hands-Free law.
- Citation activity was strongly associated with Toward Zero Deaths (TZD) enforcement campaign periods.
- Targeted enforcement campaigns effectively increased citation frequencies for speeding, seat belt, and distracted driving violations.
- Conversely, TZD campaigns for impaired driving were not associated with more impairment citations. Instead, targeted campaigns for speed enforcement were associated with more impaired-driving citations.

What this means

These findings offer an objective view about the level of traffic enforcement by state, county, and local law enforcement agencies, with the hope of supporting informed conversations about resource allocation and needs to align community expectations with reality. In addition, linking enforcement and court ruling data to equity and deterrence results could better inform how traffic safety laws are applied across communities and whether enforcement strategies are reducing high-severity crashes.

Recommended next steps

- Further analyze fines and fee payment patterns by type and geography.
- Evaluate whether citation declines align with shifts in officer deployment or broader law enforcement priorities.
- Integrate crash outcomes more explicitly into enforcement assessments.
- Continue monitoring to help determine whether the pandemic-era declines represent temporary disruption or a longer-term restructuring of enforcement activity.

Research sponsor

This research was conducted by the University of Minnesota with funding from the Minnesota Department of Public Safety.



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List of Abbreviations

- A (injury): Suspected Serious Injury
- B (injury): Suspected Moderate Injury
- C (injury): Possible Injury
- CTS: Center for Transportation Studies
- DPS: Department of Public Safety
- DWI: Driving While Impaired
- FTE: Full-Time Equivalent
- K: Killed (Fatal injury crash)
- NHTSA: National Highway Traffic Safety Administration
- OTS: Office of Traffic Safety
- PDO: Property Damage Only (Crash)
- SCAO: State Courts Administrator's Office
- TZD: Toward Zero Deaths

Executive Summary

In May 2023, the Minnesota Legislature directed the University of Minnesota's Center for Transportation Studies (CTS) to evaluate recent citation and court disposition trends for speeding, impaired driving, distracted driving, and seatbelt violations.

This project examined enforcement and adjudication of traffic safety violations in Minnesota between 2017 and 2022. The research team obtained traffic violation case records from the Minnesota Judicial Branch via the State Courts Administrator's Office (SCAO). The request included all adult criminal and traffic cases under Minnesota Statutes sections 169, 169a, 171, 340a, 342, 609, 160.2715a, and 168.013.12(a) for January 2017–July 2024. The datasets included records on cases, charges, defendants, dispositions, sentences, sentence components, confinement, probation, and fines/fees, totaling more than 10 million charges and over 58 million financial transactions.

A descriptive analysis was done to analyze case counts, conviction rates, and payments of fines and fees. Cases were included if they contained at least one traffic violation charge (speeding, impaired driving, seatbelt, child seat, distracted driving, or failure to yield) between 2017 and 2022. Cases with non-traffic charges of high severity were excluded to avoid confounding outcomes. Case counts were used to measure annual trends and conviction percentages were calculated on a case basis. An inferential analysis was then done using total charge counts for each violation type in individual agencies to determine if there were statistically significant differences in charges due to geography, external events, and policy changes. The research team conducted a series of exploratory interviews with subject matter experts from Minnesota law enforcement agencies, as well as city and county prosecutors to validate the analysis methods.

KEY RESEARCH FINDINGS

Steep declines in total traffic citations

The study found a 25.2% decline in total citations across all four categories over the six-year period. Citations for speeding declined 28.4%, with decreases largely stemming from municipal police departments and slight *increases* from Minnesota State Patrol. Impairment citations declined by 12.2%, seatbelt citations declined by 53.0%, and child seat citations declined by 38.4%. In contrast, distracted driving citations increased by 90.4%.

Geographically, it appears that the 7-County Metro agencies issue more speeding and seatbelt citations than agencies outside the 7-County Metro area, however this pattern reverses when considering staffing. The rate of speeding and seatbelt citations per full-time officer shows higher citation rates outside the metro than within. Citations for impairment and distraction were high among 7-County Metro agencies, and this effect held when accounting for staffing.

Fatal crashes increased while most citations decreased

The team found that decreases in speed, impairment, and seatbelt citations coincided with increases in fatal crashes in Minnesota. Suspected serious injury crashes remained mostly stable during the study period, with slight increases in 2021 and 2022, but property damage only crashes sharply declined, a trend attributed to law enforcement disengagement from traffic safety activities rather than a true decline in crashes. Conversely, increases in distracted driving citations coincided with an almost 40% decline in distracted driving-related crashes. These distracted driving-related crash declines were found among property damage only and injury crashes; fatal distracted driving-related crashes remained very low and showed no consistent pattern with citations.

Conviction rates high, but vary by violation type and charge level

Annual conviction rates were generally high but varied by citation type and severity. Speeding petty misdemeanors were convicted at high, steady rates (93% - 95%). Speeding misdemeanors were far less common and convicted at lower rates (68% - 73%). Impaired driving convictions at the misdemeanor level saw lower conviction rates (84% - 87%) compared to gross misdemeanors, which had the highest conviction rate (consistently above 93%). Moreover, impaired driving felonies also saw high conviction rates (90% and above). Seatbelt citations were almost exclusively petty misdemeanors and conviction rates were above 97% during all years examined. Distraction citations were most often found to be petty misdemeanors and the annual conviction rate increased from 88% to 92% over the period of examination. Distraction citations at a misdemeanor level were rare and convicted at much lower rates, between 36% and 54%.

Impairment conviction rates are high across judicial districts

Given the focus on convictions for impaired driving cases, detailed analysis examined differences in convictions by judicial district. The study found most judicial districts maintained conviction rates for all impairment cases between 85% and 95%. Gross misdemeanor impairment cases had the most consistently high conviction rates across the state, ranging from 91% to 98%. Felony impairment cases showed greater variability in conviction rates across districts and years.

Fines and fees for impaired driving violations had lowest payment rates and highest adjustment rates

Between 2017 and 2022, more than 17 million financial transactions associated with closed-case convicted traffic violations occurred, including 5.8 million fine or fee charges and 5.6 million payment transactions.

Among all convicted traffic violations with at least one fine or fee, 99% also had at least one payment transaction except for impaired driving violations, which had annual charge payment rates of 83% or lower. Annual rates of charge adjustment (at least one fine or fee amount was lowered) was less than 10% for all convicted traffic charges except for impairment charges, where the annual rate ranged between 14% and 19%.

From 2017 to 2022, the annual total fine and fee amounts charged for all convicted traffic violations decreased by more than 20% among all judicial districts except district 5, with the largest decline (63%) in the 4th judicial district. These declines coincide with fewer citations being issued. Payment rates for all traffic violation charges increased over time among all judicial districts, with the 8th and 9th districts having the largest increases from 2017 to 2022.

Citation counts influenced by pandemic, policy, and targeted campaigns

Citations dropped significantly after COVID-19 and the murder of George Floyd. Given the overlapping time of these major sociocultural events, it is difficult to examine their individual influences. The influence of distracted driving policies was found to be influential, with a 155% increase in distracted driving citations following the enactment of the Hands-Free amendment.

Citation activity was found to be strongly associated with Toward Zero Deaths (TZD) enforcement campaign periods in which agencies receive dedicated funding to cover targeted enforcement activities. Targeted enforcement campaigns were found to be effective in increasing citation frequencies for speeding, seatbelt, and distracted driving violations. However, TZD campaigns for impaired driving were *not* found to be associated with increased impairment citations. Instead, targeted campaigns for speed enforcement were associated with increased impaired driving citations, suggesting targeted speed enforcement not only reaches speeding drivers but also identifies impaired drivers. Furthermore, this suggests that law enforcement agencies' decisions to reduce speed enforcement activities may also reduce impaired driving enforcement.

Chapter 1: Introduction

1.1 Background

In May 2023, the Minnesota Legislature asked the Center for Transportation Studies (CTS) at the University of Minnesota to evaluate the disposition in recent years of citations for speeding, impairment, distraction, and seatbelt violations. Based on this directive, the research team determined how extensive, complete, and accessible data are regarding the number of citations contested and adjudicated for speeding, impairment, distraction, and seatbelt violations in Minnesota, as well as analyze any differences and disparities in these outcomes by the seriousness of the crime, geographic location, and other sociocultural factors as the data allowed.

This work is intended to lead to safer travel for Minnesota citizens through a) examining potential disparities in how speeding, impairment, distraction, and seatbelt laws are enforced and adjudicated and b) contributing to consistent and equitable enforcement of speeding, impairment, distraction, and seatbelt laws.

Research activities in this project have been conducted based on direction and funding provided by the Minnesota Legislature to the Office of Traffic Safety (OTS) at the Minnesota Department of Public Safety (MN DPS). Throughout the course of the project, the team evaluated rates of citations/charges issued compared to rates of cases contested in court, the outcomes of the cases, amounts of fines imposed compared to counts, amounts of fine payments, and related changes in patterns of traffic enforcement from 2017 to 2022.

In addition to examining trends in case counts, conviction rates, and payment rates of fines and fees, an analysis of external factors related to changes in citation (charge) counts was included to help provide context to some of the identified trends in traffic enforcement during the study period. In addition, the citation data was contrasted with crash data to explore the relationship of citations and crash outcomes in the state.

To support these analyses, the research team conducted a series of exploratory interviews with subject matter experts from Minnesota law enforcement agencies, as well as city and county prosecutors. These interviews served to provide contextual understanding and support for the data provided by the Minnesota Judicial Branch and helped to refine and validate the analysis methods.

This document details the research team's final methodology and descriptive and inferential analysis findings based on the directive by the legislature and the information available to the team at this time.

Chapter 2: Statute Evaluation

2.1 Overview

The Minnesota Legislature's broad call for an evaluation of the disposition of citations for speeding, impairment, distraction, and seatbelt violations from 2017 to 2022 required the team to define what statutes and citations correspond to these categories of driving violations (2023 Minnesota Laws Chapter 68 Article 4, Section 109).

In the cases of speeding, impairment and seatbelt violations, laws regarding these violations have the same or similar names, making identification relatively easy. However, Minnesota has no laws that use the term "distracted driving." [Minnesota Statute section 169.475](#), which carries the title, "Use of Wireless Communications Device," is often referred to as Minnesota's distracted driving law, but the first web site that comes up in a google search for these terms is one from the Minnesota Department of Public Safety that begins by stating, "distraction can involve your cell phone or any activity that takes your eyes, hands and mind off of driving," indicating that other laws may exist to protect against distracted driving [1].

2.2 Review Method

To address this potential ambiguity and focus on the laws that would produce useful data for analysis, the research team coordinated with analysts from the State Courts Administrator's Office and Department of Public Safety. This process resulted in the list of statutes contained in Table 2.1.

Building upon other data analysis efforts, research activities described in this chapter included reading the text of the identified statutes and obtaining additional context from the 2023 edition of *Minnesota Misdemeanors: DWI, Traffic, Criminal and Ordinance Offenses*, as well as other sources [2]. Additional statutes that may not be included in the statistical analysis are included in this report to provide a more comprehensive discussion of the laws involved. The laws included in this report are listed in Table 2.1.

Table 2.1 Laws discussed in this report

CATEGORY	STATUTE NAME	STATUTE NUMBER	NOTES
<i>Speeding</i>	Speed Limits	Minnesota Statutes section 169.14	
	Traffic Safety Camera System Pilot Program	Minnesota Statutes section 169.147	Begins 2025, not included beyond this project report
	Penalties	Minnesota Statutes section 169.89	
	Criminal Code, Definitions	Minnesota Statutes section 609.02	
	Right of Way	Minnesota Statutes section 169.2	
	Driving Record	Minnesota Statutes section 171.12	
	Administrative Citations for Certain Traffic Offenses	Minnesota Statutes section 169.999	
<i>Impairment</i>	Driving While Impaired	Minnesota Statutes section 169A.20	
	Chemical Tests for Intoxication	Minnesota Statutes section 169A.51	
	Test Refusal or Failure; License Revocation	Minnesota Statutes section 169A.52	
	Definitions	Minnesota Statutes section 169A.03	
	Determining Number of Aggravating Factors	Minnesota Statutes section 169A.095	
	Fourth-Degree DWI	Minnesota Statutes section 169A.27	
	Third-Degree DWI	Minnesota Statutes section 169A.26	
	Second-Degree DWI	Minnesota Statutes section 169A.25	
	First-Degree DWI	Minnesota Statutes section 169A.24	
	Mandatory Penalties; Nonfelony Violations	Minnesota Statutes section 169A.275	
	Mandatory Penalties; Felony Violations	Minnesota Statutes section 169A.276	
	Stay of Execution of Sentence	Minnesota Statutes section 169A.283	
	Stay of Imposition or Execution of Sentence	Minnesota Statutes section 609.135	
<i>Distraction</i>	Use of Wireless Communication Device	Minnesota Statutes section 169.475	

	Television; Headphones	Minnesota Statutes section 169.471	
	Using a hand-held mobile telephone	49 CFR 392.82(a)(1)	Federal regulation applying to Commercial Vehicle Operators
	Driving Rules	Minnesota Statutes section 169.18	
	Reckless or Careless Driving	Minnesota Statutes section 169.18	
Seatbelts	Seatbelt Use Required	Minnesota Statutes section 169.686	
	Seatbelt; Passenger Restraint System for Children	Minnesota Statutes section 169.685	

The next section discusses each of the four categories of violations requested by the legislature. For each category discussed, this chapter covers the basic legal definition, the elements of the offense, the proof, or evidence, required to convict, the classification of the offense and potential penalties, and finally whether any diversion or exceptions exist to lessen the burden upon an offender.

The final section concludes this chapter with a brief discussion of the theoretical impacts these laws, as written, may have on whether a violation is contested as well as on deterring the noted behaviors.

2.2.1 Violations Included in This Study

2.2.1.1 Speeding

SPEEDING - DEFINITIONS

Minnesota's speed regulations are a combination of prima facie and absolute limits [3]. The prima facie standard is stated at the beginning of Minnesota Statutes section 169.14, which requires drivers to exercise a "duty to drive with due care" at a speed that "is reasonable and prudent under the conditions" (Minnesota Statutes section 169.14 subdivision 1). Exceeding a posted speed limit then described as "prima facie evidence that the speed is not reasonable or prudent and that it is unlawful." (Minnesota Statutes section 169.14 subdivision 2). Prima facie evidence is evidence that is "sufficient to justify, but not to compel" a finding of legal liability [4]. It is not conclusive proof of legal culpability, but rather suggests, without a showing otherwise, a legal violation [5]. In a challenge to a speeding ticket, a judge must consider prima facie evidence but can reject or limit the legal impact of the evidence by other evidence presented by the driver. A driver may rebut the presumption of legal culpability by showing a court that her or his speed was reasonable considering all conditions at the time of violation [6]. However, within a municipality, limits are absolute and "and any speed in excess thereof shall be unlawful." (Minnesota Statutes section 169.14 subdivision 2)

Minnesota has also authorized “a traffic safety camera pilot program that provides for education and enforcement of speeding violations, traffic-control signal violations, or both in conjunction with use of traffic safety camera systems” (Minnesota Statutes section 169.147). This pilot program is allowed to operate from August 1, 2025 to July 31, 2029. Since this program is not yet in force, violations will not be included in the analysis for this study, but unique elements of the program are included in this summary.

SPEEDING - ELEMENTS

To be held liable for speeding, the prosecution must prove the venue of the offense, the identity of the defendant as the speeding driver, the speed limit at the place of the alleged violation and the speed of the defendant’s vehicle [7]. Fines for violations under the traffic safety camera pilot, however, will be issued to the owner or lessee of the vehicle, rather than the driver, unless the owner or lessee can prove an exception listed in Minnesota Statutes section 169.14 subdivision 14).

SPEEDING - REQUIRED PROOF

Evidence to prove a speed violation may come from the speedometer of the issuing officer’s vehicle (Minnesota Statutes section 169.14 subdivision 9), radar or other speed measuring devices, including speed safety cameras, (Minnesota Statutes section 169.14 subdivisions 10 and 11, Minnesota Statutes section 169.147), or by aircraft [8].

SPEEDING - CLASSIFICATION

Speeding violations are petty misdemeanors, unless the arresting officer certifies that the speeding endangered person or property, or is the third (or more) petty misdemeanor conviction in the past 12 months, in which case the defendant will be charged with a misdemeanor [9].

SPEEDING - PENALTIES

As a petty misdemeanor, a defendant may receive a fine up to \$300 and no incarceration. (Minnesota Statutes section 169.89, and section 609.02 subdivision 4a). If a defendant is subject to a misdemeanor charge (speed endangered a person or property or is 3rd or more offense in 12 months), they may face a fine up to \$1000, incarceration up to 90 days and/or driver’s license revocation. (Minnesota Statutes section 169.89 subdivision 1, and Minnesota Statutes section 609.02 subdivision 3).

Any driver exceeding the speed limit also forfeits any right of way to which they would have otherwise been entitled as well. (Minnesota Statutes section 169.2 subdivision 1(d)).

Specific penalties for violations recorded under the traffic camera pilot test are prescribed in (Minnesota Statutes section 169.14 subdivisions 13 and 14), calling for issuance of a warning for a

first offense, and a fine of \$40, or \$80 if the speed is 20 mph or more above the speed limit, for all other violations.

SPEEDING - EXCEPTIONS

Convictions for speeding violations in 55 mph zones and in 60 mph zones where speed was less than 65 mph are not recorded on a driver's record. (Minnesota Statutes section 171.12 subdivision 6) This is commonly referred to as the "Dimler amendment," named after the author of the original bill that became law in 1986 [10].

Similarly, violations recorded under the traffic safety camera pilot program also cannot be placed on the driver's record. (Minnesota Statutes section 171.12 subdivision 6a)

These exemptions are not available to holders of commercial driver's licenses or learner's permits.

SPEEDING - DIVERSIONS

Diversions or administrative proceedings may be available for violations under 10 miles per hour over the speed limit, at the discretion of local governments and issuing officers. Fines in these situations are no more than \$60, and the violation is not recorded on the driver's record. Minnesota Statutes section 169.999

A person that is liable for a second speeding offense recorded by a speed safety camera may elect to take a traffic safety course in lieu of being subject to the fine. (Minnesota Statutes section 169.14 subdivision 13).

These diversions are not available to holders of commercial driver's licenses or learner's permits.

2.2.1.2 Impairment

IMPAIRMENT - DEFINITIONS

The Minnesota Impaired Driving Code, section 196A of the Minnesota Statutes, articulates eight situations when "it is a crime for any person to drive, operate or be in physical control of any motor vehicle." (Minnesota Statutes 169A.20 subdivision 1). Five situations cover when the person is under the influence of alcohol, cannabis products, a controlled substance, any intoxicating substance that "the person knows or has reason to know that the substance has the capacity to cause impairment" or any combination of the above. (Minnesota Statutes 169A.2 subdivision 1 (1)-(4) and (8)). The remaining three situations specify alcohol concentrations (0.08, or 0.04 for commercial vehicle operators) (Minnesota Statutes 169A.2 subdivision 1(5) and (6)), and that no amount of any other controlled substance can be present. (Minnesota Statutes section 169A.2 subdivision 1(7)). These are listed in Table 2.2 below.

Table 2.2 Impairment Situations (Minnesota Statutes section 169A.2 Subdivision 1)

Situation	Statute
Influence of alcohol	Minnesota Statutes section 169A.2 Subdivision 1 (1)
Influence of cannabis products	Minnesota Statutes section 169A.2 Subdivision 1 (8)
Influence of controlled substance	Minnesota Statutes section 169A.2 Subdivision 1 (2)
Influence of any intoxicating substance that “the person knows or has reason to know that the substance has the capacity to cause impairment”	Minnesota Statutes section 169A.2 Subdivision 1 (3)
Any combination of the above	Minnesota Statutes section 169A.2 Subdivision 1 (4)
Specify alcohol level of 0.08, or 0.04 for Commercial Vehicle Operators	Minnesota Statutes section 169A.2 Subdivision 1 (5) and (6)
Specify no amount of any other controlled substance or its metabolite is allowed.	Minnesota Statutes section 169A.2 Subdivision 1 (7)

In addition, the code states that operation of a motor vehicle implies consent to submit to tests for impairment, and that it is a crime for a person to refuse to submit to such tests. (Minnesota Statutes section 169A.2 subdivision 2).

IMPAIRMENT - ELEMENTS

Elements of impairment are that the defendant (1) was driving, operating or in physical control (2) of a motor vehicle, (3) while in one or more of the situations listed in table 2. “Operating” and “in physical control” of the vehicle have broader definitions than “drive,” and include situations where the vehicle is turned off, and/or not in motion. Motor vehicles are also broadly defined, and include motorboats, off-road vehicles and snowmobiles, although this term does not include vehicles that move solely by human power. Finally, “influence” is covered by the concentration of alcohol or presence of other substances, although certain behaviors (e.g. slurred speech etc.) are commonly accepted as indicators of impairment [11].

IMPAIRMENT - PROOF REQUIRED

Evidence of impaired driving is usually collected at the arrest site, or within 2 hours of arrest, by a chemical test of the defendant’s breath, blood or urine, although a search warrant is required for the latter two. (Minnesota Statutes section 169A.51) Procedures for documenting refusal of these tests, which is also a crime as mentioned above, are outlined in Minnesota Statutes section 169A.52.

IMPAIRMENT - CLASSIFICATION

Impaired driving, by itself, is fourth-degree driving while impaired, which is a misdemeanor. (Minnesota Statutes section 169A.27).

The presence of “aggravating factors,” can escalate the degree of the crime. (Minnesota Statutes section 169A.095). These aggravating factors include prior impaired incidents within the past 10 years, an alcohol concentration of 0.16 or higher, and having a child under 16 in the motor vehicle at the time of the offence, if the child is more than 36 months younger than the offender. (Minnesota Statutes 169A.03 subdivision 3)

Driving while impaired with the presence of one aggravating factor or refusing to submit to a chemical test, is third-degree driving while impaired, which is a gross misdemeanor. (Minnesota Statutes section 169A.26)

Driving while impaired with the presence of two or more aggravating factors or refusing to submit to a chemical test if one aggravating factor is present, is second-degree driving while impaired, which is also a gross misdemeanor. (Minnesota Statutes section 169A.25)

Driving while impaired for the fourth, or more, times in 10 years, or with a conviction for one of several felonies, including first-degree driving while impaired and criminal vehicular homicide, or convicted of a similar crime in another state, is first-degree driving while impaired, which is a felony. (Minnesota Statutes section 169A.24)

IMPAIRMENT - PENALTIES

A first offense of fourth-degree driving while impaired is subject to a fine up to \$1000 and incarceration up to 90 days. (Minnesota Statutes section 609.02 subdivision 3) The statute provides mandatory minimum sentences for subsequent offenses, ranging from 30 days (second offense) to 1 year (fifth or more). (Minnesota Statutes section 169A.275)

As gross misdemeanors, second and third-degree driving while impaired may result in incarceration of up to 1 year and a fine up to \$3000. (Minnesota Statutes section 609.02 subdivision 3) The mandatory minimum sentences under 169A.275, and long-term monitoring may also apply. (Minnesota Statutes section 169A.25 subdivision 2 and section 169.26 subdivision 2)

As a felony, first-degree driving while impaired may include a sentence of three to seven years, and a fine of \$14,000. (Minnesota Statutes section 169A.24 subdivision 2, and section 169A.276 subdivision 1).

Driver’s license revocation for periods ranging from 30 days to six years or more are also part of the penalty for these crimes.

IMPAIRMENT - EXCEPTIONS

No exceptions appear to be available for driving while impaired.

IMPAIRMENT - DIVERSIONS

A court may stay the execution of a driving while impaired sentence if the convicted person submits to a chemical use assessment report and assessed level of care. (Minnesota Statutes section 169A.283). The stay may be for no longer than 5 years for first-degree driving while impaired, 4 years for second and third-degree driving while impaired, or two years for fourth-degree driving while impaired. In all cases, the stay can be no longer than the sentence itself. (Minnesota Statutes section 609.135 Subdivision 2). Driver's license revocation cannot be stayed. (Minnesota Statutes section 169A.283 subdivision 3, Minnesota Statutes section 609.135 subdivision 1(c))

2.2.1.3 Distraction

DISTRACTION - DEFINITIONS

As noted above, Minnesota does not have a law that specifically describes "distraction" as a traffic violation, although the Department of Public Safety describes it as "any activity that takes your eyes, hands and mind off of driving" [12]. Specific laws addressing distracted driving include the prohibition of holding a cell phone or similar device while driving (Minnesota Statutes section 169.475), as well as watching television or wearing headphones while driving (Minnesota Statutes section 169.471), although generally Minnesota Statutes section 169.14 Subdivision 1, the main speeding law discussed above, can also apply, as it states that "Every driver is responsible for becoming and remaining aware of the actual and potential hazards then existing on the highway and must use due care in operating a vehicle."

Federal rules on this topic apply to commercial vehicle operators. 49 CFR 392.82(a)(1) states that "No driver shall use a hand-held mobile telephone while driving a CMV [commercial motor vehicle]."

Specific violations that may occur because of distracted driving and potentially result in charges under Minnesota Statutes section 169.14 Subdivision 1, are listed in Table 2.3, below. (Minnesota Statutes section 169.18)

Table 2.3 Driving Rules that may be violated because of distracted driving

Statute number	Title	Description of violation
169.18.1	Keep to the right	Crossing Centerline
169.18.2	Meeting	Not passing vehicles travelling in the opposite direction to the right
169.18.3(1)	Passing	Not passing on the left side
169.18.3(2)	Passing	Not allowing vehicle on the left to pass
169.18.7(1)	Laned highway	Weaving over lane lines - Not staying in single lane
169.18.7(3)	Laned highway	Not staying in lane designated by signs
169.18.7(4)	Laned highway	Driving in bicycle lane

Distracted driving while “disregarding a substantial and unjustifiable risk that the driving may result in harm to another or another's property” or “endangers or is likely to endanger any property or any person, including the driver or passengers of the vehicle,” may result in a charge of Reckless or Careless driving (Minnesota Statutes section 169.13) [13].

DISTRACTION - ELEMENTS

A person violates Minnesota Statutes section 169.475 if they are observed using a wireless communications device for anything besides making calls or obtaining navigation assistance while operating a vehicle in motion or part of traffic (e.g. stopped at a red light) on a street or highway, unless their behavior meets the exceptions outlined in Minnesota Statutes section 169.475 subdivision. 3, which includes hands-free usage [14].

Under Minnesota Statutes section 169.471, a driver may not view an in-vehicle television screen or wear headphones or earphones in both ears simultaneously for purposes of receiving or listening to broadcasts or reproductions from radios, tape decks, or other sound-producing or transmitting devices.

For a violation to rise to reckless driving, the driver must be aware of, and disregard, the risk of harm, and for careless driving, negligence is the standard. For example, failing to make a complete stop, permitting a vehicle to leave the roadway, and swerving while adjusting the radio have all been found to be “careless driving” when the behavior has the potential to endanger a person or property [15].

DISTRACTION - PROOF REQUIRED

Observation by the issuing officer or other credible witness(es) can be sufficient to eliminate reasonable doubt of the defendant violating these statutes.

DISTRACTION - CLASSIFICATION

The penalty (noted below) for violating Minnesota Statutes section 169.475 fits within the definition of a petty misdemeanor.

Class of violation is not noted for Minnesota Statutes section 169.471 nor Minnesota Statutes section 169.18, although violations of these statutes could result in a charge of violating Minnesota Statutes section 169.14 subdivision 1 (failure to use due care), which is a petty misdemeanor.

Violation of reckless and careless driving (Minnesota Statutes section 169.13) is a misdemeanor. If the reckless or careless driving causes “great bodily harm or death to another,” the defendant can be charged with a gross misdemeanor. (Minnesota Statutes section 169.13 subdivision 1(c)).

DISTRACTION - PENALTIES

Second (2nd) and subsequent violations of Minnesota Statutes section 169.475 can result in a \$275 fine. All other petty misdemeanors may result in a fine up to \$300 and no incarceration. (Minnesota Statutes section 169.89, and Minnesota Statutes section 609.02 subdivision 4a).

As reckless and careless driving are misdemeanors (Minnesota Statutes 169.13), defendants may face a fine up to \$1000, incarceration of up to 90 days and/or driver's license revocation. (Minnesota Statutes section 169.89 subdivision. 1, Minnesota Statutes section 609.02 subdivision 3)

Gross misdemeanor penalties for reckless and careless driving resulting in harm to or death of another include a fine of up to \$3000 and 1 year of incarceration. (Minnesota Statutes section 609.03)

DISTRACTION - EXCEPTIONS AND DIVERSIONS

No exceptions or diversions appear to be available for distracted driving violations.

2.2.1.4 Seatbelts

SEATBELTS - DEFINITION

The driver and all passengers of a passenger vehicle, commercial motor vehicle, type III vehicle, and type III Head Start vehicle must wear properly adjusted and fastened shoulder and lap belts. (Minnesota Statutes section 169.686) While specific exemptions exist, specific restraints required for use by children are defined separately in Minnesota Statutes section 169.685.

SEATBELTS - ELEMENTS

All occupants of a vehicle over the age of 15 must wear a seatbelt or be in violation of this statute. Drivers are also responsible for seatbelt use by passengers under 15 years old who are not subject to Minnesota Statutes section 169.685

Additional restrictions apply to children under Minnesota Statutes section 169.685. These are summarized in Table 2.4, below.

Table 2.4 Child restraint system requirements (Minnesota Statutes section 169.985 Subdivision 4a)

Age of child, or other descriptor	Restraint required
Less than 2 years old	Rear-facing system with harness
At least 2 years old, and exceeds height and weight limits of rear-facing systems	Forward-facing system with harness
At least 4 years old, and exceeds height and weight limits of forward-facing systems	Booster seat secured with seatbelt
At least 9 years old, and fits rear seat as described in Subdivision 4a(4)	Seatbelt in rear seat

Younger than 13 years old	Must travel in rear seat (with age and size appropriate restraints)
---------------------------	---------------------------------------------------------------------

SEATBELTS- PROOF REQUIRED

Observation by issuing officer.

SEATBELTS - CLASSIFICATION

Minnesota Statutes section 169.686 does not indicate the degree of crime, but the penalty and lack of record for violating the seatbelt law (noted below) appear to fit within the definition of an administrative violation.

Violation of the child restraint law is a petty misdemeanor. (Minnesota Statutes section 169.685 Subdivision 5)

SEATBELTS - PENALTIES

All people over the age of 15 not wearing a seatbelt are subject to a \$25 fine. The driver may also be charged a \$25 fine for each passenger under 15 years old who is not wearing a seatbelt. (Minnesota Statutes section 169.686 subdivision 1(b))

A motor vehicle operator that violates Minnesota Statutes section 169.685 Subdivision 4a (table 2, above) may be subject to a fine of \$50. (Minnesota Statutes section 169.685 subdivision 5)

SEATBELTS - DIVERSIONS

Violations of the seatbelt law are not recorded on the defendant's driving record. (Minnesota Statutes section 169.686 subdivision 1(b))

The fine under Minn Statutes section 169.685 may be reduced or waived if the motor vehicle operator produces evidence of obtaining and using an appropriate restraint within 14 days of the violation. (Minnesota Statutes section 169.685 subdivision 5)

2.2.2 Discussion

2.2.2.1 Not All Laws Are Equal

Laws against speeding, driving while impaired, distracted driving and not wearing seatbelts all are measures designed to improve the safety of those travelling on Minnesota's streets, roads and highways. Legions of studies show that having traffic travel at lower, and/or consistent, speeds, having drivers pay attention to the driving task with their physical and mental capacities at their

best, and wearing their seatbelts can significantly lower the number and severity of crashes, and any resulting injuries and fatalities.

However, this review indicates that Minnesotans may place differing priorities on the importance of these measures. Laws are written to articulate acceptable, and even desired, behaviors, as well as those that are not acceptable. The key incentive to compel compliance with these laws is the potential penalties for violating the law. Penalties can serve any or all of the purposes of deterrence, retribution and rehabilitation.ⁱ Examining the penalties specified for the four categories of laws analyzed in this study can indicate the priority the legislature, and, by extension, the public, placed on them. In turn, the severity, and certainty and consistency, of the penalties may have an impact on the disposition of citations issued under these laws.

2.2.2.2 Severity

The severity of the penalties in these laws run the full range of classifications available in Minnesota, from first-degree driving while impaired, which is a felony punishable by a minimum of 3 years in prison, to not wearing a seatbelt, which is an administrative citation that carries a \$25 fine. The relationship of the classifications is shown in

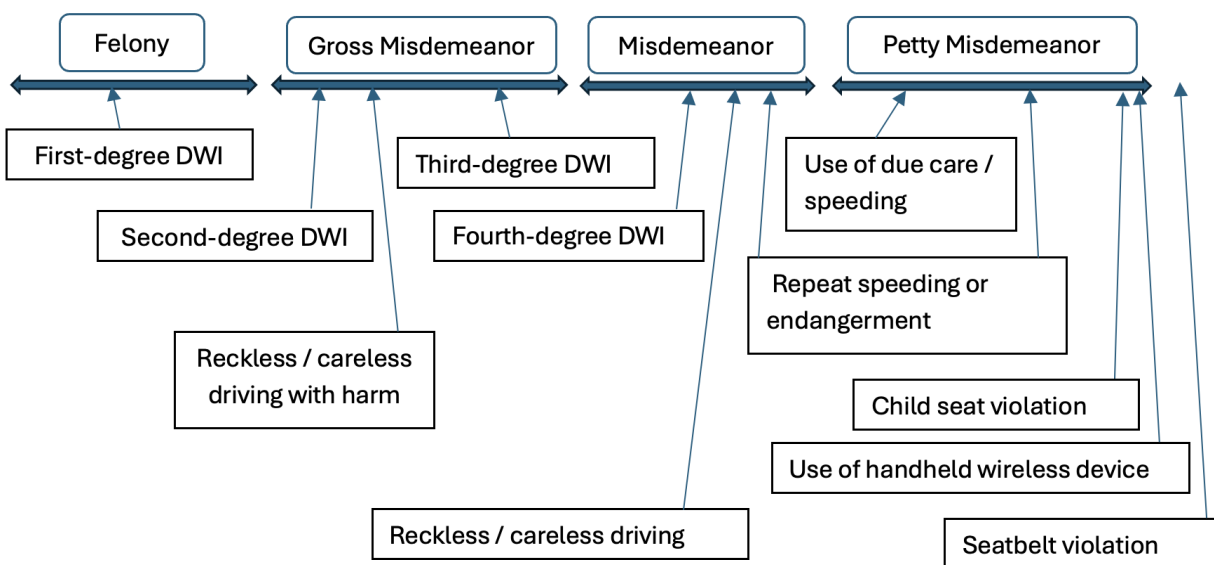


Figure 2.1, below.

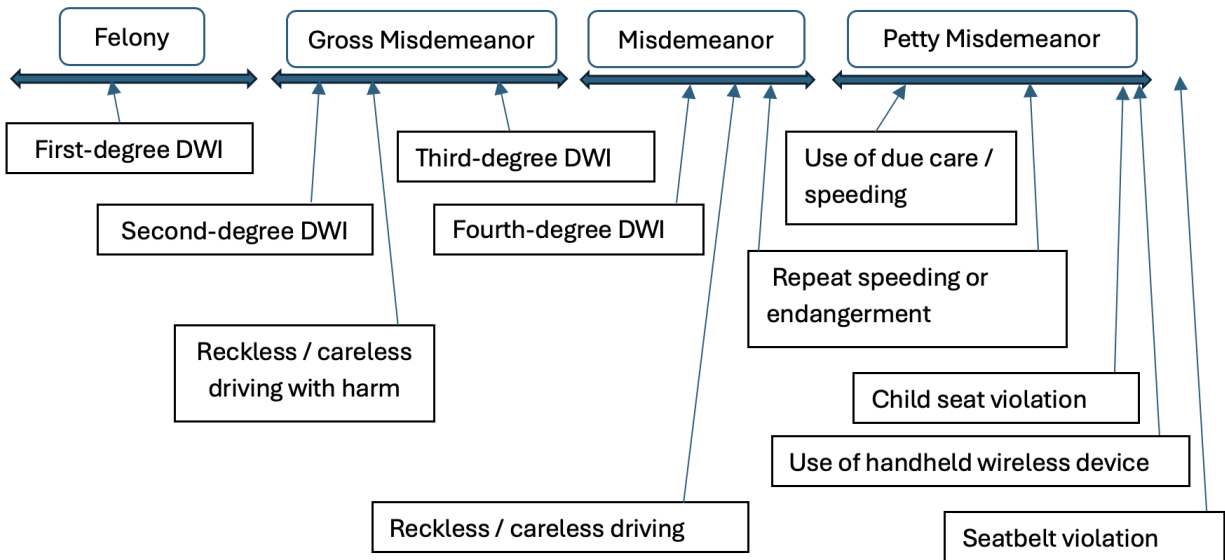


Figure 2.1 Classification of speed, impairment, distraction and seatbelt laws

2.2.2.3 Certainty and Consistency

The certainty and consistency of these laws vary as well. The impairment laws, except for fourth-degree, have mandatory minimum sentences, including driver's license revocation, while speeding laws have a variety of exceptions and diversion opportunities, as summarized in Table 2.5, below.

Table 2.5 Certainty and Consistency of Punishment

Statute	Mandatory sentence	Loss of License	On Driving record
Due Care / Speeding	No	No	Not in certain circumstances
Repeat speeding or endangerment	No	Yes	Yes
First-degree DWI	Yes	Yes	Yes
Second-degree DWI	Yes	Yes	Yes
Third-degree DWI	Yes	Yes	Yes
Fourth-degree DWI	No	Yes	Yes
Reckless / Careless	No	Yes	Yes
Reckless / Careless with harm	No	Yes	Yes
Use of wireless handheld device	No	No	Yes
Child seat violation	No	No	Yes
Seatbelt violation	Yes	No	No

2.2.2.4 Implications for Disposition of Citation

The range and pattern of penalties create an interesting set of incentives for how and whether a person who receives a citation under these statutes may be charged, and, if how and whether they may contest them.

First and foremost, while the certainty and severity of the punishments included in the impairment laws indicates the priority the legislature places on deterring this behavior, that same severity creates an incentive for the defendant to contest the charge and process, which has resulted in extensive case law and statutes determining procedures and options of how these cases are ultimately disposed.

On the other hand, the wide variety of penalties for speeding and distraction, which increase for repeat, and more severe, offenses, indicates that while the behaviors are discouraged, the legislature was more concerned with deterring these behaviors than of issuing life-changing punishments. As a result, cases are more likely to be disposed of without trial, either as dismissals or admissions of guilt.

Finally, the seatbelt and wireless device laws present simple penalties that do not increase with repetition, which creates disincentives for issuing these citations (penalty is the same whether one was issued previously) as well as for contesting them (cost may be greater than simply paying the fine). As a result, fewer instances of how these citations were disposed of may exist.

Beyond the patterns noted from this theoretical incentive / disincentive analysis, however, the data may reveal other patterns reflecting interests and motivations independent of the legislative intent, which will be the focus of the rest of this study.

Chapter 3: Data Collection

3.1 Research Questions

Data was collected from multiple sources with the aim to answer a number of key research questions, which will be expanded upon based upon the findings of the descriptive and inferential analyses and feedback from project stakeholders.

1. What trends exist among traffic citations from 2017 to 2022?
 - a. How do changes in citations differ across law enforcement agencies?
 - b. How do changes in citations differ by traffic violation type?
2. Are shifts in citation issuance patterns related to changes in crash data?
 - a. Are changes in citations by traffic violation type associated with traffic crashes attributed to the same traffic violations?
3. What trends exist in traffic citation conviction rates from 2017 to 2022?
 - a. Does the rate in traffic citation convictions differ by traffic violation type?
 - b. Does the rate in traffic citation convictions differ by charge severity?
4. How do impairment citation (e.g., DWI) conviction rates differ by judicial district?
5. What trends exist in fine and fee transaction counts and in payment and adjustment rates from 2017 to 2022?
6. What other factors are associated with citation (charge) counts?
 - a. Are shifts in citation issuance patterns related to changes in state or local policies, campaigns, or other external events?

3.2 State Courts Administrator's Office (SCAO) Dataset

The research team formally requested all adult criminal and traffic cases under Minnesota Statutes sections 169, 169a, 171, 340a, 342, 609, 160.2715a and 168.013.12(a) from 2017 to July 2024 from the Minnesota Judicial Branch. The investigators coordinated with a Public Data Specialist from the Minnesota Court Research Office to identify appropriate data regarding all aspects of the criminal case, charge, defendant, disposition, sentence, sentence components, sentence confinement, sentence probation, and fines/fees. The data were transferred to the research team via secure file transfer. The data obtained from court records included at least one charge for a traffic-related violation among the statutes requested. Data were retrieved in separate datasets based on type of record (Table 3.1).

Table 3.1 Description of Traffic Violation Datasets Received from SCAO

Dataset Type	Number of Records in Raw File
Case	4,072,290
Charge	10,539,910
Defendant	4,097,046
Disposition	5,213,702
Sentence	3,902,225
Sentence components	10,499,130
Sentence confinement	846,891
Sentence probation	892,484
Fines and Fees	58,333,092

Each dataset had at least one of the following record identification variables: Case source ID, Charge source ID, Party source ID (defendant), or Sentence source ID. These record IDs were used to link observations among the datasets. Several datasets had repeats of individual record IDs. For example, the charge dataset included records with duplicate charge source IDs. When this occurred, only one of the records for the duplicated ID was retained, based on a ‘flag variable’ that indicated initial versus updated status for each record in a pair.

3.2.1 Identification of the target cohort of traffic violations for the analysis

The study cohort included cases that had at least one traffic violation charge with a date of offense in the years 2017 to 2022. While the team obtained data from January 2023 to July 2024, these years were not included in the analysis because the high volume of open cases, and the incomplete 2024 data set, would prevent an equitable analysis of disposition.

Traffic violation charges were identified by examining the statutes for individual charges, available in the Charge dataset. The targeted statutes for analysis were grouped by type of traffic violation as described in Table 3.2. These statute groupings were initially validated by a sergeant in the Minnesota State Patrol. Finally, traffic violation charges that occurred alongside non-traffic-related charges of greater degree (severity) within the same case were excluded from the cohort. This was necessary because the presence of additional charges of higher degree was likely to influence several outcomes of interest, including conviction status.

Table 3.2 Traffic violation statutes for analysis

Type of Traffic Violation	Statute sections
Speeding	169.14
Driving while impaired	169A
Seatbelt violation	169.686
Child seat violation	169.685

Distracted driving	169.18.1, 169.18.2, 169.18.3(1), 169.18.3(2), 169.18.7(1), 169.18.7(3), 169.18.7(4), 169.471.2(a), 169.475.2(a), 49CFR392.82(a)(1), 171.055.2(a), 169.443.9(b)
Failure to yield	169.20

3.2.2 Traffic safety violations – outcomes of interest

Analysis of the traffic safety violations was focused on several outcomes, including case counts, conviction status, and fine/fee charges and payments.

3.2.3 Case Counts

A single case could include more than one charge for each type of traffic violation. In the study cohort, cases with multiple traffic violation charges occurred more frequently for certain violation types compared to others (Table 3.3). For example, 75% of impaired driving cases in the study cohort included two or more impaired driving charges, compared with 6% of child seat violation cases, and less than 0.3% of cases for each of the other types of traffic violations. Because of this variability in charge counts per case, case counts, rather than charge counts, were calculated and used to compare yearly trends among traffic enforcement agencies for each type of traffic violation. In addition, the annual case counts and rates per full-time equivalent (FTE) officer were calculated for each police department in Minnesota.

Table 3.3 Count of traffic violation cases by number of traffic charges

Number of traffic violation charges per case	Traffic violation case counts					
	Speeding	Impaired Driving	Seatbelt	Child Seat	Distracted Driving	Failure-to-yield
1	885,097	37,607	123,787	5,475	86,545	36,081
2	602	90,386	150	279	218	73
3 or more	8	20,704	29	61	4	3
Total	885,707	148,697	123,966	5,815	86,767	36,157

3.2.4 Conviction Status

The conviction status of individual traffic safety violation charges was determined by the criminal disposition type description variable in the disposition dataset. These disposition types were used to assign convicted yes/no status to each charge in disposed cases as indicated in Table 3.4. Among the traffic charges in the study cohort, 99.9% had one of three disposition descriptions:

- Convicted (84.8%)
- Dismissed (11.1%)
- Dismissed, conditions met or expired (4.0%).

Table 3.4 Grouping disposition types by conviction status

Disposition Type	Conviction Status	N disposed charges	%
Adjudicated juvenile traffic offender	Convict-Yes	2	<0.1
Continued for dismissal	Convict-Yes	200	<0.1
Continued without adjudication	Convict-Yes	14	<0.1
Continued without findings	Convict-Yes	4	<0.1
Convicted	Convict-Yes	1198748	84.8
Conviction set aside	Convict-Yes	7	<0.1
Diversion	Convict-Yes	3	<0.1
Statutory stay of adjudication	Convict-Yes	30	<0.1
Stay of adjudication	Convict-Yes	502	<0.1
Acquitted	Convict-No	649	0.1
Acquitted, mental illness	Convict-No	7	<0.1
Dismissed	Convict-No	156838	11.1
Dismissed, conditions met or expired	Convict-No	56164	4.0
Dismissed, mental deficiency	Convict-No	13	<0.1
Dismissed, mental illness	Convict-No	3	<0.1
Vacated	Convict-No	82	<0.1
No adjudication-lessor offense	No adjudication	162	<0.1

Conviction percentages were calculated using case counts as denominators. Charge counts were not used because they would cause the conviction percentages to appear artificially lower for violation types with high frequencies of multiple-charge cases compared to those with fewer multiple charge cases. For example, a large proportion of impaired driving cases have multiple impairment charges where the probability of conviction is not equal for all the charges. For each traffic violation type in the study cohort, case-based conviction percentages were calculated using the following formula: (number of cases with at least one convicted traffic violation charge / number of cases with at least one traffic violation charge) × 100. To calculate conviction percentages stratified by case severity, cases were assigned the highest degree among the traffic violation charges they included.

3.2.5 Payment of fines and fees

Traffic safety violations that resulted in fines or fees being charged were identified using the financial transaction type description in the fines and fees dataset. Each of the fine and fee charges had one or

more rows in this dataset, with each row representing a single financial transaction related to the charge. The frequency of each transaction type among all financial transactions associated with closed-case traffic violation convicted charges in the study cohort is shown in

Table 3.5. Relative to the 5.8 million financial charges, similar counts of disbursements (5.7 million) and payments (5.6 million) were observed. A relatively small proportion of transactions were found to result in void transactions or void checks (<1%).

Table 3.5 Frequency of each financial transaction type among all court transactions for traffic violation closed-case convicted charges in study cohort from 2017 to 2022

Financial Transaction Type	Transaction Count
Adjustment	359,281
Charge	5,770,481
Charge Reduction	9,043
Credit	76,210
Disbursement	5,727,291
Payment	5,621,501
Void	5,736
Void Check	125,905
Total	17,695,448

The frequencies of the fee types that were covered by the ‘Charge’ transaction type are shown in Table 3.6. The largest percentage of fee types among “Charge” transactions were:

- “Surcharges – Criminal” (24%)
- “Law Library Fees – Criminal” (20%)
- “Highway Patrol Fines” (18%)
- “Municipal Traffic Fines” (15%).

Annual counts of traffic violation charges with at least one fine or fee transaction were calculated for each violation type. These counts served as the denominators for calculating annual charge payment rates. The numerators for these rates were the counts of traffic violation charges with at least one transaction payment. Trends in annual charge payment rates and charge adjustment rates were compared among the types of traffic violation.

For all transaction fee types and the major fee types of Municipal Traffic Fines and Highway Patrol Fines, the total annual values of fines and fees were compared among judicial districts. Further, the annual paid and adjustment amount percentages were calculated and compared among judicial districts.

Table 3.6 Frequencies of fee types among 'Charge' transactions made in closed cases with traffic violation convicted charges from 2017 to 2022

Fee Type	Transaction Count	%
Bail Forfeiture	540	0.01
Case Filing Fees	78	<0.01
Chemical Dependency Assessment	82,081	1.42
Child Restraint	5,277	0.09
Controlled Substance	8	<0.01
County Fines	121,513	2.11
Court Costs	572	0.01
Crime-Based Assessments & Fees	4,049	0.07
DNR Fines	1,110	0.02
Electronic Payment Convenience Fee	427,224	7.40
Emergency Vehicle Surcharge	84	<0.01
Highway Patrol Fines	1,026,936	17.80
Late Penalty	585,200	10.14
Law Library Fees – Criminal	1,131,317	19.61
Law Library – Civil	77	<0.01
Local Fines	293	0.01
Minnesota Fines (Dummy Fee Rule Codes)	10,244	0.18
Miscellaneous Service Fees	907	0.02
Municipal Traffic Fines	852,223	14.77
NSF Fee	247	<0.01
Probation Fees	1,679	0.03
Prosecution Costs	4,238	0.07
Public Defender	32,027	0.56
Refunds	684	0.01
Restitution	2,360	0.04
School Zone Surcharge	1,111	0.02
Seatbelt Fees	111,550	1.93
Sheriff's Contingency Fund	92	<0.01
Surcharges - Criminal	1,366,680	23.68
Technology Fee	71	<0.01
Unclaimed Property	3	<0.01
Victim Assistance	5	<0.01
Wildlife Restitution	1	<0.01
Total	5,770,481	100

3.3 Crash Data

Data regarding officer-reported motor vehicle crashes was accessed by the team through two sources. First, the team extracted crash counts by behaviors of interest from the Minnesota Motor Vehicle Crash Facts reports from 2017 to 2022 [17-22]. These reports provided counts of property damage only, injury, and fatal crashes which were attributed to speeding, impairment, seatbelt non-use, or distracted driving.

Additionally, the team accessed data provided by the Minnesota Department of Transportation which provided counts of documented motor vehicle crashes by law enforcement agency and by crash severity, i.e., fatal (K), suspected serious injury (A), suspected minor injury (B), possible injury (C), and property damage only (PDO or O). This data provided a basis for crash reporting engagement by each law enforcement agency from 2017 to 2022. Total crashes documented across the state, by year and crash severity, are shown in Table 3.7. Additionally, the percentage of crashes by severity of total crashes each year are shown in parenthesis. From 2017 and 2022, approximately 75% of all documented crashes were property damage only crashes. Injury or fatal crashes were proportionally similar from 2017 to 2022; however, the percentage of suspected serious injuries and fatal crashes increased slightly beginning in 2020 to 2022.

Table 3.7 Count of Police-Reported Motor Vehicle Crashes by Injury Severity 2017 to 2022

Year	Fatal Crash (%)	Suspected serious injury (%)	Suspected minor injury (%)	Possible injury (%)	Property damage only (%)	Total
2017	374 (0.4)	1,596 (1.8)	8,352 (9.5)	11,729 (13.3)	65,992 (75.0)	88,043
2018	365 (0.4)	1,374 (1.6)	7,508 (8.5)	11,798 (13.3)	67,382 (76.2)	88,427
2019	353 (0.4)	1,337 (1.5)	7,436 (8.3)	11,544 (12.9)	69,008 (77.0)	89,678
2020	398 (0.6)	1,332 (2.1)	6,074 (9.7)	7,990 (12.7)	47,097 (74.0)	62,891
2021	497 (0.7)	1,507 (2.2)	6,967 (10.0)	9,369 (13.4)	51,519 (73.7)	69,859
2022	443 (0.6)	1,685 (2.3)	6,447 (8.8)	9,592 (13.1)	55,278 (75.3)	73,445
Grand Total	2,430 (0.5)	8,831 (1.9)	42,784 (9.1)	62,022 (13.1)	356,276 (75.4)	472,343

3.4 Seatbelt Use

Limited data is available about the estimated prevalence of traffic violations, such as distracted driving or impairment, across the state on an annual basis. The usage of seatbelts is monitored annually through National Highway Traffic Safety Administration's (NHTSA) Uniform Criteria for State Observational Surveys of Seatbelt Use (reported in Title 23: Highways, Part 1340 of the Code of Federal Regulations) [23-24]. These objective roadside observational surveys document seatbelt use across multiple regions of the state and capture trend information about compliance such as age, gender, day of the week, seating position, vehicle type, and others. Compared to national averages, Minnesota has slightly above average seatbelt use than many other states, particularly those in the

South, but underperforms compared to states in the West [25]. Seatbelt use is consistently lowest among occupants of pick-up trucks (e.g., 85.2% in 2021). Average weighted seatbelt use is shown in Table 3.4

Table 3.8 Average Weighted Seatbelt Use from 2017 to 2022

Year	Minnesota Average	United States Average
2017	92.0%	89.7%
2018	92.4%	89.6%
2019	93.4%	90.7%
2020	-	90.3%
2021	92.4%	90.4%
2022	93.3%	91.6%

Note: MN data was not collected during 2020 due to the COVID-19 Pandemic

3.5 Subject Matter Expert Data Collection

The research team conducted a series of exploratory interviews with subject matter experts from Minnesota law enforcement agencies, as well as city and county prosecutors. These interviews served to provide contextual understanding and support for the data provided by the Minnesota Judicial Branch and helped to refine and validate the analysis methods.

Interviews occurred both in person and remotely (via Zoom) and lasted approximately 1 hour. The research team prepared preliminary materials to share descriptive data tables and graphs with subject matter experts to discuss patterns observed, analysis plans, and additional considerations which may have not been previously considered.

Interviews were conducted with law enforcement experts from the Minnesota State Patrol (current and retired) and the Saint Paul Police Department. Interviews were conducted with prosecutorial experts from Ramsey County and the City of Bloomington.

The information gained from these interviews helped the research team to explore the role of the Minnesota Department of Public Safety's TZD high visibility campaigns, consider how speeding enforcement may influence impaired driving enforcement, and to evaluate charge reductions from impairment to careless or reckless driving. Additionally, discussions supported refined analyses of convictions at the case level (rather than charge level), supported efforts to more clearly differentiate charges by severity, and define convictions by disposition type.

3.6 Approach

The research team used a mixed methods approach to examine the cross-sectional and time series data

provided by the Minnesota Court Research Office, and sought out other external data sources, including crash reports and law enforcement officer count data to study the relations between these factors and traffic violations. Descriptive statistics enabled visualization of changes in traffic violation citations (charges and cases), conviction percentages, and fine payments over time and of differences in trends among factors of interest, including violation severity, law enforcement agency, and judicial district. The research questions specified by the evaluation request and the results of the descriptive statistical analyses guided the research team to conduct a series of inferential analyses of the data, which determined the statistical significance of differences observed in the data. These analyses included multiple negative binomial regression that will control for covariate factors which are expected to influence citation and court outcomes, such as concomitant charges (e.g., criminal charges of greater severity than the corresponding traffic citation), COVID timeline, other significant events (e.g., officer-involved shootings/deaths), seasons, time of day, policy/legal changes (e.g., MN Hands-Free Law).

The results of the analyses are expected to yield useful insights into the state of citations of traffic violations and corresponding court outcomes and their potential impacts on traffic safety in Minnesota. The analysis is expected to capture relative and time-based differences in ticket dispositions across the state of Minnesota to help guide policy and right-sized perceptions of law enforcement and court-based activities related to traffic enforcement.

3.7 Study Limitations

The proposed analyses are expected to have a number of limitations that may restrict the insight into the relationship between traffic safety and traffic enforcement. While it is important to track changes in traffic citation counts over time, their use in examining enforcement trends is limited without a suitable estimation of the total number of underlying traffic violations being committed. Moreover, the research team does not have access to traffic stops, verbal or written warnings, or similar data from law enforcement, to determine the rate at which officers make contact with violating drivers relative to the rate at which they issue them a citation. Furthermore, this analysis is limited to 2022 as the most recent year of examination which may limit insights into additional recovery or changes following the COVID-19 pandemic.

Finally, these analyses do not examine other pertinent factors such as racial or socioeconomic biases, non-traffic-related crime rates, or other sociocultural issues that may influence trends in traffic violations, traffic enforcement, and prosecution over time and by geographic region. The results and recommendations are expected to highlight trends of interest which should be examined in future studies or guide policy changes in mandating data collection (for example, racial data or driver warning data) to provide future research with an improved ability to answer questions related to traffic citations and traffic safety.

Chapter 4: Descriptive Analysis

This chapter presents the descriptive statistics that have been used to analyze changes in traffic citation case volume, conviction rates, and cases with imposed fines or fees in Minnesota from 2017 to 2022.

4.1 Traffic citation case counts

The following figures illustrate the annual trends in case counts by the agency types: State Patrol, Police Departments, Sheriff's offices, and other agencies. Annual case counts in individual police departments, sheriff's departments, and State Patrol districts can be found in Appendices A-D.

4.1.1 Speeding

Figure 4.1 shows that the State Patrol consistently issued the most speeding citations during the study period, with counts declining slightly through 2020 but rebounding to over 83,000 in 2022. In contrast, Police-issued citations dropped rapidly from 78,000 in 2017 to under 30,000 in 2022, representing a decline of over 60% in five years. Sheriff's offices also experienced a steady reduction, from over 25,000 citation cases in 2017 to 18,000 in 2022.

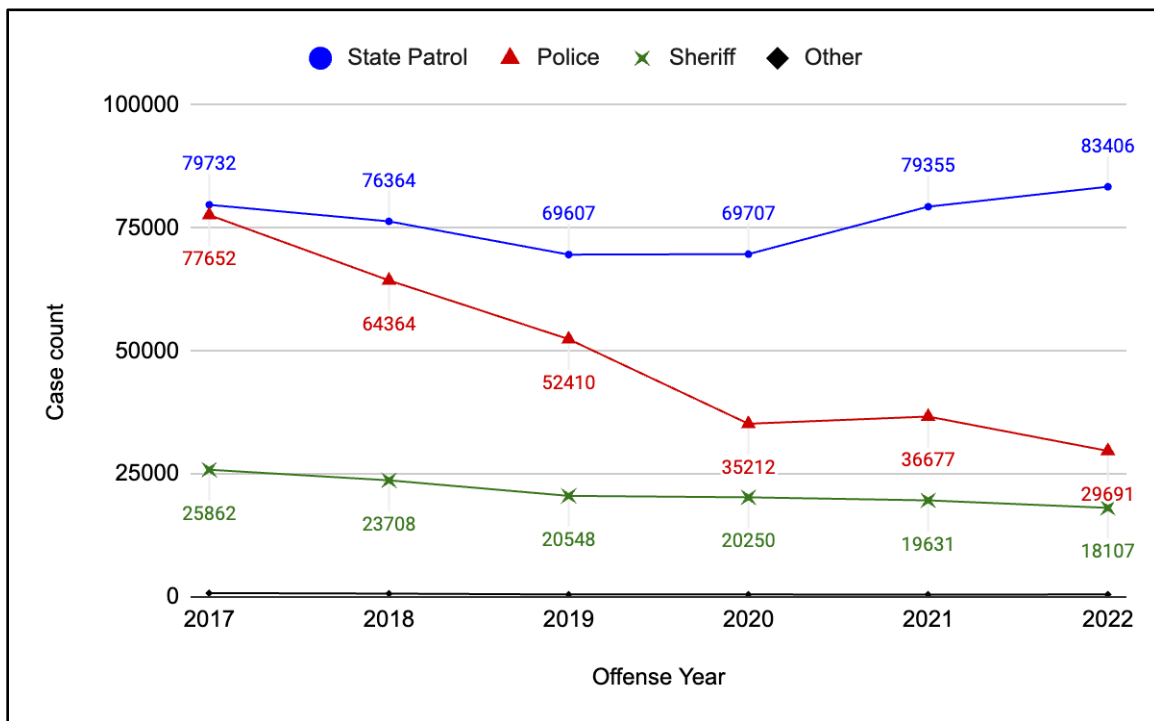


Figure 4.1 Annual counts of speeding citation cases by agency type

Note: Count includes cases where at least one speeding charge has the highest degree in case.

4.1.2 Impairment

Figure 4.2 shows that Police consistently issued the majority of impaired driving cases, with counts around 15,000 from 2017–2019; cases dropped to 11,000 in 2020 and slowly increased in subsequent years. Both the State Patrol and Sheriff’s offices maintained lower but relatively stable case volumes; a temporary dip occurred for both agencies in 2020, followed by a gradual recovery through 2022.

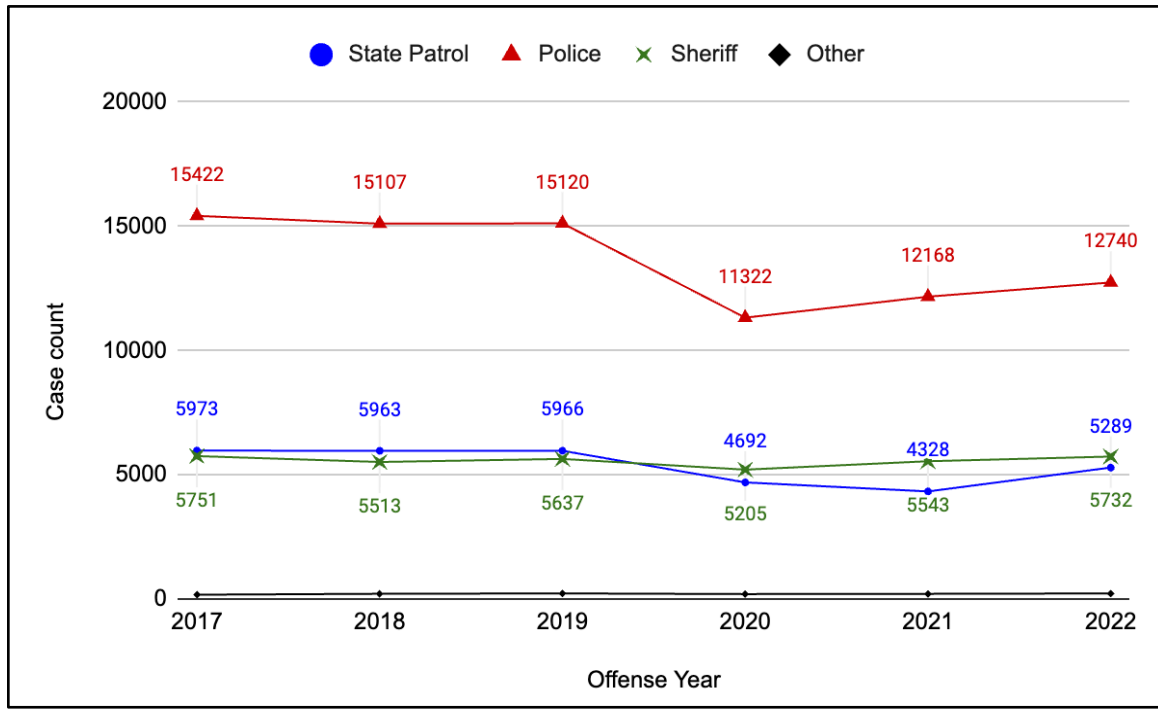


Figure 4.2 Annual counts of impaired driving citation cases by agency type

Note: Count includes cases where at least one impaired charge has the highest degree in case.

4.1.3 Seatbelt

Figure 4.3 shows that State Patrol issued the majority of seatbelt citations, peaking at nearly 20,000 cases in 2018 before declining sharply to 8,600 by 2021. Police cases followed a similar downward trend, falling from 7,000 in 2017 to less than 2,500 in 2022. Sheriff’s offices accounted for far fewer seatbelt citations overall, decreasing steadily from just over 2,000 cases in 2017 to under 1,000 by 2021–2022. The magnitude of declines in seatbelt citations is in contrast to the relatively stable percentage of seatbelt use observed through the seatbelt survey shown in Table 3.8 which reported a range of 92.0%–93.3% weighted average use from 2017 to 2022, the highest being in 2019 and slight declines in the following years.

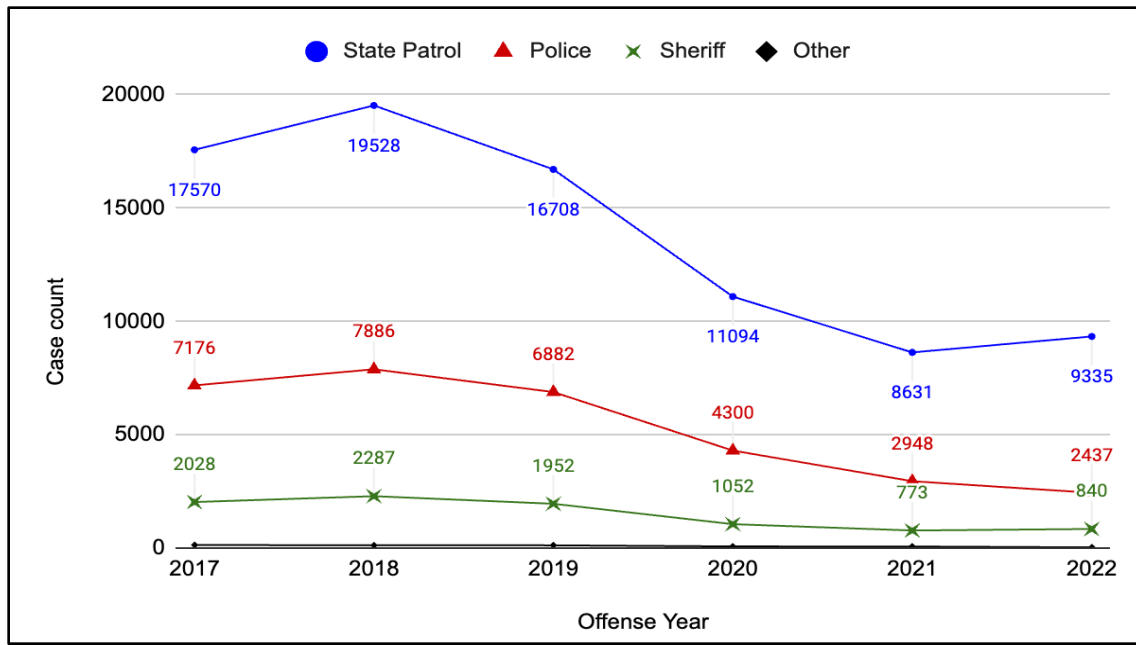


Figure 4.3 Annual counts of seatbelt citation cases by agency type

Note: Count includes cases where at least one seatbelt charge has the highest degree in case.

4.1.4 Child seat

Figure 4.4 shows that child seat citations were relatively rare compared to other traffic violations and declined steadily across all agency types during the study period. Police cases dropped the most, by almost 50%, from 2018 to 2020.

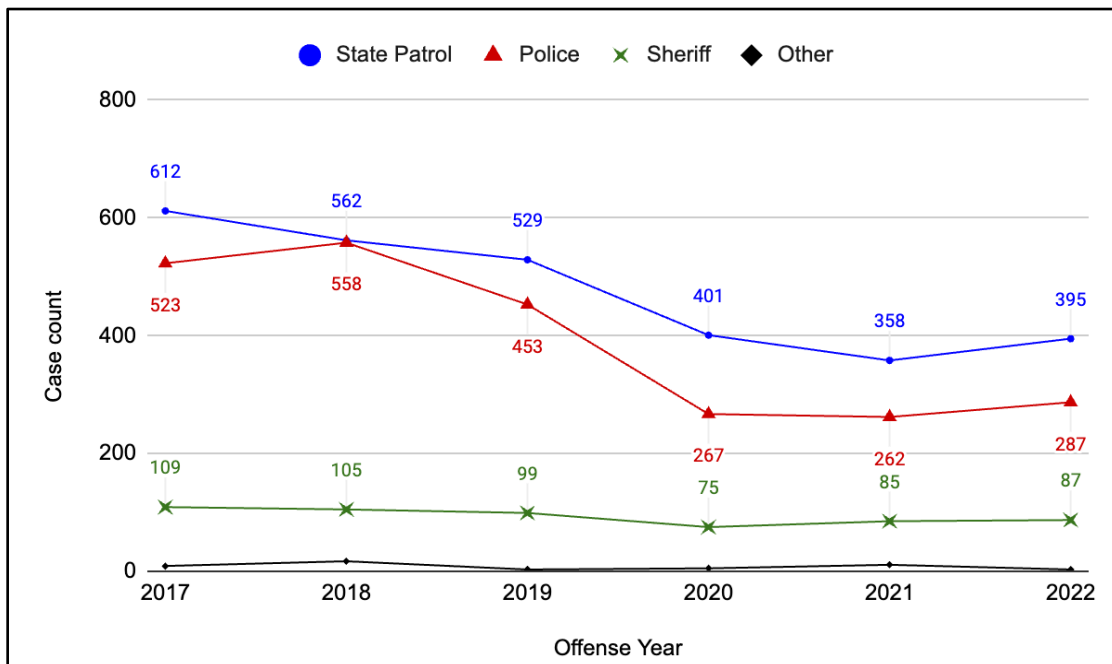


Figure 4.4 Annual counts of child seat citation cases by agency type

Note: Count includes cases where at least one child seat charge has the highest degree in case.

4.1.5 Distracted driving

Figure 4.5 shows a sharp increase in distracted driving citations beginning in 2019, with State Patrol cases almost doubling from 2018 to 2020 and maintaining a range of 7,000–9,000 annual cases from 2019 to 2022. Police citations jumped from 4,500 cases in 2018 to 7,600 in 2019, but only maintained those case counts through 2020 before dropping back down in 2021. While counts of citations by Sheriff's offices were lower overall, their case counts more than doubled from 2017 to 2020.

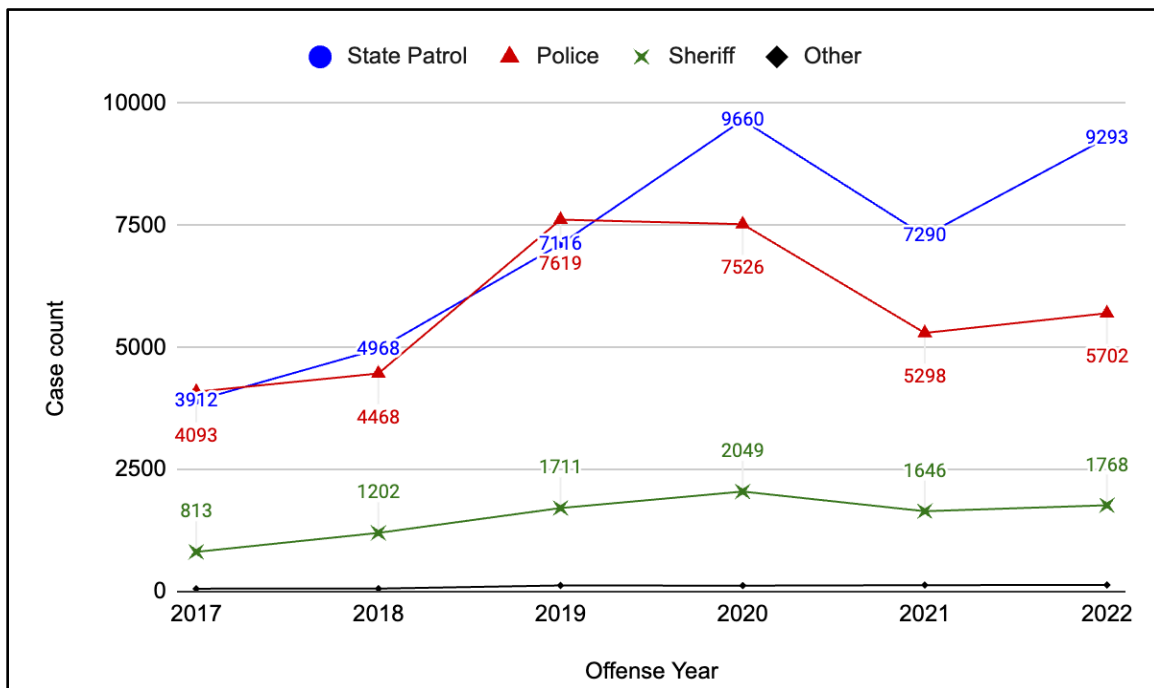


Figure 4.5 Annual counts of distracted driving citation cases by agency type

Note: Count includes cases where at least one distracted driving charge has the highest degree in case.

4.1.6 Failure-to-yield

Figure 4.6 shows that police issued the majority of failure-to-yield citations, with counts exceeding 4,700 cases from 2017–2019 before dropping sharply to under 3,000 by 2020. State Patrol and Sheriff's offices cases remained steady but relatively low over the study period.

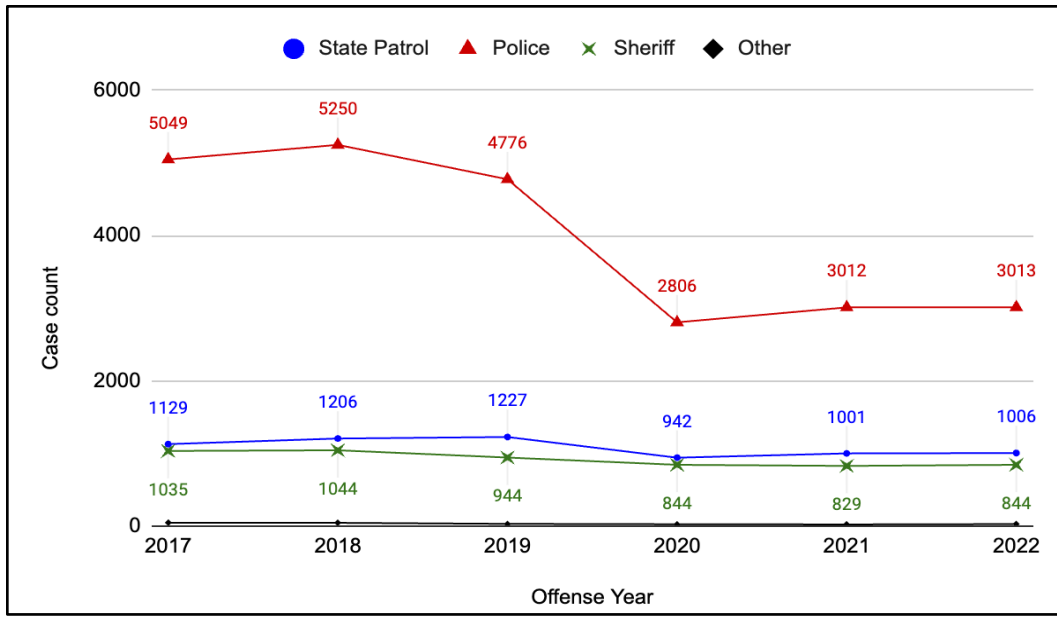


Figure 4.6 Annual counts of failure-to-yield citation cases by agency type

Note: Count includes cases where at least one failure-to-yield charge has the highest degree in case.

4.2 Total crashes for each violation

4.2.1 Speeding

Figure 4.7 shows that while speeding-related crashes remained relatively stable between 2017 and 2022, speeding citation case counts trended downward overall. Counts of property damage only (PDO) crashes, which made up the largest share, and crashes resulting in injury remained steady over time. Fatal crashes were much less frequent but increased over time, from 35 in 2017 to 95 in 2021.

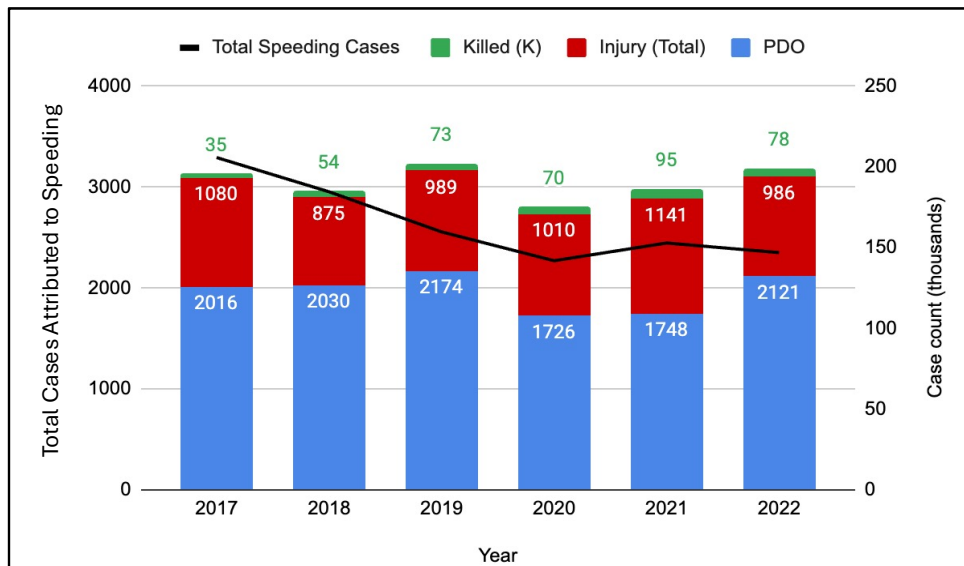


Figure 4.7 Annual Total Crashes from Speeding v. Total Speeding Citation Case Counts

Note: PDO = property damage only traffic accidents, where no one involved is injured but there is damage to vehicles or other property. Injury (total) includes the total injury outcomes of any severity suffered from a traffic accident caused by the traffic violation.

4.2.2 Impairment

Figure 4.8 shows that impairment-related crashes remained persistently high across the study period, with annual totals generally around 4,000. Fatal crashes were less frequent than PDOs and injury-resulting crashes but did see an increase from 108 in 2017 to 135 in 2022, with the largest spike from 2019 to 2020, coinciding with a drop in citation cases and the COVID-19 pandemic.

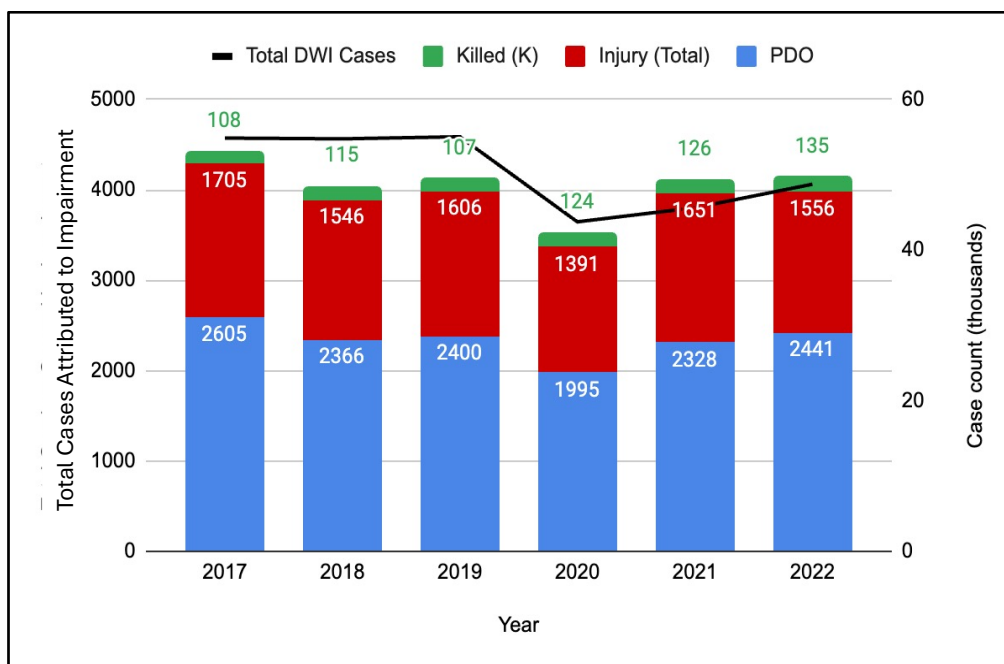


Figure 4.8 Annual Total Crashes from Impairment v. Total DWI Citation Case Counts

Note: See Figure 4.7 notes for PDO and Injury (total) definitions.

4.2.3 Seatbelt

Figure 4.9 shows that the majority of seatbelt violation injury cases involved minor or possible injuries (Injury B and C), which decreased sharply in 2020 before rebounding in 2021, while serious injuries (Injury A) remained relatively stable. However, seatbelt violation crashes with fatalities increased noticeably during the later years in the study period when seatbelt citation cases were lowest. No seatbelt usage data was collected in 2020; however, the increase in seatbelt-related crashes in 2021 and 2022 is consistent with the survey data that found slightly lower usage in these years.

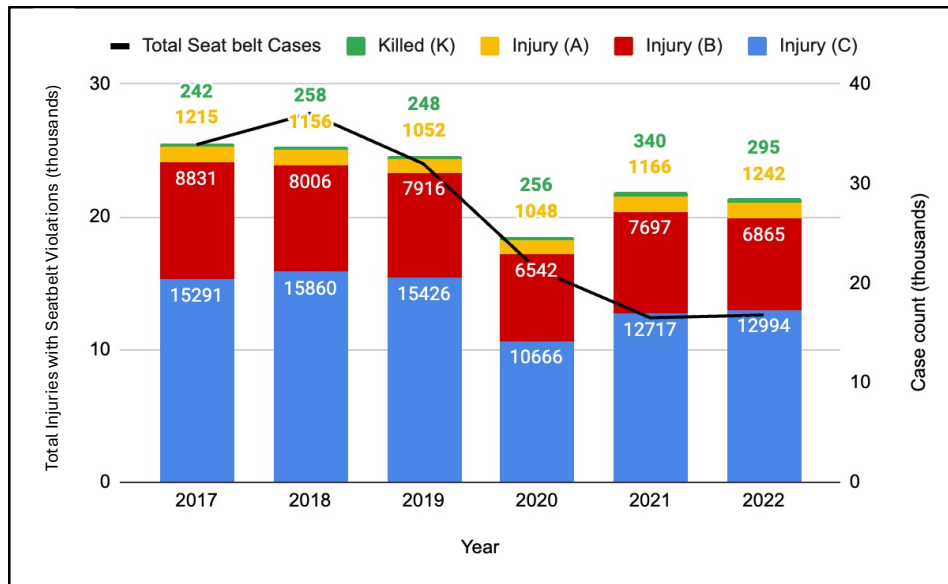


Figure 4.9 Annual Total Injuries from Seatbelt violations v. Total Seatbelt Citation Case Counts

Note: See Figure 7 notes for PDO definition. Injury (C) = Crashes where an injury reported or claimed is not classified as fatal, suspected serious, or suspected minor. Injury (B) = Crashes resulting in a non-incapacitating injury. Injury (A) = Crashes resulting in an incapacitating injury, but not fatal.

4.2.4 Distracted

Figure 4.10 shows that distracted driving crashes declined by nearly 40% from more than 6,000 in 2017 to just over 3,700 in 2022. Property damage only (PDO) crashes, which made up the majority of incidents, and injury crashes followed this decreasing trend over the same period. Fatal crashes remained very low with no consistent trend. By contrast, the annual trend of distracted driving citation counts appeared to be inversely related to annual changes in counts of distracted driving crashes.

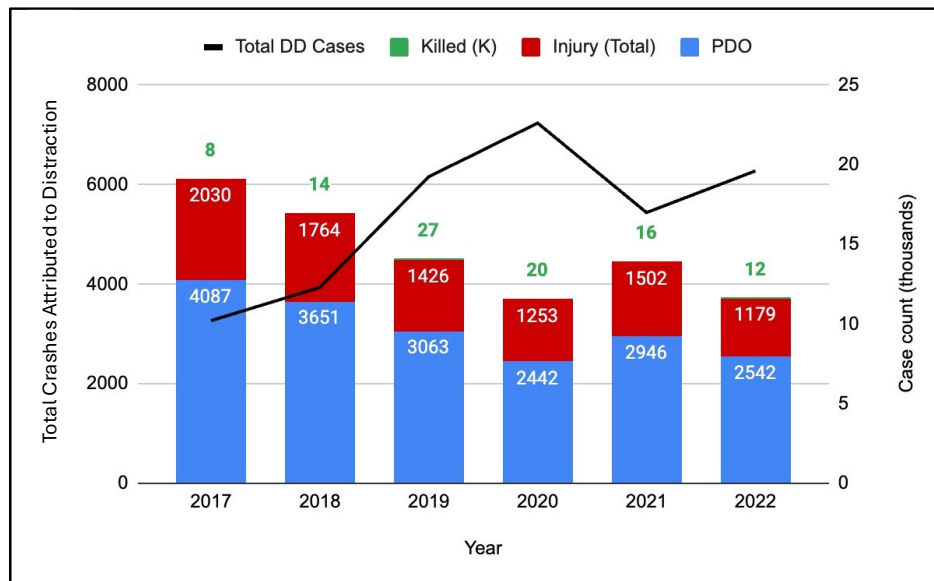


Figure 4.10 Annual Total Crashes from distracted driving v. Total Distracted Driving Citation Counts

Note: See Figure 7 notes for PDO and Injury (total) definitions.

4.2.5 Crash Reporting Trends

Analysis of crash data requires robust and reliable crash reporting across all severity types. From 2017 to 2022, fatal crashes consistently made up less than one percent of all crashes; these were found to be relatively stable over time. Consistently, possible injury crashes made up approximately 13% of all crashes every year; however, there was a relatively large drop from 2019 to 2020. Suspected minor injury crashes ranged from 8.5 to 9.5 percent of total crashes per year. Suspected serious injury crashes ranged from less than 2 to 3 percent of total crashes per year. Property damage only crashes (PDOs) were the most common type of crashes, making up more than 70% of crashes every year; however, a significant drop was observed with officer-reported property damage only crashes falling from 69,000 in 2019 to 47,000 in 2020.

Overall, there were upwards of 90,000 recorded crashes per year from 2017 to 2019, but a pronounced decrease of approximately 20,000 total crashes recorded from 2019 to 2020, which coincides with PDO and possible injury crash reporting decreases. Reports of minor crashes slightly increased in 2021 and 2022 but remained substantially fewer compared to 2019 and earlier, see Figure 4.11. Given the relatively stable count of serious and fatal crashes through the analysis years, these declines suggest that overall crashes did not decline in Minnesota, but rather law enforcement did not submit crash reports to the Minnesota Department of Public Safety, particularly property damage only and possible injury crashes, at the same frequency as in previous years.

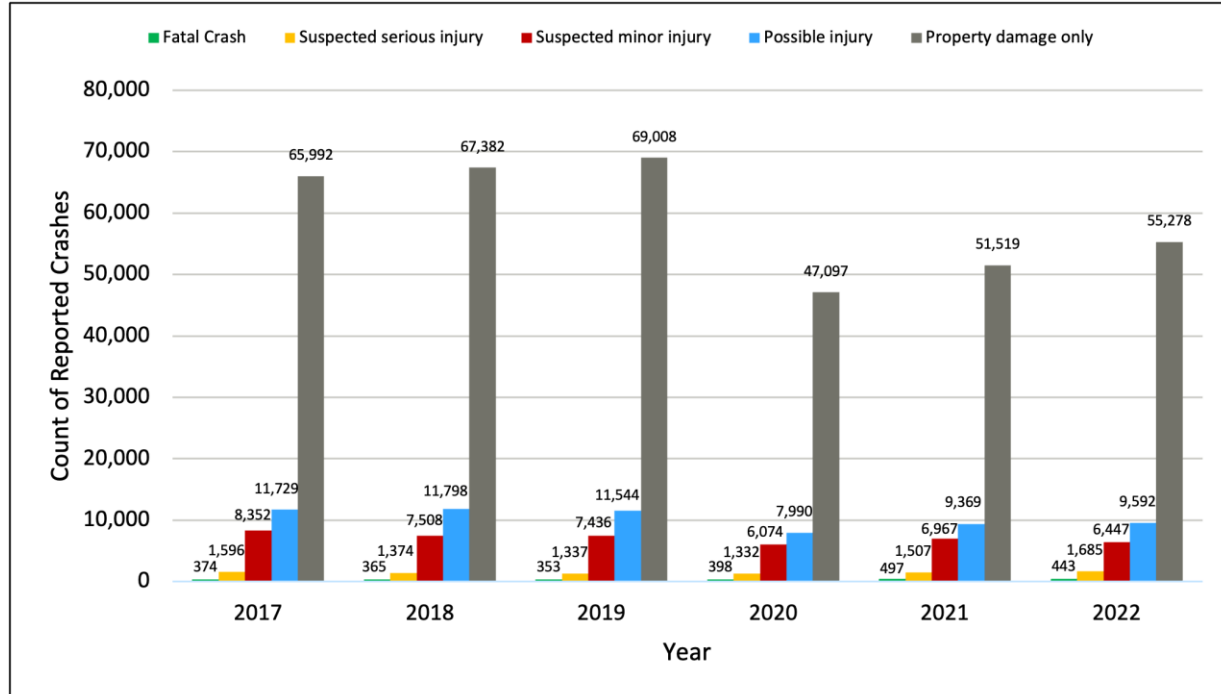


Figure 4.11 Count of Law Enforcement Reported Crash Reports by Crash Severity and Year

Source: Minnesota Department of Transportation.

The decreases of traffic citations and documented motor vehicle crashes may denote a joint indication of disengagement in traffic safety by law enforcement agencies, i.e., lower engagement in traffic safety by agencies corresponds with fewer devoted resources to both traffic enforcement and crash responding and reporting. Moreover, reduced engagement in crash reporting may also result in fewer engagement opportunities between law enforcement and risky motorists following a crash, decreasing the likelihood that a charge is brought, e.g., impaired driver may be more likely to be discovered by law enforcement responding to a minor crash.

4.3 Conviction rates by violation type

4.3.1 Speeding

Table 4.1 shows that nearly all disposed speeding cases were classified as petty misdemeanors, totaling over 870,000 cases from 2017–2022, compared to just under 15,000 misdemeanor cases. Figure 4.12 indicates that conviction rates for petty misdemeanors remained consistently high, increasing slightly from 93% in 2017 to 95% in 2022. By contrast, misdemeanor conviction rates were much lower, fluctuating between 68%–73% across the period.

Table 4.1 Count of speeding cases with a disposition date by degree of charge

Highest Speeding Charge Degree	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
Petty Misdemeanor	181,022	162,584	140,580	123,360	133,694	129,422	870,662
Misdemeanor	2,971	2,496	2,425	2,244	2,343	2,184	14,663
Total	183,993	165,080	143,005	125,604	136,037	131,606	885,325

Notes: Disposed cases where at least one speeding charge has highest degree in case.

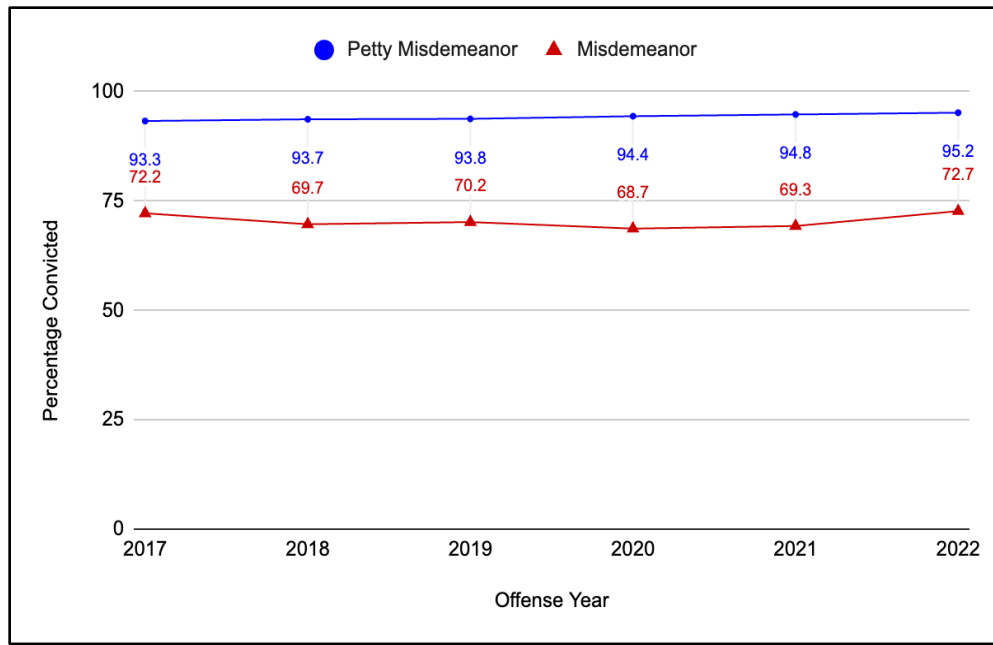


Figure 4.12 Annual percentage of convicted speeding cases by highest charge degree

Notes: Denominator includes disposed cases where at least one speeding charge has the highest degree in case.

4.3.2 Impairment

Table 4.2 shows that most impairment disposed cases were classified as either gross misdemeanors (77,641 cases) or misdemeanors (62,608 cases), while felonies were far less common (3,989 cases). Figure 4.13 indicates that conviction rates were highest for gross misdemeanors, consistently above 93%, while felonies had conviction rates near 90%. In contrast, misdemeanors had lower conviction rates, ranging from 84% to 90% over the study period.

Table 4.2 Count of impairment cases with a disposition date by degree of charge

Highest Impairment Charge Degree	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
Petty Misdemeanor	6	2	6	4	3	4	25
Misdemeanor	12,162	11,699	11,520	8,766	8,543	9,378	62,608
Gross Misdemeanor	13,907	13,852	14,028	11,122	12,134	12,598	77,641
Felony	671	631	659	652	667	709	3,989
Total	26,746	26,184	26,213	20,544	21,347	22,689	143,723

Notes: Disposed cases where at least one impairment charge has highest degree in case.

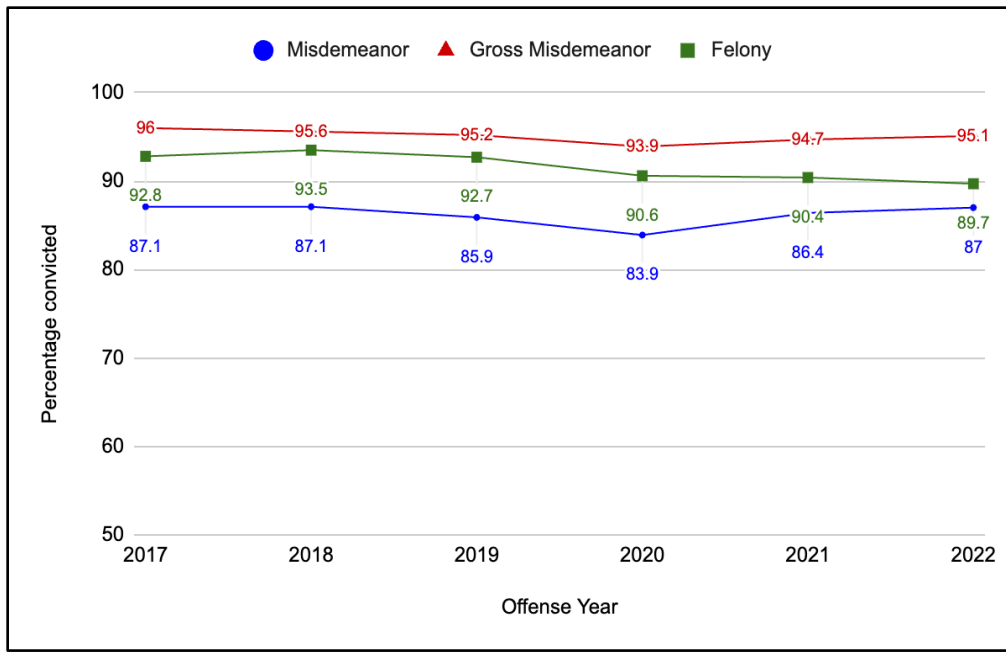


Figure 4.13 Annual percentage of convicted impairment cases by highest charge degree

Notes: Denominator includes disposed cases where at least one impairment charge has the highest degree in case.

The number of disposed cases with two or more impairment charges was roughly three times greater than the number of cases with only one impairment charge across all years (Table 4.3). In addition, conviction rates for cases with two or more impairment charges were at least 10 percentage points greater than for those with a single impairment charge across all years (Figure 4.14).

Table 4.3 Count of impairment cases with a disposition date by number of impairment charges per case

Number of Impairment Charges per Case	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
1	6,783	6,334	6,247	5,461	5,323	5,669	35,817
2	16,079	15,841	16,328	12,346	13,235	13,910	87,739
3+	3,884	4,009	3,638	2,737	2,789	3,116	20,173
Total	26,746	26,184	26,213	20,544	21,347	22,695	143,729

Notes: Disposed cases where at least one impairment charge has highest degree in case.

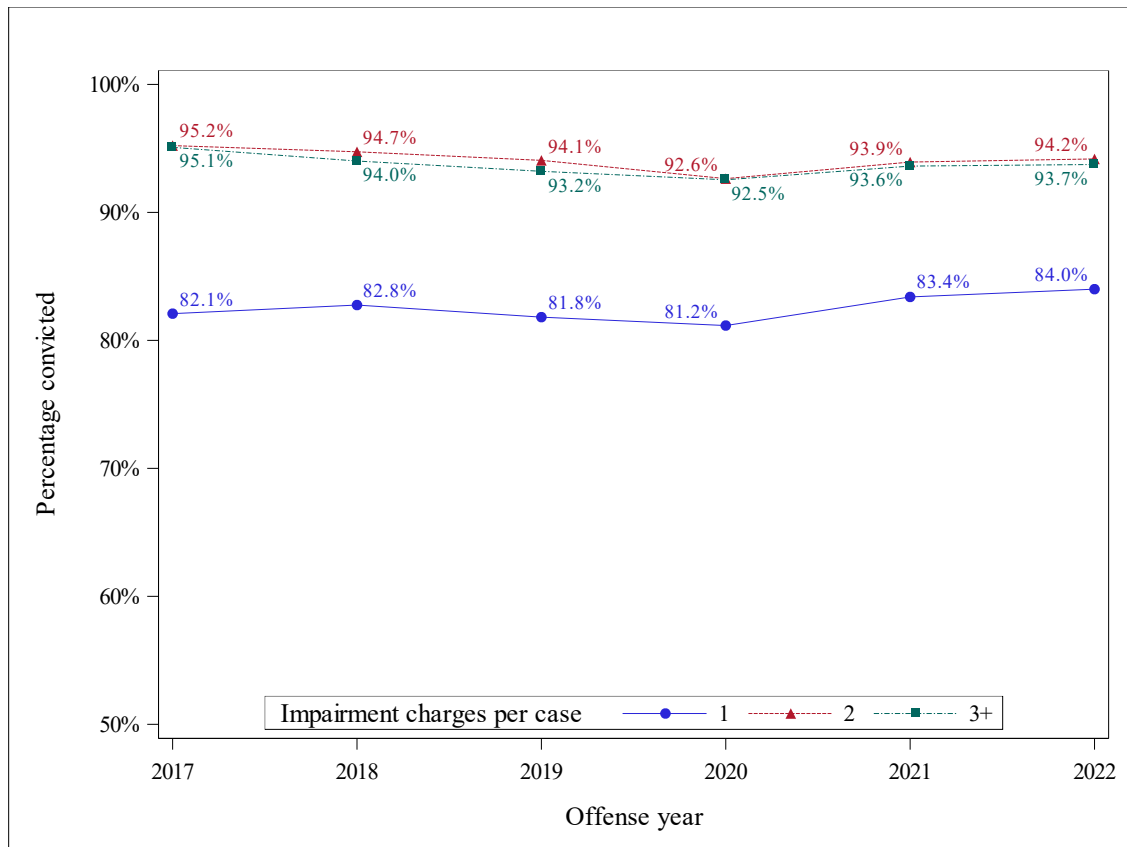


Figure 4.14 Annual percentage of convicted impairment cases by number of impairment charges per case

Notes: Denominator includes disposed cases where at least one impairment charge has the highest degree in case.

Out of 148,697 impairment cases, 11,866 cases (8%) had at least one impairment charge that was converted to a non-impairment statute (46 cases had two impairment-to-non-impairment charges). Among the 11,912 converted charges, 90% were changed to traffic-related careless driving violations (Table 4.4) and 96% received a convicted disposition.

Table 4.4 Frequency of updated offense descriptions among impaired driving charges that changed to non-impairment violations

Non-impairment offense description	N	%
Traffic - Careless Driving	6,511	54.66
Traffic - Careless Driving - Operate any vehicle carelessly on street or highway	4,232	35.53
Traffic - Duty to Drive with Due Care - Speed Greater than Reasonable	147	1.23
Liquor-Consumption by Persons under 21	139	1.17
Traffic - Reckless driving; Drives Consciously Disregarding a Substantial or Unjustifiable Risk	127	1.07
Other offenses (<1% each)	756	6.35
Total	11,912	

4.3.3 Seatbelt

Table 4.5 shows that all disposed seatbelt and child seat cases were classified as petty misdemeanors, totaling nearly 130,000 cases from 2017–2022, with seatbelt violations making up 95% of these disposed cases. Figure 4.15 indicates that seatbelt conviction rates were consistently very high, remaining above 97% across all years. Child seat cases had slightly lower conviction rates, around 90% over time.

Table 4.5 Count of seatbelt and child seat cases with a disposition date by degree of charge

Highest Charge Degree	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
Seatbelt violation Petty Misdemeanor	26,901	29,825	25,658	16,512	12,416	12,637	123,949
Child seat violation Petty Misdemeanor	1,253	1,242	1,083	748	715	771	5,812

Notes: Disposed cases where at least one seatbelt or child seat charge has highest degree in case.

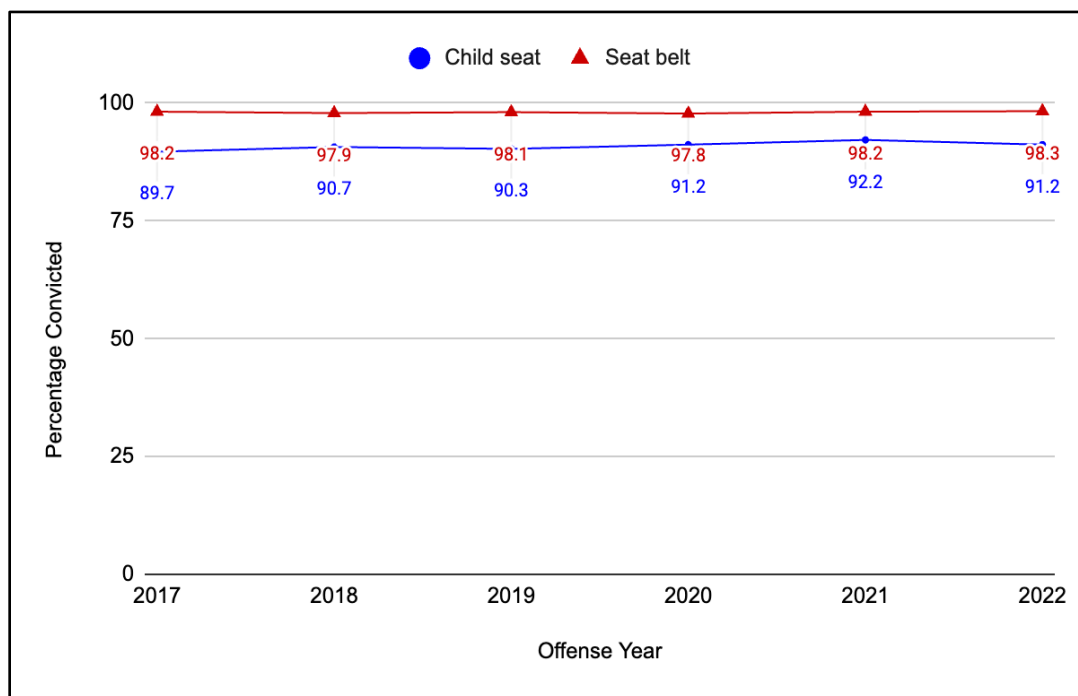


Figure 4.15 Annual percentage of convicted seatbelt and child seat cases by highest charge degree

Notes: Denominator includes disposed cases where at least one seatbelt or child seat charge has the highest degree in case.

4.3.4 Distracted

Table 4.6 shows that nearly all disposed distracted driving cases were classified as petty misdemeanors (86,036 cases), while misdemeanors were rare, totaling just 707 across the time period. Figure 4.16

indicates that petty misdemeanor conviction rates were consistently high, increasing gradually from 88% in 2017 to 92% in 2022. In contrast, misdemeanor conviction rates were much lower and more variable, ranging from 54% in 2017 to 36% in 2021. Misdemeanor distracted driving charges were notably the least convicted violation type.

Table 4.6 Count of distracted driving cases with a disposition date by degree of charge

Highest Distracted Charge Degree	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
Petty Misdemeanor	8,814	10,644	16,471	19,198	14,195	16,714	86,036
Misdemeanor	63	54	95	152	167	176	707
Total	8,877	10,698	16,566	19,350	14,362	16,890	86,743

Notes: Disposed cases where at least one distracted driving charge has highest degree in case.

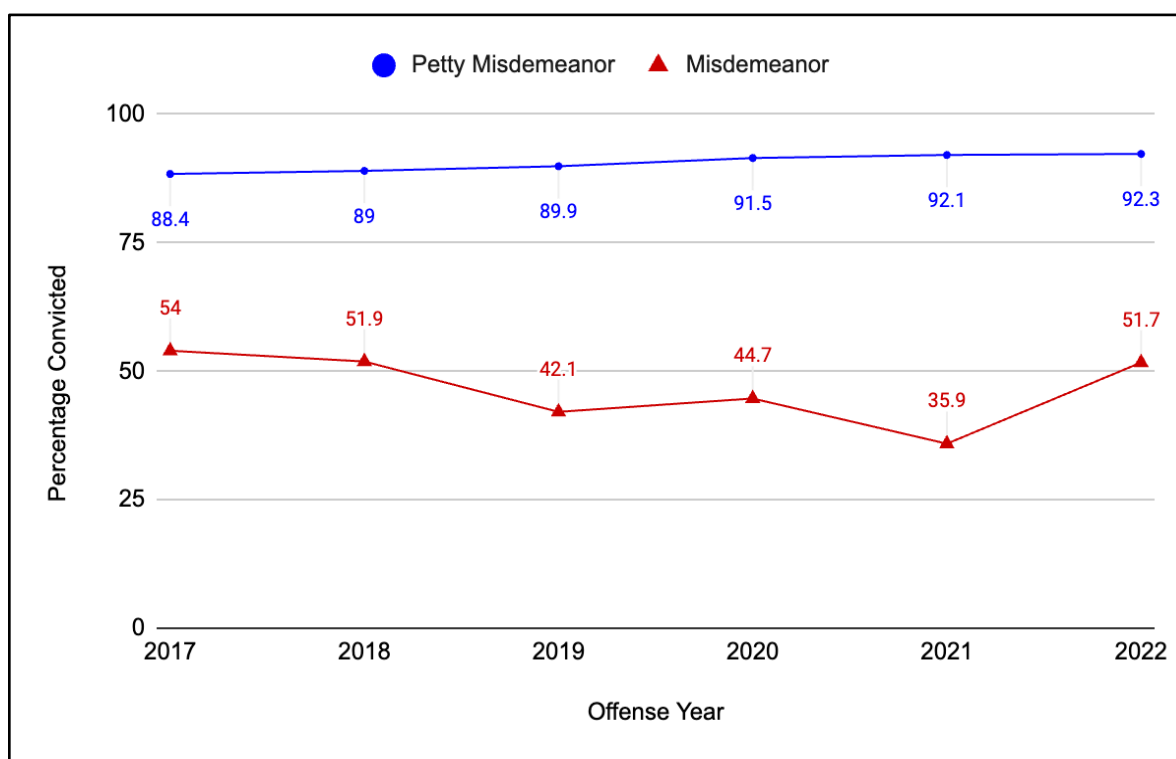


Figure 4.16 Annual percentage of convicted distracted driving cases by highest charge degree

Notes: Denominator includes disposed cases where at least one distracted driving charge has the highest degree in case.

4.3.5 Failure-to-yield

Table 4.7 shows that most failure-to-yield disposed cases were classified as petty misdemeanors, while misdemeanors accounted for a smaller share. Figure 4.17 indicates that petty misdemeanor conviction rates remained consistently high, rising slightly from 89% in 2017 to 92% in 2022. By comparison, misdemeanor conviction rates were considerably lower, fluctuating between 58% and 68% across the study period.

Table 4.7 Count of failure-to-yield cases with a disposition date by degree of charge

Highest Failure-to-yield Charge Degree	Offense Year						Total
	2017	2018	2019	2020	2021	2022	
Petty Misdemeanor	6,459	6,838	6,103	3,958	4,145	4,172	31,675
Misdemeanor	798	704	865	644	700	701	4,412
Total	7,257	7,542	6,968	4,602	4,845	4,873	36,087

Notes: Disposed cases where at least one failure-to-yield charge has highest degrees in case.

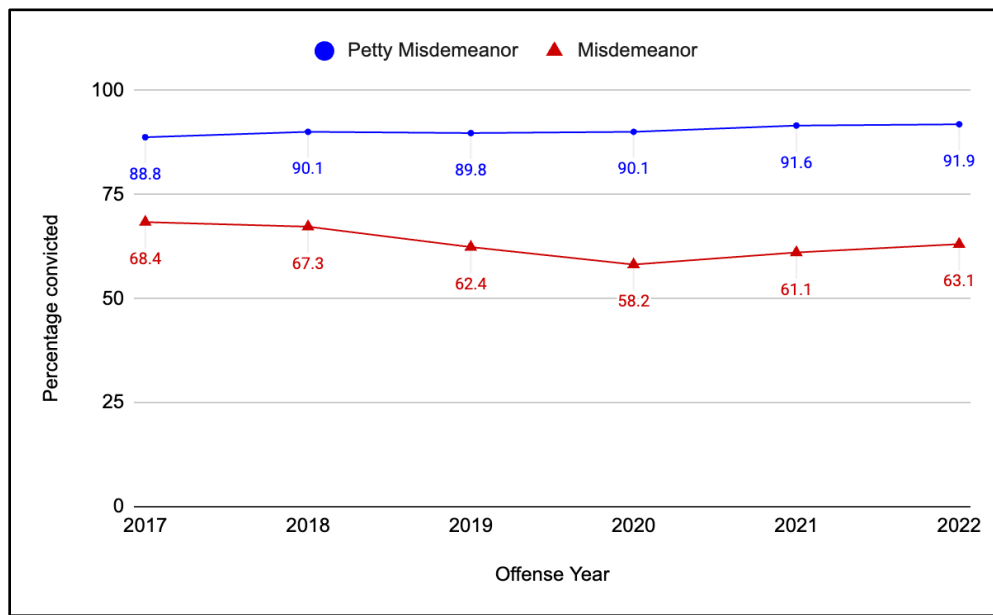


Figure 4.17 Annual percentage of convicted distracted driving cases by highest charge degree

Notes: Denominator includes disposed cases where at least one failure-to-yield charge has the highest degree in case.

4.4 Impairment case conviction rates by judicial district

Figure 4.18 shows the geographical representation of the Minnesota judicial districts. The color coding for each judicial district corresponds with the color coding represented in Figure 4.19 through Figure 4.22.

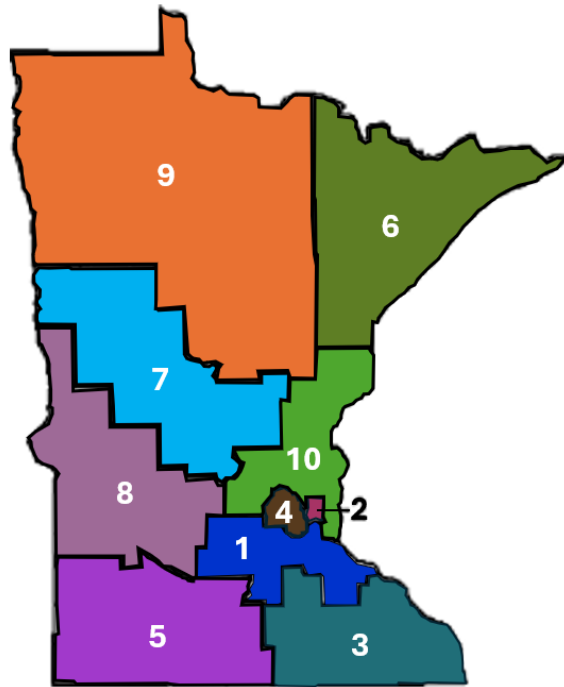


Figure 4.18 Minnesota Judicial court districts

Figure 4.19 shows that conviction rates for all impairment cases were consistently high across all judicial districts, generally ranging between 85% and 95% over the study period. Most districts clustered closely together with rates above 90%, indicating relatively uniform outcomes statewide. The 4th and 9th judicial districts showed slightly lower conviction percentages at times, dipping below 90% between 2019 and 2021, while other districts maintained steadier trends. By 2022, conviction rates converged again.

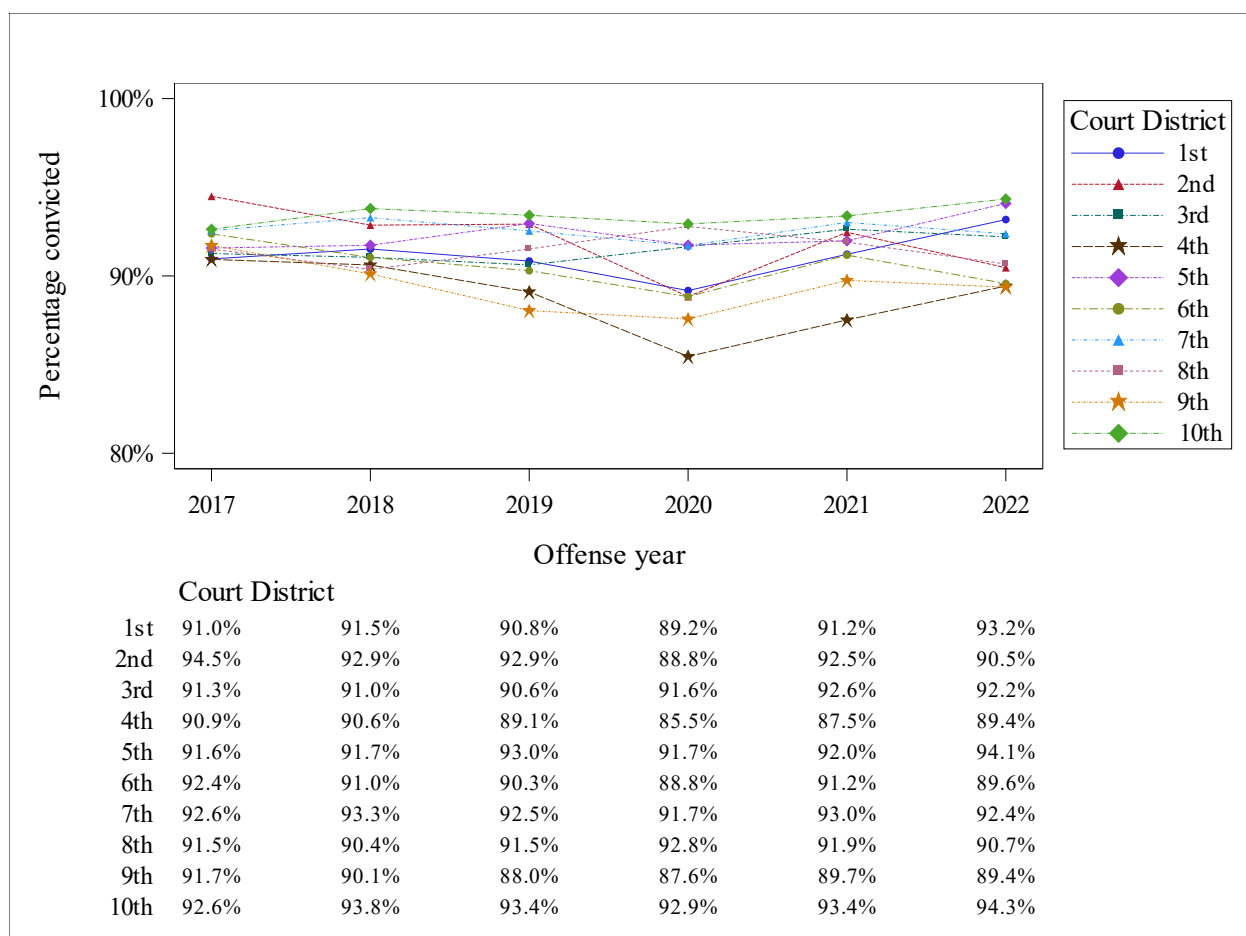


Figure 4.19 Annual percentage of convicted impairment cases by court district

Note: Disposed cases where at least one impairment charge has highest degree in case

Figure 4.21 **Annual percentage of convicted impairment cases by court district, highest charge degree = Gross Misdemeanor** shows that conviction rates for misdemeanor-level impairment cases were generally lower and more variable across court districts compared to all impairment cases combined. Most districts consistently reported conviction rates in the mid-80s to low-90s, with the 1st, 2nd, 4th, 6th, and 9th Judicial Districts experiencing sharp dips around 2019–2020. By 2022, several districts still remained below 85%, in contrast to others that held steady near or above 90%.

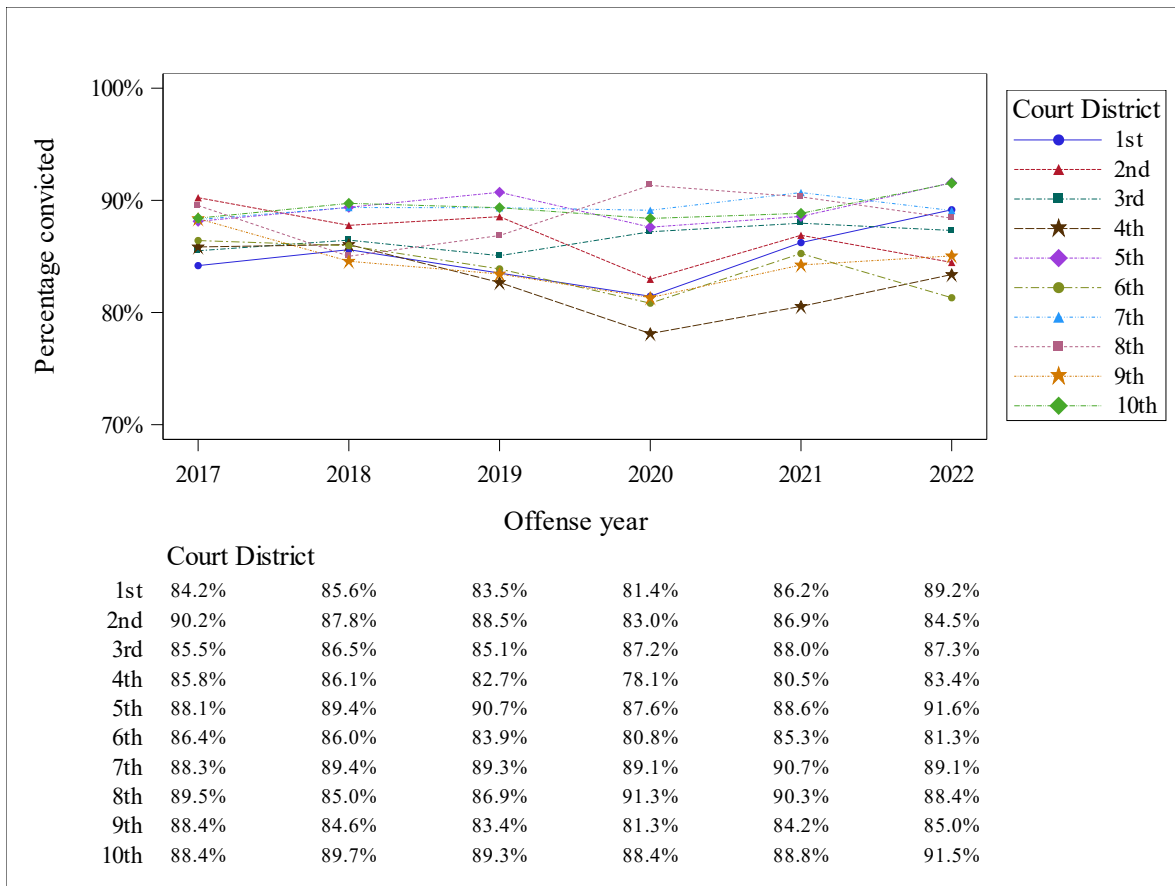


Figure 4.20 Annual percentage of convicted impairment cases by court district, highest charge degree = Misdemeanor

Note: Disposed cases where at least one impairment charge has highest degree in case

Figure 4.21 shows that gross misdemeanor impairment cases had consistently high conviction rates across all court districts, typically ranging between 93% and 98%. Variation among districts was minimal compared to misdemeanor-level impairment cases. A few districts, including the 4th and 9th, dipped slightly toward the lower end of the range (around 92–93%) in certain years but remained relatively high. Overall, conviction outcomes for gross misdemeanor impairment cases were more uniform across Minnesota compared to lower charge degrees.

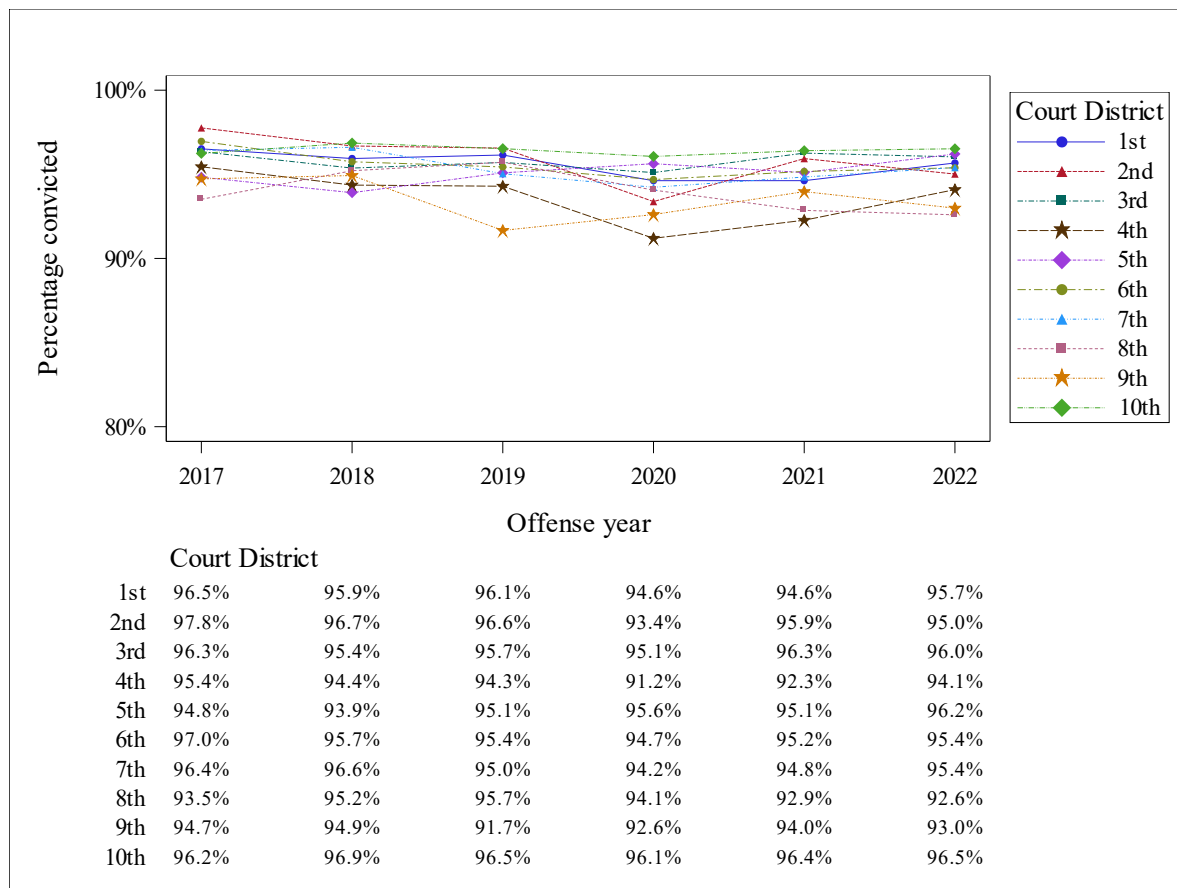


Figure 4.21 Annual percentage of convicted impairment cases by court district, highest charge degree = Gross Misdemeanor

Note: Disposed cases where at least one impairment charge has highest degree in case

Figure 4.22 shows that felony-level impairment cases had generally high conviction rates across most judicial districts, with percentages exceeding 84%. However, compared to gross misdemeanors, there was significantly more variability across districts and years. The 5th and 8th judicial districts showed the widest swings: with conviction rates as high as 100% in 2021 but falling to 86% in 2022 or increasing from 85% in 2021 to 97% in 2022.

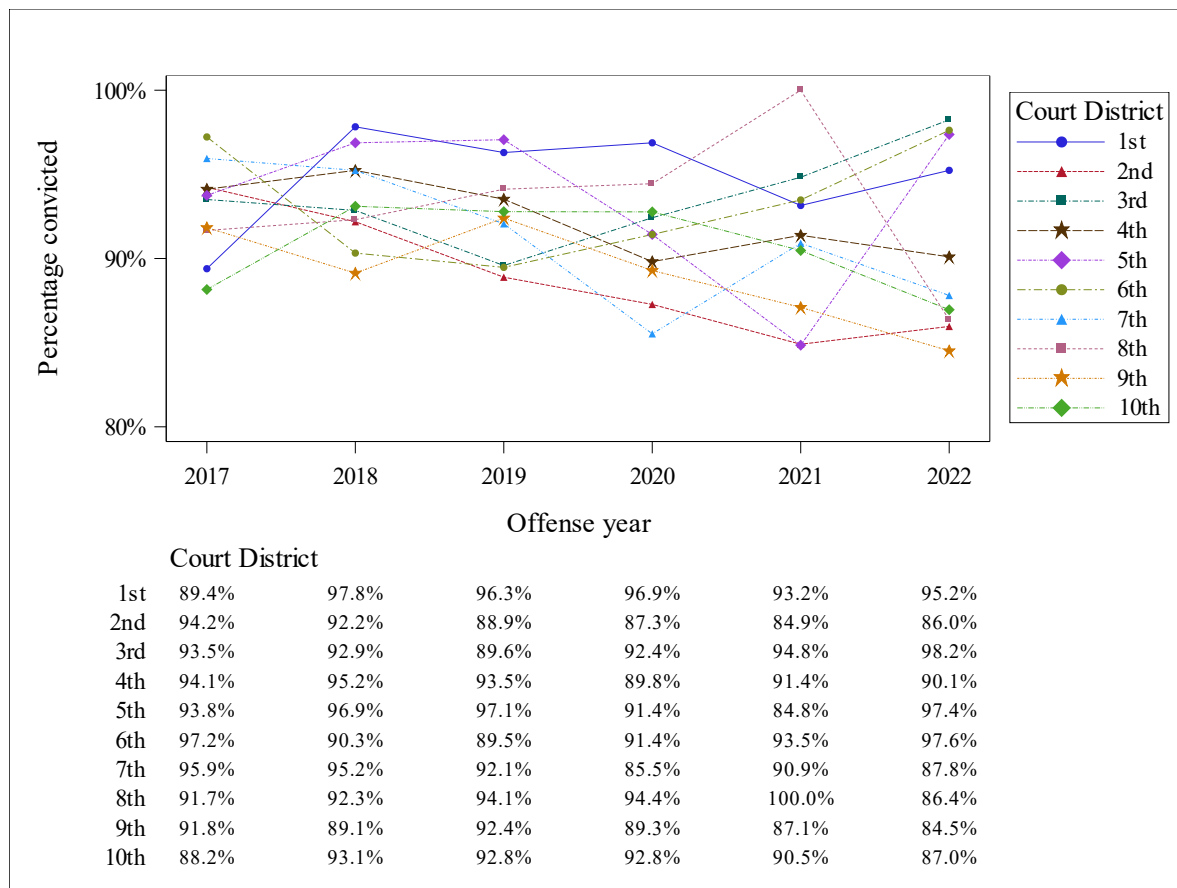


Figure 4.22 Annual percentage of convicted impairment cases by court district, highest charge degree = Felony
 Note: Disposed cases where at least one impairment charge has highest degree in case

4.5 Fine and fee payments and adjustment rates by violation type

Among closed-case convicted charges with at least one fine or fee, annual rates of having at least one payment transaction were 99% or greater for all traffic violations with the exception of Impaired Driving violations, which ranged between 79% and 83% (Table 4.8).

Table 4.8 Annual counts of closed-case convicted traffic violation charges with at least one fine or fee payment

Traffic Violation Type		Traffic Violation Convicted Charges with at Least One Fine or Fee Payment					
		2017	2018	2019	2020	2021	2022
All	N	226,688	213,736	193,400	162,215	162,576	152,669
	%*	97.7	97.7	97.6	97.8	98.2	98.8
Speeding	N	168,302	151,431	131,439	114,945	124,860	117,324
	%	99.5	99.5	99.6	99.6	99.8	99.7
Impaired	N	19,273	18,803	17,541	11,225	9,450	5,532
	%	82.4	82.9	81.9	78.3	78.7	79.6
Seatbelt	N	24,212	26,554	22,944	14,314	10,742	10,740
	%	99.3	99.4	99.5	99.4	99.3	99.7
Child Seat	N	1,107	1,093	956	643	660	627
	%	98.5	98.6	99.2	99.1	99.6	99.5
Distracted	N	7,707	9,363	14,640	17,274	12,792	14,515
	%	99.5	99.6	99.7	99.7	99.8	99.8
Failure to Yield	N	6,087	6,492	5,880	3,814	4,072	3,931
	%	98.4	98.8	99.0	98.9	98.9	99.0

*The denominator is the count of closed-case convicted charges with at least one fine or fee

Among closed-case convicted charges with at least one fine or fee, annual rates of having at least one fine or fee adjustment were 10% or lower for all traffic violations with the exception of Impaired Driving violations, which had 19% charges with adjustments in 2017, decreasing each year to 14% in 2022 (Table 4.9).

Table 4.9 Annual counts of closed-case convicted traffic violation charges with at least one fine or fee adjustment

Traffic violation type		Traffic Violation Convicted Charges with at Least One Fine or Fee Adjustment					
		2017	2018	2019	2020	2021	2022
All	N	20,653	18,194	15,512	10,925	9,902	8,459
	%*	8.9	8.3	7.8	6.6	6.0	5.5
Speeding	N	13,654	11,427	9,360	7,200	6,988	6,210
	%	8.1	7.5	7.1	6.2	5.6	5.3
Impaired	N	4,321	3,929	3,257	1,943	1,703	976
	%	18.5	17.3	15.2	13.6	14.2	14.1
Seatbelt	N	1,262	1,325	1,135	592	374	342
	%	5.2	5.0	4.9	4.1	3.5	3.2
Child Seat	N	115	114	105	44	30	32
	%	10.2	10.3	10.9	6.8	4.5	5.1
Distracted	N	696	796	1,141	880	576	665
	%	9.0	8.5	7.8	5.1	4.5	4.6

Failure to Yield	N	605	603	514	266	231	234
	%	9.8	9.2	8.7	6.9	5.6	5.9

*The denominator is the count of closed-case convicted charges with at least one fine or fee

4.6 Traffic violation charges total fine and fee amounts and payment and adjustment rates by judicial district

From 2017 to 2022, the annual total fine and fee amounts charged for all convicted traffic violations decreased by more than 20% among all judicial districts except for district 5 (Figure 4.23). The largest decline in the charged amount occurred in the 4th judicial district (63%).

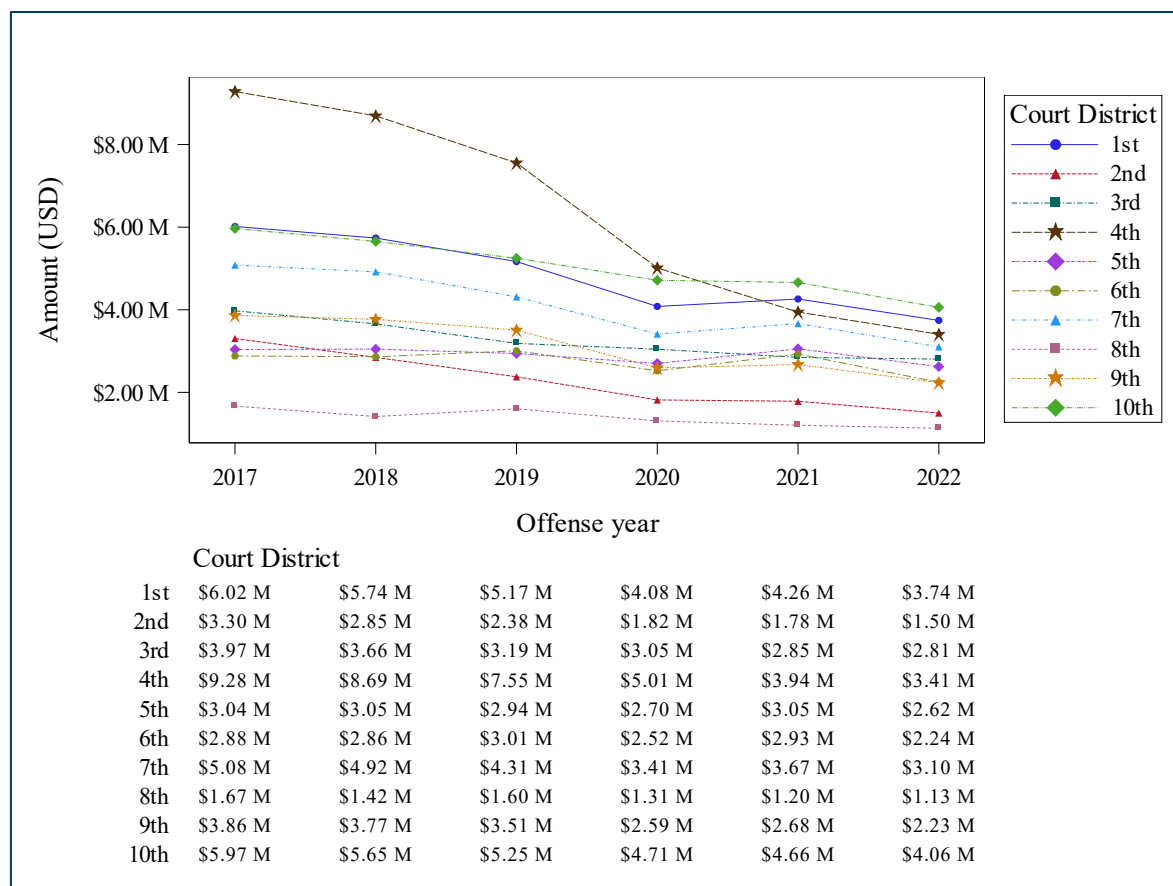


Figure 4.23 All traffic violation total fines and fees by court district and offense year

Note: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

Payment rates for all traffic violation charges increased over time among all judicial districts, with the 8th and 9th districts having the largest increases from 2017 to 2022 (9 and 11 percentage points, respectively) (Figure 4.24).

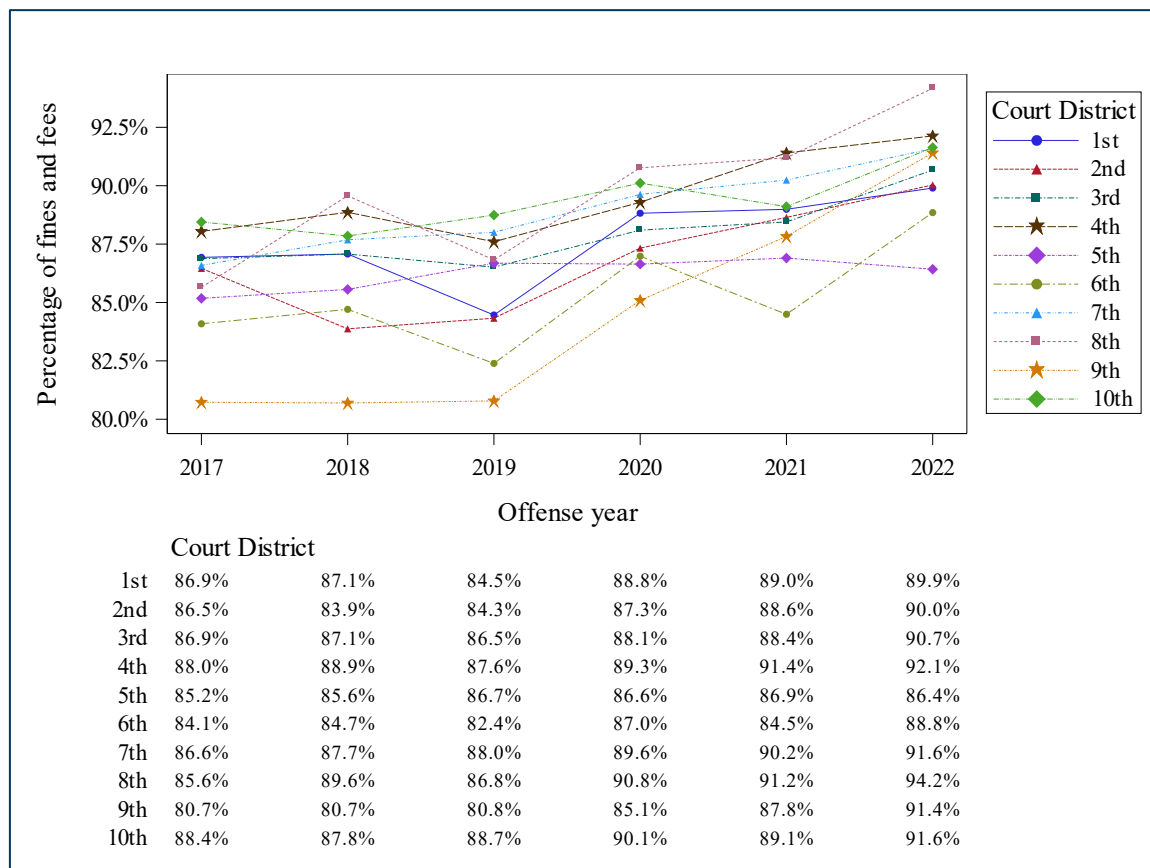


Figure 4.24 Proportion of all traffic violation total fines and fees paid by court district and offense year

Note: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

Adjustment rates for all traffic violation fines and fees ranged from 2% to 8% among all judicial districts and years. The 2nd and 4th Districts had the highest average annual adjustment rates (6% each), and the 5th, 7th, 8th and 9th districts had average adjustment rates below 3% (Figure 4.25).

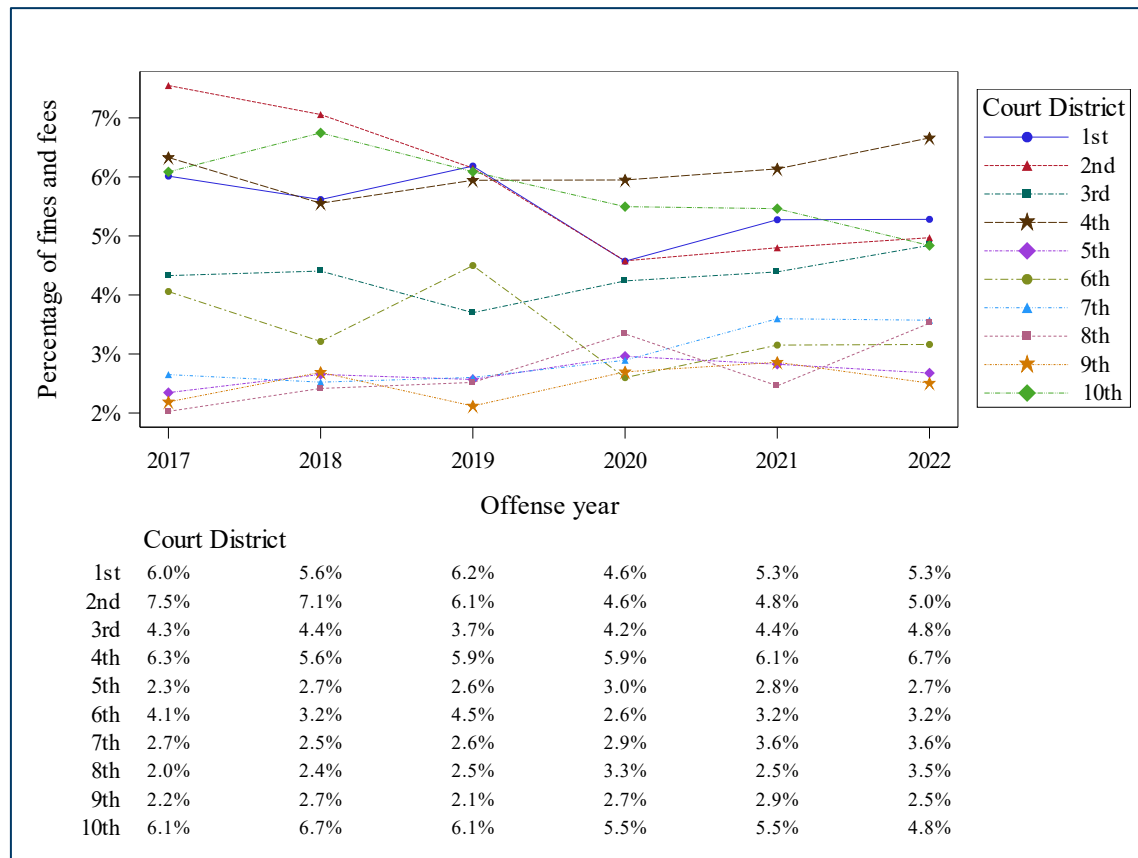


Figure 4.25 Proportion of all traffic violation total fines and fees adjusted by court district and offense year

Note: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

4.7 Impaired driving violation charges total fine and fee payment and adjustment amounts and rates by judicial district

From 2017 to 2022, the annual impaired driving violation fine and fee amounts charged decreased by more than 50% among all judicial districts (Figure 4.26). The largest decline in the charged amount occurred in the 4th judicial district (89%).

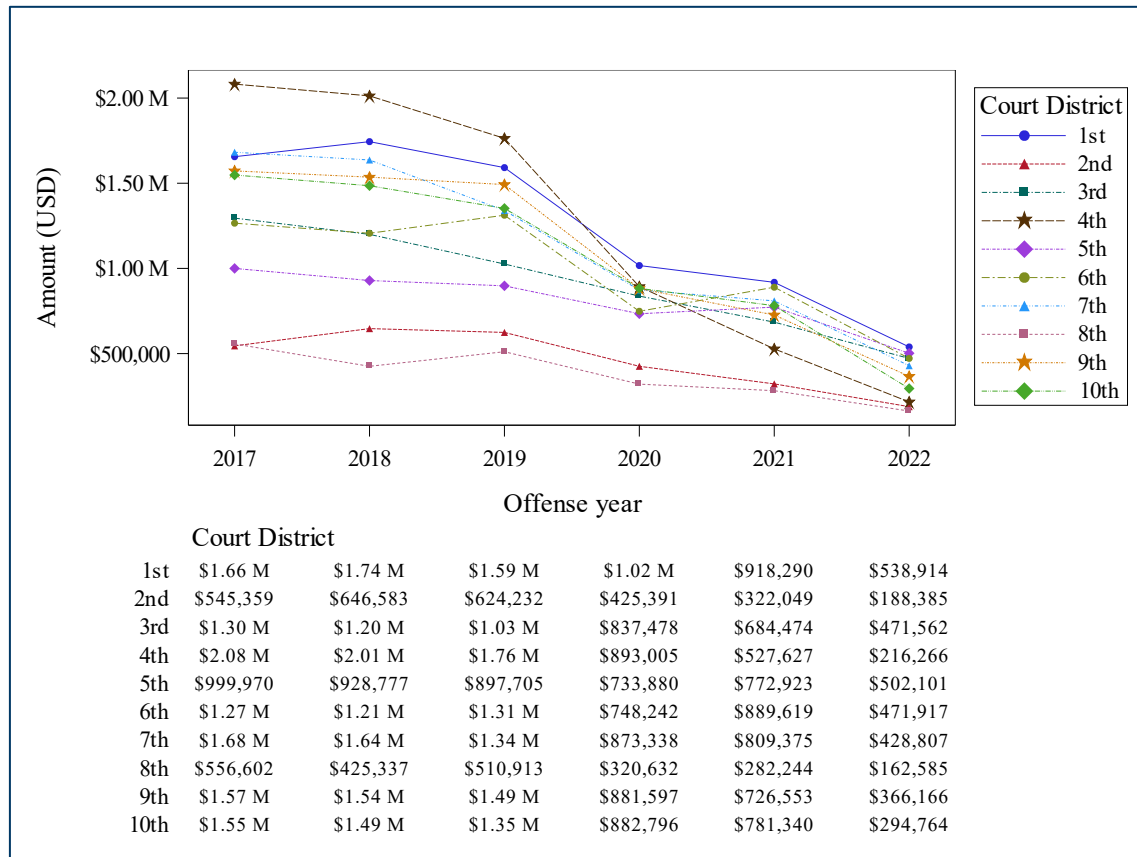


Figure 4.26 Impaired driving violation total fines and fees by court district and offense year

Notes: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

Payment rates for impairment charges remained relatively stable over time among eight of the judicial districts (Figure 4.27). However, the 6th district had a 10-percentage point decline in the annual payment rate from 2017 to 2022, and the 8th district had a 12-percentage point increase.

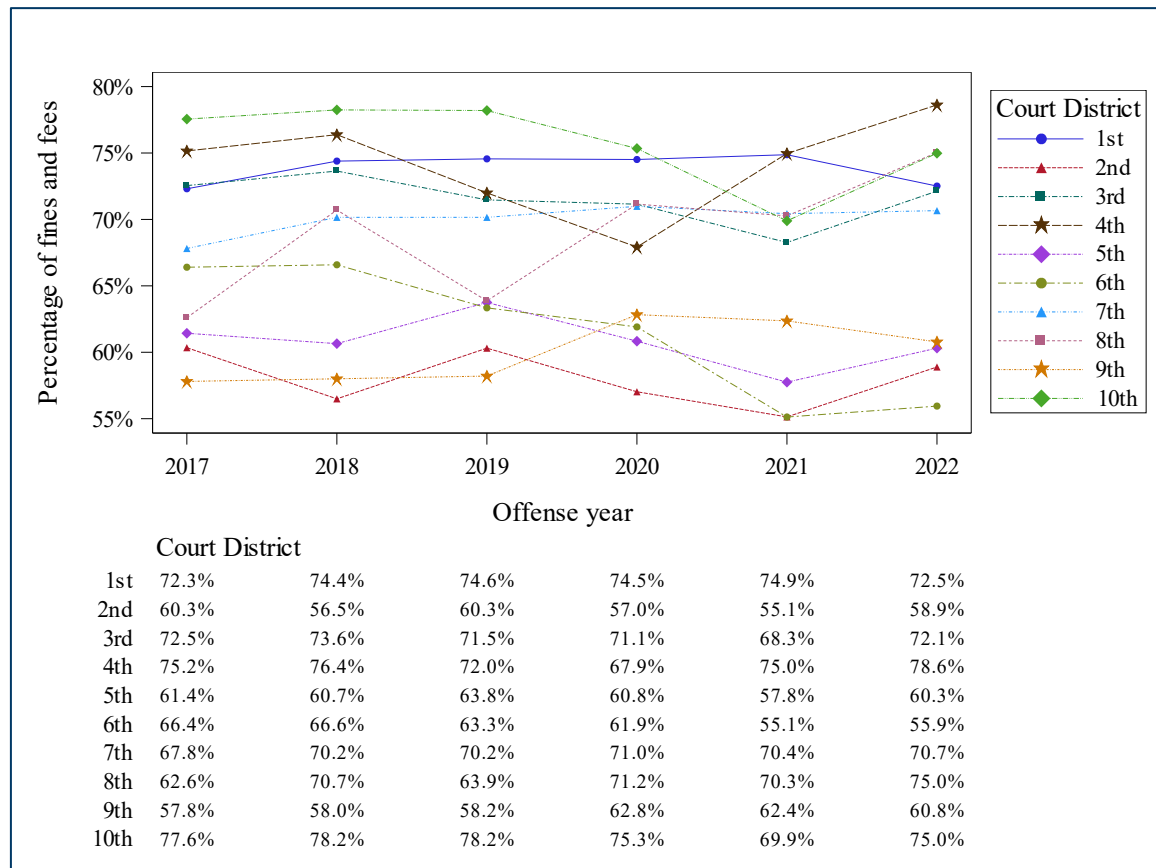


Figure 4.27 Proportion of impaired driving violation total fines and fees paid by court district and offense year

Note: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

The adjustment rates for impaired driving violation fines and fees ranged between 2% and 7% among all years for nine of the judicial districts (Figure 4.28). In the 8th judicial district, the adjustment rate varied between 2% and 5% from 2017 to 2021 but spiked at 9% in 2022.

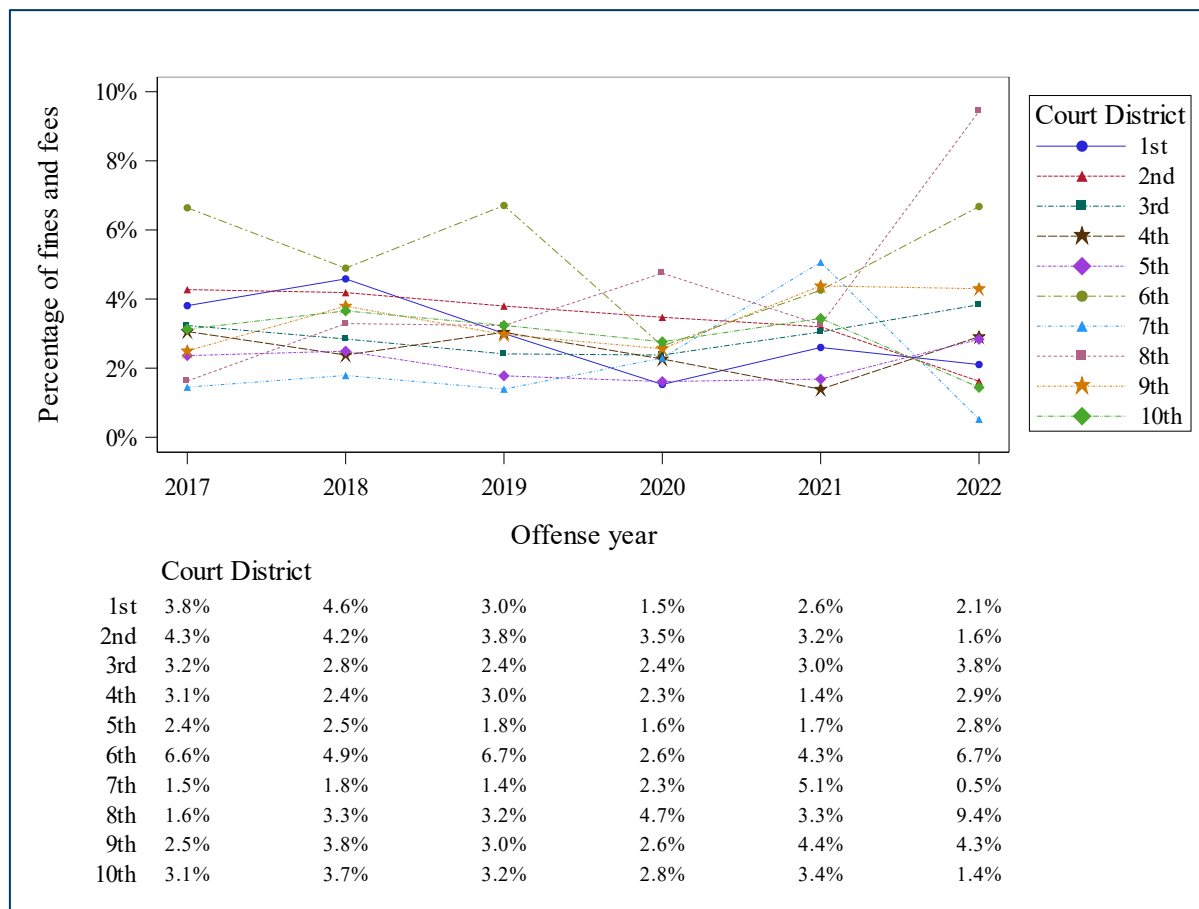


Figure 4.28 Proportion of impaired driving violation total fines and fees adjusted by court district and offense year

Note: Denominator includes closed-case convicted charges (no higher degree charge in case) with at least one fee/fine charge

Chapter 5: Inferential Statistics

This chapter presents the negative binomial model results for the inferential analysis of traffic violation citation counts (charges) issued by Minnesota law enforcement officers.

5.1 Citation counts by variables of interest

5.1.1 Speeding

Across all agencies and years, there were an average 12 speeding citations per week prior to the COVID-19 pandemic, compared to 9.4 per week after its onset (Table 5.1). A similar downward trend is evident following the killing of George Floyd. Enforcement also differed by geography: agencies in the 7-County metro issued an average of 20.5 speeding citations per week, more than double the 9.4 per week recorded by non-metro agencies. Finally, statewide enhanced speeding enforcement campaigns were associated with higher enforcement activity, averaging roughly 15 citations per week compared to 10 citations outside campaign periods.

Table 5.1 Selected descriptive statistics – Speeding (2017–2022)

Variable of Interest	Total Citation Counts	Panel Observations (No. of agency-weeks used)	Avg Citation Count per agency-week	Standard Deviation
Before COVID-19	579,923	32,875	11.6	38.0
After	412,161	27,103	9.43	34.8
Before George Floyd	605,913	34,485	11.5	38.4
After	386,171	25,493	9.40	34.1
Non-metro	355,297	43,786	7.00	25.8
7-Co. Metro	636,787	16,192	20.5	55.0
Non-campaign	879,046	55,221	10.2	35.6
Speeding Campaign	113,038	4,757	15.1	46.7

Note: Total citation counts are calculated from the un-collapsed, cross-sectional data. Panel observations reflect longitudinal data collapsed at the agency-week level; every agency-week observation is a sum of citations for each traffic violation for a specific agency during a specific week and year. The COVID-19 variable equals one if a citation happened on or after March 15, 2020 (Minnesota declared COVID-19 emergency) [26]. The George Floyd variable equals one if a citation happened on or after the murder of George Floyd on May 25, 2020 (combined with COVID-19 data for modeling due to overlap in time). The 7-CO. Metro variables equal one if a citation happened in counties and cities that are a part of the 7-County Twin Cities metropolitan area. The enhanced enforcement campaign variable equals one if a citation happened during statewide enhanced traffic enforcement campaigns for a specific violation (research team received internal documents from the Minnesota Dept. of Public Safety for exact dates for each year).

5.1.2 Impairment

Before the onset of the COVID-19 pandemic, Minnesota agencies issued an average of 3.7 DWI citations per week, across all agencies and years; after the pandemic began, the average dropped slightly to 3.4 per week. A similar decline was observed pre- versus post-George Floyd. Agencies in the 7-County metro issued far more DWI citations than non-metro agencies—6.1 versus 2.6 per week, on average.

Enhanced enforcement campaigns produced mixed results. During statewide DWI campaigns, agencies issued an average of 3.4 citations per week, compared to 3.6 per week outside campaign periods. Given the difficulty of detecting impaired drivers, the research team also examined DWI citations during speeding campaigns. Interestingly, during statewide speeding campaigns, agencies issued slightly more DWI citations—on average, 3.64 per week compared to 3.56 per week outside campaign periods (Table 5.2). This slight uptick suggests that speeding enforcement may incidentally be more effective in detecting impaired drivers than enhanced DWI campaigns themselves.

Table 5.2 Selected descriptive statistics – Impaired (2017–2022)

Variable of Interest	Total Citation Counts	Panel Observations (No. of agency-weeks used)	Avg Citation Count per agency-week	Standard Deviation
Before COVID-19	175,681	32,875	3.71	7.60
After	127,148	27,103	3.40	6.60
Before George Floyd	181,954	34,485	3.67	7.57
After	120,875	25,493	3.43	6.57
Non-metro	162,077	43,786	2.62	4.56
7-Co. Metro	140,752	16,192	6.10	11.2
Non-campaign	226,958	44,453	3.61	7.34
DWI Campaign	75,871	15,525	3.44	6.65
Non-campaign	278,507	55,221	3.56	7.15
Speeding Campaign	24,322	4,757	3.64	7.32

Note: See Table 6 notes for descriptive statistics and variable definitions.

5.1.3 Seatbelt

Before the COVID-19 pandemic, agencies issued an average of 2.1 seatbelt citations per week statewide; after the pandemic began, the average dropped to 1.2 (see Table 5.3). Similar declines were observed pre- and post-George Floyd. 7-Co. Metro agencies cited far more frequently than non-metro agencies, averaging 3.3 citations per week compared to 1.1.

During statewide enhanced seatbelt campaigns (“Click It or Ticket”), enforcement rose substantially—averaging 4.5 citations per week—compared to only 1.4 citations per week outside of campaign periods. These results highlight that while overall seatbelt enforcement has declined by more than 50% since 2017, targeted campaigns remain highly effective in temporarily increasing citations for seatbelt and child restraint violations.

Table 5.3 Selected descriptive statistics – Seatbelt (2017–2022)

Variable of Interest	Total Citation Counts	Panel Observations (No. of agency-weeks used)	Avg Citation Count per agency-week	Standard Deviation
Before COVID-19	107,264	32,875	2.10	10.6
After	50,498	27,103	1.20	6.86
Before George Floyd	110,361	34,485	2.04	10.5
After	47,396	25,493	1.20	6.90
Non-metro	96,324	43,786	1.10	6.03
7-Co. Metro	61,438	16,192	3.27	14.4
Non-campaign	115,414	53,942	1.36	7.26
Seatbelt Campaign	42,348	6,036	4.51	18.7

Note: See Table 6 notes for descriptive statistics and variable definitions. Child seat citations included.

5.1.4 Distracted

On average, before the COVID-19 pandemic, Minnesota agencies issued about one distracted driving citation per week; this rose slightly to 1.3 per week after the pandemic began (see Table 5.4). Similar patterns were observed pre/post George Floyd. Metro/non-metro differences were pronounced: agencies in the 7-County metro issued 2.5 citations per week on average, compared to just 0.6 per week for non-metro agencies.

Enforcement campaigns and policy changes had clear effects. During statewide enhanced distracted driving campaigns, agencies issued an average of two citations per week, compared to 1.1 per week outside of campaign periods. Similarly, before the Hands-Free Law, weekly averages were 0.75 citations; after its implementation, that figure nearly doubled to 1.4. These shifts underscore the strong influence of both legislation and targeted enforcement campaigns on distracted driving citations.

Table 5.4 Selected descriptive statistics – Distracted (2017–2022)

Variable of Interest	Total Citation Counts	Panel Observations (No. of agency-weeks used)	Avg Citation Count per agency-week	Standard Deviation
Before COVID-19	47,858	32,875	0.97	4.33
After	53,150	27,103	1.30	5.90
Before George Floyd	50,573	34,485	0.98	4.40
After	50,435	25,493	1.30	5.94
Non-metro	48,992	43,786	0.61	2.84
7-Co. Metro	52,016	16,192	2.50	8.50
Non-campaign	89,517	56,216	1.10	4.80
Distracted Campaign	11,491	3,762	2.00	8.52
Pre- Hands-Free Law	30,125	26,478	0.75	3.35
Post- Hands-Free Law	70,883	33,500	1.41	6.13

Note: See Table 6 notes for descriptive statistics and variable definitions. Hands Free Law variable equals one if citation happened on or after the enactment of the amendment to Minnesota Statute section 169.475 on August 1, 2019 [27].

5.1.5 Law Enforcement Officer count by year

Used in the negative binomial regressions to adjust estimates to account for the amount of opportunity for an officer to encounter a certain traffic violation. The data for Minnesota law enforcement officer counts was collected from the FBI’s Uniform Crime Reporting program (UCR), the Minnesota Bureau of Criminal Apprehension’s UCR, and the Minnesota Peace Officer Standards and Training Board (POST), see Figure 5.1. Total law enforcement officer counts peaked in 2019 at around 10,200+ officers. Average officer count per agency remained relatively stable over time.

There are a few outliers within the data. Minneapolis PD and St. Paul PD have very large ranges compared to the ranges of other agencies and have the most officers by a large margin; most likely causing some upward bias. The other outlier is Olmsted County Sheriff’s Office’s 2020 officer employment count, which reported a number of 164, where every other year has counts in the 60-75 range. Outlier changed to mean of 2017–19 and 2021–22 counts, which is 74. Outlier suspected to be coding error, as all other agencies, regardless of agency type, saw little to no variation in officer staffing levels.

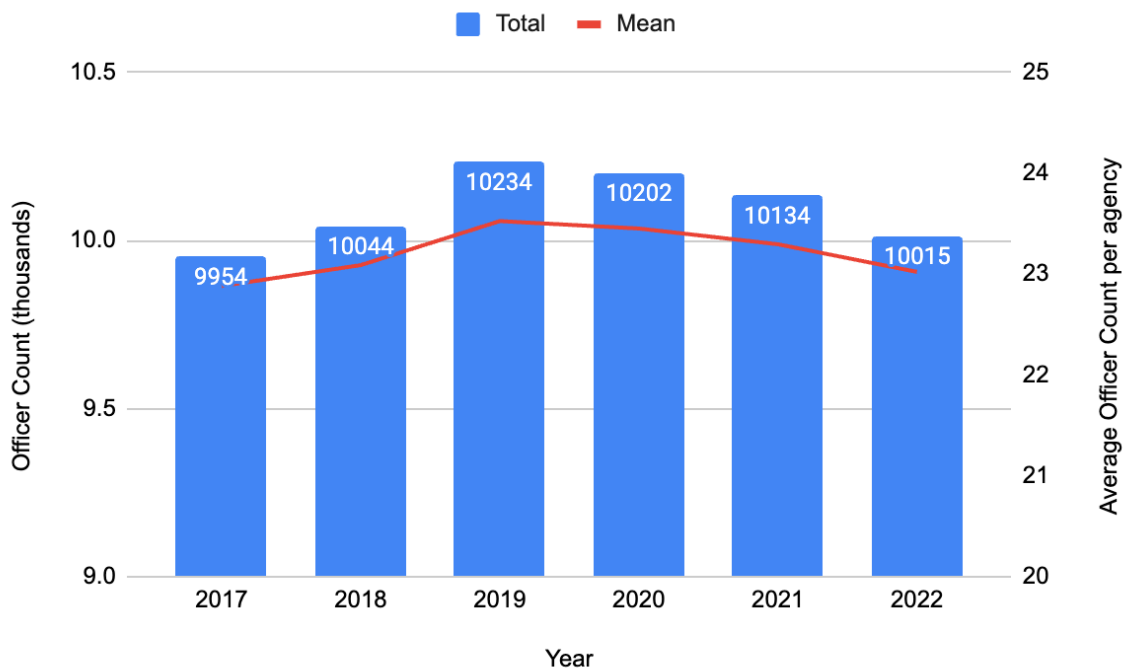


Figure 5.1 Minnesota Law Enforcement Officer Count (2017-2022)

Source: FBI Uniform Crime Reporting (UCR) program, Minnesota BCA's UCR, and Minnesota POST Board.

As previously mentioned, utilizing law enforcement officer staffing data comes with limitations since we do not have traffic stop/verbal warning data. The statistical model assumes all law enforcement officers are equally as likely to encounter traffic violations while on duty. This means that the statistical estimates are averages across all agencies and years without considering how many officers are actually assigned to traffic enforcement.

5.2 Negative binomial regression models

5.2.1 Speeding

COVID-19: After the start of the COVID-19 pandemic (March 15, 2020), speeding citation counts decreased by 22% per week on average across agencies compared to pre-pandemic levels, see Table 10. When adjusted for staffing, officers issued 28% fewer speeding citations. This decline likely reflects both reduced traffic volume during lockdowns and changes in enforcement activity. The estimates are statistically significant. See Table 5.5.

7-Co. Metro: Agencies located in the 7-County Metro issued about 10% more speeding citations per week compared to non-metro agencies, though this effect disappears once staffing levels are considered. This suggests the higher citation totals in metro areas are primarily driven by larger officer presence and higher traffic volumes.

Enhanced Enforcement: During periods of enhanced speeding enforcement, citation counts increased by 23% compared to non-campaign periods. Staffing-adjusted results show a 21% increase, indicating that these campaigns were associated with meaningful increases in enforcement activity. The estimates are statistically significant.

Table 5.5 Regression Results, Speeding Citations Minnesota (2017–2022)

Speeding Citations	Estimate	%	Estimate (Officers)	%
COVID-19	−0.251***	−22.2	−0.334***	−28.4
7-Co. Metro	0.093***	9.75	−0.013	−1.30
Enhanced Speeding Enforcement	0.203***	22.5	0.193***	21.3

Notes: N = 59,979. Officers = adjusting for officer staffing levels (per officer per agency-week). Controls include month, law enforcement group and various interaction terms. % = $(e^{\text{coefficient}} - 1) \times 100$, or the expected percent change in citation count. Statistical significance: *** = $p < 0.001$; ** = $p < 0.01$; * = $p < 0.05$.

5.2.2 Impaired

COVID-19: After the start of the COVID-19 pandemic (March 15, 2020), DWI citation counts decreased by 12% per week on average across agencies compared to pre-pandemic levels, see Table 5.6. When adjusted for staffing, officers issued 15% fewer DWI citations. The estimates are statistically significant.

7-Co. Metro: Agencies located in the 7-County Metro issued about 21% more DWI citations per week compared to non-metro agencies. Law enforcement officers located in the 7-Co. Metro issued 11% more traffic citations than non-metro officers. The estimates are statistically significant.

Enhanced Enforcement: Aligning with the descriptive statistics in Table 12, the statistical model confirmed that enhanced DWI enforcement does not lead to more DWI citations but caused a 7% decrease per week instead. Enhanced speeding enforcement yielded a positive, but not statistically significant, estimate for DWI citations. This means we cannot conclude that there is a meaningful relationship between enhanced speeding enforcement and DWI citation counts.

Table 5.6 Regression Results, DWI Citations Minnesota (2017–2022)

DWI Citations	Estimate	%	Estimate (Officers)	%
COVID-19	−0.124***	−11.7	−0.157***	−14.5
7-Co. Metro	0.192***	21.2	0.104**	11.0
Enhanced DWI Enforcement	−0.070*	−6.80	−0.026	−2.60
Enhanced Speeding Enforcement	0.010	1.00	−0.001	−0.10

Notes: N = 59,979. Officers = adjusting for officer staffing levels (per officer per agency-week). Controls include month, law enforcement group and various interaction terms. % = $(e^{\text{coefficient}} - 1) \times 100$, or the expected percent change in citation count. Statistical significance: *** = $p < 0.001$; ** = $p < 0.01$; * = $p < 0.05$.

5.2.3 Seatbelt

COVID-19: After the start of the COVID-19 pandemic, seatbelt citation counts decreased by 55% per week on average across agencies and years, compared to pre-pandemic levels, See Table 5.7. When adjusted for staffing, officers also decreased by 55%. These results confirm that seatbelt violations saw the largest decrease (more than half) in enforcement. The estimates are statistically significant.

7-Co. Metro: Agencies located in the 7-County Metro issued about 13% more seatbelt citations per week compared to non-metro agencies, though this effect disappears once staffing levels are considered.

Enhanced Enforcement: During enhanced seatbelt enforcement (Click It or Ticket), seatbelt citation counts increased by 65% per week across all agencies and years, compared to non-campaign periods. Staffing-adjusted results show a 57% increase, indicating that these campaigns are very successful in increasing the enforcement of seatbelt laws, despite having very few counts overall (Table 4.5 Count of seatbelt and child seat cases with a disposition date by degree of charge). The estimates are statistically significant.

Table 5.7 Regression Results, Seatbelt Citations Minnesota (2017–2022)

Seatbelt Citations	Estimate	%	Estimate (Officers)	%
COVID-19	−0.805***	−55.3	−0.800***	−55.0
7-Co. Metro	0.119*	12.6	−0.053	−5.20
Enhanced Seatbelt Enforcement	0.501***	65.0	0.453***	57.3

Notes: N = 59,979. Officers = adjusting for officer staffing levels (per officer per agency-week). Controls include month, law enforcement group and various interaction terms. % = $(e^{\text{coefficient}} - 1) \times 100$, or the expected percent change in citation count. Statistical significance: *** = $p < 0.001$; ** = $p < 0.01$; * = $p < 0.05$.

5.2.4 Distracted Driving

COVID-19: After the start of the COVID-19 pandemic, distracted driving citations decreased by 44% per week on average across agencies compared to pre-pandemic levels. When adjusted for staffing, officers issued 47% fewer distracted citations. The estimates are statistically significant. See Table 5.8.

7-Co. Metro: Agencies located in the 7-County Metro issued about 27% more distracted driving citations per week compared to non-metro agencies, though this effect disappears once staffing levels are considered.

Enhanced Enforcement: During periods of enhanced distracted driving enforcement, citation counts increased by 68% compared to non-campaign periods. Staffing-adjusted results show an 84% increase. These findings suggest that campaign periods were strongly associated with heightened enforcement intensity. The estimates are statistically significant.

Hands Free Amendment: After the enactment of the Hands-Free Law (August 1, 2019), distracted driving citations increased 155% per week, on average, across all agencies and years. Staffing-adjusted results show a 168% increase. The enactment of the law likely facilitated greater detection and citation of distracted driving behaviors due to the new restrictions.

Table 5.8 Regression Results, Distracted Citations Minnesota (2017–2022)

Distracted Citations	Estimate	%	Estimate (Officers)	%
COVID-19	−0.580***	−44.0	−0.632***	−47.0
7-Co. Metro	0.241***	27.3	0.084	8.80
Enhanced DD Enforcement	0.521***	68.4	0.612***	84.4
Post-Amendment	0.935***	155	0.985***	168

Notes: N = 59,979. Officers = adjusting for officer staffing levels (per officer per agency-week). Controls include month, law enforcement group and various interaction terms. % = $(e^{\text{coefficient}} - 1) \times 100$, or the expected percent change in citation count. Statistical significance: *** = $p < 0.001$; ** = $p < 0.01$; * = $p < 0.05$.

Chapter 6: Conclusions

This project examined enforcement and adjudication of traffic safety violations in Minnesota between 2017 and 2022. These findings provide a clear picture of how some types of traffic enforcement have declined, or in limited cases, increased in Minnesota in recent years. In addition, this analysis provides valuable insight into how different types of traffic violations are handled in the Minnesota judicial system and highlights whether outcomes vary by violation type, degree, year, or judicial district.

Understanding these patterns is essential for informing policymakers, law enforcement, and other stakeholders about the effectiveness of Minnesota traffic law enforcement efforts. It also sets the stage for future analyses to expand on studying how specific policy changes or external events (e.g., COVID-19, legislative amendments, enforcement campaigns) influence these outcomes.

6.1 Key Findings

6.1.1 Traffic Citation Trends

Traffic citation case counts in Minnesota declined significantly from 2017 to 2022, with the steepest drops occurring after major external events such as the COVID-19 pandemic and the murder of George Floyd. The overall decline, however, masks important differences across law enforcement agencies and violation types.

The Minnesota State Patrol consistently issued the largest share of speeding citations. While their volumes dipped through 2020, they rebounded to more than 83,000 in 2022, a 5% increase over 2017 case counts. In contrast, city police departments saw speeding cases plummet by more than 60%—from 78,000 in 2017 to fewer than 30,000 in 2022. County sheriff's offices also experienced steady declines, falling from 26,000 to 18,000 cases over the same period.

Police departments issued the majority of impaired driving citations, holding steady at about 15,000 annually until 2019 before dropping to 11,000 in 2020. Volumes began to recover modestly by 2022. Both the State Patrol and sheriff's offices maintained smaller but stable case counts, showing only a temporary dip in 2020.

Seatbelt citation case counts declined sharply during the study period. State Patrol cases fell from nearly 20,000 in 2018 to just 8,600 in 2021, with little rebound. Police cases dropped in parallel, from 7,000 in 2017 to fewer than 2,500 by 2022. Sheriff's offices contributed relatively few cases, but these, too, steadily declined across the period.

A different trend emerged for distracted driving. Following the enactment of Minnesota's 2019 Hands-Free law, distracted driving citations spiked. State Patrol cases nearly doubled between 2018 and 2020, stabilizing at 7,000–9,000 annually through 2022. Police departments also saw a surge to 7,600 cases in 2019, but volumes fell again after 2020. Sheriff's offices, while issuing fewer cases overall, more than doubled their distracted driving enforcement between 2017 and 2020.

6.1.2 Comparing Crash and Traffic Citation Trends

Speeding-related crashes remained steady overall from 2017 to 2022, with property damage crashes consistently the most common and injury crashes holding at similar levels across the period. Fatal speeding crashes, though comparatively rare, increased over time, reaching their highest levels in 2021.

Except for 2020, total annual counts of impairment-related crashes persisted at high levels across the study period, averaging close to 4,000 per year. Fatal impairment crashes rose gradually, peaking in 2022, while injury and property damage crashes stayed relatively stable except for a brief decline in 2020, which mirrored a temporary decrease in cited impairment cases during the same period.

The majority of seatbelt violation injury cases involved minor or possible injuries, which decreased sharply in 2020 before rebounding in 2021, while serious injuries remained relatively stable. However, seatbelt violation crashes with fatalities increased noticeably in the later years of the study period when seatbelt citation cases were lowest.

Distracted driving crashes declined sharply over the six-year period, falling by nearly 40% between 2017 and 2022. Both property damage only crashes, which accounted for most distracted driving crashes, and injury crashes followed this decreasing trend over time. Counts of fatal crashes tied to distracted driving remained very low throughout and showed no consistent pattern. The annual trend of distracted driving violation cases appeared to be inversely related to annual changes in counts of distracted driving crashes.

The observed decline in documentation of property damage only and possible injury crashes may lead to an important gap in traffic safety data. This absence of documentation limits insight into crash patterns and impedes traffic safety professionals' ability to develop informed countermeasures, particularly as many property damage crashes stem from high-risk driving behaviors like speeding or impairment. This data loss is expected to accelerate following the 2024 revision to Minnesota Statute section 169.09, subdivision 8 (HF3436), which significantly loosened officer crash reporting requirements. This legislative change may result in the loss of up to 50% of property damage crash reports previously mandated by statute, thereby substantially hindering state-level traffic safety efforts.

6.1.3 Traffic Citation Conviction Rate Trends by Violation Type and Charge Severity

Conviction rates for traffic citations in Minnesota between 2017 and 2022 remained consistently high overall, though trends varied by violation type and charge severity.

For speeding, nearly all disposed cases were classified as petty misdemeanors, with conviction rates holding steady at very high levels—rising slightly from 93% in 2017 to 95% in 2022. In contrast, misdemeanor speeding cases were far less common and showed lower conviction rates, fluctuating between 68% and 73% over the period.

Impairment-related cases were more serious and often charged at higher degrees. Gross misdemeanors accounted for the largest share and had the highest conviction rates, consistently above 93%. Felonies also maintained high conviction rates, averaging around 90%. Misdemeanor impairment cases, however, saw lower conviction rates ranging from 84% to 90%, reflecting more variability in case outcomes. The annual conviction rates for disposed cases with two or more impairment charges ranged between 93% and 95% and were at least 10 percentage points greater than those with a single impairment charge (range 81% to 84%). The conviction rate among the 11,912 impairment charges that were converted to non-impairment charges during the study period was 96%.

Seatbelt violations were almost exclusively petty misdemeanors and showed conviction rates above 97% across all years, making them one of the most consistently enforced violation types. Child seat cases were rare but had similarly high conviction rates, just under 90%.

Distracted driving cases rose sharply through 2020 before stabilizing, with petty misdemeanors again comprising nearly all cases. Conviction rates for petty misdemeanors increased from 88% in 2017 to 92% in 2022. Misdemeanor distracted driving cases were rare and had much lower conviction rates, ranging widely between 36% and 54%, giving them the least consistently convicted violation rate.

Failure-to-yield cases were also primarily petty misdemeanors, with conviction rates remaining high at 89%–92%. However, misdemeanor failure-to-yield cases saw much weaker conviction rates, ranging from 58% to 68% over time.

Taken together, the data show that conviction rates are closely tied to charge severity: petty misdemeanors and higher-level charges (gross misdemeanors and felonies) maintain consistently high conviction rates, while misdemeanor cases—particularly for distracted driving and failure-to-yield—have conviction rates that are more variable and often significantly lower.

6.1.4 Impairment Citation Conviction Rate Trends by Judicial District

Conviction outcomes for impairment cases were consistently high across Minnesota’s judicial districts, though some variation emerged by district and charge severity. Most districts maintained conviction rates above 90% for impairment cases overall, reflecting relatively uniform outcomes statewide. The 4th and 9th judicial districts occasionally fell below 90% between 2019 and 2021, but by 2022, conviction rates converged again with other districts.

When broken down by charge level, gross misdemeanor impairment cases showed the most consistent results across all districts, with conviction rates typically between 93% and 98%. Conviction rates for felony impairment cases, while still generally high, revealed greater variability across districts and years. Some districts, such as the 5th and 8th, experienced wide swings in outcomes, with conviction rates fluctuating from the mid-80s up to nearly 100% depending on the year. This indicates that while misdemeanor-level impairment cases are handled fairly uniformly across Minnesota, felony outcomes are more dependent on the district in which the case is filed.

6.1.5 Fine and Fee Transaction Counts and Payment and Adjustment Rates

Analysis of fines and fees shows that between 2017 and 2022, more than 17 million financial transactions were associated with closed-case convicted traffic violations, with charges (5.8 million), disbursements (5.7 million), and payments (5.6 million) representing the vast majority of activity.

Among all convicted charges with at least one fine or fee, 99% also had at least one payment transaction except for impaired driving violations, which had annual charge payment rates of 83% or lower. Annual rates of charge adjustment (at least one fine or fee amount was reduced) was lower than 10% for all convicted traffic charges except for impairment charges where the annual rate ranged between 14% and 19%.

From 2017 to 2022, the annual total fine and fee amounts charged for all convicted traffic violations decreased by more than 20% in nine of the ten judicial districts in Minnesota. The largest decline in the charged amount occurred in the 4th judicial district (63%). The annual paid proportions of the total charged fine and fee amounts for all traffic violation charges ranged from 81% to 94% among the judicial districts and increased over time in all ten districts.

The annual charged amounts for fines and fees for convicted impairment violations declined by more than 50% from 2017 to 2022 in each of the judicial districts. The annual paid proportions of impaired violation fine and fee amounts ranged between 55% and 79% among the judicial districts but remained relatively stable from 2017 to 2022 in each judicial district except for the 6th and 8th districts, which experienced a 10-percentage point decline and a 12-percentage point increase, respectively.

6.1.6 Factors Associated with Citation (Charge) Counts

The effects of the COVID-19 pandemic and the murder of George Floyd were large and set back Minnesota traffic safety efforts. After March 15, 2020, weekly citation counts fell 28% for speeding, 15% for DWI, 55% for seatbelt, and 47% for distracted driving after adjusting for officer staffing. These declines reflect both reduced traffic volume and shifts in enforcement emphasis.

Models showed weekly DWI citation counts per officer were 11% higher in the 7-County Metro compared to non-metro areas. Policy changes measurably increased distracted-driving enforcement. Following enactment of Minnesota's Hands-Free amendment (Aug 1, 2019), weekly citations per officer for distracted driving rose by 168% relative to pre-law levels, indicating the statute change substantially heightened detection and citing of distracted drivers.

Targeted enforcement campaigns worked as intended—especially for seatbelts and distracted driving. Campaign periods were associated with 21% more speeding charges, 57% more seatbelt charges, and 84% more distracted-driving charges per officer per week compared to non-campaign periods. By contrast, DWI campaign periods had no significant impact on weekly DWI citation charges.

6.2 Discussion and Implications

The findings highlight a complex enforcement landscape where the COVID-19 pandemic period, which included the killing of George Floyd, statutory changes, and targeted campaigns, meaningfully shaped citation (charge) patterns and outcomes. The sharp and lasting declines in enforcement following the pandemic years raise questions about whether enforcement capacity and/or strategic priorities have permanently shifted. The persistence of impaired-driving crashes, despite declining DWI citations, suggests potential gaps between enforcement and public safety outcomes that merit closer attention. At the same time, the large and sustained effects of the Hands-Free law and targeted seatbelt campaigns demonstrate that policy levers and focused enforcement efforts can substantially increase detection and compliance in specific areas.

While both increased enforcement of distracted driving and the decline in lower-severity distracted driving crashes indicate a positive outcome of law enforcement engagement in traffic safety efforts, the lack of focus on behaviors attributed to the vast majority of serious injury and fatal crashes is worrisome. Distracted driving crashes are attributed to a relatively small proportion of fatal crashes in Minnesota (i.e., an average of 4%), while the average percentages of fatal crashes attributed to speeding (17%), impairment (30%), or seatbelts (67%) over the study period were significantly higher than distraction. The misalignment between the focus on distracted driving enforcement and fatal crashes attributed to other traffic violations should be better explored to determine the motivations and barriers to aligning enforcement to other risk factors.

The most common traffic citation issued by law enforcement is for speeding, but these citations dramatically dropped among police departments. Compared to 2019, police departments in Minnesota issued approximately 50,000 fewer speeding citations in 2022. The declines in speeding enforcement, associated with the COVID-19 pandemic, as well as the murder of George Floyd, were most pronounced among police agencies within the 7-County Metro area (when accounting for staffing levels). The connection of these events and the geographic region of the police agencies of the 7-County Metro are intrinsically linked. The outcome of strained police-community relationships, reductions in pretextual stops, reduction or elimination of traffic enforcement units, and overall institutional and cultural changes may mean that the prospect of reinstituting traffic enforcement activities to 2019 and prior levels is fraught with difficulties. The TZD campaign periods, e.g., dedicated funding for speed enforcement, appear to be key in resulting in the limited amounts of enforcement being conducted by some law enforcement agencies. This suggests that enforcement may be increased by sacrosanct budget amounts provided to police agencies for traffic enforcement, e.g., reinstate traffic enforcement divisions.

The commencement of the Traffic Safety Camera System Pilot Program (Minnesota Statutes section 169.147) appears to be a timely initiative given the sharp disengagement in traffic enforcement, particularly speed enforcement, by many police agencies in the 7-County Metro area. Without significant institutional and funding changes to reengage police agencies in in-person traffic enforcement, automated speed enforcement cameras and red-light cameras may be a valuable resource

to some communities, such as the cities of Minneapolis and Mendota Heights, that have a desire to have their speed limits enforced and reduce reckless, high-speed driving. Impaired driving enforcement, however, is unlikely to be addressed by any currently proposed automated enforcement systems. Furthermore, a continued disengagement from in-person speed enforcement may result in further declines in impairment enforcement given the observed relationship between TZD speed, not impairment, campaign periods and increased impairment citations. Legislation to push auto manufacturers to develop and install passive alcohol detection interlock systems in vehicles may be a future step in automated prevention strategies.

The analysis of changes in the court system for traffic violations found fewer changes compared to law enforcement agencies. Conviction rates remain high overall, particularly for petty misdemeanors and higher-degree offenses, but the variability in misdemeanor convictions (especially distracted driving and failure-to-yield) underscores potential inconsistencies in prosecution or judicial handling. The fines and fees system imposes substantial financial obligations—concentrated in a few categories of charges—but further analysis is needed to understand payment rates, burdens across courts and districts, and the equity implications for Minnesota drivers.

6.3 Recommended Next Steps

Next steps are recommended to include an evaluation of whether citation declines align with shifts in officer deployment or broader law enforcement priorities. The team was able to conduct broad analysis of the TZD enforcement campaign periods against traffic citations within a law enforcement agency, but accessing the data indicating which citations were issued within campaign initiatives (i.e., ROAR data) would provide a refined picture of the role that the TZD grants have on enforcement activities.

While the overall trends of crashes and citations in Minnesota were explored in this analysis, it is recommended that an additional analysis be conducted which would integrate crash outcomes more explicitly into enforcement assessments. Geographically and temporally linking traffic enforcement to crashes would provide a richer understanding of the influence that traffic enforcement has on preventing traffic crashes on Minnesota roads. Similarly, future studies could support a deeper analysis of payment patterns of fines and fees by type and geography.

Continued monitoring will help determine whether the pandemic-era declines represent temporary disruption or a longer-term restructuring of enforcement activity. The available data did not afford including data from 2023 or 2024, so a follow up study is recommended to explore how these trends may have persisted or improved in recent years. For example, the latest annual seatbelt survey reported 94.7% weighted average seatbelt use, a 10-year high for the state, which would merit exploration regarding seatbelt enforcement and seatbelt-related crashes in recent years [28]. Finally, linking enforcement and adjudication data to equity and deterrence outcomes could better inform policymakers about how traffic safety laws are applied across communities and whether enforcement strategies are effectively reducing high-severity crashes.

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Appendix A

Annual Speeding Case Counts and Rates per FTE Officer By Law Enforcement Agency Cases Where At Least One Speeding Charge Has Highest Degree in Case

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Ada Police Department	37	29	23	6	8	10	7.4	5.8	4.6	1.2	1.6	2.0
Adams Police Department	13	9	4	0	0	0	13.0	9.0	4.0	0.0	0.0	0.0
Adrian Police Department	0	1	5	0	0	0	0.0	0.5	2.5	0.0	0.0	0.0
Aitkin Police Department	52	46	44	21	43	27	7.4	7.7	7.3	3.5	8.6	3.9
Akeley Police Department	2	0	1	0	0	0	2.0	0.0	1.0	0.0	0.0	0.0
Albany Police Department	31	18	12	12	19	11	7.8	4.5	3.0	4.0	2.1	1.8
Albert Lea Police Department	148	63	61	61	58	86	5.7	2.3	2.2	2.3	2.1	3.2
Alexandria Police Department	214	103	102	109	235	234	8.9	4.3	4.1	4.5	9.8	9.8
Annandale Police Department	29	23	18	45	124	30	5.8	4.6	3.6	9.0	9.5	4.3
Anoka Police Department	126	143	186	291	111	85	4.5	4.6	6.4	10.0	3.7	2.7
Apple Valley Police Department	1794	915	976	387	594	323	35.2	17.3	18.4	7.6	11.6	6.2
Appleton Police Department	10	25	13	9	13	5	3.3	8.3	4.3	3.0	1.1	1.0
Arlington Police Department	10	28	41	23	33	10	5.0	9.3	10.3	5.8	8.3	5.0
Atwater Police Department	17	7	4	1	2	3	17.0	7.0	4.0	1.0	0.3	0.3
Audubon Police Department	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
Austin Police Department	125	167	147	147	118	122	3.7	5.2	4.3	4.3	3.5	3.8
Avon Police Department	86	28	14	13	23	17	28.7	9.3	4.7	4.3	2.9	3.4
Babbitt Police Department	2	8	2	7	5	2	0.4	1.6	0.4	1.4	0.5	0.4

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Bagley Police Department	0	1	18	16	7	3	0.0	0.3	6.0	5.3	1.8	1.5
Barnesville Police Department	14	21	18	23	28	41	2.8	4.2	3.6	4.6	4.7	8.2
Battle Lake Police Department	44	39	36	25	6	10	22.0	19.5	18.0	8.3	1.2	2.5
Baxter Police Department	125	91	77	66	37	24	8.9	6.1	5.1	4.4	2.5	1.6
Bayport Police Department	79	88	53	83	106	75	15.8	14.7	10.6	13.8	11.8	8.3
Becker Police Department	291	172	173	134	220	241	48.5	24.6	24.7	19.1	22.0	24.1
Belgrade Police Department	5	28	33	46	31	35	2.5	7.6	9.0	15.3	5.2	9.5
Belle Plaine Police Department	291	333	255	312	215	171	32.3	33.3	25.5	31.2	16.5	15.5
Bemidji Police Department	212	81	69	51	62	52	6.4	2.5	2.2	1.5	1.8	1.5
Benson Police Department	79	73	61	69	46	17	11.3	10.4	8.7	11.5	3.5	2.8
Big Lake Police Department	198	174	219	175	96	73	16.5	13.4	16.8	13.5	7.4	4.9
Blackduck Police Department	0	0	2	1	0	0	0.0	0.0	1.0	0.5	0.0	0.0
Blaine Police Department	1210	855	533	275	353	437	20.2	14.3	8.0	4.2	5.1	6.2
Blooming Prairie Police Dept	18	19	14	60	50	71	6.0	6.3	4.7	20.0	16.7	23.7
Bloomington Police Department	2825	1821	1731	743	845	716	23.0	15.4	14.5	6.2	7.0	6.0
Blue Earth Police Department	7	9	6	2	6	5	1.4	1.8	1.2	0.4	0.3	0.7
Bovey Police Department	22	7	5	4	4	6	11.0	3.5	2.5	2.0	1.0	1.5
Braham Police Department	169	163	149	95	77	93	42.3	40.8	29.8	19.0	6.4	15.5

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Brainerd Police Department	83	50	109	57	106	77	3.5	2.1	4.4	2.6	4.8	3.2
Breckenridge Police Department	30	35	31	24	29	14	4.3	5.0	3.9	3.0	2.6	1.6
Breezy Point Police Department	40	30	49	39	46	41	6.7	5.0	8.2	6.5	5.1	6.8
Breitung Township Police Department	57	17	27	10	1	23	28.5	8.5	13.5	5.0	1.0	23.0
Brooklyn Center Police Department	163	217	91	34	28	17	3.3	4.5	1.9	0.7	0.6	0.4
Brooklyn Park Police Department	562	530	649	227	70	55	5.2	5.0	6.1	2.3	0.7	0.6
Brownsdale Police Department	2	0	1	8	1	0	2.0	0.0	1.0	8.0	1.0	0.0
Brownton Police Department	59	29	12	5	8	8	59.0	29.0	12.0	5.0	1.1	2.7
Buffalo Lake Police Department	9	14	15	26	17	7	4.5	7.0	7.5	13.0	3.4	2.3
Buffalo Police Department	82	34	43	68	73	103	4.8	2.0	2.5	4.0	4.1	6.1
Burnsville Police Department	701	1138	471	359	467	492	9.3	15.2	6.6	4.8	6.2	6.6
Caledonia Police Department	28	30	26	33	21	26	5.6	5.0	4.3	6.6	1.2	3.3
Callaway Police Department	10	31	34	31	19	46	10.0	31.0	34.0	31.0	19.0	46.0
Cambridge Police Department	158	145	129	103	108	166	11.3	9.7	8.6	7.4	7.7	10.4
Canby Police Department	11	2	2	4	5	5	3.7	0.7	0.7	1.3	1.0	1.3
Cannon Falls Police Department	146	132	159	123	69	64	18.3	16.5	19.9	20.5	7.7	8.0
Centennial Lakes Police Department	125	83	108	79	135	53	7.8	5.5	6.8	4.9	7.1	3.1
Champlin Police Department	1049	1430	1171	814	646	755	40.3	55.0	45.0	31.3	25.8	30.2

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Chaska Police Department	457	418	300	164	204	333	18.3	16.1	13.0	6.3	7.8	12.8
Chatfield Police Department	21	14	12	9	10	9	4.2	2.8	2.4	1.8	2.0	1.8
Chisholm Police Department	0	4	1	1	1	1	0.0	0.3	0.1	0.1	0.1	0.1
Clara City Police Department	24	67	20	35	31	2	12.0	33.5	10.0	17.5	4.4	0.5
Clearbrook Police Department	3	6	8	8	0	1	3.0	6.0	8.0	8.0	0.0	0.2
Cleveland Police Department	256	147	71	154	437	188	.	.	.	.	43.7	26.9
Climax Police Department	0	1	0	0	1	2	0.0	0.7	0.0	0.0	0.5	2.0
Cloquet Police Department	53	63	87	80	43	43	2.3	2.6	4.1	3.8	2.0	1.9
Cold Spring Police Department	340	267	236	143	119	95	37.8	29.7	23.6	15.9	11.9	9.5
Coleraine Police Department	55	23	20	11	10	4	27.5	11.5	10.0	5.5	1.4	1.0
Columbia Heights Police Department	70	70	50	32	22	71	2.7	2.8	2.0	1.3	0.8	2.8
Comfrey Police Department	1	0	0	0	1	0	0.3	0.0	0.0	0.0	0.3	0.0
Coon Rapids Police Department	931	624	519	659	653	420	14.3	9.8	7.9	10.5	9.5	6.3
Corcoran Police Department	38	46	138	89	36	46	4.8	5.8	15.3	9.9	2.4	3.5
Cottage Grove Police Department	567	333	360	556	482	319	13.8	7.9	8.6	13.6	10.3	6.8
Crookston Police Department	52	108	78	48	43	47	3.5	6.8	4.9	3.2	2.9	3.4
Crosby Police Department	5	3	2	8	2	5	0.6	0.4	0.3	1.0	0.2	0.6
Cross Lake Police Department	78	97	93	83	76	149	15.6	19.4	18.6	13.8	12.7	24.8

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Crystal Police Department	1362	420	395	317	173	365	41.3	12.7	11.6	9.3	4.8	10.4
Cuyuna Police Department	1	4	4	2	10	12	0.5	2.0	2.0	1.0	5.0	6.0
Danube Police Department	28	28	24	7	3	0	28.0	28.0	24.0	7.0	0.3	0.0
Dawson Police Department	3	3	49	2	15	17	1.0	1.0	16.3	0.7	7.5	5.7
Dayton Police Department	367	378	452	362	302	334	52.4	54.0	56.5	45.3	21.6	33.4
Deephaven Police Department	158	172	169	114	110	55	22.6	24.6	24.1	16.3	15.7	6.9
Deer River Police Department	3	10	16	23	14	18	0.8	2.5	4.0	5.8	1.3	3.0
Deerwood Police Department	81	62	39	47	25	43	27.0	20.7	13.0	15.7	8.3	14.3
Detroit Lakes Police Department	22	20	23	8	9	8	1.4	1.2	1.4	0.5	0.5	0.5
Dilworth Police Department	402	193	330	183	104	103	57.4	32.2	66.0	26.1	13.0	14.7
Duluth Police Department	388	328	274	351	372	144	2.7	2.2	1.9	2.3	2.3	0.9
Duluth Township Police Department	8	4	2	0	0	4	4.0	2.0	1.0	0.0	0.0	2.0
Dundas Police Department	150	174	173	28	9	13	50.0	87.0	86.5	9.3	2.3	3.3
Eagan Police Department	592	402	531	396	286	279	8.5	5.5	7.4	5.4	3.8	3.9
Eagle Bend Police Department (Retired)	8	6	1	0	0	0	8.0	6.0	1.0	0.0	0.0	0.0
Eagle Lake Police Department	41	32	39	77	153	68	20.5	10.7	13.0	25.7	30.6	17.0
East Grand Forks Police Department	63	112	161	108	79	38	2.7	4.9	7.0	4.7	3.3	1.7
East Range Police Department	4	1	3	2	14	6	0.4	0.1	0.4	0.3	1.4	0.8

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Eden Prairie Police Department	1818	2526	1964	1513	1892	1881	26.3	38.3	28.9	21.6	27.0	27.3
Eden Valley Police Department	1	7	17	2	2	10	1.0	7.0	17.0	2.0	0.7	10.0
Edina Police Department	7591	7479	5843	1774	1686	1202	146.0	143.8	106.2	31.7	30.1	21.5
Elk River Police Department	1969	1279	1359	676	1146	721	61.5	37.6	40.0	20.5	31.8	21.8
Elko/ New Market Police Department	161	125	164	135	137	110	40.3	31.3	32.8	27.0	19.6	13.8
Elmore Police Department	0	0	1	0	20	0	0.0	0.0	0.2	0.0	3.3	0.0
Ely Police Department	11	17	10	3	2	0	1.6	2.4	1.4	0.4	0.3	0.0
Emily Police Department	44	35	7	9	10	23	16.5	13.1	2.6	4.5	2.5	11.5
Eveleth Police Department	32	85	42	20	11	4	3.2	8.5	3.8	2.0	1.0	0.4
Fairfax Police Department	37	29	19	15	7	13	18.5	14.5	9.5	7.5	0.9	3.3
Fairmont Police Department	29	30	30	21	15	17	1.6	1.7	1.7	1.2	0.8	0.9
Faribault Police Department	92	97	154	100	173	135	2.6	2.8	4.7	2.9	4.9	4.1
Farmington Police Department	59	64	95	176	100	110	2.5	2.8	4.0	7.0	4.0	4.4
Fergus Falls Police Department	51	35	64	48	52	32	2.2	1.5	2.7	2.1	2.3	1.3
Floodwood Police Department	167	237	116	26	35	8	55.7	79.0	58.0	13.0	7.0	4.0
Foley Police Department	31	14	31	52	55	48	10.3	4.7	7.8	13.0	5.5	6.9
Forest Lake Police Department	128	126	108	68	55	50	5.1	5.3	4.3	2.7	2.2	1.9
Frazee Police Department	13	13	14	4	4	1	4.3	4.3	4.7	1.3	1.3	0.3

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	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Fridley Police Department	215	190	138	194	87	136	5.1	4.5	3.1	4.5	2.0	3.0
Fulda Police Department	0	0	0	8	3	0	0.0	0.0	0.0	4.0	0.5	0.0
Gaylord Police Department	88	86	90	16	90	30	22.0	21.5	22.5	4.0	12.9	6.0
Gibbon Police Department	76	30	37	29	142	80	76.0	30.0	37.0	29.0	142.0	80.0
Gilbert Police Department	28	7	26	7	48	32	4.0	1.0	4.3	1.2	6.0	4.6
Glencoe Police Department	59	59	60	94	166	99	7.4	7.4	7.5	11.8	16.6	12.4
Glenwood Police Department	18	17	11	13	19	8	3.6	3.4	2.2	2.6	1.4	1.3
Glyndon Police Department	111	199	174	88	88	94	27.8	49.8	43.5	22.0	22.0	23.5
Golden Valley Police Department	2140	1616	609	308	182	97	69.0	53.9	19.6	9.9	6.1	3.7
Goodhue Police Department	30	37	25	35	19	25	30.0	18.5	12.5	17.5	1.5	6.3
Goodview Police Department	90	71	73	27	39	59	22.5	17.8	18.3	6.8	3.0	5.4
Grand Meadow Police Department	0	6	2	4	7	2	0.0	1.0	0.3	0.7	1.0	0.4
Grand Rapids Police Department	88	70	59	30	112	102	4.4	3.5	3.0	1.5	5.6	5.4
Granite Falls Police Department	8	6	12	10	13	4	1.3	1.0	2.0	1.7	0.8	0.6
Hallock Police Department	11	13	7	1	6	1	11.0	13.0	7.0	1.0	6.0	1.0
Hancock Police Department	5	2	0	0	0	0	5.0	2.0	0.0	0.0	0.0	0.0
Hastings Police Department	334	253	177	121	78	83	12.4	9.0	6.6	4.0	2.6	2.8
Hawley Police Department	70	32	25	32	27	7	17.5	8.0	5.0	6.4	6.8	1.4

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hector Police Department	16	24	26	81	47	6	8.0	12.0	13.0	27.0	5.2	6.0
Henderson Police Department	64	26	29	9	4	3	38.3	15.6	17.4	4.5	2.0	3.0
Henning Police Department	1	8	6	13	2	2	0.5	4.0	3.0	6.5	0.3	0.5
Hermantown Police Department	251	349	310	195	294	153	16.7	23.3	20.7	13.0	17.3	9.0
Heron Lake Police Department	12	25	38	4	6	1	6.0	12.5	19.0	2.0	3.0	0.5
Hibbing Police Department	39	22	7	6	3	2	1.6	0.9	0.3	0.2	0.1	0.1
Hill City Police Department	63	46	39	44	60	63	63.0	46.0	39.0	44.0	12.0	21.0
Hokah Police Department	12	26	24	35	21	14	12.0	26.0	24.0	35.0	7.0	14.0
Hopkins Police Department	604	513	389	309	131	189	19.5	17.7	13.4	10.3	4.4	6.5
Houston Police Department	1	1	0	1	0	0	0.5	0.5	0.0	0.5	0.0	0.0
Howard Lake Police Department	6	9	4	5	8	5	2.0	3.0	1.3	1.7	0.8	0.8
Hutchinson Police Department	135	117	105	73	78	78	5.9	5.1	4.6	3.3	3.3	3.1
International Falls Police Department	23	50	33	13	14	12	2.1	4.5	2.8	1.1	1.2	1.0
Inver Grove Heights Police Department	468	375	222	427	238	231	12.3	9.4	5.4	10.7	6.3	5.3
Isanti Police Department	96	72	131	183	88	50	10.7	9.0	18.7	18.3	7.3	5.0
Isle Police Department	12	16	7	11	19	3	4.0	4.0	1.8	2.8	1.4	0.4
Janesville Police Department	25	26	29	18	14	18	8.3	6.5	7.3	4.5	1.4	3.0
Jordan Police Department	352	167	150	96	84	89	39.1	15.2	13.6	9.6	7.6	8.9

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Kasson Police Department	87	56	90	47	124	51	10.9	7.0	10.0	5.9	10.3	5.7
Keewatin Police Department	3	0	6	6	7	2	1.0	0.0	2.0	2.0	1.0	0.4
Kenyon Police Department	68	37	16	15	33	69	16.0	12.3	5.3	3.5	5.5	13.8
Kimball Police Department	84	184	69	2	0	0	28.0	61.3	23.0	0.7	0.0	0.0
La Crescent Police Department	63	62	59	89	69	91	9.0	7.8	7.4	11.1	8.6	11.4
Lake Benton Police Department	7	4	0	0	0	0	7.0	4.0	0.0	0.0	0.0	0.0
Lake City Police Department	60	92	130	76	40	46	6.0	9.2	13.0	7.6	2.9	3.5
Lake Crystal Police Department	103	102	75	63	27	6	34.3	34.0	25.0	21.0	3.4	2.0
Lake Park Police Department	26	32	17	19	13	4	.	16.0	8.5	9.5	4.3	2.0
Lake Shore Police Department	15	14	22	13	31	4	7.5	7.0	11.0	6.5	7.8	1.3
Lakefield Police Department	6	1	0	0	11	4	2.0	0.3	0.0	0.0	2.2	1.0
Lakeville Police Department	2363	1764	1356	523	440	702	41.5	30.9	23.4	8.7	7.2	11.5
Lamberton Police Department	4	1	1	13	0	0	4.0	1.0	1.0	13.0	0.0	0.0
Le Center Police Department	4	8	17	10	4	16	1.3	2.7	5.7	3.3	0.4	2.0
Le Sueur Police Department	58	85	93	135	75	108	8.3	12.1	13.3	19.3	4.4	9.0
Leech Lake Tribal Police Department	433	493	287	59	108	119	16.7	19.0	11.0	2.3	3.6	5.0
Lester Prairie Police Department	11	27	35	36	43	20	3.7	9.0	11.7	12.0	7.2	3.3
Lewiston Police Department	61	51	8	22	26	19	30.5	25.5	4.0	11.0	3.3	3.8

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Lino Lakes Police Department	946	594	543	587	323	338	35.0	22.8	20.1	23.5	12.9	13.0
Litchfield Police Department	15	25	21	6	12	15	1.9	2.5	1.9	0.6	1.2	1.7
Little Falls Police Department	7	8	7	10	14	20	0.5	0.6	0.5	0.7	0.6	1.2
Long Prairie Police Department	38	34	18	17	10	12	6.3	5.7	3.0	2.8	0.9	1.3
Lonsdale Police Department	36	80	51	40	27	20	4.5	11.4	7.3	5.7	4.5	3.3
Lower Sioux Community Police Department	33	15	10	13	0	0	5.5	3.0	1.1	2.6	0.0	0.0
Lyle Police Department	42	31	18	16	15	5	42.0	31.0	18.0	16.0	15.0	5.0
MN State Fair Police	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
Madelia Police Department	31	19	28	28	31	48	7.8	4.8	7.0	7.0	2.8	8.0
Madison Lake Police Department	432	391	329	395	18	77	216.0	130.3	164.5	395.0	6.0	25.7
Mankato Police Department	270	212	157	131	287	211	4.7	3.7	3.0	2.3	5.3	3.9
Maple Grove Police Department	941	505	337	154	1067	451	14.7	7.5	5.0	2.3	15.7	6.4
Mapleton Police Department	45	23	15	14	22	3	15.0	7.7	5.0	4.7	3.1	0.6
Maplewood Police Department	371	301	226	96	38	127	7.1	6.0	4.3	1.7	0.7	2.6
Marshall Police Department	63	70	67	33	38	30	3.0	3.3	3.0	1.5	1.7	1.4
Medina Police Department	520	472	490	592	309	215	52.0	47.2	49.0	53.8	28.1	19.5
Melrose Police Department	24	85	68	42	64	30	4.8	17.0	13.6	8.4	8.0	5.0
Menahga Police Department	38	61	38	7	10	6	12.7	20.3	12.7	2.3	3.3	2.0

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	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Mendota Heights Police Department	183	485	406	320	221	213	11.4	25.5	19.3	16.0	10.5	11.2
Metro Transit Commission Police Department	12	28	11	9	11	9	0.1	0.2	0.1	0.1	0.1	0.1
Milaca Police Department	8	3	10	6	7	10	1.3	0.5	1.7	1.0	0.8	1.4
Mille Lacs Tribal Police Department	0	5	1	1	7	5	0.0	0.2	0.0	0.0	0.3	0.3
Minneapolis - St. Paul Airport Police Department	429	699	631	228	589	520	4.9	8.0	7.3	2.5	6.8	6.2
Minneapolis Park Police Department	505	299	176	27	37	16	16.0	9.5	5.6	0.9	1.1	0.5
Minneapolis Police Department	628	969	1077	462	167	14	0.7	1.1	1.3	0.6	0.2	0.0
Minneota Police Department	3	3	1	2	0	11	3.0	3.0	1.0	2.0	0.0	3.7
Minnesota Lake Police Department	2	0	16	9	11	6	2.0	0.0	16.0	9.0	2.2	1.5
Minnetonka Police Department	2770	2252	1380	622	378	337	50.4	40.9	24.2	11.3	6.6	6.2
Minnetrista Police Department	276	214	134	82	92	142	21.2	16.5	10.3	6.3	7.1	10.9
Montevideo Police Department	20	17	24	35	25	39	2.2	2.1	2.2	3.2	1.6	3.5
Montgomery Police Department	9	123	47	11	31	45	2.3	17.6	6.7	1.6	3.4	5.6
Moorhead Police Department	535	488	260	191	82	128	9.2	9.0	4.5	3.6	1.4	2.2
Moose Lake Police Department	9	7	5	33	6	4	2.3	1.4	1.0	6.6	0.5	0.7
Morgan Police Department	4	8	1	1	0	0	4.0	8.0	1.0	1.0	0.0	0.0
Morris Police Department	82	86	55	8	14	2	10.3	12.3	6.9	1.0	2.0	0.3
Morristown Police Department (Retired)	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0

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Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Motley Police Department	265	196	209	137	145	163	132.5	98.0	104.5	68.5	72.5	81.5
Mounds View Police Department	164	139	228	99	335	362	8.6	7.0	10.4	4.7	16.0	17.2
Mountain Lake Police Department	24	6	22	85	75	75	6.0	1.5	5.5	21.3	15.0	15.0
Nashwauk Police Department	7	7	16	17	16	9	2.3	2.3	4.0	4.3	2.3	1.5
New Brighton Police Department	267	214	112	151	127	91	9.5	7.4	3.7	5.2	4.4	3.1
New Hope Police Department	797	684	638	377	475	308	23.4	20.1	18.8	13.0	16.4	9.1
New Prague Police Department	131	142	108	66	53	37	13.1	15.8	10.8	6.6	4.8	3.7
New Richland Police Department	5	12	20	46	9	12	2.5	6.0	10.0	23.0	0.9	1.5
New Ulm Police Department	130	179	263	235	254	198	5.9	8.1	12.5	10.7	11.0	9.0
New York Mills Police Department	50	25	19	13	7	7	16.7	8.3	6.3	4.3	0.9	2.3
Nisswa Police Department	103	32	30	12	17	50	.	5.3	5.0	2.0	2.8	8.3
North Branch Police Department	84	83	116	86	98	41	7.6	7.5	10.5	7.2	8.2	3.2
North Mankato Police Department	72	50	49	63	32	81	5.1	3.3	3.8	4.2	2.3	5.4
North St. Paul Police Department	101	88	110	68	22	23	6.3	6.3	6.9	4.0	1.3	1.5
Northfield Police Department	167	229	284	228	174	180	7.6	10.4	11.8	9.5	7.3	7.2
Oak Park Heights Police Department	201	82	75	41	68	20	20.1	8.2	7.5	4.6	7.6	2.0
Oakdale Police Department	238	136	150	111	132	91	7.4	4.4	4.5	3.6	4.3	2.8
Olivia Police Department	18	36	40	27	17	6	3.6	7.2	8.0	5.4	0.9	2.0

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	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Onamia Police Department	298	352	344	289	415	186	99.3	117.3	114.7	96.3	59.3	37.2
Orono Police Department	419	367	251	188	305	296	15.5	13.6	9.3	7.0	10.5	9.9
Ortonville Police Department	19	3	16	16	58	9	4.8	0.8	4.0	4.0	11.6	2.3
Osakis Police Department	60	68	68	45	88	42	20.0	22.7	22.7	15.0	7.3	6.0
Osseo Police Department	75	84	78	41	53	29	15.0	16.8	13.0	5.9	3.8	3.6
Owatonna Police Department	146	113	140	141	131	128	4.2	3.3	4.0	3.9	3.3	3.5
Park Rapids Police Department	87	28	19	12	11	10	8.7	2.8	1.7	1.1	0.8	0.9
Parkers Prairie Police Department	5	3	3	4	1	4	2.5	1.5	1.5	2.0	0.2	0.7
Paynesville Police Department	86	145	194	195	44	43	17.2	29.0	38.8	39.0	5.5	7.2
Pelican Rapids Police Department	31	10	10	6	6	7	5.3	2.0	2.0	1.2	0.8	1.2
Pequot Lakes Police Department	98	83	91	54	85	127	19.6	13.8	15.2	9.0	14.2	21.2
Perham Police Department	209	169	83	48	37	14	34.8	28.2	13.8	8.0	6.2	2.3
Pierz Police Department	6	4	4	0	0	0	3.0	2.0	2.0	0.0	0.0	0.0
Pike Bay Police Department	10	11	10	0	0	0	3.3	11.0	5.0	0.0	0.0	0.0
Pillager Police Department	2	0	1	2	1	0	.	.	1.0	.	0.5	0.0
Pine River Police Department	28	19	9	14	42	50	9.3	9.5	2.3	4.7	10.5	12.5
Plainview Police Department	35	37	47	30	31	22	5.0	5.3	6.7	4.3	2.2	2.2
Plymouth Police Department	2437	1993	1475	643	680	521	31.6	25.9	18.7	8.1	8.5	6.6

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Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Preston Police Department	22	43	42	34	23	25	7.3	14.3	14.0	11.3	1.0	6.3
Princeton Police Department	20	52	35	26	35	32	1.8	4.3	2.9	2.2	2.9	3.2
Prior Lake Police Department	420	291	212	250	97	54	16.2	11.2	7.9	8.3	3.2	1.7
Proctor Police Department	12	15	7	20	12	173	1.7	2.1	1.0	2.9	1.2	21.6
Ramsey Police Department	143	109	108	141	167	102	6.0	4.4	4.2	5.2	6.2	3.5
Randall Police Department	0	1	0	0	0	0	0.0	1.0	0.0	0.0	0.0	0.0
Red Wing Police Department	124	139	80	173	180	153	4.3	4.6	2.9	6.4	6.4	5.7
Redwood Falls Police Department	16	4	21	6	0	2	1.6	0.4	1.9	0.5	0.0	0.2
Renville Police Department	47	46	44	21	13	18	15.7	15.3	14.7	7.0	1.4	6.0
Rice Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Rice Police Department Benton County	51	25	56	13	58	54	.	.	.	.	.	.
Richfield Police Department	432	405	364	354	126	140	10.0	9.4	8.1	7.7	2.7	3.2
Robbinsdale Police Department	990	450	784	513	313	123	41.3	18.8	32.7	22.3	12.5	4.9
Rochester Police Department	519	471	313	308	208	160	3.8	3.4	2.3	2.1	1.4	1.1
Rogers Police Department	617	662	568	279	307	309	34.3	34.8	31.6	14.0	14.6	14.7
Roseau Police Department	5	2	6	3	6	2	1.0	0.4	1.2	0.6	0.6	0.3
Rosemount Police Department	122	150	123	77	144	163	5.1	6.0	5.1	3.1	5.3	5.8
Roseville Police Department	118	149	92	24	115	67	2.5	3.2	1.9	0.5	2.3	1.3

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Royalton Police Department	6	10	6	29	79	54	3.0	5.0	3.0	14.5	26.3	27.0
Rushford Police Department	19	5	6	4	2	2	6.3	1.7	2.0	1.3	0.3	0.7
Sartell Police Department	152	201	141	93	86	65	8.0	9.6	7.1	4.7	4.1	3.1
Sauk Centre Police Department	385	222	167	134	198	193	64.2	31.7	23.9	19.1	15.2	24.1
Sauk Rapids Police Department	101	83	80	18	9	17	5.9	4.9	4.7	1.1	0.5	1.0
Savage Police Department	281	278	218	95	168	101	9.4	8.7	6.4	2.7	4.8	3.1
Sebeka Police Department	66	58	70	9	17	17	33.0	9.7	35.0	4.5	1.5	3.4
Shakopee Police Department	947	813	730	709	740	723	19.7	17.7	15.2	15.4	15.1	14.8
Sherburn Police Department	2	17	12	33	33	21	0.5	4.3	3.0	8.3	8.3	5.3
Silver Bay Police Department	10	15	5	4	3	0	2.0	3.0	1.0	0.8	0.4	0.0
Silver Lake Police Department	66	31	60	11	0	0	33.0	15.5	60.0	6.6	0.0	0.0
Slayton Police Department	14	12	13	25	8	7	3.5	3.0	3.3	6.3	0.7	1.4
Sleepy Eye Police Department	20	32	12	9	21	21	2.9	4.6	1.7	1.3	1.8	3.0
South Lake Minnetonka Police Department	376	454	448	406	631	495	26.9	30.3	32.0	25.4	39.4	30.9
South St. Paul Police Department	158	116	114	46	45	40	5.6	3.9	3.8	1.5	1.4	1.3
Spring Grove Police Department	28	34	24	47	65	8	14.0	17.0	12.0	15.7	21.7	4.0
Spring Lake Park Police Department	185	184	160	124	26	101	16.8	16.7	14.5	11.3	2.4	10.1
Springfield Police Department	18	11	2	2	2	5	3.6	2.8	0.4	0.4	0.2	0.8

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
St. Anthony Police Department	440	432	543	667	535	377	22.0	21.6	27.2	33.4	25.5	18.9
St. Charles Police Department	38	35	11	27	12	18	7.6	5.8	1.6	3.9	1.1	2.3
St. Cloud Police Department	738	646	470	317	424	313	6.9	6.0	4.2	2.9	3.7	2.9
St. Francis Police Department	93	107	253	217	254	93	8.5	9.7	21.1	18.1	21.2	8.5
St. James Police Department	28	22	10	12	16	36	4.0	3.1	1.4	1.5	2.7	5.1
St. Joseph Police Department	92	61	79	115	69	61	10.2	6.8	8.8	11.5	6.3	5.5
St. Louis Park Police Department	801	282	172	221	246	81	14.3	5.2	3.1	3.9	4.3	1.4
St. Paul Park Police Department	86	61	43	30	25	17	10.8	6.8	4.8	3.8	2.8	1.9
St. Paul Police Department	9606	4841	2073	968	2776	1228	14.9	7.7	3.2	1.6	4.6	2.1
St. Peter Police Department	96	33	23	122	84	86	6.9	2.5	1.6	8.7	.	6.6
Staples Police Department	17	22	11	9	26	6	2.8	3.7	1.8	1.3	2.4	1.0
Starbuck Police Department	29	34	19	13	6	8	7.3	8.5	4.8	3.3	0.6	1.6
Stillwater Police Department	265	207	149	105	91	23	12.0	9.4	6.8	4.8	4.3	1.0
Thief River Falls Police Department	20	26	40	26	45	22	1.2	1.5	2.4	1.7	3.0	1.5
Tracy Police Department	10	14	2	0	4	2	3.3	4.7	0.7	0.0	0.6	1.0
Tri-City Police Department (Retired)	4	8	0	0	0	0	4.0	8.0	0.0	0.0	0.0	0.0
Trimont Police Department	1	42	26	92	157	9	1.0	42.0	26.0	92.0	52.3	4.5
Truman Police Department	93	64	38	49	35	19	46.5	32.0	19.0	24.5	8.8	9.5

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Twin Valley Police Department	5	7	2	2	6	0	2.5	3.5	1.0	1.0	1.2	0.0
Two Harbors Police Department	16	8	4	1	4	3	2.0	1.0	0.5	0.1	0.4	0.4
Tyler Police Department	5	6	13	1	4	1	2.1	3.0	6.5	0.5	2.0	0.3
University of Minnesota Police Department - Minneapolis	25	116	39	53	10	13	0.5	2.3	0.7	0.9	0.2	0.3
University of Minnesota Police Department - Morris	2	1	1	0	0	0	0.7	0.3	0.3	0.0	0.0	0.0
Upper Sioux Community Police Department	31	46	52	15	30	50	7.8	5.8	130.0	2.5	6.0	12.5
Verndale Police Department	72	61	12	10	13	21	36.0	61.0	6.0	5.0	6.5	7.0
Virginia Police Department	9	5	6	10	36	3	0.4	0.2	0.3	0.4	1.6	0.1
Wabasha Police Department	49	67	50	75	74	42	7.0	9.6	7.1	9.4	9.3	5.3
Wadena Police Department	14	16	5	3	3	2	1.8	1.8	0.6	0.3	0.2	0.2
Waite Park Police Department	199	203	219	63	20	38	12.4	11.3	12.2	3.5	1.1	1.8
Walker Police Department	31	21	11	5	11	2	10.3	7.0	3.7	1.7	1.8	0.7
Walnut Grove Police Department	1	3	0	0	0	0	1.0	3.0	0.0	0.0	0.0	0.0
Warroad Police Department	1	1	1	1	3	1	0.2	0.2	0.2	0.2	0.4	0.2
Waseca Police Department	33	21	18	9	8	2	2.1	1.2	1.1	0.5	0.4	0.1
Waterville Police Department	15	13	11	2	3	6	5.0	3.3	2.8	0.5	0.3	0.8
Wayzata Police Department	368	959	833	428	212	148	30.7	73.8	64.1	30.6	15.1	10.6
Wells Police Department	7	2	4	0	2	19	1.8	0.4	0.8	0.0	0.2	2.1

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
West Concord Police Department	30	37	22	2	21	4	30.0	37.0	22.0	2.0	3.5	0.7
West St. Paul Police Department	50	102	95	41	6	108	1.6	3.3	3.1	1.3	0.2	3.2
Westbrook Police Department	1	8	0	0	0	5	1.0	8.0	0.0	0.0	0.0	5.0
Wheaton Police Department	8	6	0	5	4	9	2.7	2.0	0.0	1.7	0.5	1.8
White Bear Lake Police Department	304	221	213	133	260	389	10.5	7.4	7.1	4.3	8.4	12.5
White Earth Tribal Police Department	465	387	476	872	436	193	18.9	13.8	21.6	36.3	15.0	9.7
Willmar Police Department	120	129	104	122	82	112	3.6	3.8	3.1	3.5	2.3	3.3
Windom Police Department	16	22	25	25	35	65	1.8	2.4	2.8	2.8	3.2	6.5
Winnebago Police Department	8	3	2	1	14	3	2.7	1.0	0.7	0.3	4.7	1.0
Winona Police Department	48	32	25	27	13	16	1.3	0.8	0.6	0.7	0.3	0.4
Winsted Police Department	51	41	26	16	13	2	12.8	10.3	6.5	4.0	1.4	0.5
Winthrop Police Department	18	15	9	10	5	6	5.1	4.3	2.6	3.3	1.4	1.5
Woodbury Police Department	573	488	355	291	214	238	8.3	6.8	4.6	4.1	3.1	3.6
Worthington Police Department	72	62	48	40	48	20	3.3	3.0	2.1	1.7	1.7	0.9
Wyoming Police Department	240	167	138	78	92	93	26.7	16.7	13.8	8.7	9.2	9.3
Zumbrota Police Department	138	168	211	250	283	247	23.0	28.0	35.2	41.7	18.9	35.3

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Aitkin County Sheriff's Office	114	58	86	73	83	49	6.3	3.4	4.8	3.8	4.2	2.3
Anoka County Sheriff's Office	1014	1001	1024	867	666	725	7.6	7.8	7.7	6.3	5.2	5.5
Becker County Sheriff's Office	113	93	77	84	93	123	5.4	4.4	3.5	3.7	4.4	5.1
Beltrami County Sheriff's Office	112	92	68	70	64	73	3.9	3.1	2.4	2.2	2.1	2.4
Benton County Sheriff's Office	316	335	236	294	324	219	13.2	14.0	9.4	11.8	13.0	8.8
Big Stone County Sheriff's Office	65	28	43	50	85	121	13.0	5.6	8.6	10.0	17.0	20.2
Blue Earth County Sheriff's Office	271	328	435	558	436	303	7.7	8.6	12.8	15.9	14.1	9.2
Brown County Sheriff's Office	105	41	39	74	72	97	7.5	2.9	3.3	7.4	5.5	8.1

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Cases where at least one speeding charge has highest degree in case***

	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Carlton County Sheriff's Office	83	54	32	40	43	32	3.5	2.2	1.3	1.6	1.8	1.3
Carver County Sheriff's Office	1363	1145	933	1307	577	1027	18.7	15.7	13.1	17.0	9.5	14.1
Cass County Sheriff's Office	64	44	57	41	33	23	1.5	1.0	1.4	0.9	0.8	0.5
Chippewa County Sheriff's Office	23	15	53	70	60	77	2.9	1.9	5.3	7.8	6.7	7.0
Chisago County Sheriff's Office	344	302	576	446	625	370	8.2	7.0	13.1	10.1	14.5	8.4
Clay County Sheriff's Office	472	541	546	629	508	422	13.9	16.4	16.1	18.5	14.9	12.1
Clearwater County Sheriff's Office	54	50	43	82	45	23	5.4	5.0	4.3	8.2	4.5	2.6
Cook County Sheriff's Office	240	213	256	139	138	89	20.0	15.2	21.3	10.7	12.5	7.4
Cottonwood County Sheriff's Office	36	26	26	33	17	14	3.6	2.6	2.6	4.1	2.1	1.8
Crow Wing County Sheriff's Office	168	159	107	30	56	67	4.4	4.0	2.6	0.7	1.4	1.5
Dakota County Sheriff's Office	1132	1401	1162	626	935	1162	14.2	17.5	14.0	7.0	11.5	12.1
Dodge County Sheriff's Office	173	162	154	146	261	192	7.2	6.8	6.4	6.1	10.9	8.0
Douglas County Sheriff's Office	281	240	194	199	208	309	8.5	6.9	5.4	5.7	5.8	8.6
Faribault County Sheriff's Office	84	98	54	43	43	83	7.6	8.2	3.9	3.3	3.3	6.4
Fillmore County Sheriff's Office	344	179	123	109	67	82	18.1	9.0	6.2	5.5	3.4	4.1
Freeborn County Sheriff's Office	263	269	197	175	120	100	10.5	10.8	7.6	7.0	5.0	4.8
Goodhue County Sheriff's Office	794	633	536	561	618	596	19.9	15.8	13.1	13.0	14.4	13.5
Grant County Sheriff's Office	267	214	269	282	130	57	26.7	19.5	24.5	25.6	11.8	5.2

Annual speeding case counts and rates per FTE staff by law enforcement agency
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	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hennepin County Sheriff's Office	125	133	213	158	173	102	0.4	0.4	0.7	0.5	0.5	0.3
Houston County Sheriff's Office	153	292	245	145	64	93	11.8	22.5	18.8	11.2	4.9	6.2
Hubbard County Sheriff's Office	193	65	77	89	95	187	10.7	3.6	4.1	4.7	5.0	9.8
Isanti County Sheriff's Office	212	183	219	213	275	233	10.1	8.3	9.5	10.7	13.1	11.1
Itasca County Sheriff's Office	81	104	76	69	134	210	2.4	3.2	2.3	2.2	4.3	7.5
Jackson County Sheriff's Office	43	16	82	70	94	92	3.1	1.1	5.9	5.0	6.7	6.1
Kanabec County Sheriff's Office	85	65	38	22	25	21	4.3	3.1	1.8	1.0	1.2	1.0
Kandiyohi County Sheriff's Office	753	516	344	243	242	165	23.5	15.2	10.1	7.6	7.6	5.5
Kittson County Sheriff's Office	12	27	43	65	157	85	2.4	5.4	7.2	10.8	26.2	17.0
Koochiching County Sheriff's Office	28	49	24	11	14	11	2.8	4.9	2.4	1.1	1.4	1.1
Lac Qui Parle County Sheriff's Office	47	44	60	65	75	65	.	.	.	.	.	.
Lac qui Parle County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lake County Sheriff's Office	84	71	54	42	63	70	5.3	4.4	3.2	2.8	3.7	4.4
Lake of The Woods County Sheriff's Office	11	18	19	14	23	14	.	.	.	.	.	.
Lake of the Woods County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Sueur County Sheriff's Office	84	54	35	27	43	153	4.4	2.7	1.7	1.3	2.0	6.7
Lincoln County Sheriff's Office	93	70	75	120	154	49	15.5	10.0	10.7	17.1	22.0	7.0
Lyon County Sheriff's Office	208	160	88	100	56	51	12.2	9.4	4.9	5.6	3.3	3.0

Annual speeding case counts and rates per FTE staff by law enforcement agency
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	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Mahnomen County Sheriff's Office	4	3	6	10	10	12	0.3	0.3	0.5	0.8	0.7	0.8
Marshall County Sheriff's Office	38	50	40	34	52	17	3.2	4.2	2.5	2.6	4.0	1.1
Martin County Sheriff's Office	177	132	82	177	109	68	14.8	10.2	5.9	12.6	7.8	4.9
McLeod County Sheriff's Office	537	569	489	305	413	363	22.4	23.7	19.6	10.9	16.5	14.0
Meeker County Sheriff's Office	86	130	176	221	256	209	4.5	6.2	8.8	10.0	12.2	10.0
Mille Lacs County Sheriff's Office	34	26	46	52	57	49	0.8	0.7	1.3	1.4	1.5	1.4
Morrison County Sheriff's Office	230	261	199	157	232	226	12.1	12.4	10.0	7.5	10.5	10.3
Mower County Sheriff's Office	243	219	248	299	162	240	11.0	9.1	9.5	11.1	5.8	7.5
Murray County Sheriff's Office	4	1	20	7	14	30	0.3	0.1	1.7	0.6	1.3	2.3
Nicollet County Sheriff's Office	114	182	160	105	157	153	7.1	11.4	10.0	6.6	9.8	9.6
Nobles County Sheriff's Office	32	37	15	14	23	22	2.5	2.8	1.1	1.1	1.8	1.7
Norman County Sheriff's Office	29	18	2	5	2	23	4.1	2.6	0.3	0.7	0.3	4.6
Olmsted County Sheriff's Office	1158	859	1020	1510	707	675	16.8	12.1	14.2	9.2	8.8	8.4
Otter Tail County Sheriff's Office	336	320	240	238	185	201	9.3	8.6	6.2	6.3	4.9	5.2
Pennington County Sheriff's Office	14	23	10	4	18	19	1.8	2.3	1.0	0.4	1.6	1.7
Pine County Sheriff's Office	35	51	61	40	41	20	1.1	1.5	1.9	1.2	1.1	0.5
Pipestone County Sheriff's Office	128	87	60	50	87	70	9.1	6.2	4.3	3.3	5.4	5.0
Polk County Sheriff's Office	466	334	239	213	179	240	14.6	10.1	7.5	6.7	5.4	7.5

Annual speeding case counts and rates per FTE staff by law enforcement agency
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	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Pope County Sheriff's Office	82	47	45	41	63	37	10.3	5.9	5.6	5.1	7.9	3.4
Ramsey County Sheriff's Office	695	616	475	167	535	436	3.2	2.8	1.9	0.8	1.4	1.9
Red Lake County Sheriff's Office	43	58	36	35	138	87	5.4	6.4	4.0	4.4	17.3	9.7
Redwood County Sheriff's Office	151	120	77	76	378	203	11.6	9.2	5.9	5.8	22.2	13.5
Renville County Sheriff's Office	154	133	162	185	144	102	10.3	8.9	10.8	12.3	9.0	6.0
Rice County Sheriff's Office	398	468	340	345	269	275	13.7	15.6	11.0	10.8	7.9	8.9
Rock County Sheriff's Office	178	165	90	41	72	45	14.8	13.8	7.5	3.4	6.0	3.2
Roseau County Sheriff's Office	36	57	58	41	35	26	3.6	6.3	6.4	3.4	2.9	2.2
Scott County Sheriff's Office	626	480	308	188	106	149	14.6	10.9	6.8	3.5	2.4	2.9
Sherburne County Sheriff's Office	1372	1189	791	628	913	1041	16.5	14.7	9.8	8.1	11.6	13.5
Sibley County Sheriff's Office	78	88	203	271	149	84	6.5	7.3	14.5	19.4	9.9	6.5
St. Louis County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
St. Louis County Sheriff's Office - Duluth	401	417	317	325	208	123	.	.	.	.	.	.
Stearns County Sheriff's Office	1822	1458	902	1020	1175	1005	28.5	22.1	12.7	13.8	15.9	12.6
Steele County Sheriff's Office	844	515	509	560	671	508	38.4	23.4	21.2	25.5	29.2	20.3
Stevens County Sheriff's Office	156	152	137	161	117	80	22.3	21.7	19.6	23.0	16.7	6.2
Swift County Sheriff's Office	179	115	91	95	74	85	22.4	12.8	10.1	10.6	8.2	8.5
Todd County Sheriff's Office	116	138	113	168	150	85	7.3	8.6	6.6	9.3	7.9	4.3

Annual speeding case counts and rates per FTE staff by law enforcement agency
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	Speeding Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Traverse County Sheriff's Office	78	51	36	43	25	22	13.0	8.5	6.0	7.2	4.2	3.7
Wabasha County Sheriff's Office	85	105	130	116	88	62	5.0	5.8	7.2	6.1	4.9	3.3
Wadena County Sheriff's Office	124	103	80	61	103	75	12.4	9.4	7.3	5.1	9.4	6.3
Waseca County Sheriff's Office	80	46	48	123	106	68	6.7	3.5	3.4	8.8	7.6	4.9
Washington County Sheriff's Office	870	740	812	1515	1070	604	8.0	6.9	7.0	12.6	8.9	5.0
Watsonwan County Sheriff's Office	171	222	209	212	239	252	21.4	27.8	26.1	26.5	29.9	31.5
Wilkin County Sheriff's Office	266	253	123	93	82	114	38.0	36.1	17.6	13.3	10.3	16.3
Winona County Sheriff's Office	462	582	253	188	261	273	23.1	34.2	12.0	9.0	12.4	12.4
Wright County Sheriff's Office	2203	2476	2032	1574	1744	1559	16.0	17.1	13.9	10.3	11.1	9.4
Yellow Medicine County Sheriff's Office	20	24	40	56	18	34	2.0	2.4	3.6	5.1	1.8	3.4

Annual speeding case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Speeding Case Count						Rate per FTE					
State Patrol District	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
MN State Patrol District 2800 - Brainerd	6259	6655	5943	5154	5950	5578	169.2	184.9	165.1	151.6	180.3	174.3
MN State Patrol District 2900 - Detroit Lakes	4830	4627	3799	3562	5559	4422	123.8	118.6	105.5	96.3	150.2	126.3
MN State Patrol District 2700 - Duluth	5648	5509	6738	8533	10417	7569	161.4	157.4	187.2	237.0	306.4	236.5
MN State Patrol District 2500 - Golden Valley	16956	16320	13733	14164	9313	11518	186.3	185.5	149.3	162.8	102.3	117.5
MN State Patrol District 2200 - Mankato	7121	6602	5908	5888	7067	7388	222.5	220.1	179.0	189.9	243.7	254.8
MN State Patrol District 2300 - Marshall	5453	5927	6153	5331	6955	6458	188.0	185.2	192.3	177.7	231.8	169.9
MN State Patrol District 2400 - Oakdale	10650	10459	7994	7672	9497	9549	138.3	132.4	103.8	99.6	126.6	120.9
MN State Patrol District 2100 - Rochester	8946	7384	6843	7989	10806	12026	172.0	136.7	126.7	150.7	207.8	226.9
MN State Patrol District 2600 - St. Cloud	7330	6944	7213	6467	7515	10682	141.0	131.0	131.1	126.8	153.4	213.6
MN State Patrol District 3200 - Thief River Falls	2926	2663	2506	2445	3038	3092	100.9	95.1	89.5	94.0	126.6	106.6
MN State Patrol District 3100 - Virginia	3613	3274	2777	2502	3238	5124	157.1	142.3	115.7	113.7	134.9	205.0

Appendix B

**Annual Impaired Driving Case Counts and Rates Per
FTE Officer by Law Enforcement Agency Cases
Where At Least One Impaired Driving Charge Has
Highest Degree in Case**

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Ada Police Department	1	6	3	7	9	7	0.2	1.2	0.6	1.4	1.8	1.4
Adams Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Adrian Police Department	0	1	1	0	1	1	0.0	0.5	0.5	0.0	0.3	0.5
Aitkin Police Department	33	38	34	24	39	28	4.7	6.3	5.7	4.0	7.8	4.0
Akeley Police Department	5	1	0	1	0	0	5.0	1.0	0.0	1.0	0.0	0.0
Albany Police Department	6	7	2	4	2	1	1.5	1.8	0.5	1.3	0.2	0.2
Albert Lea Police Department	81	52	85	89	53	61	3.1	1.9	3.0	3.4	1.9	2.3
Alexandria Police Department	65	77	47	68	82	113	2.7	3.2	1.9	2.8	3.4	4.7
Annandale Police Department	20	17	23	13	7	7	4.0	3.4	4.6	2.6	0.5	1.0
Anoka Police Department	58	45	49	44	66	59	2.1	1.5	1.7	1.5	2.2	1.9
Apple Valley Police Department	206	254	231	87	107	113	4.0	4.8	4.4	1.7	2.1	2.2
Appleton Police Department	8	6	9	7	1	6	2.7	2.0	3.0	2.3	0.1	1.2
Arlington Police Department	8	13	13	7	9	2	4.0	4.3	3.3	1.8	2.3	1.0
Atwater Police Department	5	0	2	1	1	0	5.0	0.0	2.0	1.0	0.1	0.0
Audubon Police Department	0	0	0	1	0	0	0.0	0.0	0.0	1.0	0.0	0.0
Austin Police Department	188	138	148	122	80	107	5.5	4.3	4.4	3.6	2.4	3.3
Avon Police Department	16	31	26	17	14	8	5.3	10.3	8.7	5.7	1.8	1.6
Babbitt Police Department	4	6	2	6	3	3	0.8	1.2	0.4	1.2	0.3	0.6
Bagley Police Department	3	2	5	12	16	39	1.0	0.7	1.7	4.0	4.0	19.5

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Barnesville Police Department	10	8	6	5	16	7	2.0	1.6	1.2	1.0	2.7	1.4
Battle Lake Police Department	3	3	1	5	2	6	1.5	1.5	0.5	1.7	0.4	1.5
Baudette Police Department	0	0	0	1	0	0	.	.	.	.	.	.
Baxter Police Department	46	68	93	71	78	78	3.3	4.5	6.2	4.7	5.2	5.2
Bayport Police Department	13	18	25	12	15	19	2.6	3.0	5.0	2.0	1.7	2.1
Becker Police Department	30	27	28	34	30	20	5.0	3.9	4.0	4.9	3.0	2.0
Belgrade Police Department	4	9	12	23	11	10	2.0	2.5	3.3	7.7	1.8	2.7
Belle Plaine Police Department	26	41	46	19	22	27	2.9	4.1	4.6	1.9	1.7	2.5
Bemidji Police Department	140	148	208	268	185	262	4.2	4.6	6.5	7.9	5.4	7.7
Benson Police Department	15	18	17	13	14	7	2.1	2.6	2.4	2.2	1.1	1.2
Big Lake Police Department	94	70	104	62	98	39	7.8	5.4	8.0	4.8	7.5	2.6
Blackduck Police Department	0	1	0	3	0	0	0.0	0.5	0.0	1.5	0.0	0.0
Blaine Police Department	195	271	284	181	213	179	3.3	4.5	4.2	2.7	3.1	2.5
Blooming Prairie Police Dept	2	2	1	10	16	10	0.7	0.7	0.3	3.3	5.3	3.3
Bloomington Police Department	421	382	452	186	146	202	3.4	3.2	3.8	1.6	1.2	1.7
Blue Earth Police Department	15	24	18	9	17	8	3.0	4.8	3.6	1.8	0.9	1.1
Bovey Police Department	10	4	0	9	10	10	5.0	2.0	0.0	4.5	2.5	2.5
Braham Police Department	16	10	11	10	14	12	4.0	2.5	2.2	2.0	1.2	2.0
Brainerd Police Department	109	109	103	81	144	107	4.5	4.5	4.1	3.7	6.5	4.5

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Breckenridge Police Department	16	26	37	42	43	27	2.3	3.7	4.6	5.3	3.9	3.0
Breezy Point Police Department	21	24	21	17	31	55	3.5	4.0	3.5	2.8	3.4	9.2
Breitung Township Police Department	42	4	2	3	0	9	21.0	2.0	1.0	1.5	0.0	9.0
Brooklyn Center Police Department	102	95	83	52	37	45	2.1	2.0	1.7	1.1	0.8	1.2
Brooklyn Park Police Department	128	121	153	82	60	49	1.2	1.1	1.4	0.8	0.6	0.5
Brownsdale Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Brownton Police Department	10	1	2	2	0	0	10.0	1.0	2.0	2.0	0.0	0.0
Buffalo Lake Police Department	1	0	2	5	5	3	0.5	0.0	1.0	2.5	1.0	1.0
Buffalo Police Department	80	51	101	83	92	49	4.7	3.0	5.9	4.9	5.1	2.9
Burnsville Police Department	116	95	107	82	93	120	1.5	1.3	1.5	1.1	1.2	1.6
Caledonia Police Department	10	24	19	11	13	11	2.0	4.0	3.2	2.2	0.7	1.4
Callaway Police Department	0	5	1	0	3	8	0.0	5.0	1.0	0.0	3.0	8.0
Cambridge Police Department	37	28	28	27	22	34	2.6	1.9	1.9	1.9	1.6	2.1
Canby Police Department	3	5	3	1	3	1	1.0	1.7	1.0	0.3	0.6	0.3
Cannon Falls Police Department	17	25	30	21	15	22	2.1	3.1	3.8	3.5	1.7	2.8
Centennial Lakes Police Department	51	40	42	31	119	72	3.2	2.7	2.6	1.9	6.3	4.2
Champlin Police Department	68	88	77	58	86	98	2.6	3.4	3.0	2.2	3.4	3.9
Chaska Police Department	56	55	38	37	27	64	2.2	2.1	1.7	1.4	1.0	2.5
Chatfield Police Department	4	4	2	1	2	2	0.8	0.8	0.4	0.2	0.4	0.4

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Chisholm Police Department	15	11	14	10	15	12	1.3	0.9	1.4	0.9	1.3	1.3
Clara City Police Department	4	4	5	5	7	0	2.0	2.0	2.5	2.5	1.0	0.0
Clearbrook Police Department	4	9	3	0	2	4	4.0	9.0	3.0	0.0	0.2	0.8
Cleveland Police Department	3	0	1	0	0	3	.	.	.	.	0.0	0.4
Climax Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Cloquet Police Department	44	44	60	64	105	105	1.9	1.8	2.9	3.0	4.8	4.6
Cold Spring Police Department	22	18	11	14	9	31	2.4	2.0	1.1	1.6	0.9	3.1
Coleraine Police Department	12	12	11	7	11	3	6.0	6.0	5.5	3.5	1.6	0.8
Columbia Heights Police Department	44	43	58	47	36	63	1.7	1.7	2.3	1.9	1.3	2.5
Comfrey Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Coon Rapids Police Department	304	275	170	190	261	248	4.7	4.3	2.6	3.0	3.8	3.7
Corcoran Police Department	42	25	23	10	28	39	5.3	3.1	2.6	1.1	1.9	3.0
Cottage Grove Police Department	96	73	76	72	92	68	2.3	1.7	1.8	1.8	2.0	1.4
Crookston Police Department	59	59	78	83	46	51	3.9	3.7	4.9	5.5	3.1	3.6
Crosby Police Department	17	10	14	8	13	16	2.1	1.3	2.0	1.0	1.2	1.8
Cross Lake Police Department	18	24	25	14	25	17	3.6	4.8	5.0	2.3	4.2	2.8
Crystal Police Department	184	143	125	116	73	89	5.6	4.3	3.7	3.4	2.0	2.5
Cuyuna Police Department	0	1	1	0	0	0	0.0	0.5	0.5	0.0	0.0	0.0
Danube Police Department	0	0	1	0	0	0	0.0	0.0	1.0	0.0	0.0	0.0

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Dawson Police Department	4	1	2	2	3	7	1.3	0.3	0.7	0.7	1.5	2.3
Dayton Police Department	29	11	22	29	24	43	4.1	1.6	2.8	3.6	1.7	4.3
Deephaven Police Department	17	7	16	17	17	5	2.4	1.0	2.3	2.4	2.4	0.6
Deer River Police Department	9	11	7	16	27	9	2.3	2.8	1.8	4.0	2.5	1.5
Deerwood Police Department	2	2	3	2	2	3	0.7	0.7	1.0	0.7	0.7	1.0
Detroit Lakes Police Department	55	36	44	35	32	40	3.4	2.1	2.6	2.1	1.8	2.4
Dilworth Police Department	78	41	29	19	8	22	11.1	6.8	5.8	2.7	1.0	3.1
Duluth Police Department	338	321	285	260	262	252	2.4	2.2	1.9	1.7	1.6	1.6
Duluth Township Police Department	0	0	1	0	0	0	0.0	0.0	0.5	0.0	0.0	0.0
Dundas Police Department	14	14	11	4	3	6	4.7	7.0	5.5	1.3	0.8	1.5
Eagan Police Department	135	144	128	105	98	109	1.9	2.0	1.8	1.4	1.3	1.5
Eagle Bend Police Department (Retired)	2	1	0	0	0	0	2.0	1.0	0.0	0.0	0.0	0.0
Eagle Lake Police Department	9	7	4	3	9	2	4.5	2.3	1.3	1.0	1.8	0.5
East Grand Forks Police Department	123	95	114	60	96	80	5.3	4.1	5.0	2.6	4.0	3.6
East Range Police Department	6	1	8	8	3	8	0.7	0.1	1.0	1.0	0.3	1.0
Eden Prairie Police Department	246	221	236	255	216	260	3.6	3.3	3.5	3.6	3.1	3.8
Eden Valley Police Department	1	0	1	2	1	2	1.0	0.0	1.0	2.0	0.3	2.0
Edina Police Department	476	458	399	178	193	238	9.2	8.8	7.3	3.2	3.4	4.3
Elbow Lake Police Department	1	0	0	0	0	0	.	.	.	.	.	.

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Elk River Police Department	80	99	85	70	154	99	2.5	2.9	2.5	2.1	4.3	3.0
Elko/ New Market Police Department	23	8	8	11	15	16	5.8	2.0	1.6	2.2	2.1	2.0
Elmore Police Department	0	1	0	0	2	0	0.0	0.2	0.0	0.0	0.3	0.0
Ely Police Department	29	24	29	16	20	9	4.1	3.4	4.1	2.3	3.3	1.3
Emily Police Department	1	1	1	0	2	0	0.4	0.4	0.4	0.0	0.5	0.0
Eveleth Police Department	44	16	8	12	9	8	4.4	1.6	0.7	1.2	0.8	0.7
Fairfax Police Department	2	5	2	2	5	2	1.0	2.5	1.0	1.0	0.6	0.5
Fairmont Police Department	46	38	59	27	47	35	2.6	2.1	3.3	1.5	2.6	1.8
Faribault Police Department	55	60	63	71	108	133	1.6	1.7	1.9	2.0	3.1	4.0
Farmington Police Department	43	23	33	25	40	51	1.8	1.0	1.4	1.0	1.6	2.0
Fergus Falls Police Department	71	40	41	23	42	65	3.1	1.7	1.7	1.0	1.8	2.7
Floodwood Police Department	15	26	29	4	1	0	5.0	8.7	14.5	2.0	0.2	0.0
Foley Police Department	7	10	16	7	7	5	2.3	3.3	4.0	1.8	0.7	0.7
Forest Lake Police Department	54	68	55	31	32	47	2.2	2.8	2.2	1.2	1.3	1.8
Fosston Police Department	0	0	0	0	0	2	.	.	.	.	.	.
Franklin Police Department	1	0	0	0	0	0	.	.	.	.	.	.
Frazee Police Department	4	7	5	4	3	3	1.3	2.3	1.7	1.3	1.0	1.0
Fridley Police Department	142	165	153	150	106	101	3.4	3.9	3.5	3.5	2.5	2.2
Fulda Police Department	1	0	0	1	0	0	0.5	0.0	0.0	0.5	0.0	0.0

***Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case***

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Gaylord Police Department	26	14	12	8	10	21	6.5	3.5	3.0	2.0	1.4	4.2
Gibbon Police Department	1	0	0	1	0	3	1.0	0.0	0.0	1.0	0.0	3.0
Gilbert Police Department	11	8	10	13	11	14	1.6	1.1	1.7	2.2	1.4	2.0
Glencoe Police Department	40	28	17	22	31	35	5.0	3.5	2.1	2.8	3.1	4.4
Glenwood Police Department	6	9	10	6	9	10	1.2	1.8	2.0	1.2	0.6	1.7
Glyndon Police Department	10	16	7	3	5	9	2.5	4.0	1.8	0.8	1.3	2.3
Golden Valley Police Department	217	205	144	98	59	46	7.0	6.8	4.6	3.2	2.0	1.8
Goodhue Police Department	6	5	9	7	6	4	6.0	2.5	4.5	3.5	0.5	1.0
Goodview Police Department	9	16	14	7	12	9	2.3	4.0	3.5	1.8	0.9	0.8
Grand Meadow Police Department	0	1	0	1	0	0	0.0	0.2	0.0	0.2	0.0	0.0
Grand Rapids Police Department	71	66	52	49	49	37	3.6	3.3	2.6	2.5	2.5	1.9
Granite Falls Police Department	19	7	19	18	20	13	3.2	1.2	3.2	3.0	1.3	1.9
Hallock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hancock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hastings Police Department	129	75	97	84	92	86	4.8	2.7	3.6	2.8	3.1	2.9
Hawley Police Department	11	18	10	11	8	6	2.8	4.5	2.0	2.2	2.0	1.2
Hector Police Department	5	5	4	6	6	1	2.5	2.5	2.0	2.0	0.7	1.0
Henderson Police Department	3	0	2	3	2	1	1.8	0.0	1.2	1.5	1.0	1.0
Henning Police Department	0	0	0	2	3	0	0.0	0.0	0.0	1.0	0.5	0.0

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hermantown Police Department	37	43	55	29	68	91	2.5	2.9	3.7	1.9	4.0	5.4
Heron Lake Police Department	0	1	5	1	3	2	0.0	0.5	2.5	0.5	1.5	1.0
Hibbing Police Department	47	62	44	25	27	40	1.9	2.6	1.6	1.0	0.9	1.4
Hill City Police Department	3	3	5	4	7	5	3.0	3.0	5.0	4.0	1.4	1.7
Hokah Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hopkins Police Department	97	156	105	107	72	70	3.1	5.4	3.6	3.6	2.4	2.4
Houston Police Department	7	2	2	1	0	0	3.5	1.0	1.0	0.5	0.0	0.0
Howard Lake Police Department	3	3	3	2	2	5	1.0	1.0	1.0	0.7	0.2	0.8
Hutchinson Police Department	53	75	69	56	38	31	2.3	3.3	3.0	2.5	1.6	1.2
International Falls Police Department	32	33	33	38	30	42	2.9	3.0	2.8	3.2	2.5	3.5
Inver Grove Heights Police Department	172	234	202	176	242	205	4.5	5.9	4.9	4.4	6.4	4.7
Isanti Police Department	19	27	26	14	23	14	2.1	3.4	3.7	1.4	1.9	1.4
Isle Police Department	4	5	4	15	9	11	1.3	1.3	1.0	3.8	0.6	1.6
Ivanhoe Police Department	1	0	1	0	0	0	.	.	.	.	.	.
Janesville Police Department	8	5	5	3	2	4	2.7	1.3	1.3	0.8	0.2	0.7
Jordan Police Department	89	59	49	35	40	55	9.9	5.4	4.5	3.5	3.6	5.5
Kasson Police Department	16	21	44	26	18	12	2.0	2.6	4.9	3.3	1.5	1.3
Keewatin Police Department	6	8	6	8	10	6	2.0	2.7	2.0	2.7	1.4	1.2
Kenyon Police Department	2	1	1	2	3	2	0.5	0.3	0.3	0.5	0.5	0.4

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Kimball Police Department	5	5	5	0	0	0	1.7	1.7	1.7	0.0	0.0	0.0
La Crescent Police Department	35	22	34	22	24	28	5.0	2.8	4.3	2.8	3.0	3.5
Lake Benton Police Department	3	7	4	0	0	0	3.0	7.0	4.0	0.0	0.0	0.0
Lake City Police Department	49	36	31	29	30	31	4.9	3.6	3.1	2.9	2.1	2.4
Lake Crystal Police Department	9	29	9	8	9	11	3.0	9.7	3.0	2.7	1.1	3.7
Lake Park Police Department	4	5	0	2	0	1	.	2.5	0.0	1.0	0.0	0.5
Lake Shore Police Department	16	11	9	11	8	8	8.0	5.5	4.5	5.5	2.0	2.7
Lakefield Police Department	1	1	1	3	2	4	0.3	0.3	0.3	1.0	0.4	1.0
Lakeville Police Department	138	143	170	120	134	109	2.4	2.5	2.9	2.0	2.2	1.8
Lamberton Police Department	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
Le Center Police Department	1	4	5	2	3	1	0.3	1.3	1.7	0.7	0.3	0.1
Le Sueur Police Department	20	22	28	22	19	38	2.9	3.1	4.0	3.1	1.1	3.2
Leech Lake Tribal Police Department	32	32	38	38	43	28	1.2	1.2	1.5	1.5	1.4	1.2
Lester Prairie Police Department	1	1	1	2	3	2	0.3	0.3	0.3	0.7	0.5	0.3
Lewiston Police Department	6	7	1	1	0	2	3.0	3.5	0.5	0.5	0.0	0.4
Lino Lakes Police Department	174	93	73	61	65	69	6.4	3.6	2.7	2.4	2.6	2.7
Litchfield Police Department	18	49	45	20	25	17	2.3	4.9	4.1	2.0	2.5	1.9
Little Falls Police Department	9	22	18	21	25	28	0.6	1.6	1.3	1.4	1.0	1.6
Long Prairie Police Department	16	30	14	6	8	10	2.7	5.0	2.3	1.0	0.7	1.1

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Lonsdale Police Department	23	20	17	11	10	12	2.9	2.9	2.4	1.6	1.7	2.0
Lower Sioux Community Police Department	12	6	10	11	0	1	2.0	1.2	1.1	2.2	0.0	0.3
Lyle Police Department	3	1	0	0	1	0	3.0	1.0	0.0	0.0	1.0	0.0
MN State Fair Police	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	1.0
Madelia Police Department	9	14	7	4	5	8	2.3	3.5	1.8	1.0	0.5	1.3
Madison Lake Police Department	11	14	5	2	13	12	5.5	4.7	2.5	2.0	4.3	4.0
Mankato Police Department	233	212	188	164	282	223	4.1	3.7	3.5	2.9	5.2	4.1
Maple Grove Police Department	194	150	256	151	189	181	3.0	2.2	3.8	2.3	2.8	2.6
Mapleton Police Department	6	4	3	3	12	2	2.0	1.3	1.0	1.0	1.7	0.4
Maplewood Police Department	99	74	101	92	76	135	1.9	1.5	1.9	1.7	1.4	2.8
Marshall Police Department	90	94	79	46	62	69	4.3	4.5	3.6	2.1	2.8	3.1
Medina Police Department	31	25	40	22	17	19	3.1	2.5	4.0	2.0	1.5	1.7
Melrose Police Department	11	14	18	29	20	12	2.2	2.8	3.6	5.8	2.5	2.0
Menahga Police Department	5	3	5	4	4	1	1.7	1.0	1.7	1.3	1.3	0.3
Mendota Heights Police Department	21	61	124	68	57	40	1.3	3.2	5.9	3.4	2.7	2.1
Metro Transit Commission Police Department	60	41	46	19	29	63	0.5	0.3	0.4	0.1	0.2	0.6
Milaca Police Department	3	6	9	12	11	16	0.5	1.0	1.5	2.0	1.2	2.3
Mille Lacs Tribal Police Department	1	4	7	6	6	6	0.0	0.2	0.3	0.3	0.3	0.3
Minneapolis - St. Paul Airport Police Department	89	101	103	62	88	85	1.0	1.2	1.2	0.7	1.0	1.0

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Minneapolis Park Police Department	27	15	23	14	22	17	0.9	0.5	0.7	0.4	0.7	0.6
Minneapolis Police Department	686	587	608	383	220	225	0.8	0.7	0.7	0.5	0.3	0.4
Minneota Police Department	2	0	0	1	0	0	2.0	0.0	0.0	1.0	0.0	0.0
Minnesota Lake Police Department	0	1	2	0	1	1	0.0	1.0	2.0	0.0	0.2	0.3
Minnetonka Beach Police Department	0	0	1	0	0	0	.	.	.	.	.	.
Minnetonka Police Department	182	122	116	59	69	67	3.3	2.2	2.0	1.1	1.2	1.2
Minnetrista Police Department	32	31	21	27	14	16	2.5	2.4	1.6	2.1	1.1	1.2
Montevideo Police Department	41	36	23	29	15	20	4.6	4.5	2.1	2.6	0.9	1.8
Montgomery Police Department	2	5	30	23	12	7	0.5	0.7	4.3	3.3	1.3	0.9
Moorhead Police Department	202	232	164	84	136	132	3.5	4.3	2.8	1.6	2.3	2.2
Moose Lake Police Department	16	15	8	4	3	4	4.0	3.0	1.6	0.8	0.3	0.7
Morgan Police Department	1	0	1	0	0	1	1.0	0.0	1.0	0.0	0.0	1.0
Morris Police Department	28	16	31	7	10	3	3.5	2.3	3.9	0.9	1.4	0.4
Morristown Police Department (Retired)	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Motley Police Department	11	3	5	3	3	4	5.5	1.5	2.5	1.5	1.5	2.0
Mounds View Police Department	74	72	113	78	107	88	3.9	3.6	5.1	3.7	5.1	4.2
Mountain Lake Police Department	10	8	10	6	0	0	2.5	2.0	2.5	1.5	0.0	0.0
Nashwauk Police Department	6	12	13	14	15	6	2.0	4.0	3.3	3.5	2.1	1.0
New Brighton Police Department	146	171	148	108	93	107	5.2	5.9	4.9	3.7	3.2	3.7

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
New Hope Police Department	102	73	65	51	59	51	3.0	2.1	1.9	1.8	2.0	1.5
New Prague Police Department	54	55	41	30	21	22	5.4	6.1	4.1	3.0	1.9	2.2
New Richland Police Department	1	1	5	1	0	2	0.5	0.5	2.5	0.5	0.0	0.3
New Ulm Police Department	44	40	46	37	33	45	2.0	1.8	2.2	1.7	1.4	2.0
New York Mills Police Department	7	5	14	7	8	3	2.3	1.7	4.7	2.3	1.0	1.0
Nisswa Police Department	35	34	36	21	43	27	.	5.7	6.0	3.5	7.2	4.5
North Branch Police Department	45	57	44	33	27	34	4.1	5.2	4.0	2.8	2.3	2.6
North Mankato Police Department	28	29	28	12	9	35	2.0	1.9	2.2	0.8	0.6	2.3
North St. Paul Police Department	37	24	20	23	35	79	2.3	1.7	1.3	1.4	2.1	5.3
Northfield Police Department	54	49	64	57	48	69	2.5	2.2	2.7	2.4	2.0	2.8
Oak Park Heights Police Department	48	36	36	18	22	17	4.8	3.6	3.6	2.0	2.4	1.7
Oakdale Police Department	105	95	95	73	92	79	3.3	3.1	2.9	2.4	3.0	2.4
Olivia Police Department	17	5	22	12	11	13	3.4	1.0	4.4	2.4	0.6	4.3
Onamia Police Department	41	44	47	32	36	16	13.7	14.7	15.7	10.7	5.1	3.2
Orono Police Department	80	70	60	47	56	72	3.0	2.6	2.2	1.7	1.9	2.4
Ortonville Police Department	6	4	6	7	15	1	1.5	1.0	1.5	1.8	3.0	0.3
Osakis Police Department	11	12	5	2	9	3	3.7	4.0	1.7	0.7	0.8	0.4
Osseo Police Department	21	25	20	33	36	24	4.2	5.0	3.3	4.7	2.6	3.0
Owatonna Police Department	75	67	87	102	81	139	2.1	2.0	2.5	2.8	2.0	3.8

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Park Rapids Police Department	20	17	39	17	23	37	2.0	1.7	3.5	1.5	1.8	3.4
Parkers Prairie Police Department	1	1	1	0	0	0	0.5	0.5	0.5	0.0	0.0	0.0
Paynesville Police Department	24	25	40	38	26	17	4.8	5.0	8.0	7.6	3.3	2.8
Pelican Rapids Police Department	12	6	4	8	4	6	2.1	1.2	0.8	1.6	0.5	1.0
Pequot Lakes Police Department	46	37	27	3	13	12	9.2	6.2	4.5	0.5	2.2	2.0
Perham Police Department	13	7	5	10	4	4	2.2	1.2	0.8	1.7	0.7	0.7
Pierz Police Department	0	3	4	5	3	1	0.0	1.5	2.0	2.5	1.5	0.5
Pike Bay Police Department	17	6	10	2	0	0	5.7	6.0	5.0	2.0	0.0	0.0
Pillager Police Department	3	4	2	0	0	0	.	.	2.0	.	0.0	0.0
Pine River Police Department	5	5	5	7	8	8	1.7	2.5	1.3	2.3	2.0	2.0
Plainview Police Department	11	11	4	10	5	8	1.6	1.6	0.6	1.4	0.4	0.8
Plymouth Police Department	163	166	172	135	186	221	2.1	2.2	2.2	1.7	2.3	2.8
Preston Police Department	10	6	6	3	5	1	3.3	2.0	2.0	1.0	0.2	0.3
Princeton Police Department	14	20	32	23	25	37	1.3	1.7	2.7	1.9	2.1	3.7
Prior Lake Police Department	102	75	103	68	75	97	3.9	2.9	3.8	2.3	2.5	3.1
Proctor Police Department	16	3	7	3	10	8	2.3	0.4	1.0	0.4	1.0	1.0
Ramsey Police Department	56	45	74	43	92	61	2.3	1.8	2.8	1.6	3.4	2.1
Randall Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Red Wing Police Department	90	93	92	48	79	74	3.1	3.1	3.3	1.8	2.8	2.7

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Redwood Falls Police Department	43	23	33	23	24	14	4.3	2.1	3.0	1.9	2.0	1.3
Renville Police Department	3	1	2	2	1	4	1.0	0.3	0.7	0.7	0.1	1.3
Rice Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Rice Police Department Benton County	9	8	5	3	13	21	.	.	.	.	.	.
Richfield Police Department	184	289	229	185	170	291	4.3	6.7	5.1	4.0	3.7	6.6
Robbinsdale Police Department	163	300	191	134	142	144	6.8	12.5	8.0	5.8	5.7	5.8
Rochester Police Department	235	213	175	230	205	277	1.7	1.6	1.3	1.6	1.4	1.9
Rogers Police Department	68	80	63	56	74	73	3.8	4.2	3.5	2.8	3.5	3.5
Roseau Police Department	6	4	6	5	7	5	1.2	0.8	1.2	1.0	0.7	0.7
Rosemount Police Department	94	85	91	73	82	77	3.9	3.4	3.8	2.9	3.0	2.8
Roseville Police Department	41	39	25	27	54	26	0.9	0.8	0.5	0.6	1.1	0.5
Royalton Police Department	1	1	1	2	6	6	0.5	0.5	0.5	1.0	2.0	3.0
Rushford Police Department	3	5	3	6	0	6	1.0	1.7	1.0	2.0	0.0	2.0
Sartell Police Department	33	43	43	30	23	32	1.7	2.0	2.2	1.5	1.1	1.5
Sauk Centre Police Department	31	51	44	39	35	22	5.2	7.3	6.3	5.6	2.7	2.8
Sauk Rapids Police Department	49	49	30	37	60	15	2.9	2.9	1.8	2.2	3.5	0.9
Savage Police Department	91	104	105	56	65	134	3.0	3.3	3.1	1.6	1.9	4.1
Sebeka Police Department	12	9	7	2	1	4	6.0	1.5	3.5	1.0	0.1	0.8
Shakopee Police Department	154	183	206	155	217	153	3.2	4.0	4.3	3.4	4.4	3.1

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Sherburn Police Department	2	1	5	4	6	1	0.5	0.3	1.3	1.0	1.5	0.3
Silver Bay Police Department	7	5	11	3	4	4	1.4	1.0	2.2	0.6	0.6	0.8
Silver Lake Police Department	15	8	16	6	0	0	7.5	4.0	16.0	3.6	0.0	0.0
Slayton Police Department	6	7	5	4	1	6	1.5	1.8	1.3	1.0	0.1	1.2
Sleepy Eye Police Department	7	16	4	12	7	7	1.0	2.3	0.6	1.7	0.6	1.0
South Lake Minnetonka Police Department	193	193	93	68	98	124	13.8	12.9	6.6	4.3	6.1	7.8
South St. Paul Police Department	100	158	118	76	73	88	3.6	5.3	3.9	2.5	2.2	2.8
Spring Grove Police Department	1	1	1	2	15	1	0.5	0.5	0.5	0.7	5.0	0.5
Spring Lake Park Police Department	18	35	21	13	14	13	1.6	3.2	1.9	1.2	1.3	1.3
Springfield Police Department	8	1	3	0	0	2	1.6	0.3	0.6	0.0	0.0	0.3
St. Anthony Police Department	45	63	53	47	46	50	2.3	3.2	2.7	2.4	2.2	2.5
St. Charles Police Department	24	21	9	9	4	7	4.8	3.5	1.3	1.3	0.4	0.9
St. Cloud Police Department	325	289	275	221	217	284	3.0	2.7	2.4	2.0	1.9	2.6
St. Francis Police Department	20	54	83	36	40	42	1.8	4.9	6.9	3.0	3.3	3.8
St. James Police Department	6	12	15	11	6	14	0.9	1.7	2.1	1.4	1.0	2.0
St. Joseph Police Department	21	27	19	23	24	35	2.3	3.0	2.1	2.3	2.2	3.2
St. Louis Park Police Department	208	176	130	64	111	65	3.7	3.3	2.3	1.1	1.9	1.1
St. Paul Park Police Department	29	33	26	12	15	12	3.6	3.7	2.9	1.5	1.7	1.3
St. Paul Police Department	518	595	760	569	502	500	0.8	0.9	1.2	0.9	0.8	0.8

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
St. Peter Police Department	40	23	15	24	30	20	2.9	1.8	1.1	1.7	.	1.5
Staples Police Department	13	14	17	10	21	7	2.2	2.3	2.8	1.4	1.9	1.2
Starbuck Police Department	25	19	12	7	12	5	6.3	4.8	3.0	1.8	1.2	1.0
Stillwater Police Department	58	67	81	39	45	61	2.6	3.0	3.7	1.8	2.1	2.7
Thief River Falls Police Department	47	81	86	52	96	71	2.8	4.8	5.1	3.5	6.4	4.7
Tracy Police Department	7	4	4	3	2	2	2.3	1.3	1.3	1.0	0.3	1.0
Tri-City Police Department (Retired)	4	1	1	0	0	0	4.0	1.0	1.0	0.0	0.0	0.0
Trimont Police Department	0	0	2	2	3	0	0.0	0.0	2.0	2.0	1.0	0.0
Truman Police Department	3	0	2	2	2	4	1.5	0.0	1.0	1.0	0.5	2.0
Twin Valley Police Department	1	1	0	3	0	2	0.5	0.5	0.0	1.5	0.0	0.5
Two Harbors Police Department	16	16	11	6	3	12	2.0	2.0	1.4	0.8	0.3	1.5
Tyler Police Department	0	1	1	0	2	1	0.0	0.5	0.5	0.0	1.0	0.3
University of Minnesota Police Department - Minneapolis	23	18	23	25	17	28	0.4	0.4	0.4	0.4	0.3	0.6
University of Minnesota Police Department - Morris	3	0	0	0	0	2	1.0	0.0	0.0	0.0	0.0	0.7
Upper Sioux Community Police Department	23	26	18	6	5	3	5.8	3.3	45.0	1.0	1.0	0.8
Verndale Police Department	3	2	2	0	2	0	1.5	2.0	1.0	0.0	1.0	0.0
Virginia Police Department	35	20	35	42	73	78	1.6	0.9	1.5	1.8	3.2	3.1
Wabasha Police Department	23	17	21	13	14	16	3.3	2.4	3.0	1.6	1.8	2.0
Wadena Police Department	14	11	11	20	14	6	1.8	1.2	1.2	2.2	0.7	0.7

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Waite Park Police Department	28	29	41	28	19	30	1.8	1.6	2.3	1.6	1.1	1.4
Walker Police Department	9	8	6	3	2	2	3.0	2.7	2.0	1.0	0.3	0.7
Walnut Grove Police Department	1	1	0	0	0	0	1.0	1.0	0.0	0.0	0.0	0.0
Warroad Police Department	7	7	11	9	4	8	1.4	1.4	2.2	1.8	0.6	1.3
Waseca Police Department	25	33	30	23	33	20	1.6	1.9	1.8	1.3	1.8	1.2
Waterville Police Department	6	3	5	1	1	2	2.0	0.8	1.3	0.3	0.1	0.3
Wayzata Police Department	56	42	39	22	37	40	4.7	3.2	3.0	1.6	2.6	2.9
Wells Police Department	9	6	7	7	4	5	2.3	1.2	1.4	1.4	0.3	0.6
West Concord Police Department	12	8	2	2	2	3	12.0	8.0	2.0	2.0	0.3	0.5
West St. Paul Police Department	90	65	65	63	92	71	2.9	2.1	2.1	2.0	3.0	2.1
Westbrook Police Department	0	0	0	1	1	0	0.0	0.0	0.0	1.0	1.0	0.0
Wheaton Police Department	12	1	2	0	3	3	4.0	0.3	0.7	0.0	0.4	0.6
White Bear Lake Police Department	194	211	272	154	118	99	6.7	7.0	9.1	5.0	3.8	3.2
White Earth Tribal Police Department	68	79	73	74	84	82	2.8	2.8	3.3	3.1	2.9	4.1
Willmar Police Department	74	75	72	58	57	70	2.2	2.2	2.1	1.7	1.6	2.1
Windom Police Department	30	26	24	34	18	27	3.3	2.9	2.7	3.8	1.6	2.7
Winnebago Police Department	6	4	6	3	5	3	2.0	1.3	2.0	1.0	1.7	1.0
Winona Police Department	150	127	122	78	99	131	3.9	3.3	3.1	2.0	2.6	3.4
Winsted Police Department	13	16	14	9	4	3	3.3	4.0	3.5	2.3	0.4	0.8

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Winthrop Police Department	5	4	10	7	6	10	1.4	1.1	2.9	2.3	1.7	2.5
Woodbury Police Department	220	236	253	113	123	163	3.2	3.3	3.3	1.6	1.8	2.4
Worthington Police Department	90	101	100	109	107	199	4.1	4.8	4.3	4.5	3.7	8.7
Wyoming Police Department	65	39	28	21	24	41	7.2	3.9	2.8	2.3	2.4	4.1
Zumbrota Police Department	13	17	25	32	24	29	2.2	2.8	4.2	5.3	1.6	4.1

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Aitkin County Sheriff's Office	70	52	49	66	48	39	3.9	3.1	2.7	3.5	2.4	1.9
Anoka County Sheriff's Office	250	235	221	165	172	153	1.9	1.8	1.7	1.2	1.4	1.2
Becker County Sheriff's Office	98	105	80	84	85	114	4.7	5.0	3.6	3.7	4.0	4.8
Beltrami County Sheriff's Office	166	182	227	244	240	202	5.7	6.1	8.1	7.6	8.0	6.7
Benton County Sheriff's Office	62	42	51	70	78	29	2.6	1.8	2.0	2.8	3.1	1.2
Big Stone County Sheriff's Office	15	13	15	15	25	20	3.0	2.6	3.0	3.0	5.0	3.3
Blue Earth County Sheriff's Office	89	113	167	110	110	88	2.5	3.0	4.9	3.1	3.5	2.7
Brown County Sheriff's Office	22	15	13	13	12	17	1.6	1.1	1.1	1.3	0.9	1.4
Carlton County Sheriff's Office	31	33	29	61	75	85	1.3	1.3	1.2	2.4	3.1	3.5
Carver County Sheriff's Office	222	187	177	171	160	153	3.0	2.6	2.5	2.2	2.6	2.1
Cass County Sheriff's Office	62	54	85	83	88	155	1.5	1.3	2.0	1.8	2.0	3.4
Chippewa County Sheriff's Office	9	10	12	16	14	14	1.1	1.3	1.2	1.8	1.6	1.3
Chisago County Sheriff's Office	96	88	106	84	120	124	2.3	2.0	2.4	1.9	2.8	2.8
Clay County Sheriff's Office	92	111	113	71	69	71	2.7	3.4	3.3	2.1	2.0	2.0
Clearwater County Sheriff's Office	24	24	22	12	29	30	2.4	2.4	2.2	1.2	2.9	3.3
Cook County Sheriff's Office	16	23	29	14	19	15	1.3	1.6	2.4	1.1	1.7	1.3
Cottonwood County Sheriff's Office	3	9	7	13	14	6	0.3	0.9	0.7	1.6	1.8	0.8
Crow Wing County Sheriff's Office	85	68	73	63	61	73	2.2	1.7	1.8	1.5	1.5	1.7

***Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case***

	Impaired Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Dakota County Sheriff's Office	131	121	152	97	80	85	1.6	1.5	1.8	1.1	1.0	0.9
Dodge County Sheriff's Office	42	51	32	30	29	25	1.8	2.1	1.3	1.3	1.2	1.0
Douglas County Sheriff's Office	71	77	93	92	136	150	2.2	2.2	2.6	2.6	3.8	4.2
Faribault County Sheriff's Office	28	39	27	31	20	18	2.5	3.3	1.9	2.4	1.5	1.4
Fillmore County Sheriff's Office	39	34	25	32	23	17	2.1	1.7	1.3	1.6	1.2	0.9
Freeborn County Sheriff's Office	39	31	74	36	43	43	1.6	1.2	2.8	1.4	1.8	2.0
Goodhue County Sheriff's Office	63	79	70	42	71	60	1.6	2.0	1.7	1.0	1.7	1.4
Grant County Sheriff's Office	19	27	27	18	28	24	1.9	2.5	2.5	1.6	2.5	2.2
Hennepin County Sheriff's Office	130	130	179	93	85	75	0.4	0.4	0.5	0.3	0.3	0.2
Houston County Sheriff's Office	21	30	39	21	24	33	1.6	2.3	3.0	1.6	1.8	2.2
Hubbard County Sheriff's Office	48	69	108	135	169	295	2.7	3.8	5.7	7.1	8.9	15.5
Isanti County Sheriff's Office	57	43	38	37	49	31	2.7	2.0	1.7	1.9	2.3	1.5
Itasca County Sheriff's Office	77	98	69	88	69	66	2.3	3.0	2.1	2.8	2.2	2.4
Jackson County Sheriff's Office	26	25	36	41	34	29	1.9	1.7	2.6	2.9	2.4	1.9
Kanabec County Sheriff's Office	51	43	38	24	47	40	2.6	2.0	1.8	1.1	2.2	1.9
Kandiyohi County Sheriff's Office	119	100	86	59	74	63	3.7	2.9	2.5	1.8	2.3	2.1
Kittson County Sheriff's Office	11	10	20	8	11	5	2.2	2.0	3.3	1.3	1.8	1.0
Koochiching County Sheriff's Office	28	26	12	8	14	13	2.8	2.6	1.2	0.8	1.4	1.3

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Lac Qui Parle County Sheriff's Office	10	13	19	20	19	18	.	.	.	.	.	.
Lac qui Parle County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lake County Sheriff's Office	15	19	14	9	15	9	0.9	1.2	0.8	0.6	0.9	0.6
Lake of The Woods County Sheriff's Office	24	37	32	32	20	15	.	.	.	.	.	.
Lake of the Woods County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Sueur County Sheriff's Office	42	24	23	25	25	41	2.2	1.2	1.1	1.2	1.1	1.8
Lincoln County Sheriff's Office	7	7	9	9	15	13	1.2	1.0	1.3	1.3	2.1	1.9
Lyon County Sheriff's Office	29	34	21	16	18	28	1.7	2.0	1.2	0.9	1.1	1.6
Mahnomen County Sheriff's Office	31	17	26	19	21	55	2.6	1.4	2.0	1.6	1.5	3.7
Marshall County Sheriff's Office	38	33	38	19	19	17	3.2	2.8	2.4	1.5	1.5	1.1
Martin County Sheriff's Office	12	13	14	22	29	17	1.0	1.0	1.0	1.6	2.1	1.2
McLeod County Sheriff's Office	60	54	37	52	42	49	2.5	2.3	1.5	1.9	1.7	1.9
Meeker County Sheriff's Office	72	35	59	52	67	48	3.8	1.7	3.0	2.4	3.2	2.3
Mille Lacs County Sheriff's Office	43	43	57	58	68	78	1.0	1.2	1.6	1.6	1.8	2.2
Morrison County Sheriff's Office	53	46	63	48	73	85	2.8	2.2	3.2	2.3	3.3	3.9
Mower County Sheriff's Office	83	116	86	100	79	76	3.8	4.8	3.3	3.7	2.8	2.4
Murray County Sheriff's Office	7	5	10	8	9	5	0.6	0.4	0.8	0.7	0.8	0.4
Nicollet County Sheriff's Office	33	39	28	32	18	26	2.1	2.4	1.8	2.0	1.1	1.6

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Nobles County Sheriff's Office	32	23	31	31	29	19	2.5	1.8	2.2	2.4	2.2	1.5
Norman County Sheriff's Office	9	12	15	7	11	5	1.3	1.7	2.1	1.0	1.6	1.0
Olmsted County Sheriff's Office	214	216	143	106	83	106	3.1	3.0	2.0	0.6	1.0	1.3
Otter Tail County Sheriff's Office	192	152	153	161	165	171	5.3	4.1	3.9	4.2	4.3	4.4
Pennington County Sheriff's Office	16	8	19	15	11	7	2.0	0.8	1.9	1.5	1.0	0.6
Pine County Sheriff's Office	78	79	71	78	113	110	2.4	2.4	2.2	2.3	3.1	3.0
Pipestone County Sheriff's Office	68	46	53	40	49	54	4.9	3.3	3.8	2.7	3.1	3.9
Polk County Sheriff's Office	57	46	62	49	45	79	1.8	1.4	1.9	1.5	1.4	2.5
Pope County Sheriff's Office	25	20	18	23	23	24	3.1	2.5	2.3	2.9	2.9	2.2
Ramsey County Sheriff's Office	169	181	137	119	144	168	0.8	0.8	0.6	0.6	0.4	0.7
Red Lake County Sheriff's Office	30	18	10	15	22	19	3.8	2.0	1.1	1.9	2.8	2.1
Redwood County Sheriff's Office	30	25	26	24	27	29	2.3	1.9	2.0	1.8	1.6	1.9
Renville County Sheriff's Office	76	61	59	56	55	54	5.1	4.1	3.9	3.7	3.4	3.2
Rice County Sheriff's Office	86	74	102	82	76	73	3.0	2.5	3.3	2.6	2.2	2.4
Rock County Sheriff's Office	44	38	29	22	17	10	3.7	3.2	2.4	1.8	1.4	0.7
Roseau County Sheriff's Office	50	35	25	32	35	28	5.0	3.9	2.8	2.7	2.9	2.3
Scott County Sheriff's Office	102	151	111	97	75	63	2.4	3.4	2.5	1.8	1.7	1.2
Sherburne County Sheriff's Office	133	129	139	83	92	151	1.6	1.6	1.7	1.1	1.2	2.0

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Sibley County Sheriff's Office	30	17	56	60	29	31	2.5	1.4	4.0	4.3	1.9	2.4
St. Louis County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
St. Louis County Sheriff's Office - Duluth	150	142	131	131	192	171	.	.	.	.	.	.
Stearns County Sheriff's Office	238	171	172	208	237	311	3.7	2.6	2.4	2.8	3.2	3.9
Steele County Sheriff's Office	60	46	43	57	52	43	2.7	2.1	1.8	2.6	2.3	1.7
Stevens County Sheriff's Office	24	16	11	3	5	12	3.4	2.3	1.6	0.4	0.7	0.9
Swift County Sheriff's Office	21	19	13	15	10	18	2.6	2.1	1.4	1.7	1.1	1.8
Todd County Sheriff's Office	57	55	81	102	91	113	3.6	3.4	4.8	5.7	4.8	5.7
Traverse County Sheriff's Office	5	8	10	6	6	11	0.8	1.3	1.7	1.0	1.0	1.8
Wabasha County Sheriff's Office	22	32	45	48	66	38	1.3	1.8	2.5	2.5	3.7	2.0
Wadena County Sheriff's Office	23	30	29	27	16	20	2.3	2.7	2.6	2.3	1.5	1.7
Waseca County Sheriff's Office	36	40	26	31	16	28	3.0	3.1	1.9	2.2	1.1	2.0
Washington County Sheriff's Office	218	215	225	260	304	238	2.0	2.0	1.9	2.2	2.5	2.0
Watsonwan County Sheriff's Office	18	21	20	27	22	40	2.3	2.6	2.5	3.4	2.8	5.0
Wilkin County Sheriff's Office	22	28	20	28	13	8	3.1	4.0	2.9	4.0	1.6	1.1
Winona County Sheriff's Office	166	115	105	82	101	135	8.3	6.8	5.0	3.9	4.8	6.1
Wright County Sheriff's Office	271	301	295	298	335	284	2.0	2.1	2.0	1.9	2.1	1.7
Yellow Medicine County Sheriff's Office	8	11	15	14	14	21	0.8	1.1	1.4	1.3	1.4	2.1

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
State Patrol District	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
MN State Patrol - Brainerd	241	253	238	164	180	218	6.5	7.0	6.6	4.8	5.5	6.8
MN State Patrol - Detroit Lakes	311	308	304	197	181	206	8.0	7.9	8.4	5.3	4.9	5.9
MN State Patrol - Duluth	401	440	526	294	303	265	11.5	12.6	14.6	8.2	8.9	8.3
MN State Patrol - Golden Valley	1802	1634	1703	1428	1265	1768	19.8	18.6	18.5	16.4	13.9	18.0
MN State Patrol - Mankato	253	238	217	184	171	195	7.9	7.9	6.6	5.9	5.9	6.7

Annual impaired driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Impaired Driving Case Count						Rate per FTE					
State Patrol District	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
MN State Patrol - Marshall	148	130	163	137	123	111	5.1	4.1	5.1	4.6	4.1	2.9
MN State Patrol - Oakdale	1431	1524	1435	1160	999	1127	18.6	19.3	18.6	15.1	13.3	14.3
MN State Patrol - Rochester	544	609	437	400	396	600	10.5	11.3	8.1	7.5	7.6	11.3
MN State Patrol - St. Cloud	376	368	380	294	265	284	7.2	6.9	6.9	5.8	5.4	5.7
MN State Patrol - Thief River Falls	252	213	219	164	158	200	8.7	7.6	7.8	6.3	6.6	6.9
MN State Patrol - Virginia	212	246	344	270	287	315	9.2	10.7	14.3	12.3	12.0	12.6

Appendix C

Annual Seatbelt Case Counts and Rates Per FTE Officer by Law Enforcement Agency Cases Where At Least One Seatbelt Charge Has Highest Degree in Case

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Ada Police Department	2	2	4	1	1	1	0.4	0.4	0.8	0.2	0.2	0.2
Adams Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Adrian Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Aitkin Police Department	1	0	2	1	4	1	0.1	0.0	0.3	0.2	0.8	0.1
Akeley Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Albany Police Department	3	2	3	2	1	0	0.8	0.5	0.8	0.7	0.1	0.0
Albert Lea Police Department	43	31	13	16	4	2	1.7	1.1	0.5	0.6	0.1	0.1
Alexandria Police Department	28	42	26	18	20	12	1.2	1.8	1.0	0.8	0.8	0.5
Annandale Police Department	7	3	1	0	1	0	1.4	0.6	0.2	0.0	0.1	0.0
Anoka Police Department	79	95	83	43	34	3	2.8	3.1	2.9	1.5	1.1	0.1
Apple Valley Police Department	33	29	26	17	5	4	0.6	0.5	0.5	0.3	0.1	0.1
Appleton Police Department	1	1	1	0	0	1	0.3	0.3	0.3	0.0	0.0	0.2
Arlington Police Department	0	4	8	1	5	0	0.0	1.3	2.0	0.3	1.3	0.0
Atwater Police Department	5	0	0	0	0	0	5.0	0.0	0.0	0.0	0.0	0.0
Audubon Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Austin Police Department	25	28	7	10	6	0	0.7	0.9	0.2	0.3	0.2	0.0
Avon Police Department	8	0	1	0	0	0	2.7	0.0	0.3	0.0	0.0	0.0
Babbitt Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Bagley Police Department	0	0	6	8	0	0	0.0	0.0	2.0	2.7	0.0	0.0
Barnesville Police Department	0	1	16	0	2	1	0.0	0.2	3.2	0.0	0.3	0.2
Battle Lake Police Department	16	18	10	1	0	2	8.0	9.0	5.0	0.3	0.0	0.5
Baudette Police Department	1	0	0	0	0	0	.	.	.	.	.	.
Baxter Police Department	53	74	65	11	8	2	3.8	4.9	4.3	0.7	0.5	0.1
Bayport Police Department	10	1	10	14	5	4	2.0	0.2	2.0	2.3	0.6	0.4
Becker Police Department	21	17	13	1	1	5	3.5	2.4	1.9	0.1	0.1	0.5
Belgrade Police Department	2	6	9	32	0	3	1.0	1.6	2.5	10.7	0.0	0.8
Belle Plaine Police Department	82	58	12	24	12	0	9.1	5.8	1.2	2.4	0.9	0.0
Bemidji Police Department	65	7	26	7	6	3	2.0	0.2	0.8	0.2	0.2	0.1
Benson Police Department	6	1	4	0	0	3	0.9	0.1	0.6	0.0	0.0	0.5
Big Lake Police Department	11	13	15	12	3	2	0.9	1.0	1.2	0.9	0.2	0.1
Blackduck Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Blaine Police Department	207	224	146	65	53	49	3.5	3.7	2.2	1.0	0.8	0.7
Blooming Prairie Police Dept	0	0	7	2	1	5	0.0	0.0	2.3	0.7	0.3	1.7
Bloomington Police Department	113	188	128	100	35	49	0.9	1.6	1.1	0.8	0.3	0.4
Blue Earth Police Department	4	0	1	1	1	0	0.8	0.0	0.2	0.2	0.1	0.0
Bovey Police Department	0	0	0	1	2	0	0.0	0.0	0.0	0.5	0.5	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Braham Police Department	9	9	0	1	3	0	2.3	2.3	0.0	0.2	0.3	0.0
Brainerd Police Department	52	53	86	25	45	24	2.2	2.2	3.4	1.1	2.0	1.0
Breckenridge Police Department	9	11	17	12	4	3	1.3	1.6	2.1	1.5	0.4	0.3
Breezy Point Police Department	5	1	3	0	0	0	0.8	0.2	0.5	0.0	0.0	0.0
Breitung Township Police Department	25	0	0	0	0	3	12.5	0.0	0.0	0.0	0.0	3.0
Brooklyn Center Police Department	5	21	19	25	0	0	0.1	0.4	0.4	0.5	0.0	0.0
Brooklyn Park Police Department	46	56	74	12	2	2	0.4	0.5	0.7	0.1	0.0	0.0
Brownsdale Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Brownton Police Department	0	1	0	0	0	0	0.0	1.0	0.0	0.0	0.0	0.0
Buffalo Lake Police Department	0	0	1	1	0	2	0.0	0.0	0.5	0.5	0.0	0.7
Buffalo Police Department	3	3	0	0	2	3	0.2	0.2	0.0	0.0	0.1	0.2
Burnsville Police Department	66	54	18	6	3	6	0.9	0.7	0.3	0.1	0.0	0.1
Caledonia Police Department	16	16	7	14	11	10	3.2	2.7	1.2	2.8	0.6	1.3
Callaway Police Department	0	1	3	0	0	2	0.0	1.0	3.0	0.0	0.0	2.0
Cambridge Police Department	12	9	8	2	0	7	0.9	0.6	0.5	0.1	0.0	0.4
Canby Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.3	0.0	0.0
Cannon Falls Police Department	44	56	39	39	4	1	5.5	7.0	4.9	6.5	0.4	0.1
Centennial Lakes Police Department	61	13	14	5	13	12	3.8	0.9	0.9	0.3	0.7	0.7

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Champlin Police Department	14	18	31	11	10	7	0.5	0.7	1.2	0.4	0.4	0.3
Chaska Police Department	72	41	16	17	17	26	2.9	1.6	0.7	0.7	0.7	1.0
Chatfield Police Department	1	0	0	1	1	0	0.2	0.0	0.0	0.2	0.2	0.0
Chisholm Police Department	0	0	3	1	0	0	0.0	0.0	0.3	0.1	0.0	0.0
Clara City Police Department	0	1	0	0	4	0	0.0	0.5	0.0	0.0	0.6	0.0
Clearbrook Police Department	0	1	0	0	0	0	0.0	1.0	0.0	0.0	0.0	0.0
Cleveland Police Department	4	0	0	0	0	0	.	.	.	.	0.0	0.0
Climax Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Cloquet Police Department	9	11	46	26	49	40	0.4	0.5	2.2	1.2	2.2	1.7
Cold Spring Police Department	43	30	60	26	3	6	4.8	3.3	6.0	2.9	0.3	0.6
Coleraine Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Columbia Heights Police Department	3	14	10	15	4	6	0.1	0.6	0.4	0.6	0.1	0.2
Comfrey Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Coon Rapids Police Department	84	43	24	41	55	92	1.3	0.7	0.4	0.7	0.8	1.4
Corcoran Police Department	13	22	15	7	3	1	1.6	2.8	1.7	0.8	0.2	0.1
Cottage Grove Police Department	43	14	37	10	19	6	1.0	0.3	0.9	0.2	0.4	0.1
Crookston Police Department	11	40	48	9	7	3	0.7	2.5	3.0	0.6	0.5	0.2
Crosby Police Department	1	31	0	3	0	0	0.1	3.9	0.0	0.4	0.0	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Cross Lake Police Department	0	3	0	0	1	0	0.0	0.6	0.0	0.0	0.2	0.0
Crystal Police Department	26	26	17	2	1	7	0.8	0.8	0.5	0.1	0.0	0.2
Cuyuna Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.5	0.0	0.0
Danube Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Dawson Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Dayton Police Department	4	9	21	3	0	1	0.6	1.3	2.6	0.4	0.0	0.1
Deephaven Police Department	9	22	48	5	2	0	1.3	3.1	6.9	0.7	0.3	0.0
Deer River Police Department	0	0	1	3	1	0	0.0	0.0	0.3	0.8	0.1	0.0
Deerwood Police Department	6	0	3	3	2	1	2.0	0.0	1.0	1.0	0.7	0.3
Detroit Lakes Police Department	1	15	13	0	0	0	0.1	0.9	0.8	0.0	0.0	0.0
Dilworth Police Department	108	45	32	4	15	2	15.4	7.5	6.4	0.6	1.9	0.3
Duluth Police Department	108	197	124	70	89	51	0.8	1.3	0.8	0.5	0.5	0.3
Duluth Township Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Dundas Police Department	20	22	17	2	0	0	6.7	11.0	8.5	0.7	0.0	0.0
Eagan Police Department	38	30	39	9	4	4	0.5	0.4	0.5	0.1	0.1	0.1
Eagle Bend Police Department (Retired)	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
Eagle Lake Police Department	2	5	2	1	5	1	1.0	1.7	0.7	0.3	1.0	0.3
East Grand Forks Police Department	5	21	32	24	5	1	0.2	0.9	1.4	1.0	0.2	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
East Range Police Department	0	0	0	0	1	1	0.0	0.0	0.0	0.0	0.1	0.1
Eden Prairie Police Department	162	226	279	116	74	75	2.3	3.4	4.1	1.7	1.1	1.1
Eden Valley Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Edina Police Department	237	271	188	51	27	35	4.6	5.2	3.4	0.9	0.5	0.6
Elk River Police Department	136	127	100	64	27	29	4.3	3.7	2.9	1.9	0.8	0.9
Elko/ New Market Police Department	10	5	13	6	0	2	2.5	1.3	2.6	1.2	0.0	0.3
Elmore Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Ely Police Department	0	66	5	0	1	2	0.0	9.4	0.7	0.0	0.2	0.3
Emily Police Department	0	2	1	0	0	0	0.0	0.7	0.4	0.0	0.0	0.0
Eveleth Police Department	1	0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0
Fairfax Police Department	1	0	0	0	1	0	0.5	0.0	0.0	0.0	0.1	0.0
Fairmont Police Department	30	36	28	17	5	2	1.7	2.0	1.6	0.9	0.3	0.1
Faribault Police Department	13	23	19	44	46	15	0.4	0.7	0.6	1.3	1.3	0.5
Farmington Police Department	7	9	8	4	15	3	0.3	0.4	0.3	0.2	0.6	0.1
Fergus Falls Police Department	1	1	2	0	0	0	0.0	0.0	0.1	0.0	0.0	0.0
Floodwood Police Department	28	36	10	1	0	1	9.3	12.0	5.0	0.5	0.0	0.5
Foley Police Department	5	6	3	6	4	0	1.7	2.0	0.8	1.5	0.4	0.0
Forest Lake Police Department	32	65	28	5	9	4	1.3	2.7	1.1	0.2	0.4	0.2

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Frazee Police Department	0	2	0	0	0	0	0.0	0.7	0.0	0.0	0.0	0.0
Fridley Police Department	22	38	32	14	13	10	0.5	0.9	0.7	0.3	0.3	0.2
Fulda Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Gaylord Police Department	7	1	4	4	7	5	1.8	0.3	1.0	1.0	1.0	1.0
Gibbon Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Gilbert Police Department	5	5	18	1	1	0	0.7	0.7	3.0	0.2	0.1	0.0
Glencoe Police Department	29	6	11	17	12	4	3.6	0.8	1.4	2.1	1.2	0.5
Glenwood Police Department	4	5	2	0	0	0	0.8	1.0	0.4	0.0	0.0	0.0
Glyndon Police Department	24	16	9	14	33	41	6.0	4.0	2.3	3.5	8.3	10.3
Golden Valley Police Department	18	86	13	3	0	0	0.6	2.9	0.4	0.1	0.0	0.0
Goodhue Police Department	3	3	0	0	1	1	3.0	1.5	0.0	0.0	0.1	0.3
Goodview Police Department	22	12	14	1	0	0	5.5	3.0	3.5	0.3	0.0	0.0
Grand Meadow Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Rapids Police Department	38	19	16	6	4	6	1.9	1.0	0.8	0.3	0.2	0.3
Granite Falls Police Department	1	0	0	1	0	0	0.2	0.0	0.0	0.2	0.0	0.0
Hallock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hancock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hastings Police Department	7	8	15	1	3	1	0.3	0.3	0.6	0.0	0.1	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hawley Police Department	1	0	0	2	0	0	0.3	0.0	0.0	0.4	0.0	0.0
Hector Police Department	0	0	1	0	1	0	0.0	0.0	0.5	0.0	0.1	0.0
Henderson Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Henning Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hermantown Police Department	0	24	26	5	7	1	0.0	1.6	1.7	0.3	0.4	0.1
Heron Lake Police Department	1	0	1	0	0	0	0.5	0.0	0.5	0.0	0.0	0.0
Hibbing Police Department	1	0	0	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hill City Police Department	0	0	0	0	2	0	0.0	0.0	0.0	0.0	0.4	0.0
Hokah Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hopkins Police Department	72	55	40	18	6	18	2.3	1.9	1.4	0.6	0.2	0.6
Houston Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Howard Lake Police Department	0	1	1	0	0	0	0.0	0.3	0.3	0.0	0.0	0.0
Hutchinson Police Department	16	11	21	37	9	18	0.7	0.5	0.9	1.7	0.4	0.7
International Falls Police Department	5	8	4	0	0	0	0.5	0.7	0.3	0.0	0.0	0.0
Inver Grove Heights Police Department	11	17	28	29	4	8	0.3	0.4	0.7	0.7	0.1	0.2
Isanti Police Department	11	8	34	14	2	5	1.2	1.0	4.9	1.4	0.2	0.5
Isle Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Janesville Police Department	0	5	0	0	0	0	0.0	1.3	0.0	0.0	0.0	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Jordan Police Department	15	30	7	5	3	2	1.7	2.7	0.6	0.5	0.3	0.2
Kasson Police Department	89	107	75	60	30	19	11.1	13.4	8.3	7.5	2.5	2.1
Keewatin Police Department	0	0	1	2	1	0	0.0	0.0	0.3	0.7	0.1	0.0
Kenyon Police Department	4	4	1	2	4	10	0.9	1.3	0.3	0.5	0.7	2.0
Kimball Police Department	7	2	0	0	0	0	2.3	0.7	0.0	0.0	0.0	0.0
La Crescent Police Department	45	33	26	10	6	2	6.4	4.1	3.3	1.3	0.8	0.3
Lake Benton Police Department	0	0	1	0	0	0	0.0	0.0	1.0	0.0	0.0	0.0
Lake City Police Department	2	37	34	5	4	1	0.2	3.7	3.4	0.5	0.3	0.1
Lake Crystal Police Department	4	5	7	0	0	0	1.3	1.7	2.3	0.0	0.0	0.0
Lake Park Police Department	4	1	2	1	0	1	.	0.5	1.0	0.5	0.0	0.5
Lake Shore Police Department	10	19	20	3	8	0	5.0	9.5	10.0	1.5	2.0	0.0
Lakefield Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lakeville Police Department	143	119	115	101	36	50	2.5	2.1	2.0	1.7	0.6	0.8
Lamberton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Center Police Department	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	0.1
Le Sueur Police Department	3	2	5	20	13	11	0.4	0.3	0.7	2.9	0.8	0.9
Leech Lake Tribal Police Department	6	6	8	0	2	2	0.2	0.2	0.3	0.0	0.1	0.1
Lester Prairie Police Department	2	3	8	2	11	1	0.7	1.0	2.7	0.7	1.8	0.2

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Lewiston Police Department	8	6	2	0	6	7	4.0	3.0	1.0	0.0	0.8	1.4
Lino Lakes Police Department	117	71	82	18	8	9	4.3	2.7	3.0	0.7	0.3	0.3
Litchfield Police Department	0	0	6	0	0	0	0.0	0.0	0.5	0.0	0.0	0.0
Little Falls Police Department	7	4	2	2	2	2	0.5	0.3	0.1	0.1	0.1	0.1
Long Prairie Police Department	3	0	5	0	1	1	0.5	0.0	0.8	0.0	0.1	0.1
Lonsdale Police Department	3	17	2	15	0	1	0.4	2.4	0.3	2.1	0.0	0.2
Lower Sioux Community Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lyle Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
MN State Fair Police	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Madelia Police Department	5	5	3	6	0	3	1.3	1.3	0.8	1.5	0.0	0.5
Madison Lake Police Department	17	26	20	4	2	0	8.5	8.7	10.0	4.0	0.7	0.0
Mankato Police Department	61	57	73	40	52	82	1.1	1.0	1.4	0.7	1.0	1.5
Maple Grove Police Department	47	26	24	2	10	18	0.7	0.4	0.4	0.0	0.1	0.3
Mapleton Police Department	7	10	14	3	1	0	2.3	3.3	4.7	1.0	0.1	0.0
Maplewood Police Department	35	23	33	5	1	0	0.7	0.5	0.6	0.1	0.0	0.0
Marshall Police Department	24	23	7	15	3	10	1.1	1.1	0.3	0.7	0.1	0.5
Medina Police Department	92	81	71	9	5	2	9.2	8.1	7.1	0.8	0.5	0.2
Melrose Police Department	1	7	7	4	2	6	0.2	1.4	1.4	0.8	0.3	1.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Menahga Police Department	4	0	1	1	0	0	1.3	0.0	0.3	0.3	0.0	0.0
Mendota Heights Police Department	0	19	19	15	4	1	0.0	1.0	0.9	0.8	0.2	0.1
Metro Transit Commission Police Department	2	2	1	0	2	4	0.0	0.0	0.0	0.0	0.0	0.0
Milaca Police Department	0	1	0	0	0	1	0.0	0.2	0.0	0.0	0.0	0.1
Mille Lacs Tribal Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minneapolis - St. Paul Airport Police Department	46	68	86	4	22	17	0.5	0.8	1.0	0.0	0.3	0.2
Minneapolis Park Police Department	115	93	55	4	3	6	3.7	3.0	1.7	0.1	0.1	0.2
Minneapolis Police Department	170	181	139	54	11	5	0.2	0.2	0.2	0.1	0.0	0.0
Minneota Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minnesota Lake Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minnetonka Police Department	198	66	106	35	30	51	3.6	1.2	1.9	0.6	0.5	0.9
Minnetrista Police Department	52	47	22	7	2	7	4.0	3.6	1.7	0.5	0.2	0.5
Montevideo Police Department	2	5	2	7	0	0	0.2	0.6	0.2	0.6	0.0	0.0
Montgomery Police Department	0	1	0	0	2	0	0.0	0.1	0.0	0.0	0.2	0.0
Moorhead Police Department	217	321	191	71	23	32	3.7	5.9	3.3	1.3	0.4	0.5
Moose Lake Police Department	0	0	0	4	0	1	0.0	0.0	0.0	0.8	0.0	0.2
Morgan Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Morris Police Department	26	12	19	0	0	0	3.3	1.7	2.4	0.0	0.0	0.0

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	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Morristown Police Department (Retired)	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Motley Police Department	2	7	17	2	1	4	1.0	3.5	8.5	1.0	0.5	2.0
Mounds View Police Department	5	16	41	11	22	58	0.3	0.8	1.9	0.5	1.0	2.8
Mountain Lake Police Department	11	0	10	3	0	0	2.8	0.0	2.5	0.8	0.0	0.0
Nashwauk Police Department	0	1	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.0
New Brighton Police Department	33	45	49	18	3	12	1.2	1.6	1.6	0.6	0.1	0.4
New Hope Police Department	38	44	45	5	13	14	1.1	1.3	1.3	0.2	0.4	0.4
New Prague Police Department	20	13	22	2	1	0	2.0	1.4	2.2	0.2	0.1	0.0
New Richland Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
New Ulm Police Department	24	28	30	19	25	40	1.1	1.3	1.4	0.9	1.1	1.8
New York Mills Police Department	4	1	3	0	0	0	1.3	0.3	1.0	0.0	0.0	0.0
Nisswa Police Department	4	16	2	8	6	0	.	2.7	0.3	1.3	1.0	0.0
North Branch Police Department	6	24	32	18	4	12	0.5	2.2	2.9	1.5	0.3	0.9
North Mankato Police Department	25	36	10	2	6	8	1.8	2.4	0.8	0.1	0.4	0.5
North St. Paul Police Department	15	40	32	2	0	2	0.9	2.9	2.0	0.1	0.0	0.1
Northfield Police Department	22	44	41	10	2	21	1.0	2.0	1.7	0.4	0.1	0.8
Oak Park Heights Police Department	34	22	35	4	3	0	3.4	2.2	3.5	0.4	0.3	0.0
Oakdale Police Department	10	1	0	2	4	1	0.3	0.0	0.0	0.1	0.1	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Olivia Police Department	0	0	2	4	0	3	0.0	0.0	0.4	0.8	0.0	1.0
Onamia Police Department	9	13	2	0	0	0	3.0	4.3	0.7	0.0	0.0	0.0
Orono Police Department	21	29	7	4	2	7	0.8	1.1	0.3	0.1	0.1	0.2
Ortonville Police Department	0	0	2	1	4	0	0.0	0.0	0.5	0.3	0.8	0.0
Osakis Police Department	2	7	13	0	1	1	0.7	2.3	4.3	0.0	0.1	0.1
Osseo Police Department	7	4	16	5	3	1	1.4	0.8	2.7	0.7	0.2	0.1
Owatonna Police Department	40	77	60	42	41	55	1.1	2.3	1.7	1.2	1.0	1.5
Park Rapids Police Department	45	6	15	1	0	1	4.5	0.6	1.4	0.1	0.0	0.1
Parkers Prairie Police Department	0	1	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.0
Paynesville Police Department	10	41	68	32	1	7	2.0	8.2	13.6	6.4	0.1	1.2
Pelican Rapids Police Department	2	0	6	6	0	0	0.3	0.0	1.2	1.2	0.0	0.0
Pequot Lakes Police Department	12	21	12	4	10	5	2.4	3.5	2.0	0.7	1.7	0.8
Perham Police Department	3	19	6	2	0	0	0.5	3.2	1.0	0.3	0.0	0.0
Pierz Police Department	1	1	0	0	0	0	0.5	0.5	0.0	0.0	0.0	0.0
Pike Bay Police Department	3	6	6	0	0	0	1.0	6.0	3.0	0.0	0.0	0.0
Pillager Police Department	0	0	0	0	0	0	.	.	0.0	.	0.0	0.0
Pine River Police Department	0	1	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.0
Plainview Police Department	1	7	1	0	0	0	0.1	1.0	0.1	0.0	0.0	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Plymouth Police Department	48	49	44	27	22	7	0.6	0.6	0.6	0.3	0.3	0.1
Preston Police Department	3	1	5	4	1	0	1.0	0.3	1.7	1.3	0.0	0.0
Princeton Police Department	0	1	4	0	0	0	0.0	0.1	0.3	0.0	0.0	0.0
Prior Lake Police Department	94	66	28	22	13	14	3.6	2.5	1.0	0.7	0.4	0.5
Proctor Police Department	0	3	0	0	0	8	0.0	0.4	0.0	0.0	0.0	1.0
Ramsey Police Department	4	9	4	2	1	2	0.2	0.4	0.2	0.1	0.0	0.1
Randall Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Red Wing Police Department	11	11	8	4	12	4	0.4	0.4	0.3	0.1	0.4	0.1
Redwood Falls Police Department	14	3	20	2	1	0	1.4	0.3	1.8	0.2	0.1	0.0
Renville Police Department	1	0	1	0	0	0	0.3	0.0	0.3	0.0	0.0	0.0
Rice Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Rice Police Department Benton County	1	2	3	0	0	0	.	.	.	.	.	.
Richfield Police Department	113	75	72	69	42	92	2.6	1.7	1.6	1.5	0.9	2.1
Robbinsdale Police Department	58	71	87	28	10	7	2.4	3.0	3.6	1.2	0.4	0.3
Rochester Police Department	54	123	68	29	10	16	0.4	0.9	0.5	0.2	0.1	0.1
Rogers Police Department	114	143	83	37	32	23	6.3	7.5	4.6	1.9	1.5	1.1
Roseau Police Department	0	0	1	0	0	0	0.0	0.0	0.2	0.0	0.0	0.0
Rosemount Police Department	31	31	19	7	15	11	1.3	1.2	0.8	0.3	0.6	0.4

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Roseville Police Department	28	19	29	15	28	13	0.6	0.4	0.6	0.3	0.6	0.3
Royalton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Rushford Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Sartell Police Department	1	2	3	5	4	0	0.1	0.1	0.2	0.3	0.2	0.0
Sauk Centre Police Department	6	10	2	2	5	9	1.0	1.4	0.3	0.3	0.4	1.1
Sauk Rapids Police Department	20	10	0	0	0	0	1.2	0.6	0.0	0.0	0.0	0.0
Savage Police Department	22	27	36	6	33	5	0.7	0.8	1.1	0.2	0.9	0.2
Sebeka Police Department	0	6	12	0	0	0	0.0	1.0	6.0	0.0	0.0	0.0
Shakopee Police Department	51	74	32	16	6	6	1.1	1.6	0.7	0.3	0.1	0.1
Sherburn Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Silver Bay Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Silver Lake Police Department	7	4	1	0	0	0	3.5	2.0	1.0	0.0	0.0	0.0
Slayton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Sleepy Eye Police Department	7	33	0	0	0	0	1.0	4.7	0.0	0.0	0.0	0.0
South Lake Minnetonka Police Department	24	22	26	12	3	8	1.7	1.5	1.9	0.8	0.2	0.5
South St. Paul Police Department	13	5	7	1	1	6	0.5	0.2	0.2	0.0	0.0	0.2
Spring Grove Police Department	3	1	4	0	1	0	1.5	0.5	2.0	0.0	0.3	0.0
Spring Lake Park Police Department	18	7	6	1	0	1	1.6	0.6	0.5	0.1	0.0	0.1

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Springfield Police Department	0	1	2	1	0	0	0.0	0.3	0.4	0.2	0.0	0.0
St. Anthony Police Department	19	34	53	76	14	10	1.0	1.7	2.7	3.8	0.7	0.5
St. Charles Police Department	7	8	0	1	3	0	1.4	1.3	0.0	0.1	0.3	0.0
St. Cloud Police Department	210	190	59	15	6	9	2.0	1.8	0.5	0.1	0.1	0.1
St. Francis Police Department	12	43	60	13	16	26	1.1	3.9	5.0	1.1	1.3	2.4
St. James Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
St. Joseph Police Department	3	3	0	1	0	0	0.3	0.3	0.0	0.1	0.0	0.0
St. Louis Park Police Department	8	5	2	23	19	7	0.1	0.1	0.0	0.4	0.3	0.1
St. Paul Park Police Department	6	12	19	0	1	1	0.8	1.3	2.1	0.0	0.1	0.1
St. Paul Police Department	905	1000	974	1521	1093	620	1.4	1.6	1.5	2.4	1.8	1.0
St. Peter Police Department	54	42	42	18	3	4	3.9	3.2	3.0	1.3	.	0.3
Staples Police Department	1	3	4	3	0	0	0.2	0.5	0.7	0.4	0.0	0.0
Starbuck Police Department	9	7	1	0	0	0	2.3	1.8	0.3	0.0	0.0	0.0
Stillwater Police Department	53	57	46	9	7	5	2.4	2.6	2.1	0.4	0.3	0.2
Thief River Falls Police Department	19	39	19	10	5	3	1.1	2.3	1.1	0.7	0.3	0.2
Tracy Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Tri-City Police Department (Retired)	0	5	0	0	0	0	0.0	5.0	0.0	0.0	0.0	0.0
Trimont Police Department	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	0.5

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Truman Police Department	4	1	2	3	3	0	2.0	0.5	1.0	1.5	0.8	0.0
Twin Valley Police Department	0	3	2	1	0	0	0.0	1.5	1.0	0.5	0.0	0.0
Two Harbors Police Department	0	1	0	0	1	0	0.0	0.1	0.0	0.0	0.1	0.0
Tyler Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
University of Minnesota Police Department - Minneapolis	0	21	4	2	2	1	0.0	0.4	0.1	0.0	0.0	0.0
University of Minnesota Police Department - Morris	0	0	2	0	0	0	0.0	0.0	0.7	0.0	0.0	0.0
Upper Sioux Community Police Department	5	30	45	0	2	8	1.3	3.8	112.5	0.0	0.4	2.0
Verndale Police Department	1	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	0.0
Virginia Police Department	3	4	7	4	4	1	0.1	0.2	0.3	0.2	0.2	0.0
Wabasha Police Department	3	4	2	0	0	0	0.4	0.6	0.3	0.0	0.0	0.0
Wadena Police Department	0	1	4	2	0	0	0.0	0.1	0.4	0.2	0.0	0.0
Waite Park Police Department	12	12	30	0	1	3	0.8	0.7	1.7	0.0	0.1	0.1
Walker Police Department	7	1	2	0	2	0	2.3	0.3	0.7	0.0	0.3	0.0
Walnut Grove Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Warroad Police Department	1	2	0	0	0	0	0.2	0.4	0.0	0.0	0.0	0.0
Waseca Police Department	0	0	15	6	0	0	0.0	0.0	0.9	0.3	0.0	0.0
Waterville Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Wayzata Police Department	3	4	5	22	3	2	0.3	0.3	0.4	1.6	0.2	0.1

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count					Rate per FTE						
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Wells Police Department	1	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	0.0
West Concord Police Department	7	3	0	0	0	0	7.0	3.0	0.0	0.0	0.0	0.0
West St. Paul Police Department	9	30	21	5	0	2	0.3	1.0	0.7	0.2	0.0	0.1
Westbrook Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Wheaton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
White Bear Lake Police Department	138	153	209	70	61	61	4.8	5.1	7.0	2.3	2.0	2.0
White Earth Tribal Police Department	16	16	32	24	7	7	0.7	0.6	1.5	1.0	0.2	0.4
Willmar Police Department	24	60	50	55	44	17	0.7	1.8	1.5	1.6	1.3	0.5
Windom Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Winnebago Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Winona Police Department	35	31	15	23	0	0	0.9	0.8	0.4	0.6	0.0	0.0
Winsted Police Department	7	7	3	15	1	0	1.8	1.8	0.8	3.8	0.1	0.0
Winthrop Police Department	0	0	2	0	0	1	0.0	0.0	0.6	0.0	0.0	0.3
Woodbury Police Department	49	77	78	16	21	20	0.7	1.1	1.0	0.2	0.3	0.3
Worthington Police Department	18	15	5	0	4	1	0.8	0.7	0.2	0.0	0.1	0.0
Wyoming Police Department	6	8	4	0	0	1	0.7	0.8	0.4	0.0	0.0	0.1
Zumbrota Police Department	7	21	25	22	14	7	1.2	3.5	4.2	3.7	0.9	1.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Aitkin County Sheriff's Office	1	0	0	0	0	2	0.1	0.0	0.0	0.0	0.0	0.1
Anoka County Sheriff's Office	154	111	94	33	27	11	1.1	0.9	0.7	0.2	0.2	0.1
Becker County Sheriff's Office	14	20	11	0	3	4	0.7	1.0	0.5	0.0	0.1	0.2
Beltrami County Sheriff's Office	2	29	18	7	11	7	0.1	1.0	0.6	0.2	0.4	0.2
Benton County Sheriff's Office	89	47	58	50	34	17	3.7	2.0	2.3	2.0	1.4	0.7
Big Stone County Sheriff's Office	8	0	3	3	1	1	1.6	0.0	0.6	0.6	0.2	0.2
Blue Earth County Sheriff's Office	47	47	36	12	18	7	1.3	1.2	1.1	0.3	0.6	0.2
Brown County Sheriff's Office	1	0	1	0	0	2	0.1	0.0	0.1	0.0	0.0	0.2

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Carlton County Sheriff's Office	5	2	1	4	4	2	0.2	0.1	0.0	0.2	0.2	0.1
Carver County Sheriff's Office	77	65	114	35	25	32	1.1	0.9	1.6	0.5	0.4	0.4
Cass County Sheriff's Office	11	9	3	0	0	1	0.3	0.2	0.1	0.0	0.0	0.0
Chippewa County Sheriff's Office	0	1	2	0	0	0	0.0	0.1	0.2	0.0	0.0	0.0
Chisago County Sheriff's Office	17	30	32	32	29	5	0.4	0.7	0.7	0.7	0.7	0.1
Clay County Sheriff's Office	81	235	176	52	43	40	2.4	7.1	5.2	1.5	1.3	1.1
Clearwater County Sheriff's Office	0	0	1	3	0	0	0.0	0.0	0.1	0.3	0.0	0.0
Cook County Sheriff's Office	1	1	4	0	0	0	0.1	0.1	0.3	0.0	0.0	0.0
Cottonwood County Sheriff's Office	2	1	1	0	0	0	0.2	0.1	0.1	0.0	0.0	0.0
Crow Wing County Sheriff's Office	213	201	87	0	2	0	5.6	5.0	2.1	0.0	0.1	0.0
Dakota County Sheriff's Office	58	105	110	51	21	4	0.7	1.3	1.3	0.6	0.3	0.0
Dodge County Sheriff's Office	10	3	5	9	28	5	0.4	0.1	0.2	0.4	1.2	0.2
Douglas County Sheriff's Office	12	13	21	11	9	5	0.4	0.4	0.6	0.3	0.3	0.1
Faribault County Sheriff's Office	1	5	0	0	0	0	0.1	0.4	0.0	0.0	0.0	0.0
Fillmore County Sheriff's Office	9	27	11	3	1	14	0.5	1.4	0.6	0.2	0.1	0.7
Freeborn County Sheriff's Office	20	7	3	1	14	11	0.8	0.3	0.1	0.0	0.6	0.5
Goodhue County Sheriff's Office	48	50	32	37	24	32	1.2	1.3	0.8	0.9	0.6	0.7
Grant County Sheriff's Office	5	46	34	29	8	3	0.5	4.2	3.1	2.6	0.7	0.3

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hennepin County Sheriff's Office	20	21	15	20	9	12	0.1	0.1	0.0	0.1	0.0	0.0
Houston County Sheriff's Office	6	23	28	28	17	6	0.5	1.8	2.2	2.2	1.3	0.4
Hubbard County Sheriff's Office	5	6	38	12	12	1	0.3	0.3	2.0	0.6	0.6	0.1
Isanti County Sheriff's Office	8	7	14	2	0	5	0.4	0.3	0.6	0.1	0.0	0.2
Itasca County Sheriff's Office	3	5	4	8	9	7	0.1	0.2	0.1	0.3	0.3	0.3
Jackson County Sheriff's Office	2	0	2	3	1	3	0.1	0.0	0.1	0.2	0.1	0.2
Kanabec County Sheriff's Office	1	2	2	1	18	0	0.1	0.1	0.1	0.0	0.9	0.0
Kandiyohi County Sheriff's Office	35	32	27	10	6	5	1.1	0.9	0.8	0.3	0.2	0.2
Kittson County Sheriff's Office	0	0	0	1	0	0	0.0	0.0	0.0	0.2	0.0	0.0
Koochiching County Sheriff's Office	1	0	0	0	0	1	0.1	0.0	0.0	0.0	0.0	0.1
Lac Qui Parle County Sheriff's Office	4	1	2	1	3	0	.	.	.	.	.	.
Lac qui Parle County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lake County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lake of The Woods County Sheriff's Office	2	0	2	4	0	0	.	.	.	.	.	.
Lake of the Woods County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Sueur County Sheriff's Office	9	6	3	0	0	0	0.5	0.3	0.1	0.0	0.0	0.0
Lincoln County Sheriff's Office	0	0	0	3	7	0	0.0	0.0	0.0	0.4	1.0	0.0
Lyon County Sheriff's Office	14	7	4	13	0	4	0.8	0.4	0.2	0.7	0.0	0.2

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Mahnomen County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Marshall County Sheriff's Office	0	1	1	0	1	0	0.0	0.1	0.1	0.0	0.1	0.0
Martin County Sheriff's Office	2	3	3	6	3	0	0.2	0.2	0.2	0.4	0.2	0.0
McLeod County Sheriff's Office	14	23	21	6	3	1	0.6	1.0	0.8	0.2	0.1	0.0
Meeker County Sheriff's Office	1	17	14	5	4	2	0.1	0.8	0.7	0.2	0.2	0.1
Mille Lacs County Sheriff's Office	0	1	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Morrison County Sheriff's Office	11	16	3	4	1	1	0.6	0.8	0.2	0.2	0.0	0.0
Mower County Sheriff's Office	5	13	16	3	7	8	0.2	0.5	0.6	0.1	0.3	0.3
Murray County Sheriff's Office	1	0	1	0	0	0	0.1	0.0	0.1	0.0	0.0	0.0
Nicollet County Sheriff's Office	0	20	12	1	2	0	0.0	1.3	0.8	0.1	0.1	0.0
Nobles County Sheriff's Office	0	0	0	3	3	1	0.0	0.0	0.0	0.2	0.2	0.1
Norman County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Olmsted County Sheriff's Office	194	233	181	48	40	8	2.8	3.3	2.5	0.3	0.5	0.1
Otter Tail County Sheriff's Office	29	49	10	4	8	23	0.8	1.3	0.3	0.1	0.2	0.6
Pennington County Sheriff's Office	1	0	0	0	1	0	0.1	0.0	0.0	0.0	0.1	0.0
Pine County Sheriff's Office	7	9	6	4	0	2	0.2	0.3	0.2	0.1	0.0	0.1
Pipestone County Sheriff's Office	43	38	23	31	17	6	3.1	2.7	1.6	2.1	1.1	0.4
Polk County Sheriff's Office	68	47	27	24	8	34	2.1	1.4	0.8	0.8	0.2	1.1

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Pope County Sheriff's Office	1	4	5	1	0	0	0.1	0.5	0.6	0.1	0.0	0.0
Ramsey County Sheriff's Office	76	114	103	105	40	173	0.4	0.5	0.4	0.5	0.1	0.8
Red Lake County Sheriff's Office	0	0	0	0	1	0	0.0	0.0	0.0	0.0	0.1	0.0
Redwood County Sheriff's Office	24	18	4	1	14	9	1.8	1.4	0.3	0.1	0.8	0.6
Renville County Sheriff's Office	5	2	4	0	0	1	0.3	0.1	0.3	0.0	0.0	0.1
Rice County Sheriff's Office	13	26	14	23	7	11	0.4	0.9	0.5	0.7	0.2	0.4
Rock County Sheriff's Office	7	1	5	12	2	14	0.6	0.1	0.4	1.0	0.2	1.0
Roseau County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Scott County Sheriff's Office	42	31	27	16	6	2	1.0	0.7	0.6	0.3	0.1	0.0
Sherburne County Sheriff's Office	9	24	16	17	7	28	0.1	0.3	0.2	0.2	0.1	0.4
Sibley County Sheriff's Office	0	1	2	0	0	0	0.0	0.1	0.1	0.0	0.0	0.0
St. Louis County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
St. Louis County Sheriff's Office - Duluth	13	21	21	5	12	0	.	.	.	.	.	.
Stearns County Sheriff's Office	121	78	78	32	31	80	1.9	1.2	1.1	0.4	0.4	1.0
Steele County Sheriff's Office	14	14	10	7	7	19	0.6	0.6	0.4	0.3	0.3	0.8
Stevens County Sheriff's Office	2	9	11	2	3	1	0.3	1.3	1.6	0.3	0.4	0.1
Swift County Sheriff's Office	8	1	0	0	0	0	1.0	0.1	0.0	0.0	0.0	0.0
Todd County Sheriff's Office	5	3	4	5	3	0	0.3	0.2	0.2	0.3	0.2	0.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
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	Seatbelt Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Traverse County Sheriff's Office	3	2	2	2	0	3	0.5	0.3	0.3	0.3	0.0	0.5
Wabasha County Sheriff's Office	3	1	11	1	0	0	0.2	0.1	0.6	0.1	0.0	0.0
Wadena County Sheriff's Office	6	12	8	2	4	4	0.6	1.1	0.7	0.2	0.4	0.3
Waseca County Sheriff's Office	6	3	1	0	0	1	0.5	0.2	0.1	0.0	0.0	0.1
Washington County Sheriff's Office	93	109	126	45	61	20	0.9	1.0	1.1	0.4	0.5	0.2
Watsonwan County Sheriff's Office	0	1	3	7	5	15	0.0	0.1	0.4	0.9	0.6	1.9
Wilkin County Sheriff's Office	5	12	5	2	0	2	0.7	1.7	0.7	0.3	0.0	0.3
Winona County Sheriff's Office	65	40	46	5	3	3	3.3	2.4	2.2	0.2	0.1	0.1
Wright County Sheriff's Office	133	124	127	141	82	118	1.0	0.9	0.9	0.9	0.5	0.7
Yellow Medicine County Sheriff's Office	2	1	2	4	3	1	0.2	0.1	0.2	0.4	0.3	0.1

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Seatbelt Case Count						Rate per FTE					
State Patrol District	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
MN State Patrol District 2800 - Brainerd	995	1030	1059	549	491	438	26.9	28.6	29.4	16.1	14.9	13.7
MN State Patrol District 2900 - Detroit Lakes	1025	1252	1295	805	798	545	26.3	32.1	36.0	21.8	21.6	15.6
MN State Patrol District 2700 - Duluth	1205	1396	1234	898	838	637	34.4	39.9	34.3	24.9	24.6	19.9
MN State Patrol District 2500 - Golden Valley	2679	2642	2059	1469	907	1364	29.4	30.0	22.4	16.9	10.0	13.9
MN State Patrol District 2200 - Mankato	1002	1250	1332	929	630	786	31.3	41.7	40.4	30.0	21.7	27.1
MN State Patrol District 2300 - Marshall	792	1232	1155	763	691	650	27.3	38.5	36.1	25.4	23.0	17.1
MN State Patrol District 2400 - Oakdale	3295	4046	2784	1448	917	1016	42.8	51.2	36.2	18.8	12.2	12.9
MN State Patrol District 2100 - Rochester	2358	2463	1809	1103	778	1029	45.3	45.6	33.5	20.8	15.0	19.4
MN State Patrol District 2600 - St. Cloud	1585	1342	1514	1414	945	1151	30.5	25.3	27.5	27.7	19.3	23.0
MN State Patrol District 3200 - Thief River Falls	1181	1219	1146	820	862	644	40.7	43.5	40.9	31.5	35.9	22.2
MN State Patrol District 3100 - Virginia	1453	1656	1321	896	774	1075	63.2	72.0	55.0	40.7	32.3	43.0

Annual seatbelt case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

Appendix D

Annual Distracted Driving Case Counts and Rates Per FTE Officer by Law Enforcement Agency Cases Where At Least One Distracted Driving Charge Has Highest Degree in Case

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Ada Police Department	4	3	1	2	1	2	0.8	0.6	0.2	0.4	0.2	0.4
Adams Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Adrian Police Department	0	0	1	0	0	0	0.0	0.0	0.5	0.0	0.0	0.0
Aitkin Police Department	1	0	0	0	3	1	0.1	0.0	0.0	0.0	0.6	0.1
Akeley Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Albany Police Department	1	1	4	7	23	22	0.3	0.3	1.0	2.3	2.6	3.7
Albert Lea Police Department	5	4	16	12	15	24	0.2	0.1	0.6	0.5	0.5	0.9
Alexandria Police Department	17	6	7	38	18	23	0.7	0.3	0.3	1.6	0.8	1.0
Annandale Police Department	0	0	0	0	1	3	0.0	0.0	0.0	0.0	0.1	0.4
Anoka Police Department	4	23	32	32	13	8	0.1	0.7	1.1	1.1	0.4	0.3
Apple Valley Police Department	72	131	234	122	121	91	1.4	2.5	4.4	2.4	2.4	1.8
Appleton Police Department	0	0	0	1	1	0	0.0	0.0	0.0	0.3	0.1	0.0
Arlington Police Department	0	1	5	1	4	2	0.0	0.3	1.3	0.3	1.0	1.0
Atwater Police Department	1	0	1	1	1	1	1.0	0.0	1.0	1.0	0.1	0.1
Audubon Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Austin Police Department	4	6	13	19	14	9	0.1	0.2	0.4	0.6	0.4	0.3
Avon Police Department	8	3	2	6	2	1	2.7	1.0	0.7	2.0	0.3	0.2
Babbitt Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Bagley Police Department	0	1	15	8	1	2	0.0	0.3	5.0	2.7	0.3	1.0
Barnesville Police Department	0	1	2	0	4	0	0.0	0.2	0.4	0.0	0.7	0.0
Battle Lake Police Department	1	1	1	4	0	0	0.5	0.5	0.5	1.3	0.0	0.0
Baxter Police Department	23	21	40	53	44	10	1.6	1.4	2.7	3.5	2.9	0.7
Bayport Police Department	4	4	17	16	7	6	0.8	0.7	3.4	2.7	0.8	0.7
Becker Police Department	11	15	6	41	11	16	1.8	2.1	0.9	5.9	1.1	1.6
Belgrade Police Department	0	5	4	16	3	0	0.0	1.4	1.1	5.3	0.5	0.0
Belle Plaine Police Department	15	12	32	41	24	11	1.7	1.2	3.2	4.1	1.8	1.0
Bemidji Police Department	20	8	18	2	7	12	0.6	0.3	0.6	0.1	0.2	0.4
Benson Police Department	3	5	9	2	4	3	0.4	0.7	1.3	0.3	0.3	0.5
Big Lake Police Department	12	17	27	31	8	20	1.0	1.3	2.1	2.4	0.6	1.3
Blackduck Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Blaine Police Department	387	683	339	168	229	148	6.5	11.4	5.1	2.5	3.3	2.1
Blooming Prairie Police Dept	2	1	0	8	12	33	0.7	0.3	0.0	2.7	4.0	11.0
Bloomington Police Department	61	57	181	68	67	67	0.5	0.5	1.5	0.6	0.6	0.6
Blue Earth Police Department	1	1	1	7	0	2	0.2	0.2	0.2	1.4	0.0	0.3
Bovey Police Department	3	0	0	2	0	0	1.5	0.0	0.0	1.0	0.0	0.0
Braham Police Department	1	2	14	8	9	0	0.3	0.5	2.8	1.6	0.8	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Brainerd Police Department	15	13	44	29	36	31	0.6	0.5	1.8	1.3	1.6	1.3
Breckenridge Police Department	0	4	0	3	2	7	0.0	0.6	0.0	0.4	0.2	0.8
Breezy Point Police Department	3	0	2	2	6	1	0.5	0.0	0.3	0.3	0.7	0.2
Breitung Township Police Department	14	0	0	0	0	0	7.0	0.0	0.0	0.0	0.0	0.0
Brooklyn Center Police Department	12	23	15	11	5	6	0.2	0.5	0.3	0.2	0.1	0.2
Brooklyn Park Police Department	33	66	160	102	25	15	0.3	0.6	1.5	1.0	0.2	0.2
Brownsdale Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Brownton Police Department	1	1	1	0	0	0	1.0	1.0	1.0	0.0	0.0	0.0
Buffalo Lake Police Department	0	1	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.0
Buffalo Police Department	1	4	9	10	19	39	0.1	0.2	0.5	0.6	1.1	2.3
Burnsville Police Department	96	37	75	201	129	204	1.3	0.5	1.1	2.7	1.7	2.8
Caledonia Police Department	1	0	0	2	1	6	0.2	0.0	0.0	0.4	0.1	0.8
Callaway Police Department	0	1	1	1	0	1	0.0	1.0	1.0	1.0	0.0	1.0
Cambridge Police Department	0	0	11	7	12	19	0.0	0.0	0.7	0.5	0.9	1.2
Canby Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Cannon Falls Police Department	3	11	8	12	1	5	0.4	1.4	1.0	2.0	0.1	0.6
Centennial Lakes Police Department	4	10	9	17	24	10	0.3	0.7	0.6	1.1	1.3	0.6
Champlin Police Department	47	98	190	406	216	198	1.8	3.8	7.3	15.6	8.6	7.9

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Chaska Police Department	24	10	39	28	46	55	1.0	0.4	1.7	1.1	1.8	2.1
Chatfield Police Department	0	1	0	1	0	0	0.0	0.2	0.0	0.2	0.0	0.0
Chisholm Police Department	0	0	1	0	0	0	0.0	0.0	0.1	0.0	0.0	0.0
Clara City Police Department	0	1	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.0
Clearbrook Police Department	0	0	1	0	0	0	0.0	0.0	1.0	0.0	0.0	0.0
Cleveland Police Department	2	0	0	0	1	1	.	.	.	.	0.1	0.1
Climax Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Cloquet Police Department	3	5	15	22	31	25	0.1	0.2	0.7	1.0	1.4	1.1
Cold Spring Police Department	19	22	31	19	10	9	2.1	2.4	3.1	2.1	1.0	0.9
Coleraine Police Department	3	0	0	1	0	0	1.5	0.0	0.0	0.5	0.0	0.0
Columbia Heights Police Department	5	3	13	6	5	4	0.2	0.1	0.5	0.2	0.2	0.2
Comfrey Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Coon Rapids Police Department	39	31	44	61	47	123	0.6	0.5	0.7	1.0	0.7	1.8
Corcoran Police Department	7	6	16	14	4	13	0.9	0.8	1.8	1.6	0.3	1.0
Cottage Grove Police Department	19	15	14	26	17	9	0.5	0.4	0.3	0.6	0.4	0.2
Crookston Police Department	3	14	8	15	12	13	0.2	0.9	0.5	1.0	0.8	0.9
Crosby Police Department	0	2	0	0	0	1	0.0	0.3	0.0	0.0	0.0	0.1
Cross Lake Police Department	1	0	2	1	4	1	0.2	0.0	0.4	0.2	0.7	0.2

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Crystal Police Department	23	14	53	25	12	47	0.7	0.4	1.6	0.7	0.3	1.3
Cuyuna Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Danube Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Dawson Police Department	0	0	1	0	0	1	0.0	0.0	0.3	0.0	0.0	0.3
Dayton Police Department	7	2	19	4	6	7	1.0	0.3	2.4	0.5	0.4	0.7
Deephaven Police Department	16	15	25	10	13	3	2.3	2.1	3.6	1.4	1.9	0.4
Deer River Police Department	0	1	3	3	1	0	0.0	0.3	0.8	0.8	0.1	0.0
Deerwood Police Department	2	0	0	1	0	2	0.7	0.0	0.0	0.3	0.0	0.7
Detroit Lakes Police Department	2	3	2	1	5	3	0.1	0.2	0.1	0.1	0.3	0.2
Dilworth Police Department	20	12	28	38	24	45	2.9	2.0	5.6	5.4	3.0	6.4
Duluth Police Department	34	62	60	139	218	185	0.2	0.4	0.4	0.9	1.3	1.2
Duluth Township Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Dundas Police Department	24	13	19	3	1	0	8.0	6.5	9.5	1.0	0.3	0.0
Eagan Police Department	27	36	152	138	90	99	0.4	0.5	2.1	1.9	1.2	1.4
Eagle Bend Police Department (Retired)	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Eagle Lake Police Department	0	1	0	1	1	0	0.0	0.3	0.0	0.3	0.2	0.0
East Grand Forks Police Department	2	7	30	21	9	4	0.1	0.3	1.3	0.9	0.4	0.2
East Range Police Department	0	1	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Eden Prairie Police Department	57	80	158	144	57	58	0.8	1.2	2.3	2.1	0.8	0.8
Eden Valley Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Edina Police Department	134	158	367	190	161	125	2.6	3.0	6.7	3.4	2.9	2.2
Elk River Police Department	246	127	203	230	279	286	7.7	3.7	6.0	7.0	7.8	8.7
Elko/ New Market Police Department	3	3	6	3	7	8	0.8	0.8	1.2	0.6	1.0	1.0
Elmore Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Ely Police Department	1	0	0	3	0	0	0.1	0.0	0.0	0.4	0.0	0.0
Emily Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Eveleth Police Department	2	5	2	2	0	1	0.2	0.5	0.2	0.2	0.0	0.1
Fairfax Police Department	0	2	2	1	0	1	0.0	1.0	1.0	0.5	0.0	0.3
Fairmont Police Department	5	6	11	4	2	4	0.3	0.3	0.6	0.2	0.1	0.2
Faribault Police Department	12	20	28	97	78	51	0.3	0.6	0.8	2.8	2.2	1.5
Farmington Police Department	4	2	5	2	13	50	0.2	0.1	0.2	0.1	0.5	2.0
Fergus Falls Police Department	2	1	3	1	2	1	0.1	0.0	0.1	0.0	0.1	0.0
Floodwood Police Department	7	6	5	0	0	0	2.3	2.0	2.5	0.0	0.0	0.0
Foley Police Department	3	0	2	3	2	1	1.0	0.0	0.5	0.8	0.2	0.1
Forest Lake Police Department	22	9	17	8	7	6	0.9	0.4	0.7	0.3	0.3	0.2
Frazee Police Department	1	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Fridley Police Department	24	27	34	34	25	56	0.6	0.6	0.8	0.8	0.6	1.2
Fulda Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Gaylord Police Department	1	0	0	1	2	4	0.3	0.0	0.0	0.3	0.3	0.8
Gibbon Police Department	0	0	0	0	1	0	0.0	0.0	0.0	0.0	1.0	0.0
Gilbert Police Department	0	0	3	0	1	2	0.0	0.0	0.5	0.0	0.1	0.3
Glencoe Police Department	14	13	16	28	49	15	1.8	1.6	2.0	3.5	4.9	1.9
Glenwood Police Department	1	3	4	3	2	0	0.2	0.6	0.8	0.6	0.1	0.0
Glyndon Police Department	6	14	10	18	36	62	1.5	3.5	2.5	4.5	9.0	15.5
Golden Valley Police Department	155	145	133	84	19	8	5.0	4.8	4.3	2.7	0.6	0.3
Goodhue Police Department	0	2	2	1	0	1	0.0	1.0	1.0	0.5	0.0	0.3
Goodview Police Department	4	0	0	0	2	3	1.0	0.0	0.0	0.0	0.2	0.3
Grand Meadow Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.2	0.0	0.0
Grand Rapids Police Department	18	6	15	13	4	10	0.9	0.3	0.8	0.7	0.2	0.5
Granite Falls Police Department	0	0	1	1	0	2	0.0	0.0	0.2	0.2	0.0	0.3
Hallock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hancock Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hastings Police Department	10	5	11	29	10	5	0.4	0.2	0.4	1.0	0.3	0.2
Hawley Police Department	0	2	0	0	1	0	0.0	0.5	0.0	0.0	0.3	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Hector Police Department	1	0	1	1	0	0	0.5	0.0	0.5	0.3	0.0	0.0
Henderson Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Henning Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.5	0.0	0.0
Hermantown Police Department	6	3	10	3	27	22	0.4	0.2	0.7	0.2	1.6	1.3
Heron Lake Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hibbing Police Department	2	4	0	1	1	1	0.1	0.2	0.0	0.0	0.0	0.0
Hill City Police Department	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	0.3
Hokah Police Department	0	0	4	31	9	5	0.0	0.0	4.0	31.0	3.0	5.0
Hopkins Police Department	9	20	50	15	11	8	0.3	0.7	1.7	0.5	0.4	0.3
Houston Police Department	0	0	1	0	0	0	0.0	0.0	0.5	0.0	0.0	0.0
Howard Lake Police Department	0	0	0	0	0	2	0.0	0.0	0.0	0.0	0.0	0.3
Hutchinson Police Department	5	11	12	28	22	40	0.2	0.5	0.5	1.3	0.9	1.6
International Falls Police Department	1	2	0	2	1	0	0.1	0.2	0.0	0.2	0.1	0.0
Inver Grove Heights Police Department	35	45	31	82	25	18	0.9	1.1	0.8	2.1	0.7	0.4
Isanti Police Department	6	4	11	23	9	6	0.7	0.5	1.6	2.3	0.8	0.6
Isle Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Janesville Police Department	0	1	1	0	3	2	0.0	0.3	0.3	0.0	0.3	0.3
Jordan Police Department	19	11	15	4	4	7	2.1	1.0	1.4	0.4	0.4	0.7

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Kasson Police Department	8	19	49	40	42	17	1.0	2.4	5.4	5.0	3.5	1.9
Keewatin Police Department	1	0	0	5	4	5	0.3	0.0	0.0	1.7	0.6	1.0
Kenyon Police Department	0	1	0	0	0	6	0.0	0.3	0.0	0.0	0.0	1.2
Kimball Police Department	5	4	1	1	0	0	1.7	1.3	0.3	0.3	0.0	0.0
La Crescent Police Department	2	2	3	4	1	7	0.3	0.3	0.4	0.5	0.1	0.9
Lake Benton Police Department	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
Lake City Police Department	0	4	16	21	6	2	0.0	0.4	1.6	2.1	0.4	0.2
Lake Crystal Police Department	3	3	9	6	2	2	1.0	1.0	3.0	2.0	0.3	0.7
Lake Park Police Department	1	1	0	0	1	0	.	0.5	0.0	0.0	0.3	0.0
Lake Shore Police Department	2	1	3	1	2	0	1.0	0.5	1.5	0.5	0.5	0.0
Lakefield Police Department	0	0	0	0	1	0	0.0	0.0	0.0	0.0	0.2	0.0
Lakeville Police Department	71	65	109	168	60	51	1.2	1.1	1.9	2.8	1.0	0.8
Lamberton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Center Police Department	0	0	1	1	0	1	0.0	0.0	0.3	0.3	0.0	0.1
Le Sueur Police Department	2	1	1	5	12	6	0.3	0.1	0.1	0.7	0.7	0.5
Leech Lake Tribal Police Department	2	1	1	0	1	2	0.1	0.0	0.0	0.0	0.0	0.1
Lester Prairie Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lewiston Police Department	1	2	1	0	2	2	0.5	1.0	0.5	0.0	0.3	0.4

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Lino Lakes Police Department	34	17	64	99	38	40	1.3	0.7	2.4	4.0	1.5	1.5
Litchfield Police Department	2	0	1	2	1	1	0.3	0.0	0.1	0.2	0.1	0.1
Little Falls Police Department	2	0	1	3	0	1	0.1	0.0	0.1	0.2	0.0	0.1
Long Prairie Police Department	0	2	2	0	2	0	0.0	0.3	0.3	0.0	0.2	0.0
Lonsdale Police Department	2	7	6	19	11	5	0.3	1.0	0.9	2.7	1.8	0.8
Lower Sioux Community Police Department	0	0	2	0	0	0	0.0	0.0	0.2	0.0	0.0	0.0
Lyle Police Department	1	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	0.0
MN State Fair Police	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Madelia Police Department	1	4	3	1	2	2	0.3	1.0	0.8	0.3	0.2	0.3
Madison Lake Police Department	4	7	5	5	3	0	2.0	2.3	2.5	5.0	1.0	0.0
Mankato Police Department	15	18	26	18	27	39	0.3	0.3	0.5	0.3	0.5	0.7
Maple Grove Police Department	80	36	96	39	90	76	1.3	0.5	1.4	0.6	1.3	1.1
Mapleton Police Department	0	0	3	1	1	0	0.0	0.0	1.0	0.3	0.1	0.0
Maplewood Police Department	7	9	27	18	7	39	0.1	0.2	0.5	0.3	0.1	0.8
Marshall Police Department	6	16	24	28	21	30	0.3	0.8	1.1	1.3	1.0	1.4
Medina Police Department	21	32	46	25	7	12	2.1	3.2	4.6	2.3	0.6	1.1
Melrose Police Department	0	1	4	8	7	0	0.0	0.2	0.8	1.6	0.9	0.0
Menahga Police Department	0	0	0	2	1	0	0.0	0.0	0.0	0.7	0.3	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Mendota Heights Police Department	0	25	57	21	12	11	0.0	1.3	2.7	1.1	0.6	0.6
Metro Transit Commission Police Department	2	7	6	8	4	1	0.0	0.1	0.0	0.1	0.0	0.0
Milaca Police Department	0	0	1	1	1	0	0.0	0.0	0.2	0.2	0.1	0.0
Mille Lacs Tribal Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minneapolis - St. Paul Airport Police Department	45	76	183	66	35	39	0.5	0.9	2.1	0.7	0.4	0.5
Minneapolis Park Police Department	18	21	26	13	9	12	0.6	0.7	0.8	0.4	0.3	0.4
Minneapolis Police Department	39	43	193	126	45	15	0.0	0.1	0.2	0.2	0.1	0.0
Minneota Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minnesota Lake Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Minnetonka Police Department	68	66	168	127	41	130	1.2	1.2	2.9	2.3	0.7	2.4
Minnetrista Police Department	5	13	32	13	23	28	0.4	1.0	2.5	1.0	1.8	2.2
Montevideo Police Department	0	2	1	1	0	2	0.0	0.3	0.1	0.1	0.0	0.2
Montgomery Police Department	0	3	10	4	3	0	0.0	0.4	1.4	0.6	0.3	0.0
Moorhead Police Department	62	69	64	34	22	22	1.1	1.3	1.1	0.6	0.4	0.4
Moose Lake Police Department	3	5	1	3	1	0	0.8	1.0	0.2	0.6	0.1	0.0
Morgan Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Morris Police Department	2	5	12	0	7	3	0.3	0.7	1.5	0.0	1.0	0.4
Morristown Police Department (Retired)	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Motley Police Department	9	10	14	9	13	5	4.5	5.0	7.0	4.5	6.5	2.5
Mounds View Police Department	4	3	9	11	7	81	0.2	0.2	0.4	0.5	0.3	3.9
Mountain Lake Police Department	0	0	0	1	4	13	0.0	0.0	0.0	0.3	0.8	2.6
Nashwauk Police Department	1	3	3	0	0	2	0.3	1.0	0.8	0.0	0.0	0.3
New Brighton Police Department	4	12	36	51	24	39	0.1	0.4	1.2	1.8	0.8	1.3
New Hope Police Department	23	29	42	25	25	21	0.7	0.9	1.2	0.9	0.9	0.6
New Prague Police Department	6	5	3	5	5	2	0.6	0.6	0.3	0.5	0.5	0.2
New Richland Police Department	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	0.1
New Ulm Police Department	4	3	22	41	49	113	0.2	0.1	1.0	1.9	2.1	5.1
New York Mills Police Department	0	5	2	0	1	0	0.0	1.7	0.7	0.0	0.1	0.0
Nisswa Police Department	2	2	1	7	9	6	.	0.3	0.2	1.2	1.5	1.0
North Branch Police Department	7	8	12	34	27	20	0.6	0.7	1.1	2.8	2.3	1.5
North Mankato Police Department	14	4	2	2	2	1	1.0	0.3	0.2	0.1	0.1	0.1
North St. Paul Police Department	8	7	27	8	4	3	0.5	0.5	1.7	0.5	0.2	0.2
Northfield Police Department	12	31	46	34	29	57	0.5	1.4	1.9	1.4	1.2	2.3
Oak Park Heights Police Department	12	45	59	56	13	5	1.2	4.5	5.9	6.2	1.4	0.5
Oakdale Police Department	8	12	4	5	19	16	0.3	0.4	0.1	0.2	0.6	0.5
Olivia Police Department	2	0	3	10	2	0	0.4	0.0	0.6	2.0	0.1	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Onamia Police Department	0	0	4	5	5	0	0.0	0.0	1.3	1.7	0.7	0.0
Orono Police Department	12	10	15	24	35	82	0.4	0.4	0.6	0.9	1.2	2.7
Ortonville Police Department	0	0	0	7	7	2	0.0	0.0	0.0	1.8	1.4	0.5
Osakis Police Department	0	2	2	1	4	5	0.0	0.7	0.7	0.3	0.3	0.7
Osseo Police Department	7	3	6	20	4	1	1.4	0.6	1.0	2.9	0.3	0.1
Owatonna Police Department	24	35	17	31	38	28	0.7	1.0	0.5	0.9	1.0	0.8
Park Rapids Police Department	3	3	1	0	0	0	0.3	0.3	0.1	0.0	0.0	0.0
Parkers Prairie Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Paynesville Police Department	6	24	38	50	6	5	1.2	4.8	7.6	10.0	0.8	0.8
Pelican Rapids Police Department	1	0	0	8	2	0	0.2	0.0	0.0	1.6	0.3	0.0
Pequot Lakes Police Department	8	13	15	21	12	7	1.6	2.2	2.5	3.5	2.0	1.2
Perham Police Department	1	3	0	1	1	1	0.2	0.5	0.0	0.2	0.2	0.2
Pierz Police Department	0	0	2	0	0	0	0.0	0.0	1.0	0.0	0.0	0.0
Pike Bay Police Department	3	1	3	1	0	0	1.0	1.0	1.5	1.0	0.0	0.0
Pillager Police Department	0	0	0	0	0	0	.	.	0.0	.	0.0	0.0
Pine River Police Department	0	0	0	0	12	1	0.0	0.0	0.0	0.0	3.0	0.3
Plainview Police Department	0	1	1	0	0	0	0.0	0.1	0.1	0.0	0.0	0.0
Plymouth Police Department	62	59	167	150	82	65	0.8	0.8	2.1	1.9	1.0	0.8

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Preston Police Department	0	1	0	1	0	1	0.0	0.3	0.0	0.3	0.0	0.3
Princeton Police Department	0	3	1	2	1	5	0.0	0.3	0.1	0.2	0.1	0.5
Prior Lake Police Department	21	19	29	20	11	13	0.8	0.7	1.1	0.7	0.4	0.4
Proctor Police Department	0	1	2	3	2	4	0.0	0.1	0.3	0.4	0.2	0.5
Ramsey Police Department	1	1	13	6	12	1	0.0	0.0	0.5	0.2	0.4	0.0
Randall Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Red Wing Police Department	9	5	8	9	7	12	0.3	0.2	0.3	0.3	0.3	0.4
Redwood Falls Police Department	2	1	3	1	0	1	0.2	0.1	0.3	0.1	0.0	0.1
Renville Police Department	0	0	0	0	0	1	0.0	0.0	0.0	0.0	0.0	0.3
Rice Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Rice Police Department Benton County	1	3	3	0	1	0	.	.	.	.	.	.
Richfield Police Department	32	46	71	65	34	76	0.7	1.1	1.6	1.4	0.7	1.7
Robbinsdale Police Department	16	12	53	17	15	13	0.7	0.5	2.2	0.7	0.6	0.5
Rochester Police Department	37	43	57	77	99	45	0.3	0.3	0.4	0.5	0.7	0.3
Rogers Police Department	96	98	86	40	88	64	5.3	5.2	4.8	2.0	4.2	3.0
Roseau Police Department	0	0	0	1	0	0	0.0	0.0	0.0	0.2	0.0	0.0
Rosemount Police Department	7	15	24	10	17	35	0.3	0.6	1.0	0.4	0.6	1.3
Roseville Police Department	7	11	18	18	9	20	0.1	0.2	0.4	0.4	0.2	0.4

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Royalton Police Department	0	0	0	1	25	13	0.0	0.0	0.0	0.5	8.3	6.5
Rushford Police Department	1	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	0.0
Sartell Police Department	3	3	5	5	4	5	0.2	0.1	0.3	0.3	0.2	0.2
Sauk Centre Police Department	6	4	2	43	31	29	1.0	0.6	0.3	6.1	2.4	3.6
Sauk Rapids Police Department	6	5	2	0	1	1	0.4	0.3	0.1	0.0	0.1	0.1
Savage Police Department	7	9	11	1	8	2	0.2	0.3	0.3	0.0	0.2	0.1
Sebeka Police Department	0	4	11	2	3	1	0.0	0.7	5.5	1.0	0.3	0.2
Shakopee Police Department	10	11	35	14	14	63	0.2	0.2	0.7	0.3	0.3	1.3
Sherburn Police Department	0	0	7	14	4	3	0.0	0.0	1.8	3.5	1.0	0.8
Silver Bay Police Department	0	0	0	2	0	1	0.0	0.0	0.0	0.4	0.0	0.2
Silver Lake Police Department	2	2	0	1	0	0	1.0	1.0	0.0	0.6	0.0	0.0
Slayton Police Department	0	0	1	1	0	0	0.0	0.0	0.3	0.3	0.0	0.0
Sleepy Eye Police Department	0	1	1	0	0	0	0.0	0.1	0.1	0.0	0.0	0.0
South Lake Minnetonka Police Department	26	82	106	218	102	102	1.9	5.5	7.6	13.6	6.4	6.4
South St. Paul Police Department	11	4	16	7	6	10	0.4	0.1	0.5	0.2	0.2	0.3
Spring Grove Police Department	3	0	0	0	1	0	1.5	0.0	0.0	0.0	0.3	0.0
Spring Lake Park Police Department	6	5	9	7	1	9	0.5	0.5	0.8	0.6	0.1	0.9
Springfield Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
St. Anthony Police Department	26	12	41	64	28	76	1.3	0.6	2.1	3.2	1.3	3.8
St. Charles Police Department	3	4	0	1	0	0	0.6	0.7	0.0	0.1	0.0	0.0
St. Cloud Police Department	40	24	57	42	33	37	0.4	0.2	0.5	0.4	0.3	0.3
St. Francis Police Department	4	6	16	9	9	31	0.4	0.5	1.3	0.8	0.8	2.8
St. James Police Department	1	0	1	1	2	0	0.1	0.0	0.1	0.1	0.3	0.0
St. Joseph Police Department	18	12	5	16	1	16	2.0	1.3	0.6	1.6	0.1	1.5
St. Louis Park Police Department	63	42	43	53	39	33	1.1	0.8	0.8	0.9	0.7	0.6
St. Paul Park Police Department	1	3	2	0	1	0	0.1	0.3	0.2	0.0	0.1	0.0
St. Paul Police Department	641	466	1280	1549	888	889	1.0	0.7	2.0	2.5	1.5	1.5
St. Peter Police Department	1	3	0	12	5	4	0.1	0.2	0.0	0.9	.	0.3
Staples Police Department	0	1	0	3	2	2	0.0	0.2	0.0	0.4	0.2	0.3
Starbuck Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Stillwater Police Department	12	21	30	11	6	11	0.5	1.0	1.4	0.5	0.3	0.5
Thief River Falls Police Department	5	10	22	19	12	6	0.3	0.6	1.3	1.3	0.8	0.4
Tracy Police Department	0	1	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.0
Tri-City Police Department (Retired)	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Trimont Police Department	0	0	1	7	7	1	0.0	0.0	1.0	7.0	2.3	0.5
Truman Police Department	1	2	5	11	11	3	0.5	1.0	2.5	5.5	2.8	1.5

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Twin Valley Police Department	0	0	0	0	1	0	0.0	0.0	0.0	0.0	0.2	0.0
Two Harbors Police Department	0	0	1	0	0	0	0.0	0.0	0.1	0.0	0.0	0.0
Tyler Police Department	0	1	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.0
University of Minnesota Police Department - Minneapolis	5	23	33	14	18	4	0.1	0.5	0.6	0.3	0.3	0.1
University of Minnesota Police Department - Morris	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Upper Sioux Community Police Department	2	9	14	0	0	1	0.5	1.1	35.0	0.0	0.0	0.3
Verndale Police Department	3	1	0	0	0	1	1.5	1.0	0.0	0.0	0.0	0.3
Virginia Police Department	0	0	7	7	5	3	0.0	0.0	0.3	0.3	0.2	0.1
Wabasha Police Department	0	0	0	0	1	0	0.0	0.0	0.0	0.0	0.1	0.0
Wadena Police Department	2	1	3	4	0	0	0.3	0.1	0.3	0.4	0.0	0.0
Waite Park Police Department	1	5	9	4	4	2	0.1	0.3	0.5	0.2	0.2	0.1
Walker Police Department	1	0	3	0	1	0	0.3	0.0	1.0	0.0	0.2	0.0
Walnut Grove Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Warroad Police Department	0	2	2	0	0	0	0.0	0.4	0.4	0.0	0.0	0.0
Waseca Police Department	0	1	4	3	0	1	0.0	0.1	0.2	0.2	0.0	0.1
Waterville Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Wayzata Police Department	8	26	39	90	26	57	0.7	2.0	3.0	6.4	1.9	4.1
Wells Police Department	0	1	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Police Department	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
West Concord Police Department	0	2	0	0	0	0	0.0	2.0	0.0	0.0	0.0	0.0
West St. Paul Police Department	25	18	30	18	2	9	0.8	0.6	1.0	0.6	0.1	0.3
Westbrook Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Wheaton Police Department	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
White Bear Lake Police Department	30	43	122	117	40	86	1.0	1.4	4.1	3.8	1.3	2.8
White Earth Tribal Police Department	4	3	10	21	3	1	0.2	0.1	0.5	0.9	0.1	0.1
Willmar Police Department	5	16	20	28	32	14	0.2	0.5	0.6	0.8	0.9	0.4
Windom Police Department	0	0	2	1	0	4	0.0	0.0	0.2	0.1	0.0	0.4
Winnebago Police Department	0	0	1	0	1	0	0.0	0.0	0.3	0.0	0.3	0.0
Winona Police Department	4	3	3	2	3	1	0.1	0.1	0.1	0.1	0.1	0.0
Winsted Police Department	2	1	1	1	0	1	0.5	0.3	0.3	0.3	0.0	0.3
Winthrop Police Department	0	0	1	1	1	0	0.0	0.0	0.3	0.3	0.3	0.0
Woodbury Police Department	102	67	73	19	44	69	1.5	0.9	0.9	0.3	0.6	1.0
Worthington Police Department	7	16	16	2	4	3	0.3	0.8	0.7	0.1	0.1	0.1
Wyoming Police Department	3	3	3	12	3	0	0.3	0.3	0.3	1.3	0.3	0.0
Zumbrota Police Department	13	14	34	53	21	34	2.2	2.3	5.7	8.8	1.4	4.9

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Aitkin County Sheriff's Office	0	0	2	2	0	2	0.0	0.0	0.1	0.1	0.0	0.1
Anoka County Sheriff's Office	68	78	79	122	76	132	0.5	0.6	0.6	0.9	0.6	1.0
Becker County Sheriff's Office	1	4	2	6	10	2	0.0	0.2	0.1	0.3	0.5	0.1
Beltrami County Sheriff's Office	6	7	3	14	24	13	0.2	0.2	0.1	0.4	0.8	0.4
Benton County Sheriff's Office	7	4	15	15	15	6	0.3	0.2	0.6	0.6	0.6	0.2
Big Stone County Sheriff's Office	0	1	7	3	3	1	0.0	0.2	1.4	0.6	0.6	0.2
Blue Earth County Sheriff's Office	10	14	23	21	12	14	0.3	0.4	0.7	0.6	0.4	0.4
Brown County Sheriff's Office	0	2	1	2	0	0	0.0	0.1	0.1	0.2	0.0	0.0
Carlton County Sheriff's Office	1	4	3	3	5	3	0.0	0.2	0.1	0.1	0.2	0.1

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Carver County Sheriff's Office	63	56	180	171	107	134	0.9	0.8	2.5	2.2	1.8	1.8
Cass County Sheriff's Office	2	1	1	2	2	0	0.0	0.0	0.0	0.0	0.0	0.0
Chippewa County Sheriff's Office	0	0	0	0	1	0	0.0	0.0	0.0	0.0	0.1	0.0
Chisago County Sheriff's Office	10	25	59	244	136	39	0.2	0.6	1.3	5.5	3.2	0.9
Clay County Sheriff's Office	6	24	31	36	18	25	0.2	0.7	0.9	1.1	0.5	0.7
Clearwater County Sheriff's Office	1	0	1	4	1	1	0.1	0.0	0.1	0.4	0.1	0.1
Cook County Sheriff's Office	0	0	3	1	0	2	0.0	0.0	0.3	0.1	0.0	0.2
Cottonwood County Sheriff's Office	1	0	0	2	1	0	0.1	0.0	0.0	0.3	0.1	0.0
Crow Wing County Sheriff's Office	3	3	3	0	1	6	0.1	0.1	0.1	0.0	0.0	0.1
Dakota County Sheriff's Office	29	37	72	30	23	28	0.4	0.5	0.9	0.3	0.3	0.3
Dodge County Sheriff's Office	2	2	4	7	8	16	0.1	0.1	0.2	0.3	0.3	0.7
Douglas County Sheriff's Office	4	4	13	46	42	49	0.1	0.1	0.4	1.3	1.2	1.4
Faribault County Sheriff's Office	1	2	1	2	1	1	0.1	0.2	0.1	0.2	0.1	0.1
Fillmore County Sheriff's Office	4	4	8	11	10	4	0.2	0.2	0.4	0.6	0.5	0.2
Freeborn County Sheriff's Office	6	8	6	2	8	4	0.2	0.3	0.2	0.1	0.3	0.2
Goodhue County Sheriff's Office	24	18	24	44	30	76	0.6	0.5	0.6	1.0	0.7	1.7
Grant County Sheriff's Office	0	1	4	7	1	2	0.0	0.1	0.4	0.6	0.1	0.2
Hennepin County Sheriff's Office	52	61	73	28	22	20	0.2	0.2	0.2	0.1	0.1	0.1

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Houston County Sheriff's Office	1	4	2	6	4	8	0.1	0.3	0.2	0.5	0.3	0.5
Hubbard County Sheriff's Office	4	3	2	5	11	11	0.2	0.2	0.1	0.3	0.6	0.6
Isanti County Sheriff's Office	3	2	5	6	12	21	0.1	0.1	0.2	0.3	0.6	1.0
Itasca County Sheriff's Office	2	7	17	7	8	8	0.1	0.2	0.5	0.2	0.3	0.3
Jackson County Sheriff's Office	4	2	7	15	6	6	0.3	0.1	0.5	1.1	0.4	0.4
Kanabec County Sheriff's Office	1	2	2	0	1	2	0.1	0.1	0.1	0.0	0.0	0.1
Kandiyohi County Sheriff's Office	57	51	48	31	19	8	1.8	1.5	1.4	1.0	0.6	0.3
Kittson County Sheriff's Office	1	3	0	0	0	0	0.2	0.6	0.0	0.0	0.0	0.0
Koochiching County Sheriff's Office	0	0	0	1	0	1	0.0	0.0	0.0	0.1	0.0	0.1
Lac Qui Parle County Sheriff's Office	0	0	1	1	0	2	.	.	.	.	.	.
Lac qui Parle County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Lake County Sheriff's Office	0	0	0	2	0	3	0.0	0.0	0.0	0.1	0.0	0.2
Lake of The Woods County Sheriff's Office	0	0	1	0	0	0	.	.	.	.	.	.
Lake of the Woods County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Le Sueur County Sheriff's Office	3	0	1	0	2	1	0.2	0.0	0.0	0.0	0.1	0.0
Lincoln County Sheriff's Office	1	2	1	2	3	0	0.2	0.3	0.1	0.3	0.4	0.0
Lyon County Sheriff's Office	3	3	2	4	4	4	0.2	0.2	0.1	0.2	0.2	0.2
Mahnomen County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Marshall County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Martin County Sheriff's Office	0	3	5	13	60	0	0.0	0.2	0.4	0.9	4.3	0.0
McLeod County Sheriff's Office	15	13	23	28	31	26	0.6	0.5	0.9	1.0	1.2	1.0
Meeker County Sheriff's Office	0	11	12	11	9	6	0.0	0.5	0.6	0.5	0.4	0.3
Mille Lacs County Sheriff's Office	1	0	1	1	3	5	0.0	0.0	0.0	0.0	0.1	0.1
Morrison County Sheriff's Office	5	7	10	5	5	7	0.3	0.3	0.5	0.2	0.2	0.3
Mower County Sheriff's Office	1	5	4	5	3	10	0.0	0.2	0.2	0.2	0.1	0.3
Murray County Sheriff's Office	1	0	0	0	0	1	0.1	0.0	0.0	0.0	0.0	0.1
Nicollet County Sheriff's Office	6	18	9	3	7	3	0.4	1.1	0.6	0.2	0.4	0.2
Nobles County Sheriff's Office	0	4	3	3	1	0	0.0	0.3	0.2	0.2	0.1	0.0
Norman County Sheriff's Office	1	1	0	1	0	1	0.1	0.1	0.0	0.1	0.0	0.2
Olmsted County Sheriff's Office	35	77	54	128	81	63	0.5	1.1	0.8	0.8	1.0	0.8
Otter Tail County Sheriff's Office	10	16	12	20	6	7	0.3	0.4	0.3	0.5	0.2	0.2
Pennington County Sheriff's Office	0	1	1	0	0	0	0.0	0.1	0.1	0.0	0.0	0.0
Pine County Sheriff's Office	3	4	5	11	5	11	0.1	0.1	0.2	0.3	0.1	0.3
Pipestone County Sheriff's Office	3	1	12	8	19	9	0.2	0.1	0.9	0.5	1.2	0.6
Polk County Sheriff's Office	18	17	12	15	10	8	0.6	0.5	0.4	0.5	0.3	0.3
Pope County Sheriff's Office	3	1	0	1	0	0	0.4	0.1	0.0	0.1	0.0	0.0

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Ramsey County Sheriff's Office	36	51	155	70	46	59	0.2	0.2	0.6	0.3	0.1	0.3
Red Lake County Sheriff's Office	0	0	0	1	0	1	0.0	0.0	0.0	0.1	0.0	0.1
Redwood County Sheriff's Office	3	1	0	3	10	3	0.2	0.1	0.0	0.2	0.6	0.2
Renville County Sheriff's Office	2	1	9	0	0	1	0.1	0.1	0.6	0.0	0.0	0.1
Rice County Sheriff's Office	9	11	26	78	16	10	0.3	0.4	0.8	2.4	0.5	0.3
Rock County Sheriff's Office	2	3	0	4	3	5	0.2	0.3	0.0	0.3	0.3	0.4
Roseau County Sheriff's Office	1	1	1	1	0	1	0.1	0.1	0.1	0.1	0.0	0.1
Scott County Sheriff's Office	24	44	45	17	4	8	0.6	1.0	1.0	0.3	0.1	0.2
Sherburne County Sheriff's Office	39	29	18	44	12	63	0.5	0.4	0.2	0.6	0.2	0.8
Sibley County Sheriff's Office	0	0	4	1	1	2	0.0	0.0	0.3	0.1	0.1	0.2
St. Louis County Sheriff's Office	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
St. Louis County Sheriff's Office - Duluth	3	16	14	14	23	11	.	.	.	.	.	.
Stearns County Sheriff's Office	82	45	79	141	103	128	1.3	0.7	1.1	1.9	1.4	1.6
Steele County Sheriff's Office	9	13	15	26	14	25	0.4	0.6	0.6	1.2	0.6	1.0
Stevens County Sheriff's Office	2	1	8	4	2	3	0.3	0.1	1.1	0.6	0.3	0.2
Swift County Sheriff's Office	2	1	1	0	1	2	0.3	0.1	0.1	0.0	0.1	0.2
Todd County Sheriff's Office	0	3	0	3	4	5	0.0	0.2	0.0	0.2	0.2	0.3
Traverse County Sheriff's Office	0	0	1	8	3	1	0.0	0.0	0.2	1.3	0.5	0.2

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
Sheriff's Office	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
Wabasha County Sheriff's Office	4	11	10	8	8	4	0.2	0.6	0.6	0.4	0.4	0.2
Wadena County Sheriff's Office	2	6	3	2	3	6	0.2	0.5	0.3	0.2	0.3	0.5
Waseca County Sheriff's Office	2	2	1	2	3	2	0.2	0.2	0.1	0.1	0.2	0.1
Washington County Sheriff's Office	29	155	188	246	252	99	0.3	1.4	1.6	2.1	2.1	0.8
Watonwan County Sheriff's Office	1	1	6	6	2	10	0.1	0.1	0.8	0.8	0.3	1.3
Wilkin County Sheriff's Office	5	8	1	2	2	2	0.7	1.1	0.1	0.3	0.3	0.3
Winona County Sheriff's Office	16	31	12	3	17	39	0.8	1.8	0.6	0.1	0.8	1.8
Wright County Sheriff's Office	57	150	242	205	249	465	0.4	1.0	1.7	1.3	1.6	2.8
Yellow Medicine County Sheriff's Office	0	0	2	2	1	1	0.0	0.0	0.2	0.2	0.1	0.1

Annual distracted driving case counts and rates per FTE staff by law enforcement agency
Cases where at least one speeding charge has highest degree in case

	Distracted Driving Case Count						Rate per FTE					
State Patrol District	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
MN State Patrol - Brainerd	159	200	405	578	452	429	4.3	5.6	11.3	17.0	13.7	13.4
MN State Patrol - Detroit Lakes	195	239	362	454	328	308	5.0	6.1	10.1	12.3	8.9	8.8
MN State Patrol - Duluth	162	242	389	528	500	468	4.6	6.9	10.8	14.7	14.7	14.6
MN State Patrol - Golden Valley	871	1083	1759	2211	1577	1915	9.6	12.3	19.1	25.4	17.3	19.5
MN State Patrol - Mankato	233	256	396	676	480	534	7.3	8.5	12.0	21.8	16.6	18.4
MN State Patrol - Marshall	192	350	384	570	486	610	6.6	10.9	12.0	19.0	16.2	16.1
MN State Patrol - Oakdale	869	1123	1237	1483	1005	1089	11.3	14.2	16.1	19.3	13.4	13.8
MN State Patrol - Rochester	229	237	407	422	394	742	4.4	4.4	7.5	8.0	7.6	14.0
MN State Patrol - St. Cloud	290	364	658	1323	878	1579	5.6	6.9	12.0	25.9	17.9	31.6
MN State Patrol - Thief River Falls	266	279	253	501	454	582	9.2	10.0	9.0	19.3	18.9	20.1
MN State Patrol - Virginia	446	595	866	914	736	1037	19.4	25.9	36.1	41.5	30.7	41.5