

MINNESOTA IMPAIRED DRIVING FACTS, 2005

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In 2005, 559 people died in traffic crashes in Minnesota; 197 (35%) of those deaths resulted from crashes that were classified as alcohol-related. Also in 2005, over 3,500 persons sustained injuries in alcohol-related crashes. The State invests significant resources in the effort to stop impaired driving. There are over 37,000 DWIs on record for the 2005 calendar year. However, for each impaired driving episode that results in an arrest, there may be 100 or more episodes that do not result in arrest. Each episode has the potential to result in a crash, causing death or injury to those involved.

This report is intended to be a source of reliable statistics to help quantify the nature of the problem. Additionally, there is information about impaired driving law and practice in Minnesota. This report is still new and under development. Suggestions from users are always welcome. Changes and other features this year include:

- The Office of Traffic Safety is pleased that Jim Cleary and Rebecca Pirius of the Minnesota House of Representative Research Department permitted the reproduction here of their article, "An Overview of Minnesota's DWI Laws" (see Appendix D). Minnesota's DWI law is notably complex, but this article provides a brilliant, concise overview.
- Much of the explanatory material about DWI law in Minnesota is moved to the Appendices.
- A new table (1.02), added to the first section, tabulates DWIs based on whether they involved alcohol, drugs, or test refusals, and, for each of those categories, shows the number that involved (1) only an implied consent violation, (2) only a criminal conviction, or that (3) involved both.
- New understanding about how DWIs are entered onto driver license records permitted incidents previously classified as 'unknown' with respect to whether an alcohol or drug test was taken or refused to be accurately re-classified (into the "test taken" category)..
- Some tables show statistics for every year since 1990. In other tables, statistics for the oldest year (1990) are kept but statistics for some intervening years are deleted.

The Legislature continues making important reforms to impaired driving law. The felony law for fourth-time offenders went into effect August 1, 2002. The historic change from a 0.10% to a 0.08% *per se* illegal blood-alcohol level was passed in 2004 and took effect August 1, 2005 (making Minnesota the last of the 50 states to put ".08 *per se*" into effect). It is hoped this report will help us to see the impact of such laws and reflect on how to deal with the impaired driving problem in Minnesota.

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I. IMPAIRED DRIVING INCIDENTS ON RECORD

In General...

There were 37,002 impaired driving incidents that occurred in Minnesota in 2005 and got entered onto people's driving records. That's a large (8%) increase from the prior year. Eighty-seven percent of the incidents involved taking a test for alcohol or drugs;* 13% involved a test refusal.[†] A few incidents (145--less than 1%) involved both a test failure and a test refusal (for example, an alcohol test refusal and a drug test failure). A small number of the total incidents included a conviction for "criminal vehicular operation" resulting in a fatality (25 such incidents) or injury (248 such incidents).

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

Two types of incidents are reported in Table 1.01 but not otherwise considered as "impaired driving incidents" in this report. First, there are "not-a-drop" violations. (The Not-A-Drop law was passed in 1993 and applies to persons under age 21, making it illegal for them to drive while having any amount of alcohol in their blood.) The number of such violations rose steadily from 1,386, in 1994, to close to 3,700 in 1999 and 2000, but then dropped rather sharply over the next years to 2,424 in 2005.

The second violation type has the jargon-like name "disqual." This refers to an incident where a commercial vehicle driver is tested and found to have an alcohol concentration of .04% or higher. Such a driver will then be disqualified from operating a commercial vehicle. These incidents are rare -- only about a dozen per year. There were only 16 in 2003. (Note however that if the commercial driver has an AC over the *per se* illegal level, then the incident will be counted as a conviction or an implied consent violation; it will still trigger the disqualification, but it will not be counted here as a "disqual.")

WHEN incidents occur (weekends)

There is high consistency year after year with respect to when drinking and driving occurs in terms of days of the week. Year 2005 was similar to past years: Mondays through Thursdays had comparatively few incidents. Then Fridays accounted for 17%, Sundays for 22%, and Saturdays for fully 27% of all incidents.

* The tests are almost always tests for alcohol, but they might be for controlled substances. In 2004, there were 681 incidents (involving either an implied consent violation or a criminal conviction, or both) for driving while impaired by controlled substances.

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

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

Alcohol concentration levels higher among repeat offenders, but may be declining.

In 1997 the Legislature adopted special sanction provisions, effective January, 1998, for high-AC (0.20% or higher) offenders and alcohol test results began to be available starting in 1998. There may be some decline among high-scoring violators: there were over 6,000 in the over 0.20% category in each of the three years 1998 - 2000, then about 5,500 in the last five years.

Average alcohol level among first-time violators was 0.157% in 1998 and 0.150% in 2005. Second-or-subsequent violators averaged 0.173% in 1998 and 0.166% in 2005. These lower alcohol concentration levels are to be expected in some degree due to the lower .08 *per se* level that went into effect August 1, 2005.

WHO are the violators

Driver license files provide only limited data on who the drinking drivers are. There is an exceedingly strong relationship between age and impaired driving, and between gender and impaired driving. Most succinctly put, the problem is concentrated in the young adult male population. In 2005, males committed 76% of the incidents (for which gender of the violator was reported). Twenty-to-thirty-nine year-olds accounted for 67% of incidents.

Surprisingly, even though the seven-county twin-cities metro area is growing in population relative to the non-metro area, and currently has 54% of the state's population, an increasing proportion of incidents are occurring in the non-metro area: In 1990, 44% of all incidents occurred in the 80 counties outside the metro area, but in 2005, fully 52% of all incidents occurred there.

Recidivism: In 2004, 40% of violators were recidivists

Section VI will look at recidivism more closely. In general, though, in recently years, about 58 to 61 percent of all violators had no prior alcohol incidents on record, and about 39 to 42 percent did have prior violations. There is an interesting violation pattern among the recidivists: About half of those who incur a second incident go on to incur a third. About half of those who incur a third go on to incur a fourth, and so on.

TABLE 1.01

OVERVIEW OF IMPAIRED DRIVING INCIDENTS ON RECORD, 1990 - 2005

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

Notes:

- (1) Column 1 counts the total number of impaired driving incidents in Minnesota. Columns 2 through 9 are subsets of column 1.
- (2) Almost all incidents include the civil-law "implied consent" violation either of (i) taking and "failing" the test for alcohol or controlled substances ("drugs"), or (ii) refusing to take the test.
- (3) In 2005, 83% of all incidents also involved a criminal conviction for driving while impaired by alcohol or drugs (as of November 27, 2006—the date on which statistics for this report were compiled).
- (4-6) An incident may involve taking of a test, and a test refusal. For example, a person may take a test for alcohol, and refuse a test for drugs. In previous years, whether a test was taken or refused was reported as unknown for some incidents. This year, new knowledge about procedures in enforcement and record-keeping permitted those incidents to be accurately reclassified (as incidents that involved a test).
- (7-8) Criminal vehicular operation (CVO) offenses are divided into CVO resulting in a fatality (column 7) or CVO resulting in great bodily harm, substantial bodily harm, bodily harm, death to an unborn child, or injury to an unborn child, all collapsed into (column 8).
- (9) Incidents counted in (9) involved an implied consent violation or a criminal conviction, or both, for driving while impaired by a controlled substance ("drugs"). See additional detail in Table 1.02.
- (10) The "not-a-drop" law, making it illegal for person under age 21 to drive while having any amount of alcohol whatsoever (as opposed to being over the *per-se* illegal level) took effect June 1, 1993.
- (11) Commercial vehicle drivers found to have an alcohol concentration of .04% or higher, but less than the *per se* illegal level, are disqualified from operating a commercial vehicle. This column counts these "disqualifications."

TABLE 1.02

**“IMPLIED CONSENTS” VERSUS CRIMINAL CONVICTIONS,
VERSUS BOTH, UNDER THREE ARREST SCENARIOS, 1990 - 2005**

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

Note:

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

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

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

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

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

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

TABLE 1.03
IMPAIRED DRIVING INCIDENTS BY MONTH, 1990 - 2005

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

TABLE 1.04
IMPAIRED DRIVING INCIDENTS BY DAY OF WEEK, 1990 – 2005

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

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

TABLE 1.05

**ALCOHOL CONCENTRATION TEST RESULTS ON DRIVERS
WHO INCURRED IMPAIRED DRIVING INCIDENTS, 1998 - 2005**

Year	.00 - -.04	.05- -.07	.08- -.09	.10- -.14	.15- -.19	.20- -.24	.25- -.29	.30- -.34	.35 +	Average A.C.	Total Tests	Not Tested	Total Incidents
1998													
First	1	13	37	7,233	6,035	2,286	488	89	13	.157	16,195	2,033	18,228
Repeat	2	8	44	3,456	4,239	2,317	679	156	51	.173	10,952	3,242	14,194
All	3	21	81	10,689	10,274	4,603	1,167	245	64	.164	27,147	5,275	32,422
1999													
First	2	10	46	7,916	6,604	2,422	472	100	25	.157	17,597	2,079	19,676
Repeat	1	8	47	3,639	4,517	2,379	743	185	52	.173	11,571	3,328	14,899
All	3	18	93	11,555	11,121	4,801	1,215	285	77	.163	29,168	5,407	34,575
2000													
First	2	15	46	8,459	6,686	2,261	475	95	37	.155	18,076	2,220	20,296
Repeat	2	12	47	3,936	4,263	2,338	648	164	34	.170	11,444	3,294	14,738
All	4	27	93	12,395	10,949	4,599	1,123	259	71	.161	29,520	5,514	35,034
2001													
First	1	14	48	8,070	6,377	2,068	464	93	16	.155	17,151	2,315	19,466
Repeat	0	4	37	3,747	4,162	2,043	646	152	36	.170	10,827	3,239	14,066
All	1	18	85	11,817	10,539	4,111	1,110	245	52	.161	27,978	5,554	33,532
2002													
First	1	6	46	8,083	6,373	2,166	459	100	19	.155	17,253	2,321	19,574
Repeat	0	5	49	3,563	3,979	1,981	626	156	44	.170	10,403	3,186	13,589
All	1	11	95	11,646	10,352	4,147	1,085	256	63	.161	27,656	5,507	33,163
2003													
First	6	3	35	7,830	6,317	2,165	438	83	29	.155	16,906	2,272	19,178
Repeat	3	5	30	3,366	3,948	1,968	552	144	38	.170	10,054	3,034	13,088
All	9	8	65	11,196	10,265	4,133	990	227	67	.161	26,960	5,306	32,266
2004													
First	2	6	41	8,462	6,639	2,275	489	76	14	.155	18,004	2,395	20,399
Repeat	2	2	23	3,659	4,256	2,003	571	150	43	.169	10,709	3,094	13,803
All	4	8	64	12,121	10,895	4,278	1,060	226	57	.160	28,713	5,489	34,202
2005													
First	0	13	1,080	9,118	6,857	2,219	457	82	21	.150	19,847	2,667	22,514
Repeat	1	5	429	3,839	4,066	2,061	632	155	35	.166	11,223	3,265	14,488
All	1	18	1,509	12,957	10,923	4,280	1,089	237	56	.155	31,070	5,932	37,002

Note:

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

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

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

TABLE 1.06
**IMPAIRED DRIVING INCIDENTS BY
 GENDER OF VIOLATOR, 1990 - 2005**

Year	Male	Female	Not Stated	Total
1990	29,366	6,151	1,331	36,847
1991	25,807	5,435	1,188	32,430
1992	24,773	5,582	486	30,841
1993	24,143	5,474	471	30,088
1994	23,185	5,305	1,258	29,748
1995	23,336	5,450	1,616	30,402
1996	23,894	5,447	1,582	30,923
1997	24,008	5,821	1,552	31,380
1998	24,530	6,131	1,762	32,422
1999				34,575
	25,985	6,513	2,077	
2000	25,925	6,806	2,304	35,034
2001	24,650	6,548	2,333	33,532
2002	24,067	6,601	2,495	33,163
2003	23,163	6,546	2,557	32,266
2004	24,244	7,183	2,775	34,202
2005	25,890	8,038	3,074	37,002

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

TABLE 1.07
**IMPAIRED DRIVING INCIDENTS AMONG UNDER-21 DRIVERS,
 BY AGE, 1990 – 2005**

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

TABLE 1.08

IMPAIRED DRIVING INCIDENTS BY AGE GROUP OF VIOLATOR, 1990 - 2005

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

TABLE 1.09

IMPAIRED DRIVING INCIDENTS IN TWIN CITIES METRO AND NON-METRO AREAS, 1990 - 2005

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

TABLE 1.10

IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 1990, 1995 - 2005

County	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Aitkin	59	106	88	121	204	205	222	233	245	199	159	215
Anoka	2,454	1,660	1,590	1,522	1,661	2,080	2,172	1,867	1,711	1,708	1,942	2,055
Becker	266	375	341	336	349	412	541	418	465	334	342	438
Beltrami	377	342	277	295	340	337	383	403	447	432	434	354
Benton	158	185	191	183	176	249	259	242	266	273	255	265
Big Stone	23	20	27	21	23	19	15	31	40	40	33	24
Blue Earth	456	322	412	467	501	464	552	592	596	595	544	644
Brown	173	122	131	120	106	151	168	139	151	192	219	149
Carlton	178	235	266	284	263	237	271	301	307	312	344	401
Carver	379	312	311	276	315	289	255	308	337	341	409	415
Cass	146	160	181	195	230	266	250	235	245	193	256	289
Chippewa	41	41	38	31	47	70	68	80	97	107	102	114
Chisago	353	225	275	318	321	353	312	367	301	321	391	374
Clay	618	657	608	506	547	528	608	534	564	615	785	803
Clearwater	84	91	88	105	133	145	101	85	72	66	67	68
Cook	40	53	66	38	64	72	74	72	64	62	44	75
Cottonwood	68	46	40	46	42	56	53	41	61	57	74	55
Crow Wing	496	509	541	514	525	466	519	468	414	431	529	659
Dakota	2,744	2,184	2,264	2,297	2,646	2,543	2,635	2,756	2,775	2,522	2,415	2,652
Dodge	93	62	107	72	80	88	120	168	149	98	103	148
Douglas	202	199	230	209	185	219	254	254	231	213	222	245
Faribault	91	45	57	69	108	107	109	100	106	67	59	69
Fillmore	175	137	110	131	123	127	141	142	145	103	121	111
Freeborn	300	218	269	265	293	300	285	303	279	224	223	243
Goodhue	515	341	318	322	235	314	350	344	298	298	285	387
Grant	48	24	26	23	28	28	27	22	32	46	27	42
Hennepin	9,608	7,317	7,281	7,399	7,207	7,332	6,857	6,439	6,669	7,086	7,355	7,541
Houston	214	122	111	114	103	174	181	208	162	136	134	143
Hubbard	134	75	107	95	113	158	154	121	142	139	108	154
Isanti	168	209	205	190	180	276	194	172	162	158	237	250
Itasca	301	290	297	334	326	359	366	293	272	236	314	497
Jackson	53	63	58	54	49	64	69	63	47	43	46	51
Kanabec	145	105	121	94	84	108	170	112	103	101	103	96
Kandiyohi	414	236	283	281	229	264	274	275	286	245	290	288
Kittson	44	26	25	20	33	34	21	11	11	21	23	24
Koochiching	218	94	97	98	131	127	106	87	124	96	81	64
Lac Qui Parle	22	7	6	14	10	25	33	18	32	27	18	36
Lake	50	40	35	56	49	55	66	40	49	43	63	59
Lake of the Woods	29	30	23	20	29	52	30	32	26	75	64	78
Le Sueur	132	138	102	123	110	141	176	141	156	133	168	151
Lincoln	15	17	14	14	36	23	11	10	13	8	15	29
Lyon	231	213	210	169	157	217	186	233	174	182	159	215
McLeod	296	316	284	346	271	286	265	276	256	268	233	266
Mahnomen	83	81	77	137	136	150	122	121	129	108	118	130
Marshall	34	32	27	29	33	29	33	34	36	38	41	57
Martin	111	96	101	127	131	130	150	135	150	142	135	134
Meeker	182	156	143	144	161	172	131	91	115	86	110	118

TABLE 1.10

IMPAIRED DRIVING INCIDENTS BY COUNTY OF ARREST, 1990, 1995 - 2005

County	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Mille Lacs	161	229	301	257	256	320	411	354	302	251	285	301
Morrison	251	197	191	206	212	204	249	219	195	182	165	195
Mower	219	208	197	225	304	384	376	352	344	345	294	321
Murray	90	47	44	61	67	43	29	35	41	39	25	31
Nicollet	143	145	159	177	175	206	263	307	351	287	281	320
Nobles	143	206	161	161	141	153	186	150	182	183	162	190
Norman	49	48	52	29	41	47	26	27	49	23	20	55
Olmsted	753	502	448	569	667	831	855	828	802	695	772	878
Otter Tail	301	288	342	296	270	349	321	343	322	342	404	414
Pennington	110	131	129	127	98	103	118	116	117	89	120	125
Pine	141	220	295	327	245	207	253	283	234	250	324	335
Pipestone	109	64	69	58	87	59	74	71	46	42	50	69
Polk	325	299	306	301	342	330	316	310	298	309	324	272
Pope	74	70	67	49	46	83	79	95	79	67	65	84
Ramsey	3,364	2,377	2,451	2,734	2,791	2,656	2,867	2,856	2,659	2,330	2,394	2,634
Red Lake	37	15	8	23	23	34	36	46	43	41	34	47
Redwood	84	71	105	69	82	85	79	72	83	79	110	127
Renville	76	172	139	112	106	114	87	83	101	108	127	133
Rice	476	363	372	400	430	460	532	451	415	418	405	338
Rock	41	29	47	35	31	39	45	27	42	59	46	53
Roseau	154	96	98	92	100	88	129	111	128	115	158	159
St. Louis	1,067	1,258	1,225	1,333	1,446	1,659	1,661	1,465	1,447	1,330	1,488	1,601
Scott	769	531	539	542	604	776	698	745	664	683	903	1,119
Sherburne	461	473	418	391	424	448	471	372	396	386	466	577
Sibley	70	112	127	108	118	123	107	136	121	100	133	112
Stearns	1,006	807	874	832	763	802	1,033	893	773	937	986	1,145
Steele	191	177	163	212	214	282	251	220	175	191	224	254
Stevens	66	45	31	36	30	30	40	31	37	52	50	46
Swift	49	49	53	70	83	61	48	53	44	59	42	42
Todd	180	159	151	188	184	149	158	144	153	112	134	165
Traverse	16	22	26	19	27	20	24	35	33	19	24	21
Wabasha	141	110	131	162	165	207	216	151	163	186	137	152
Wadena	76	62	72	85	84	88	81	90	71	105	81	92
Waseca	149	117	126	130	107	148	116	129	123	143	110	117
Washington	1,367	1,335	1,516	1,383	1,498	1,468	1,337	1,376	1,393	1,330	1,316	1,451
Watonwan	79	94	124	95	87	70	52	98	87	76	75	97
Wilkin	37	52	40	59	29	68	66	80	71	71	61	50
Winona	337	343	321	305	325	409	385	329	406	360	492	420
Wright	600	443	452	415	507	563	525	545	580	570	643	695
Yellow Medicine	64	102	94	83	90	108	95	87	81	82	73	90
Total	36,847	30,402	30,923	31,380	32,422	34,575	35,034	33,532	33,163	32,266	34,202	37,002

TABLE 1.11

**IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD
Part I: 1990 - 1997**

Total Number	1990		1991		1992		1993		1994		1995		1996		1997	
	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent	Num- ber	Per- cent
1	20,967	56.9	17,910	55.2	16,640	54.0	16,089	53.5	15,931	53.6	16,512	54.3	16,858	54.5	17,258	55.0
2	7,793	21.1	6,984	21.5	6,734	21.8	6,487	21.6	6,464	21.7	6,598	21.7	6,550	21.8	6,713	21.4
3	4,085	11.1	3,831	11.8	3,654	11.8	3,584	11.9	3,519	11.8	3,529	11.6	3,657	11.8	3,554	11.3
4	1,926	5.2	1,786	5.5	1,799	5.8	1,882	6.3	1,826	6.1	1,763	5.8	1,750	5.7	1,799	5.7
5	970	2.6	866	2.7	887	2.9	887	2.9	898	3.0	867	2.9	916	3.0	885	2.8
6	455	1.2	450	1.4	480	1.6	473	1.6	467	1.6	474	1.6	498	0.8	470	1.5
7	291	0.8	244	0.8	262	0.8	270	0.9	277	0.9	257	0.8	259	0.6	267	0.9
8	137	0.4	135	0.4	146	0.5	157	0.5	135	0.5	162	0.5	176	0.3	153	0.5
9	101	0.3	88	0.3	99	0.3	111	0.4	73	0.2	85	0.3	93	0.2	108	0.3
10	47	0.1	49	0.2	50	0.2	59	0.2	66	0.2	58	0.2	51	0.1	63	0.2
11	33	0.1	26	0.1	35	0.1	32	0.1	26	0.1	31	0.1	47	*	43	0.1
12	18	*	20	0.1	20	0.1	16	0.1	26	0.1	17	0.1	29	*	18	0.1
13	12	*	18	0.1	12	*	11	*	14	*	12	*	14	*	22	0.1
14	2	*	12	*	10	*	8	*	11	*	10	*	7	*	8	*
15	5	*	4	*	7	*	14	*	6	*	6	*	5	*	6	*
16	2	*	5	*	3	*	5	*	4	*	11	*	2	*	4	*
17	3	*	2	*	1	*	2	*	3	*	5	*	5	*	2	*
18	0	0	0	0	1	*	1	*	2	*	2	*	4	*	3	*
19	0	0	0	0	0	0	0	0	0	0	1	*	2	*	1	*
20	0	0	0	0	1	*	0	0	0	0	1	*	0	0	2	*
21	0	0	0	0	0	0	0	0	0	0	1	*	0	0	1	*
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36,847	100	32,430	100	30,841	100	30,089	100	29,748	100	30,402	100	30,923	100	31,380	100

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

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

TABLE 1.11

IMPAIRED DRIVING INCIDENTS, BY TOTAL NUMBER ON VIOLATOR'S RECORD
Part II: 1998 - 2005

Total Number	1998		1999		2000		2001		2002		2003		2004		2005	
	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent
1	18,232	56.2	19,684	56.9	20,304	58.0	19,473	58.1	19,580	59.0	19,189	59.5	20,399	59.6	22,514	60.9
2	6,764	20.9	7,455	21.6	7,445	21.3	7,117	21.2	7,035	21.2	6,886	21.3	7,430	21.7	7,965	21.5
3	3,505	10.8	3,668	10.6	3,566	10.2	3,438	10.3	3,249	9.8	3,134	9.7	3,313	9.7	3,462	9.4
4	1,861	5.7	1,782	5.2	1,727	4.9	1,670	5.0	1,574	4.7	1,494	4.6	1,495	4.4	1,526	4.1
5	891	2.7	848	2.5	870	2.5	789	2.4	733	2.2	630	2.0	673	2.0	690	1.9
6	474	1.5	444	1.3	449	1.3	422	1.3	393	1.2	395	1.2	353	1.0	353	1.0
7	274	0.8	252	0.7	241	0.7	246	0.7	235	0.7	218	0.7	213	0.6	201	0.5
8	177	0.5	171	0.5	158	0.5	119	0.4	111	0.3	127	0.4	123	0.4	117	0.3
9	89	0.3	101	0.3	95	0.3	81	0.2	89	0.3	68	0.2	77	0.2	72	0.2
10	57	0.2	57	0.2	60	0.2	70	0.2	46	0.1	33	0.1	54	0.2	37	0.1
11	31	0.1	42	0.1	39	0.1	38	0.1	34	0.1	30	0.1	20	0.1	22	0.6
12	22	0.1	27	0.1	31	0.1	18	0.1	25	0.1	26	0.1	19	0.1	11	*
13	5	*	13	*	15	*	19	0.1	23	0.1	9	*	10	*	15	*
14	19	0.1	10	*	6	*	12	*	12	*	9	*	7	*	6	*
15	6	*	11	*	7	*	6	*	11	*	8	*	2	*	5	*
16	6	*	4	*	8	*	5	*	3	*	3	*	4	*	2	*
17	3	*	4	*	3	*	3	*	6	*	3	*	3	*	0	0
18	2	*	1	*	3	*	2	*	1	*	1	*	1	*	1	*
19	1	*	1	*	4	*	0	0	0	0	0	0	2	*	1	*
20	1	*	0	0	1	*	3	*	0	0	1	*	1	*	1	*
21	1	*	0	0	2	*	0	0	1	*	1	*	2	*	0	0
22	1	*	0	0	0	0	0	0	2	*	0	0	0	0	1	*
23	0	0	0	0	0	0	0	*	0	0	0	*	1	*	0	0
24	0	0	0	0	0	0	1	*	0	0	1	*	0	0	0	0
Total	32,422	100	34,575	100	35,034	100	33,532	100	33,163	100	32,266	1000	34,202	100	37,002	100

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

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

II. IMPAIRED DRIVING CRIMINAL CONVICTION RATES

This section provides statistics on the number of impaired driving incidents by county and judicial district, and the number and percentage of that total for which there is a criminal conviction on some type of impaired driving charge. On an infrequent basis, however, an offense will lead to an impaired driving conviction, but not be counted as such. This could be due either (1) to the circumstance that the conviction occurred after the date on which the data used to compile these statistics were extracted from the state driver license files, or (2) to reporting errors.

Timing of conviction

Conviction rates for 2005 were calculated using data available on November 27, 2006 – almost eleven full months after the end of the 2005 calendar year. However, the criminal charge sometimes takes longer than that to resolve. This is more true for more serious charges, such as the higher level impaired driving offenses.

Reporting errors

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

Examples of why a conviction may not get counted

Hypothetically, if a county had 100 impaired driving incidents committed by first-time violators in 2005 and driver license records show that only 85 resulted in an impaired driving conviction, then the conviction rate is 85 out of 100, or 85.0%. There was no impaired driving conviction posted on the

driver's record for 15 of the incidents. Suppose that John Smith committed one of those 15 incidents. This means that Smith was stopped; he took and failed, or refused to take, tests for alcohol or controlled substances, thus incurring an implied consent violation and triggering the impaired driving incident to be posted on his record.

Here are some reasons why a criminal conviction might *not* be reported.

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

(2) Smith got convicted on some type of impaired driving charge, but not until after the November 27, 2006, date on which statistics compiled here are based.

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

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

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

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

* The Department of Public Safety returns incomplete or incorrect reports to the Court Administrator's

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

How the Conviction Rate is Calculated

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

1. Counting prior violations

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

column and slightly fewer counted into the second-through fourth-or-subsequent-time columns.

2. Not measuring plea bargaining

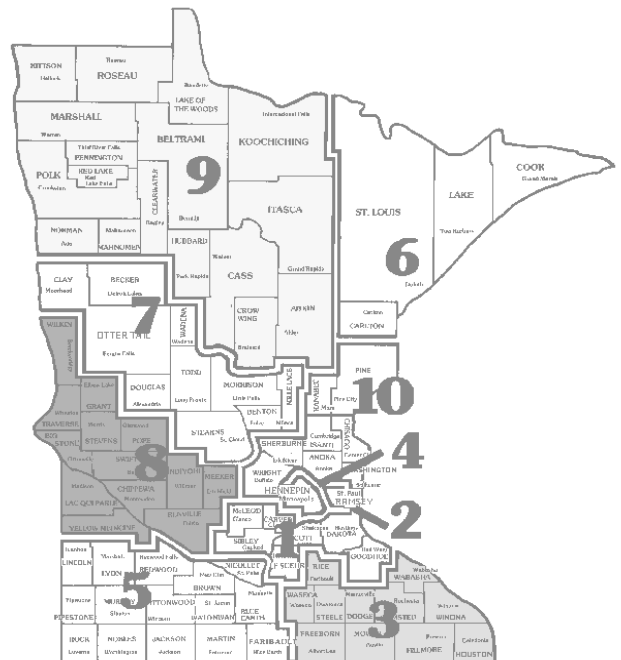
People are concerned with how much plea bargaining takes place in impaired driving cases. The conviction rates are not good measures of plea bargaining, however. Bargaining take two forms. Plea bargaining occurs when a prosecutor initially charges for one offense (e.g., first-degree impaired driving) and then accepts a plea of guilty to a lesser offense (e.g., second-, third-, or fourth-degree impaired driving, or reckless driving, or speeding, etc.). Second, there is sentence-bargaining: The prosecutor agrees to accept a sentence less than the maximum for the offense on which the violator is convicted. For example, Smith pleads guilty to gross misdemeanor impaired driving but gets a misdemeanor impaired driving sentence.

Office with a request for a completed or corrected report.

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

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

Judicial Districts in Minnesota



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

Conviction rates vary more by county than by judicial district

The state is divided into ten judicial districts. Ramsey County is District 2, and Hennepin County is District 4. The other 8 districts encompass from 7 to 17 counties that are geographically close together. Conviction rates vary less by district than by county. Across districts, the range in 2005 for incidents at all

levels was from 80% (for District 4: Hennepin County) to 89% (for District 7, comprised of 7 counties in West Central Minnesota).

Counties with high conviction rates included several at 90% or higher: Norman County obtained impaired driving convictions on 98% of 55 incidents; Douglas County got convictions on 92% of 245 incidents; Clay on 91% of 803; Brown on 94% of 149. Other counties over the 90% level were: Martin, Stevens, Wilkin, Clearwater, Koochiching, Marshall, Pennington, and Sherburne.

Several counties had rates between 70 and 75%: Mower, Murray, Grant, Renville, Isanti, and Washington. Three counties, Jackson, Kanabec, and Pine, were below the 70% level.

TABLE 2.01

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2005
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 1															
CARVER	415	339	81.7	254	209	82.3	81	73	90.1	50	37	74.0	30	20	66.7
DAKOTA	2,652	2,088	78.7	1,674	1,226	73.2	561	496	88.4	253	223	88.1	164	143	87.2
GOODHUE	387	331	85.5	236	191	80.9	87	79	90.8	31	29	93.5	33	32	97.0
LESUEUR	151	127	84.1	92	71	77.2	33	32	97.0	15	14	93.3	11	10	90.9
MCLEOD	266	226	85.0	162	137	84.6	59	51	86.4	23	20	87.0	22	18	81.8
SCOTT	1,119	939	83.9	680	563	82.8	270	235	87.0	92	79	85.9	77	62	80.5
SIBLEY	112	95	84.8	70	58	82.9	20	18	90.0	13	10	76.9	9	9	100
SUBTOTAL	5,102	4,145	81.2	3,168	2,455	77.5	1,111	984	88.6	477	412	86.4	346	294	85.0
Judicial Dist 2															
RAMSEY	2,634	2,137	81.1	1,637	1,238	75.6	553	500	90.4	245	219	89.4	199	180	90.5
Judicial Dist 3															
DODGE	148	121	81.8	80	66	82.5	48	39	81.3	9	8	88.9	11	8	72.7
FILLMORE	111	88	79.3	71	59	83.1	17	13	76.5	12	9	75.0	11	7	63.6
FREEBORN	243	192	79.0	148	116	78.4	48	39	81.3	24	19	79.2	23	18	78.3
HOUSTON	143	111	77.6	101	77	76.2	25	21	84.0	9	9	100	8	4	50.0
MOWER	321	227	70.7	200	146	73.0	66	41	62.1	28	21	75.0	27	19	70.4
OLMSTED	878	743	84.6	563	484	86.0	189	153	81.0	73	61	83.6	53	45	84.9
RICE	338	279	82.5	187	155	82.9	89	71	79.8	32	26	81.3	30	27	90.0
STEELE	254	204	80.3	123	101	82.1	62	52	83.9	35	25	71.4	34	26	76.5
WABASHA	152	116	76.3	81	66	81.5	39	25	64.1	18	16	88.9	14	9	64.3
WASECA	117	101	86.3	71	62	87.3	26	21	80.8	12	11	91.7	8	7	87.5
WINONA	420	351	83.6	264	221	83.7	91	80	87.9	35	28	80.0	30	22	73.3
SUBTOTAL	3,125	2,533	81.1	1,889	1,553	82.2	700	555	79.3	287	233	81.2	249	192	77.1
Judicial Dist 4															
HENEPIN	7,541	6,012	79.7	4,838	3,607	74.6	1,576	1,417	89.9	646	573	88.7	481	415	86.3
Judicial Dist 5															
BLUE EARTH	644	579	89.9	402	356	88.6	145	134	92.4	50	47	94.0	47	42	89.4
BROWN	149	140	94.0	91	84	92.3	33	32	97.0	15	14	93.3	10	10	100
COTTONWOOD	55	48	87.3	35	29	82.9	12	11	91.7	3	3	100	5	5	100
FARIBAULT	69	53	76.8	43	32	74.4	10	8	80.0	6	4	66.7	10	9	90.0
JACKSON	51	33	64.7	30	23	76.7	15	6	40.0	2	1	50.0	4	3	75.0
LINCOLN	29	23	79.3	15	11	73.3	9	8	88.9	4	3	75.0	1	1	100
LYON	215	185	86.0	155	133	85.8	32	27	84.4	16	14	87.5	12	11	91.7
MARTIN	134	121	90.3	77	71	92.2	33	31	93.9	10	7	70.0	14	12	85.7
MURRAY	31	23	74.2	20	16	80.0	3	3	100	6	3	50.0	2	1	50.0
NICOLLET	320	244	76.3	211	151	71.6	60	51	85.0	30	25	83.3	19	17	89.5
NOBLES	190	146	76.8	134	106	79.1	36	26	72.2	15	12	80.0	5	2	40.0
PIPESTONE	69	56	81.2	50	41	82.0	6	5	83.3	6	4	66.7	7	6	85.7
REDWOOD	127	113	89.0	62	57	91.9	32	26	81.3	19	17	89.5	14	13	92.9
ROCK	53	44	83.0	37	29	78.4	9	8	88.9	7	7	100	0	0	.
WATONWAN	97	73	75.3	63	49	77.8	16	11	68.8	11	9	81.8	7	4	57.1
SUBTOTAL	2,233	1,881	84.2	1,425	1,188	83.4	451	387	85.8	200	170	85.0	157	136	86.6

TABLE 2.01, Continued

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2005
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 6															
CARLTON	401	338	84.3	223	189	84.8	85	70	82.4	44	40	90.9	49	39	79.6
COOK	75	62	82.7	45	39	86.7	11	8	72.7	10	9	90.0	9	6	66.7
LAKE	59	52	88.1	24	22	91.7	20	16	80.0	9	8	88.9	6	6	100
ST. LOUIS	1,601	1,361	85.0	950	793	83.5	324	280	86.4	158	143	90.5	169	145	85.8
SUBTOTAL	2,136	1,813	84.9	1,242	1,043	84.0	440	374	85.0	221	200	90.5	233	196	84.1
Judicial Dist 7															
BECKER	438	375	85.6	239	212	88.7	103	89	86.4	45	32	71.1	51	42	82.4
BENTON	265	231	87.2	149	129	86.6	54	49	90.7	32	28	87.5	30	25	83.3
CLAY	803	729	90.8	593	542	91.4	129	115	89.1	44	39	88.6	37	33	89.2
DOUGLAS	245	226	92.2	136	130	95.6	58	52	89.7	27	23	85.2	24	21	87.5
MILLE LACS	301	254	84.4	137	113	82.5	71	62	87.3	34	32	94.1	59	47	79.7
MORRISON	195	172	88.2	99	91	91.9	46	41	89.1	29	23	79.3	21	17	81.0
OTTER TAIL	414	371	89.6	246	221	89.8	84	75	89.3	43	38	88.4	41	37	90.2
STEARNS	1,145	1,029	89.9	706	639	90.5	262	234	89.3	99	88	88.9	78	68	87.2
TODD	165	142	86.1	89	82	92.1	40	30	75.0	17	15	88.2	19	15	78.9
WADENA	92	80	87.0	58	53	91.4	15	13	86.7	9	7	77.8	10	7	70.0
SUBTOTAL	4,063	3,609	88.8	2,452	2,212	90.2	862	760	88.2	379	325	85.8	370	312	84.3
Judicial Dist 8															
BIG STONE	24	21	87.5	13	13	100	4	3	75.0	2	2	100	5	3	60.0
CHIPPEWA	114	95	83.3	72	57	79.2	25	24	96.0	8	7	87.5	9	7	77.8
GRANT	42	31	73.8	21	17	81.0	9	6	66.7	6	4	66.7	6	4	66.7
KANDIYOHI	288	257	89.2	180	157	87.2	63	60	95.2	22	20	90.9	23	20	87.0
LAC QUI PARLE	36	32	88.9	18	17	94.4	12	10	83.3	5	4	80.0	1	1	100
MEEKER	118	99	83.9	57	46	80.7	35	31	88.6	14	13	92.9	12	9	75.0
POPE	84	70	83.3	47	38	80.9	22	20	90.9	4	4	100	11	8	72.7
RENVILLE	133	97	72.9	68	47	69.1	35	27	77.1	17	13	76.5	13	10	76.9
STEVENS	46	43	93.5	33	31	93.9	4	4	100	6	5	83.3	3	3	100
SWIFT	42	33	78.6	23	17	73.9	7	7	100	7	6	85.7	5	3	60.0
TRAVERSE	21	18	85.7	15	13	86.7	3	2	66.7	1	1	100	2	2	100
WILKIN	50	46	92.0	33	32	97.0	5	4	80.0	7	5	71.4	5	5	100
YELLOW MED	90	79	87.8	57	49	86.0	19	17	89.5	9	9	100	5	4	80.0
SUBTOTAL	1,088	921	84.7	637	534	83.8	243	215	88.5	108	93	86.1	100	79	79.0
Judicial Dist 9															
AITKIN	215	183	85.1	114	100	87.7	47	39	83.0	27	23	85.2	27	21	77.8
BELTRAMI	354	297	83.9	208	169	81.3	86	79	91.9	28	25	89.3	32	24	75.0
CASS	289	245	84.8	145	119	82.1	69	59	85.5	28	26	92.9	47	41	87.2
CLEARWATER	68	64	94.1	34	33	97.1	16	16	100	9	8	88.9	9	7	77.8
CROW WING	659	554	84.1	388	335	86.3	143	122	85.3	62	50	80.6	66	47	71.2
HUBBARD	154	123	79.9	70	60	85.7	40	29	72.5	20	17	85.0	24	17	70.8
ITASCA	497	417	83.9	283	235	83.0	94	76	80.9	58	50	86.2	62	56	90.3
KITSON	24	20	83.3	10	7	70.0	5	5	100	3	3	100	6	5	83.3
KOOCHICING	64	58	90.6	43	39	90.7	15	13	86.7	3	3	100	3	3	100

TABLE 2.01 (Continued)

**CRIMINAL CONVICTION RATE FOR INCIDENTS THAT OCCURRED IN YEAR 2005
BY JUDICIAL DISTRICT, COUNTY, AND OFFENSE LEVEL**

District and County	ALL VIOLATORS			1 ST -TIME VIOLATORS			2 ND -TIME VIOLATORS			3 RD -TIME VIOLATORS			4 TH + TIME VIOLATORS		
	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate	All Inci- dents	Con- vic- tions	Con- vict. Rate
	num	num	%	num	num	%	num	num	%	num	num	%	num	num	%
Judicial Dist 9 (Continued)															
LAKE OF WDS	78	67	85.9	36	32	88.9	19	16	84.2	9	9	100	14	10	71.4
MAHNOMEN	130	102	78.5	54	36	66.7	26	21	80.8	16	14	87.5	34	31	91.2
MARSHALL	57	52	91.2	27	25	92.6	13	11	84.6	10	10	100	7	6	85.7
NORMAN	55	54	98.2	32	32	100	13	13	100	5	5	100	5	4	80.0
PENNINGTON	125	113	90.4	75	67	89.3	28	26	92.9	13	12	92.3	9	8	88.9
POLK	272	243	89.3	163	142	87.1	55	48	87.3	26	25	96.2	28	28	100
RED LAKE	47	44	93.6	25	22	88.0	10	10	100	5	5	100	7	7	100
ROSEAU	159	136	85.5	89	74	83.1	38	35	92.1	16	15	93.8	16	12	75.0
SUBTOTAL	3,247	2,772	85.4	1,796	1,527	85.0	717	618	86.2	338	300	88.8	396	327	82.6
Judicial Dist 10															
ANOKA	2,055	1,814	88.3	1,226	1,056	86.1	460	429	93.3	192	177	92.2	177	152	85.9
CHISAGO	374	289	77.3	220	175	79.5	71	53	74.6	40	29	72.5	43	32	74.4
ISANTI	250	180	72.0	145	111	76.6	50	36	72.0	22	10	45.5	33	23	69.7
KANABEC	96	65	67.7	49	34	69.4	24	15	62.5	9	8	88.9	14	8	57.1
PINE	335	196	58.5	164	118	72.0	77	35	45.5	38	21	55.3	56	22	39.3
SHERBURNE	577	520	90.1	343	311	90.7	140	129	92.1	48	41	85.4	46	39	84.8
WASHINGTON	1,451	1,070	73.7	879	587	66.8	326	278	85.3	145	125	86.2	101	80	79.2
WRIGHT	695	577	83.0	404	342	84.7	164	130	79.3	67	56	83.6	60	49	81.7
SUBTOTAL	5,833	4,711	80.8	3,430	2,734	79.7	1,312	1,105	84.2	561	467	83.2	530	405	76.4
Total for Minnesota	37,002	30,534	82.5	22,514	18,091	80.4	7,965	6,915	86.8	3,462	2,992	83.2	3,061	2,536	82.80

NOTE:

- (1) There is no restriction on the “lookback” period in counting prior violations. For example, a second-time violator could have incurred his or her first violation 12 years, or 1 week, prior to the second violation.
- (2) Caution regarding interpreting table: The data compiled here reflect convictions received as of November 27, 2006.

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

III. PERSONS WITH IMPAIRED DRIVING INCIDENTS ON RECORD

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

Currently, an impaired driving incident is kept on record permanently

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

Baby boom and baby-boom echo effects

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

1 in 8 drivers has an incident on record

In all, 462,425 persons believed Minnesota residents have one or more impaired driving incidents on their driving record. On average, that's 1 in 11 (9.0%) of the state's population (using the US Census Bureau's estimated 2005 population for Minnesota). Many residents are too young to drive, of course. Out of the population of persons on whom there is a driving record, 1 in 8 (11.9%) have one or more incidents on record; 1 in 20 (5.1%) have two or more, and 1 in 42 (2.4%) have three or more.

In addition to Minnesota residents, there are 80,825 non-residents who have incurred one or more incidents in Minnesota.

Counties vary

As noted, 9% of the state's population have an incident on their driving record. There is variation by county. The ten counties with the highest percentages are: Becker, Beltrami, Chisago, Clearwater, Le Seuer Mahnomen, Pine, and Mille Lacs, Pennington, and Polk -- mostly north and west of the Twin Cities. The ten counties with the lowest percentages are Carver, Cottonwood, Jackson, Lac Qui Parle, Lincoln, Murray, Olmsted, Rock, Stevens, and Washington -- mostly south and west of the Twin Cities. Reasons for the variation might include: prevalence of chemical dependency problems in the population, strictness of enforcement of DWI laws, whether the county is in a vacation, or recreational, area of the state.

Most offenders have one incident

There is a perception that so much of the drinking-driving problem is concentrated in a fairly small subset of the population whose members are chemically dependent and who drink and drive over and over again. There is definitely evidence to support such a perception. Forty-three percent of the 462,425 persons in the state with incidents on record have two or more incidents on record. Some have an amazing number of incidents: 1,059 have ten or more. The record is now 24 incidents. Still, it is possible the perception distracts attention from the reality that most violators do not have prior incidents on record. Fifty-seven percent have only one incident. (As noted earlier, this understates the true number since a single incident may have been purged from a person's driving record.)

TABLE 3.01

POPULATION OF MINNESOTA BY AGE AND GENDER

Age	1990 Census			2000 Census			2005 Estimated		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
0-4	172,055	164,745	336,800	168,829	160,765	329,594	172,261	163,316	335,577
5-9	177,049	168,791	345,840	182,912	172,982	355,894	165,009	157,227	322,236
10-14	160,702	152,595	313,297	192,118	182,877	374,995	178,741	169,018	347,759
15-19	151,359	146,250	297,609	191,534	182,828	374,362	191,943	183,279	375,222
20-24	157,244	158,802	316,046	164,038	158,445	322,483	194,603	187,503	382,106
25-29	190,480	191,279	381,759	162,132	157,694	319,826	176,076	168,011	344,087
30-34	199,447	198,537	397,984	178,502	174,810	353,312	172,623	167,246	339,869
35-39	182,163	179,111	361,274	207,962	204,528	412,490	185,052	181,075	366,127
40-44	152,870	151,940	304,810	207,355	204,337	411,692	209,423	205,490	414,913
45-49	118,342	118,708	237,050	183,801	180,446	364,247	207,029	204,951	411,980
50-54	94,635	96,775	191,410	150,750	150,699	301,449	180,809	179,182	359,991
55-59	85,014	88,052	173,066	112,203	114,654	226,857	146,201	148,429	294,630
60-64	82,224	88,996	171,220	86,648	91,364	178,012	105,035	110,026	215,061
65-69	74,123	85,913	160,036	72,707	80,462	153,169	78,071	86,832	164,903
70-74	58,161	76,325	134,486	64,646	78,010	142,656	63,840	74,244	138,084
75-79	43,312	65,121	108,433	51,709	70,968	122,677	53,145	71,012	124,157
80-84	26,525	48,619	75,144	33,477	56,686	90,163	37,107	55,978	93,085
85+	19,478	49,357	68,835	24,308	61,293	85,601	31,424	71,588	103,012
Total	2,145,183	2,229,916	4,375,099	2,435,631	2,483,848	4,919,479	2,548,392	2,584,407	5,132,799

Source: United State Census Bureau.

TABLE 3.02
MINNESOTA LICENSED DRIVERS* UNDER 21, BY AGE,
1990 – 2005

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

TABLE 3.03
MINNESOTA LICENSED DRIVERS,* BY AGE, 1990 – 2005

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

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

TABLE 3.04

**MINNESOTA RESIDENTS WITH IMPAIRED DRIVING INCIDENTS ON RECORD,
BY AGE AT DATE OF LAST INCIDENT AND BY AGE AS OF END OF 2005**

Age Group	Age at Date of Last Incident				Age at End of Year 2005			
	Female	Male	Not Stated	Total	Female	Male	Not Stated	Total
0-14	15	22	16	53	0	1	8	9
15-19	6,177	20,159	786	27,122	597	1,732	173	2,502
20-24	20,723	78,190	2,745	101,658	5,489	17,982	1,334	24,805
25-29	16,421	67,046	2,249	85,716	9,096	33,140	2,062	44,298
30-34	14,366	52,414	1,576	68,356	9,516	36,401	1,771	47,688
35-39	12,814	43,498	1,218	57,530	13,917	46,682	1,456	62,055
40-44	10,076	34,612	838	45,526	18,244	58,892	1,304	78,440
45-49	6,150	24,271	457	30,878	14,920	53,181	967	69,068
50-54	3,161	15,749	236	19,146	8,752	37,970	592	47,314
55-59	1,659	9,975	109	11,743	5,274	25,628	319	31,221
60-64	948	6,249	78	7,275	3,030	15,458	168	18,656
65-69	457	3,652	36	4,145	1,865	10,200	87	12,152
70-74	228	1,846	16	2,090	1,075	7,389	60	8,524
75-79	85	763	5	853	737	5,765	34	6,536
80-84	24	252	4	280	448	3,982	20	4,450
85 +	6	40	4	50	350	4,336	21	4,707
Unknown	0	1	3	4				
Total	93,310	358,739	10,376	462,425	93,310	358,739	10,376	462,425

Note:

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

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

TABLE 3.05
POPULATION OF MINNESOTA AND NUMBER OF RESIDENTS WITH IMPAIRED
DRIVING INCIDENTS ON RECORD AS OF END OF 2005 BY COUNTY

County	Residents with Impaired Driving Incidents on Record									
	Population		1 or more Inc		1 Incident		2 Incidents		3 or more Inc.	
	2000 Census	2005 Estimate	Number	as % of '05 Pop	Number	as % of '05 Pop	Number	as % of '05 Pop	Number	as % of '05 Pop
Aitkin	15,301	16,216	1,810	11.2	973	6.0	404	2.5	433	2.7
Anoka	298,084	326,393	29,824	9.1	16,394	5.0	6,880	2.1	6,550	2.0
Becker	30,000	31,872	3,778	11.9	1,916	6.0	868	2.7	994	3.1
Beltrami	39,650	42,698	4,852	11.4	2,605	6.1	1,152	2.7	1,095	2.6
Benton	34,226	38,532	3,230	8.4	1,804	4.7	733	1.9	693	1.8
Big Stone	5,820	5,495	420	7.6	236	4.3	104	1.9	80	1.5
Blue Earth	55,941	58,494	5,436	9.3	3,025	5.2	1,324	2.3	1,087	1.9
Brown	26,911	26,555	2,297	8.6	1,332	5.0	520	2.0	445	1.7
Carlton	31,671	34,096	3,661	10.7	2,008	5.9	851	2.5	802	2.4
Carver	70,205	85,204	6,244	7.3	3,748	4.4	1,416	1.7	1,080	1.3
Cass	27,150	28,843	3,185	11.0	1,656	5.7	742	2.6	787	2.7
Chippewa	13,088	12,781	1,079	8.4	645	5.0	222	1.7	212	1.7
Chisago	41,101	49,417	5,892	11.9	3,236	6.5	1,421	2.9	1,235	2.5
Clay	51,229	53,946	5,142	9.5	3,043	5.6	1,161	2.2	938	1.7
Clearwater	8,423	8,477	1,098	13.0	528	6.2	251	3.0	319	3.8
Cook	5,168	5,368	568	10.6	313	5.8	136	2.5	119	2.2
Cottonwood	12,167	11,842	856	7.2	496	4.2	206	1.7	154	1.3
Crow Wing	55,099	60,194	6,246	10.4	3,526	5.9	1,435	2.4	1,285	2.1
Dakota	355,904	391,558	31,889	8.1	19,007	4.9	7,071	1.8	5,811	1.5
Dodge	17,731	19,596	1,791	9.1	997	5.1	406	2.1	388	2.0
Douglas	32,821	35,125	3,106	8.8	1,726	4.9	705	2.0	675	1.9
Faribault	16,181	15,486	1,453	9.4	840	5.4	322	2.1	291	1.9
Fillmore	21,122	21,347	1,994	9.3	1,120	5.2	472	2.2	402	1.9
Freeborn	32,584	31,904	3,274	10.3	1,785	5.6	779	2.4	710	2.2
Goodhue	44,127	46,000	4,415	9.6	2,490	5.4	1,069	2.3	856	1.9
Grant	6,289	6,098	593	9.7	333	5.5	144	2.4	116	1.9
Hennepin	1,116,200	1,150,912	99,431	8.6	58,495	5.1	21,687	1.9	19,249	1.7
Houston	19,718	19,942	1,893	9.5	1,136	5.7	406	2.0	351	1.8
Hubbard	18,376	18,873	1,703	9.0	899	4.8	424	2.2	380	2.0
Isanti	31,287	37,699	3,601	9.6	1,898	5.0	882	2.3	821	2.2
Itasca	43,992	44,285	4,729	10.7	2,500	5.6	1,118	2.5	1,111	2.5
Jackson	11,268	11,175	839	7.5	488	4.4	207	1.9	144	1.3
Kanabec	14,996	16,213	1,660	10.2	812	5.0	390	2.4	458	2.8
Kandiyohi	41,203	41,487	3,835	9.2	2,156	5.2	907	2.2	772	1.9
Kittson	5,285	4,785	393	8.2	202	4.2	101	2.1	90	1.9
Koochiching	14,355	13,773	1,429	10.4	786	5.7	349	2.5	294	2.1
Lac Qui Parle	8,067	7,623	546	7.2	302	4.0	145	1.9	99	1.3
Lake	11,058	11,189	894	8.0	495	4.4	251	2.2	148	1.3
Lake of the Woods	4,522	4,427	464	10.5	230	5.2	124	2.8	110	2.5
Le Seuer	25,426	27,786	3,256	11.7	1,867	6.7	729	2.6	660	2.4
Lincoln	6,429	6,065	364	6.0	214	3.5	86	1.4	64	1.1
Lyon	25,425	24,948	2,233	9.0	1,359	5.4	475	1.9	399	1.6
McLeod	34,898	36,642	3,629	9.9	2,079	5.7	842	2.3	708	1.9
Mahnomen	5,190	5,113	921	18.0	426	8.3	218	4.3	277	5.4
Marshall	10,155	9,942	851	8.6	463	4.7	202	2.0	186	1.9

TABLE 3.05
POPULATION OF MINNESOTA AND NUMBER OF RESIDENTS WITH IMPAIRED DRIVING INCIDENTS ON RECORD AS OF END OF 2005 BY COUNTY

County	Residents with Impaired Driving Incidents on Record									
	Population		1 or more Inc		1 Incident		2 Incidents		3 or more Inc.	
	2000 Census	2005 Estimate	Number	as % of '05 Pop	Number	as % of '05 Pop	Number	as % of '05 Pop	Number	as % of '05 Pop
Martin	21,802	20,982	1,905	9.1	1,084	5.2	431	2.1	390	1.9
Meeker	22,644	23,416	2,187	9.3	1,126	4.8	538	2.3	523	2.2
Mille Lacs	22,330	25,598	3,799	14.8	1,943	7.6	912	3.6	944	3.7
Morrison	31,712	32,866	3,352	10.2	1,824	5.5	778	2.4	750	2.3
Mower	38,603	38,965	3,797	9.7	2,059	5.3	937	2.4	801	2.1
Murray	9,165	8,857	644	7.3	399	4.5	131	1.5	114	1.3
Nicollet	29,771	31,449	2,621	8.3	1,557	5.0	591	1.9	473	1.5
Nobles	20,832	20,553	1,919	9.3	1,281	6.2	394	1.9	244	1.2
Norman	7,442	7,059	680	9.6	393	5.6	151	2.1	136	1.9
Olmsted	124,277	136,526	9,991	7.3	5,782	4.2	2,245	1.6	1,964	1.4
Otter Tail	57,159	58,665	5,106	8.7	2,749	4.7	1,232	2.1	1,125	1.9
Pennington	13,584	13,624	1,601	11.8	812	6.0	385	2.8	404	3.0
Pine	26,530	28,453	3,308	11.6	1,713	6.0	797	2.8	798	2.8
Pipestone	9,895	9,497	870	9.2	491	5.2	208	2.2	171	1.8
Polk	31,369	31,021	3,497	11.3	1,821	5.9	837	2.7	839	2.7
Pope	11,236	11,249	1,013	9.0	546	4.9	243	2.2	224	2.0
Ramsey	511,035	515,258	41,075	8.0	24,035	4.7	8,995	1.7	8,045	1.6
Red Lake	4,299	4,317	428	9.9	240	5.6	90	2.1	98	2.3
Redwood	16,815	16,096	1,329	8.3	786	4.9	291	1.8	252	1.6
Renville	17,154	16,771	1,688	10.1	966	5.8	395	2.4	327	1.9
Rice	56,665	61,547	5,578	9.1	3,146	5.1	1,262	2.1	1,170	1.9
Rock	9,721	9,541	570	6.0	363	3.8	120	1.3	87	0.9
Roseau	16,338	16,484	1,601	9.7	864	5.2	406	2.5	331	2.0
St. Louis	200,528	198,102	19,315	9.8	10,773	5.4	4,524	2.3	4,018	2.0
Scott	89,498	115,997	9,691	8.4	5,757	5.0	2,165	1.9	1,769	1.5
Sherburne	64,417	82,246	7,394	9.0	4,251	5.2	1,761	2.1	1,382	1.7
Sibley	15,356	15,384	1,469	9.5	824	5.4	339	2.2	306	2.0
Stearns	133,166	142,684	12,426	8.7	7,325	5.1	2,722	1.9	2,379	1.7
Steele	33,680	35,662	3,180	8.9	1,750	4.9	750	2.1	680	1.9
Stevens	10,053	9,816	581	5.9	336	3.4	129	1.3	116	1.2
Swift	11,956	11,429	972	8.5	527	4.6	241	2.1	204	1.8
Todd	24,426	24,614	2,073	8.4	1,142	4.6	517	2.1	414	1.7
Traverse	4,134	3,817	331	8.7	199	5.2	83	2.2	49	1.3
Wabasha	21,610	22,366	2,166	9.7	1,244	5.6	498	2.2	424	1.9
Wadena	13,713	13,668	1,415	10.4	753	5.5	347	2.5	315	2.3
Waseca	19,526	19,551	1,842	9.4	1,066	5.5	425	2.2	351	1.8
Washington	201,130	224,857	16,913	7.5	10,109	4.5	3,816	1.7	2,988	1.3
Watonwan	11,876	11,528	1,129	9.8	644	5.6	276	2.4	209	1.8
Wilkin	7,138	6,811	649	9.5	383	5.6	156	2.3	110	1.6
Winona	49,985	49,930	4,002	8.0	2,429	4.9	913	1.8	660	1.3
Wright	89,986	110,836	10,443	9.4	5,800	5.2	2,463	2.2	2,180	2.0
Yellow Med	11,080	10,583	1,071	10.1	597	5.6	249	2.4	225	2.1
Minnesota	4,919,479	5,205,091	462,425	8.9	264,478	5.1	105,080	2.0	92,867	1.8

TABLE 3.06

PERSONS WITH IMPAIRED DRIVING INCIDENTS ON RECORD, BY AREA OF RESIDENCE, GENDER, AND NUMBER OF INCIDENTS ON RECORD AT END OF 2005

No. of Inc. on Record	Minnesota Residents								Non-Minnesota Residents				Total	
	Twin City Metro Area				Non-Metro Area				Total	Fe-male	Male	Not Stated		Total
	Fe-male	Male	Not Stated	Sub total	Fe-male	Male	Not Stated	Sub total						
1	36,720	96,294	4,531	137,545	29,281	93,270	4,382	126,933	264,478	9,276	30,458	19,138	58,872	323,350
2	9,655	41,913	462	52,030	8,030	44,436	584	53,050	105,080	1,816	9,980	1,713	13,509	118,589
3	3,419	21,187	106	24,712	2,832	22,782	143	25,757	50,469	486	4,229	360	5,075	55,544
4	1,199	9,869	32	11,100	1,030	10,587	55	11,672	22,772	139	1,697	105	1,941	24,713
5	370	4,342	15	4,727	343	4,525	23	4,891	9,618	43	680	28	751	10,369
6	156	2,064	3	2,223	113	2,190	13	2,316	4,539	19	289	18	326	4,865
7	54	1,124	2	1,180	44	1,146	8	1,198	2,378	3	143	6	152	2,530
8	18	618	3	639	17	618	4	639	1,278	4	74	4	82	1,360
9	7	358	2	367	11	374	2	387	754	0	41	2	43	797
10	3	212	2	217	2	191	2	195	412	1	21	3	25	437
11	2	116	0	118	1	119	0	120	238	0	15	1	16	254
12	1	76	0	77	1	62	0	63	140	1	14	0	15	155
13	0	50	0	50	1	39	0	40	90	0	5	1	6	96
14	0	22	0	22	0	32	1	33	55	0	4	0	4	59
15	0	22	0	22	0	21	0	21	43	0	6	0	6	49
16	0	16	1	17	0	10	0	10	27	0	0	1	1	28
17	0	10	0	10	0	15	0	15	25	0	0	0	0	25
18	0	5	0	5	0	8	0	8	13	0	0	0	0	13
19	0	2	0	2	0	2	0	2	4	0	1	0	1	5
20	0	1	0	1	0	2	0	2	3	0	0	0	0	3
21	0	2	0	2	0	3	0	3	5	0	0	0	0	5
22	0	0	0	0	0	1	0	1	1	0	0	0	0	1
23	0	1	0	1	0	0	0	0	1	0	0	0	0	1
24	0	0	0	0	0	2	0	2	2	0	0	0	0	2
Total	51,604	178,304	5,159	235,067	41,706	180,435	5,217	227,358	462,425	11,788	47,657	21,380	80,825	543,250

Note:

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

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

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

IV. IMPAIRED DRIVING RECIDIVISM IN MINNESOTA

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

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

Age and recidivism

Recidivism measures based on past history could be misleading, though. Older violators have had much more time and opportunity to recidivate than young violators: 24% of violators in their twenties have prior incidents, compared to 38% of those in their thirties, 49% of those in their forties, 51% of those in their fifties, and 53% of those 60 and older.

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

RECIDIVISM BASED ON PAST HISTORY

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

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

were 6,468 fewer incidents in 2005 when the narrower definition is used.

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

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

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

Depending on the definitions used, recidivists committed 30% to 40% of violations in 2005.

If a person arrested for a second or subsequent offense is defined as a recidivist, then, depending on other definitions, recidivists committed somewhere between 29 and 39 percent of the 2005 incidents. Under the broader definition and using a lifetime look-back period, recidivists committed 39% of the incidents (and first-time violators 61%). Under the narrower definition, and using the nine-to-ten-year lookback period, recidivists committed 29% of the incidents (and first-time violators 71%).

*As an example of using a “nine-to-ten-year lookback period,” the records of all violators who incurred incidents in 2005 were examined for the period from 1-1-1996 through 12-31-2005. Thus, the lookback period could be as short as 9 years and 1 day for a violator who incurred an incident on 1-1-2005, or as long as 10 years for a violator who incurred an incident on 12-31-2005.

Taking a step back, one could say that first-time violators accounted for well over half the impaired driving violations in 2005. Since repeat DWI offenders get so much attention, due to sometimes accumulating so many arrests and convictions, it is worthwhile to remember that, currently, the novice is the more typical offender.

RECIDIVISM MEASURED PROSPECTIVELY AMONG VIOLATOR COHORTS

Recidivism among 1990 violators over 14 years

Among 17,311 first-time violators from 1990, 42% incurred a second violation within 180 months (15 years) of their first. The recidivism rate is greatest in the first months after the first incident, then gradually trails off as years go by: 8% incurred a second incident within the first 12 months of their first, another 7% recidivated in the second 12 months, another 5% in the third 12 months, and another 4% in the fourth 12 months. Cumulatively, 23% recidivated by four years out, 34% by eight years out, 39% by 12 years out, and 42% by 15 years out.[†]

Among the cohort of 6,876 violators who incurred a second incident in 1990, a higher percentage recidivate, but the pattern of higher recidivism in the early months, then declining recidivism, is similar to that of the first-timer cohort: 11% incurred a third incident within the first 12 months of their second, another 8% recidivated in the second 12 months, another 7% in the third 12 months, and another 6% in the fourth 12 months. Cumulatively, 32% recidivated by four years out, 45% by eight years out, 52% by 12 years out, and 55% by 15 years out.

Recidivism since 1990

First-, second-, and third-time violators from each year 1990-2001 (making up 36 violator cohorts, three for each of twelve years) were followed forward in time for up to 48 months. Apparently, recidivism is decreasing since 1990, and is decreasing faster among higher-level offenders. Twenty-three percent of 1990 first-time violators recidivated within 48 months, compared to 21% of year-2001 first-time violators--a two percentage-point drop. Thirty-two percent of 1990 second-time violators recidivated within 48 months, compared to

24% of year-2001 second-time violators—an eight percentage-point drop. Finally, 31% of 1990 third-time violators recidivated within 48 months, compared to just 20% of year-2001 third-time violators – a remarkable eleven percentage-point drop.

Another perspective: violators are just older now

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

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

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

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

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

TABLE 4.01

**MINNESOTA RESIDENTS WITH IMPAIRED DRIVING INCIDENTS ON RECORD,
BY TOTAL NUMBER ON RECORD, AND BY AGE AT END OF 2005**

Total Incidents on Record	Age at End of 2005											Total
	0-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-69	70 +	
1	2,370	20,288	32,200	31,488	37,600	42,036	33,822	23,175	15,293	15,115	11,091	264,478
2	125	3,750	8,790	10,330	13,709	18,090	16,687	11,319	7,622	7,566	7,092	105,080
3	15	665	2,659	3,963	6,363	9,746	9,407	6,366	4,119	3,979	3,187	50,469
4	1	86	500	1,283	2,641	4,578	4,676	3,342	2,099	2,066	1,500	22,772
5	0	10	107	398	946	1,987	2,109	1,472	980	954	655	9,618
6	0	3	29	139	420	925	1,070	702	486	457	308	4,539
7	0	2	12	56	183	461	568	409	245	270	172	2,378
8	0	1	0	15	88	267	299	209	152	156	91	1,278
9	0	0	0	9	48	152	180	130	91	99	45	754
10	0	0	1	4	22	82	106	67	50	60	20	412
11	0	0	0	1	15	50	51	47	26	27	21	238
12	0	0	0	1	9	27	34	28	18	13	10	140
13	0	0	0	1	7	12	15	18	16	12	9	90
14	0	0	0	0	1	9	16	8	6	12	3	55
15	0	0	0	0	1	7	14	8	6	5	2	43
16	0	0	0	0	0	3	5	7	3	5	4	27
17	0	0	0	0	0	4	4	4	3	4	6	25
18	0	0	0	0	1	1	2	2	2	4	1	13
19	0	0	0	0	0	0	2	1	1	0	0	4
20	0	0	0	0	0	1	0	0	1	1	0	3
21	0	0	0	0	1	1	0	0	1	2	0	5
22	0	0	0	0	0	0	0	0	1	0	0	1
23	0	0	0	0	0	1	0	0	0	0	0	1
24	0	0	0	0	0	0	1	0	0	1	0	2
Total Persons	2,511	24,805	44,298	47,688	62,055	78,440	69,068	47,314	31,221	30,808	24,217	462,425

TABLE 4.02

**INCIDENTS THAT OCCURRED IN MINNESOTA IN 2005
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

		Defining an Incident as a DWI Conviction			Defining an Incident as a DWI Conviction or Implied Consent Violation				
		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1-1-95--12-31-2005)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1-1-95--12-31-2005)	
Number of Incidents on Record	number of incidents in 2005	Per-cent	number of incidents in 2005	Per-cent	number of incidents in 2005	Per-cent	number of incidents in 2005	Per-cent	
1	19,449	63.70	21,755	71.25	22,514	60.85	25,488	68.88	
2	6,392	20.93	6,411	21.00	7,965	21.53	8,131	21.97	
3	2,660	8.71	1,840	6.03	3,462	9.36	2,540	6.86	
4	1,100	3.60	422	1.38	1,526	4.12	652	1.76	
5	444	1.45	84	0.28	690	1.86	127	0.34	
6	207	0.68	15	0.05	353	0.95	46	0.12	
7	131	0.43	7	0.02	201	0.54	15	0.04	
8	69	0.23			117	0.32	1	*	
9	42	0.14			72	0.19	1	*	
10	17	0.06			37	0.10	1	*	
11	7	0.02			22	0.06			
12	9	0.03			11	0.03			
13	3	0.02			15	0.04			
14	2	0.01			6	0.02			
15	1	*			5	0.01			
16	0	0			2	0.01			
17	0	0			0	0			
18	0	0			1	*			
19	0	0			1	*			
20	1	*			1	*			
21					0	0			
22					1	*			
23									
Total incidents	30,534	100.0	30,534	100.0	37,002	100.0	37,002	100.0	

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

TABLE 4.03

**PERSONS WHO INCURRED INCIDENTS IN MINNESOTA IN 2005
BASED ON NUMBER OF INCIDENTS ON VIOLATOR'S RECORD**

Number of Incidents on Record	Defining an Incident as a DWI Conviction				Defining an Incident as a DWI Conviction or Implied Consent Violation			
	No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1-1-95-12-31-2005)		No Limit on Look-Back Period		Nine-to-Ten-Year Look-Back Period (Defined as 1-1-95--12-31-2005)	
	Persons who Incurred Incidents in 2005	Per-cent	Persons who Incurred Incidents in 2005	Per-cent	Persons who Incurred Incidents in 2005	Per-cent	Persons who Incurred Incidents in 2005	Per-cent
1	18,922	63.64	21,174	71.21	21,771	60.86	24,656	68.92
2	6,239	20.98	6,250	21.02	7,726	21.60	7,862	21.98
3	2,597	8.73	1,792	6.03	3,345	9.35	2,446	6.84
4	1,068	3.59	414	1.39	1,462	4.09	634	1.77
5	434	1.46	82	0.28	671	1.88	119	0.33
6	204	0.69	14	0.05	340	0.95	42	0.12
7	129	0.43	7	0.02	193	0.54	14	0.04
8	64	0.22			110	0.31	1	*
9	39	0.13			66	0.18	0	0
10	15	0.05			34	0.10	1	*
11	6	0.02			18	0.05		
12	9	0.03			9	0.03		
13	3	0.01			14	0.04		
14	2	0.01			5	0.01		
15	1	*			5	0.01		
16	0	0			2	0.01		
17	0	0			0	0		
18	0	0			1	*		
19	0	0			1	0*		
20	1	*			1	*		
21					0	0		
22					1	*		
23								
Total Persons	29,733	100.0	29,733	100.0	35,775	100.0	35,775	100.0

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

TABLE 4.04

RECIDIVISM OVER 15 YEARS AMONG COHORTS OF FIRST- AND SECOND-TIME VIOLATORS FROM 1990: CUMULATIVE PERCENT OF VIOLATORS WHO INCURRED A SUBSEQUENT (SECOND OR THIRD) VIOLATION.

<u>Months Elapsed</u>	<u>First Timers</u>	<u>Second Timers</u>	<u>Months Elapsed</u>	<u>First Timers</u>	<u>Second Timers</u>	<u>Months Elapsed</u>	<u>First Timers</u>	<u>Second Timers</u>	<u>Months Elapsed</u>	<u>First Timers</u>	<u>Second Timers</u>
1	0.77	1.18	49	23.36	32.07	97	33.72	45.62	145	39.49	52.07
2	1.31	2.23	50	23.69	32.49	98	33.86	45.83	146	39.58	52.18
3	2.08	3.10	51	23.94	32.94	99	33.97	45.96	147	39.65	52.28
4	2.65	3.93	52	24.22	33.30	100	34.09	46.06	148	39.71	52.34
5	3.37	4.92	53	24.54	33.76	101	34.24	46.18	149	39.80	52.41
6	3.97	6.02	54	24.82	34.06	102	34.42	46.41	150	39.84	52.49
7	4.63	6.86	55	25.13	34.37	103	34.58	46.58	151	39.89	52.57
8	5.30	7.64	56	25.43	34.71	104	34.74	46.76	152	39.98	52.60
9	5.97	8.46	57	25.69	35.06	105	34.96	46.92	153	40.04	52.69
10	6.53	9.21	58	25.98	35.41	106	35.13	47.09	154	40.13	52.76
11	7.15	9.93	59	26.24	35.76	107	35.27	47.19	155	40.22	52.84
12	7.79	10.78	60	26.46	36.10	108	35.46	47.38	156	40.30	52.89
13	8.43	11.59	61	26.76	36.50	109	35.60	47.60	157	40.41	52.98
14	9.04	12.39	62	27.01	36.84	110	35.79	47.73	158	40.47	53.00
15	9.65	13.00	63	27.30	37.09	111	35.95	47.89	159	40.51	53.07
16	10.19	13.73	64	27.63	37.46	112	36.05	47.96	160	40.55	53.13
17	10.74	14.40	65	27.91	37.74	113	36.17	48.07	161	40.65	53.21
18	11.30	14.91	66	28.07	38.02	114	36.26	48.25	162	40.74	53.24
19	11.77	15.66	67	28.33	38.48	115	36.37	48.44	163	40.85	53.36
20	12.34	16.20	68	28.50	38.71	116	36.45	48.60	164	40.92	53.46
21	12.86	16.78	69	28.76	39.08	117	36.56	48.81	165	40.99	53.53
22	13.43	17.52	70	28.98	39.46	118	36.69	48.95	166	41.05	53.58
23	13.90	18.30	71	29.18	39.82	119	36.83	49.14	167	41.11	53.69
24	14.45	18.99	72	29.38	39.99	120	36.94	49.27	168	41.14	53.84
25	14.92	19.50	73	29.58	40.30	121	37.02	49.46	169	41.21	53.90
26	15.35	20.45	74	29.80	40.53	122	37.16	49.64	170	41.31	53.98
27	15.76	21.15	75	30.03	40.82	123	37.29	49.78	171	41.37	54.09
28	16.23	21.70	76	30.25	41.11	124	37.48	49.88	172	41.45	54.13
29	16.55	22.25	77	30.43	41.38	125	37.60	50.01	173	41.51	54.17
30	16.88	22.59	78	30.66	41.59	126	37.72	50.20	174	41.58	54.20
31	17.25	22.99	79	30.80	41.90	127	37.86	50.36	175	41.67	54.28
32	17.73	23.62	80	30.94	42.09	128	37.98	50.41	176	41.69	54.33
33	18.03	24.26	81	31.13	42.32	129	38.03	50.52	177	41.77	54.41
34	18.42	24.84	82	31.31	42.60	130	38.14	50.67	178	41.82	54.42
35	18.78	25.45	83	31.48	42.79	131	38.24	50.79	179	41.86	54.52
36	19.18	26.08	84	31.65	42.99	132	38.34	50.84	180	41.94	54.61
37	19.53	26.60	85	31.82	43.31	133	38.45	51.00			
38	19.84	27.15	86	32.01	43.59	134	38.54	51.15			
39	20.18	27.69	87	32.16	43.80	135	38.62	51.27			
40	20.53	28.11	88	32.31	44.01	136	38.70	51.37			
41	20.87	28.45	89	32.48	44.17	137	38.76	51.45			
42	21.13	28.91	90	32.62	44.39	138	38.89	51.57			
43	21.48	29.49	91	32.82	44.58	139	38.98	51.61			
44	21.81	29.92	92	32.98	44.71	140	39.10	51.73			
45	22.07	30.35	93	33.13	44.88	141	39.18	51.79			
46	22.41	30.77	94	33.34	45.08	142	39.25	51.92			
47	22.71	31.24	95	33.46	45.33	143	39.34	51.98			
48	23.04	31.70	96	33.58	45.45	144	39.43	51.99			

									Percentage not recidivating within 15 years:		
									First Timers	Second Timers	
									58.06	45.39	
									Number persons on which percentages are based:		
									First Timers	Second Timers	
									17,311	6,876	

TABLE 4.05

**RECIDIVISM AMONG 15 COHORTS OF FIRST-TIME VIOLATORS, 1990 - 2004:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A SECOND VIOLATION**

Months Elapsed	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
1	0.8	0.7	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.6
2	1.3	1.4	1.1	1.3	1.3	1.3	1.3	1.4	1.3	1.3	1.2	1.2	1.1	1.1	1.2
3	2.1	2.0	1.8	1.9	1.9	2.0	1.9	2.1	2.0	1.9	1.8	1.8	1.6	1.8	1.6
4	2.7	2.7	2.4	2.5	2.5	2.7	2.5	2.6	2.4	2.5	2.3	2.3	2.1	2.3	2.1
5	3.4	3.4	2.9	3.0	3.2	3.2	3.1	3.1	3.1	3.1	2.8	2.9	2.6	2.7	2.6
6	4.0	4.1	3.5	3.6	3.7	3.9	3.6	3.7	3.6	3.7	3.4	3.4	3.2	3.3	3.1
7	4.6	4.6	4.2	4.1	4.4	4.5	4.2	4.4	4.2	4.3	4.0	4.0	3.8	4.0	3.7
8	5.3	5.1	4.9	4.7	4.9	5.1	4.7	4.8	4.7	4.9	4.5	4.6	4.3	4.4	4.3
9	6.0	5.7	5.4	5.3	5.5	5.6	5.3	5.4	5.3	5.5	5.0	5.1	4.9	4.9	4.9
10	6.5	6.3	6.0	5.9	6.1	6.2	5.9	6.0	5.9	6.2	5.7	5.6	5.4	5.4	5.4
11	7.2	6.8	6.7	6.5	6.6	6.7	6.4	6.5	6.5	6.8	6.3	6.1	6.0	6.0	5.9
12	7.8	7.5	7.2	7.1	7.2	7.3	7.0	7.1	7.1	7.4	6.9	6.5	6.5	6.4	6.4
13	8.4	7.9	7.7	7.7	7.8	7.8	7.6	7.5	7.7	7.9	7.3	7.1	7.0	6.9	
14	9.0	8.4	8.2	8.2	8.4	8.4	8.1	8.1	8.2	8.5	7.8	7.6	7.5	7.4	
15	9.6	9.0	8.8	8.7	9.0	8.9	8.7	8.8	8.7	9.0	8.4	8.1	7.9	7.9	
16	10.2	9.5	9.2	9.3	9.4	9.4	9.2	9.3	9.2	9.5	8.8	8.6	8.4	8.4	
17	10.7	10.0	9.8	9.7	9.8	10.0	9.7	9.9	9.9	10.0	9.3	9.1	8.9	8.9	
18	11.3	10.4	10.3	10.2	10.3	10.4	10.2	10.4	10.3	10.6	9.8	9.6	9.4	9.4	
19	11.8	10.9	10.8	10.7	10.8	10.9	10.8	10.9	10.9	11.0	10.2	10.0	9.9	9.8	
20	12.3	11.4	11.2	11.2	11.3	11.4	11.3	11.3	11.4	11.5	10.6	10.5	10.2	10.3	
21	12.9	12.0	11.7	11.7	11.7	11.9	11.7	11.9	11.8	11.9	11.1	10.9	10.7	10.8	
22	13.4	12.4	12.2	12.0	12.2	12.3	12.1	12.3	12.3	12.5	11.6	11.3	11.2	11.4	
23	13.9	12.9	12.7	12.6	12.6	12.7	12.6	12.7	12.9	13.1	12.2	11.8	11.7	11.8	
24	14.5	13.4	13.1	13.0	13.1	13.2	13.1	13.1	13.3	13.5	12.6	12.2	12.2	12.3	
25	14.9	13.8	13.6	13.5	13.6	13.6	13.5	13.6	13.8	13.9	13.0	12.6	12.6		
26	15.3	14.2	14.0	13.9	14.1	14.0	13.9	14.1	14.2	14.4	13.5	13.1	13.1		
27	15.8	14.7	14.4	14.3	14.5	14.6	14.3	14.6	14.7	14.8	13.8	13.4	13.5		
28	16.2	15.1	14.9	14.7	15.1	15.0	14.7	15.0	15.1	15.2	14.2	13.8	13.9		
29	16.6	15.4	15.4	15.1	15.5	15.5	15.2	15.4	15.5	15.6	14.6	14.2	14.2		
30	16.9	15.9	15.9	15.5	16.0	15.9	15.6	15.9	16.0	16.0	15.0	14.6	14.6		
31	17.2	16.3	16.2	15.9	16.3	16.3	16.0	16.2	16.3	16.4	15.4	14.9	15.1		
32	17.7	16.6	16.6	16.3	16.7	16.7	16.4	16.6	16.7	16.7	15.7	15.4	15.4		
33	18.0	17.0	16.9	16.7	17.2	17.2	16.8	17.0	17.0	17.1	16.0	15.7	15.8		
34	18.4	17.3	17.3	17.1	17.6	17.5	17.1	17.5	17.3	17.4	16.3	16.2	16.2		
35	18.8	17.7	17.6	17.5	17.9	18.0	17.6	17.8	17.7	17.8	16.7	16.6	16.5		
36	19.2	18.1	18.0	17.8	18.3	18.4	18.1	18.1	18.1	18.1	17.0	17.0	16.8		
37	19.5	18.6	18.5	18.1	18.6	18.8	18.5	18.6	18.5	18.5	17.4	17.3			
38	19.8	18.9	18.9	18.5	18.9	19.2	18.9	18.9	18.8	18.9	17.6	17.7			
39	20.2	19.4	19.2	18.9	19.3	19.5	19.3	19.3	19.2	19.3	18.0	18.1			
40	20.5	19.6	19.6	19.2	19.6	19.8	19.7	19.7	19.6	19.7	18.3	18.4			
41	20.9	19.9	20.0	19.6	19.8	20.2	20.0	20.0	19.9	20.0	18.7	18.7			
42	21.1	20.2	20.3	19.9	20.1	20.6	20.5	20.4	20.2	20.3	19.1	18.9			
43	21.5	20.5	20.6	20.2	20.5	21.0	20.9	20.7	20.5	20.6	19.4	19.2			
44	21.8	20.8	21.0	20.5	20.7	21.3	21.2	21.0	20.8	20.9	19.6	19.6			
45	22.1	21.1	21.3	20.8	21.0	21.6	21.6	21.4	21.1	21.3	19.9	19.9			
46	22.4	21.4	21.6	21.1	21.3	21.9	21.8	21.7	21.4	21.6	20.2	20.2			
47	22.7	21.8	21.9	21.3	21.7	22.3	22.1	22.0	21.6	21.9	20.5	20.5			
48	23.0	22.1	22.2	21.5	22.0	22.6	22.5	22.3	21.9	22.2	20.8	20.8			
Percentage not recidivating within 48 months															
	77.0	77.9	77.8	78.5	78.0	77.4	77.5	77.7	78.1	77.8	79.2	79.2			
Persons in cohort (number on which percents are based)															
	17,311	14,777	13,814	13,299	13,313	13,879	14,250	14,705	15,663	16,867	17,696	17,054	17,307	17,201	18,486
Average age of persons in cohort															
	29.9	30.5	30.7	31.0	31.5	31.4	31.3	31.5	31.3	30.9	31.0	30.9	30.7	30.3	30.5

TABLE 4.06

**RECIDIVISM AMONG 15 COHORTS OF SECOND-TIME VIOLATORS, 1990 - 2004:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A SECOND VIOLATION**

Months Elapsed	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
1	1.2	1.2	0.9	1.0	1.2	1.0	1.1	1.1	0.7	0.7	0.7	0.5	0.7	0.7	0.5
2	2.2	2.0	1.6	1.9	2.0	1.7	2.1	2.2	1.3	1.4	1.4	1.1	1.2	1.2	1.1
3	3.1	2.8	2.5	3.0	3.0	2.6	3.2	3.3	1.8	2.0	2.0	1.5	1.6	1.7	1.7
4	3.9	3.6	3.2	3.6	3.6	3.6	4.0	3.9	2.4	2.6	2.5	1.9	2.0	2.2	2.0
5	4.9	4.5	4.1	4.3	4.4	4.4	4.7	4.6	3.1	3.3	3.2	2.3	2.4	2.6	2.5
6	6.0	5.3	4.9	5.0	5.0	5.0	5.5	5.5	3.6	3.9	3.6	2.7	2.8	3.0	3.0
7	6.9	6.2	5.4	5.8	5.8	5.8	6.0	6.2	4.2	4.6	4.1	3.2	3.4	3.4	3.5
8	7.6	6.9	6.1	6.5	6.3	6.3	6.5	6.8	4.8	5.2	4.5	3.7	3.6	3.7	4.1
9	8.5	7.9	6.8	7.4	7.0	7.0	6.9	7.5	5.4	5.8	4.9	4.3	4.1	4.3	4.5
10	9.2	8.7	7.8	8.0	7.5	7.8	7.6	8.1	6.1	6.3	5.7	4.7	4.8	4.9	4.9
11	9.9	9.5	8.4	8.7	8.1	8.4	8.2	8.6	6.7	6.8	6.3	5.2	5.3	5.5	5.4
12	10.8	10.1	9.1	9.4	8.7	9.1	8.9	9.2	7.2	7.6	7.0	5.8	5.7	6.1	5.9
13	11.6	10.9	10.0	10.1	9.4	9.9	9.7	9.9	7.9	8.1	7.8	6.3	6.3	6.5	
14	12.4	11.9	10.9	10.8	10.2	10.5	10.3	10.7	8.4	8.6	8.6	6.8	6.9	7.0	
15	13.0	12.7	11.5	11.5	10.9	11.1	10.8	11.4	9.2	9.2	9.2	7.3	7.3	7.7	
16	13.7	13.4	12.2	12.2	11.5	11.7	11.4	11.8	9.9	10.0	9.8	7.9	7.8	8.2	
17	14.4	14.1	12.8	12.8	11.9	12.3	12.1	12.4	10.4	10.7	10.3	8.5	8.3	8.7	
18	14.9	14.7	13.5	13.5	12.4	12.9	12.8	12.9	11.1	11.5	11.0	9.1	9.0	9.3	
19	15.7	15.4	14.0	14.2	13.2	13.5	13.3	13.6	12.0	11.9	11.6	9.7	9.7	9.9	
20	16.2	15.9	14.8	14.9	14.0	14.3	14.0	14.3	12.6	12.7	12.3	10.4	10.3	10.5	
21	16.8	16.7	15.4	15.5	14.7	14.9	14.5	14.9	13.1	13.3	13.0	10.8	10.7	11.0	
22	17.5	17.2	16.0	16.2	15.3	15.7	15.2	15.5	13.7	13.7	13.6	11.2	11.1	11.6	
23	18.3	17.9	16.5	16.7	16.0	16.3	15.8	16.4	14.5	14.1	14.2	11.9	11.7	12.3	
24	19.0	18.7	17.1	17.4	16.7	16.9	16.3	17.2	15.3	14.6	14.7	12.6	12.4	12.7	
25	19.5	19.3	17.7	18.0	17.5	17.6	16.9	17.5	15.9	15.2	15.1	13.1	12.8		
26	20.4	19.9	18.4	18.5	18.3	18.1	17.4	18.2	16.5	15.8	15.6	13.6	13.2		
27	21.1	20.6	19.1	19.0	18.9	18.7	18.0	18.8	17.2	16.5	16.1	14.1	13.6		
28	21.7	21.2	19.6	19.5	19.5	19.4	18.7	19.2	17.7	17.0	16.5	14.6	14.2		
29	22.3	21.7	20.1	20.3	19.9	19.8	19.4	19.6	18.1	17.5	17.1	15.1	14.7		
30	22.6	22.1	20.6	21.0	20.5	20.5	20.1	20.2	18.7	17.9	17.6	15.6	15.2		
31	23.0	22.6	21.3	21.6	20.9	20.9	20.7	20.7	19.2	18.3	18.0	16.1	15.7		
32	23.6	23.1	21.8	22.1	21.3	21.3	21.0	21.0	19.6	18.8	18.5	16.6	16.2		
33	24.3	23.7	22.2	22.6	21.8	21.8	21.4	21.6	20.2	19.4	18.9	17.1	16.6		
34	24.8	24.3	22.8	23.2	22.4	22.5	22.0	22.1	20.6	19.8	19.2	17.5	17.2		
35	25.5	24.7	23.3	23.8	23.0	23.1	22.4	22.7	21.2	20.3	19.6	18.0	17.7		
36	26.1	25.2	23.9	24.2	23.5	23.5	22.9	23.4	21.7	20.8	20.0	18.6	18.0		
37	26.6	25.7	24.4	24.8	23.8	24.0	23.3	23.9	22.2	21.1	20.5	19.1			
38	27.2	26.2	24.9	25.3	24.5	24.4	24.0	24.4	22.5	21.5	21.0	19.4			
39	27.7	26.6	25.2	25.7	25.0	24.9	24.4	24.7	23.0	22.0	21.4	19.9			
40	28.1	27.2	25.8	26.2	25.2	25.4	24.8	25.0	23.4	22.3	21.8	20.3			
41	28.4	27.9	26.3	26.7	25.7	25.8	25.3	25.4	24.0	22.9	22.3	20.7			
42	28.9	28.4	26.8	27.1	26.2	26.2	25.9	26.0	24.3	23.3	22.7	21.1			
43	29.5	28.8	27.3	27.7	26.7	26.8	26.3	26.2	24.8	23.7	23.1	21.5			
44	29.9	29.1	27.9	28.2	26.9	27.2	26.7	26.5	25.1	24.1	23.5	21.8			
45	30.4	29.5	28.4	28.5	27.5	27.8	27.1	26.8	25.4	24.4	23.9	22.2			
46	30.8	30.0	29.0	29.0	28.1	28.2	27.6	27.2	25.6	24.8	24.3	22.6			
47	31.2	30.3	29.5	29.3	28.5	28.6	28.0	27.5	26.1	25.1	24.6	23.0			
48	31.7	30.7	29.9	29.7	29.0	28.9	28.5	28.0	26.4	25.4	24.9	23.5			
Percentage not recidivating within 48 months															
	68.3	69.3	70.1	70.3	71.0	71.1	71.5	72.0	73.6	74.6	75.1	76.5			
Persons in cohort (number on which percents are based)															
	6,876	6,130	5,946	5,727	5,768	5,901	5,866	6,052	6,155	6,840	6,842	6,646	6,558	6,554	7,105
Average age of persons in cohort															
	30.6	31.0	31.4	31.9	32.4	32.9	32.2	33.8	33.6	33.5	33.5	33.4	33.6	33.4	33.7

TABLE 4.07

**RECIDIVISM AMONG 15 COHORTS OF THIRD-TIME VIOLATORS, 1990 - 2004:
CUMULATIVE PERCENT OF COHORT THAT INCURRED A SECOND VIOLATION**

Months Elapsed	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
1	1.5	1.3	1.3	1.6	1.3	1.4	1.1	1.5	1.3	0.6	0.8	0.6	0.5	0.7	0.3
2	2.8	2.3	2.3	2.7	2.4	2.4	1.9	2.4	1.9	1.3	1.3	1.3	1.1	1.2	0.9
3	4.0	3.3	3.2	4.0	3.5	3.7	2.8	3.6	2.7	2.1	1.9	1.9	1.7	1.8	1.4
4	5.1	4.2	3.9	4.8	3.8	4.4	3.6	4.3	3.4	2.4	2.6	2.3	2.0	2.2	1.8
5	5.8	5.2	4.7	5.6	4.7	5.0	4.3	4.8	3.9	2.8	3.1	2.7	2.5	2.6	2.4
6	6.4	5.8	5.4	6.6	5.4	5.6	4.7	5.2	4.6	3.2	3.7	3.0	3.1	3.0	2.8
7	7.1	6.6	6.2	7.3	5.9	6.3	5.4	5.7	5.2	3.6	4.3	3.3	3.3	3.2	3.0
8	7.9	7.3	6.8	8.1	6.3	6.8	6.0	6.4	5.6	4.1	4.6	3.9	3.7	3.6	3.4
9	8.6	7.9	7.5	8.5	6.8	7.3	6.6	7.1	6.1	4.5	5.2	4.4	4.2	4.1	3.7
10	9.6	8.7	8.1	9.3	7.5	7.9	7.1	7.9	6.6	5.0	5.8	4.8	4.5	4.5	4.2
11	10.2	9.5	8.7	10.0	8.3	8.5	7.8	8.4	7.1	5.6	6.3	5.2	4.9	4.8	4.6
12	10.7	10.4	9.3	10.7	9.0	9.1	8.5	9.0	7.6	6.1	6.8	5.8	5.1	5.1	5.1
13	11.3	10.9	9.9	11.4	9.6	9.6	9.1	9.6	8.0	6.6	7.4	6.2	5.5	5.6	
14	12.0	11.5	10.5	11.9	10.3	10.3	9.7	10.1	8.7	7.0	7.9	6.6	5.8	6.0	
15	12.6	12.1	11.3	12.7	10.7	10.7	10.3	10.9	9.2	7.5	8.3	7.3	6.5	6.4	
16	13.4	12.5	11.8	13.5	11.3	11.4	10.9	11.3	9.6	8.0	8.8	7.9	6.9	6.9	
17	14.4	13.3	12.5	14.2	11.7	11.9	11.6	12.0	10.1	8.4	9.5	8.1	7.4	7.3	
18	15.2	14.0	13.2	14.7	12.3	12.5	12.0	12.4	10.7	9.0	10.0	8.6	8.0	7.7	
19	15.7	14.7	13.9	15.6	12.9	13.4	12.7	13.0	11.1	9.5	10.6	8.9	8.5	8.2	
20	16.1	15.2	14.4	16.0	13.4	14.1	13.2	13.7	11.6	10.1	11.1	9.6	9.2	8.7	
21	16.8	16.2	15.1	16.4	14.1	14.5	13.7	14.3	12.1	10.8	11.7	10.0	9.5	9.3	
22	17.2	17.0	15.7	16.8	14.7	14.9	14.7	14.9	12.7	11.4	12.3	10.2	10.0	9.6	
23	17.9	17.7	16.2	17.5	15.2	15.6	15.2	15.4	13.1	11.9	13.0	10.6	10.6	10.1	
24	18.5	18.1	16.8	18.0	15.6	16.0	15.6	15.9	13.6	12.5	13.4	10.9	11.0	10.6	
25	19.3	18.7	17.4	18.4	16.2	16.6	16.1	16.5	14.1	13.1	13.9	11.4	11.3		
26	20.1	19.5	17.9	18.8	16.9	17.3	16.6	17.0	14.6	13.5	14.2	11.8	12.0		
27	20.7	20.1	18.7	19.3	17.5	17.8	17.0	17.5	14.9	14.0	14.5	12.3	12.6		
28	21.3	20.6	19.4	19.8	17.9	18.3	17.4	18.3	15.4	14.4	15.1	12.9	13.0		
29	21.7	21.0	19.7	20.2	18.5	18.6	17.8	18.7	16.1	15.1	15.5	13.3	13.5		
30	22.6	21.6	20.4	21.0	19.0	19.2	18.4	19.2	16.5	15.6	15.8	13.8	13.9		
31	22.8	21.9	20.7	21.5	19.6	19.8	19.2	19.7	16.9	16.1	16.3	14.2	14.2		
32	23.4	22.3	21.0	22.0	20.2	20.3	19.5	20.3	17.5	16.6	16.5	14.6	14.6		
33	24.0	22.9	21.4	22.6	20.7	20.8	20.2	20.7	18.0	17.0	17.1	15.0	15.1		
34	24.4	23.2	21.8	23.0	21.1	21.3	20.5	21.2	18.3	17.5	17.5	15.5	15.4		
35	25.0	23.8	22.4	23.4	21.7	21.9	21.2	21.7	18.9	18.0	18.0	15.9	15.8		
36	25.4	24.3	23.0	23.9	22.3	22.3	21.5	22.3	19.3	18.2	18.3	16.2	16.0		
37	25.9	24.7	23.5	24.3	22.6	22.7	21.9	22.7	19.7	18.8	18.7	16.5			
38	26.4	25.5	23.9	24.8	23.0	23.2	22.4	23.1	20.0	19.5	19.0	16.7			
39	26.9	25.9	24.5	25.2	23.4	23.7	22.7	23.6	20.3	20.0	19.5	17.0			
40	27.4	26.2	25.0	25.8	23.7	24.3	23.2	23.9	20.7	20.4	20.0	17.3			
41	27.9	26.8	25.7	26.3	24.3	24.8	23.7	24.4	21.4	20.8	20.4	17.7			
42	28.2	27.3	26.1	26.8	24.8	25.3	24.1	24.8	21.9	21.3	20.8	18.0			
43	28.8	27.8	26.7	27.1	25.2	25.6	24.6	25.2	22.2	21.7	21.1	18.2			
44	29.5	28.3	27.2	27.5	25.7	26.0	25.0	25.9	22.6	22.0	21.4	18.5			
45	29.8	28.5	27.6	28.0	26.1	26.5	25.3	26.2	22.7	22.4	21.8	18.8			
46	30.1	28.8	28.0	28.4	26.4	27.2	25.8	26.9	23.1	22.6	22.2	19.2			
47	30.4	29.2	28.4	29.0	26.6	27.6	26.1	27.2	23.5	22.9	22.6	19.6			
48	30.8	29.5	28.8	29.4	27.1	28.0	26.3	27.6	23.9	23.2	23.0	20.0			
Percentage not recidivating within 48 months															
	69.2	70.5	71.2	70.6	72.9	72.0	73.7	72.4	76.1	76.8	77.0	80.0			
Persons in cohort (number on which percents are based)															
	3,686	3,437	3,285	3,241	3,197	3,188	3,392	3,271	3,228	3,394	3,335	3,242	3,065	3,014	3,200
Average age of persons in cohort															
	32.8	32.6	33.2	33.6	34.4	34.7	35.0	35.6	35.9	36.3	36.3	36.3	36.9	36.9	37.2

V. ALCOHOL-RELATED CRASH STATISTICS BY COUNTY

A century of impaired driving and traffic deaths

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

Defining a traffic crash

Minnesota started systematic record-keeping on traffic crashes in the 1930s. A 1939 law defined the reporting threshold: Any crash involving a fatality, an injury, or property damage of \$50.00 or more, had to be reported. The dollar minimum threshold was raised to \$100 in 1965, then to \$300 on August 1, 1977, \$500 on August 1, 1981, and \$1,000 on August 1, 1994.

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

Defining "alcohol-related"

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

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

"Known" versus "estimated" alcohol-related deaths

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

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

To compensate for this, the National Highway Traffic Safety Administration developed a sophisticated technique for imputing likely AC test values to a driver when the actual AC is unknown. Though such a procedure might at first seem questionable, tests show that it is accurate to within about plus or minus one percentage point.† Thus, Table 5.02 has a column (11) showing "Known Number" of alcohol-related deaths, using actual test results and officers' reported perceptions, and a column (12) citing the "NHTSA Estimate" for Minnesota. The "estimated" number is usually 10 to 20 deaths higher than the "known" number.

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

perception and the chemical test result, the test result is used in place of the officer's perception.

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

Alcohol involvement in non-fatal crashes is known to be understated

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

To test the effect of using only officer perception, compared to also having test result data available, fatal crashes in 2005 were classified as alcohol-related or not using both techniques. Using officer perception alone, 106 (22%) of the 559 fatalities were classified as alcohol-related. Using officer perception and test results together, 197 (35%) of the 559 fatalities were classified as alcohol-related.[‡]

Crash numbers generally

The number of crashes that get reported has been declining in recent years, from over 100,000 in year 2000, to fewer than 80,000 in 2005. About one-half of one percent (about 500) of all reported crashes are fatal, causing death to one or more persons, and perhaps injury to other persons as well. Then about a third of all crashes involve injuries to people, but no deaths. Then the great majority of crashes -- about two-thirds

-- only involve property damage; no one is killed or injured.

As crash severity increases, impairment is more likely to have played a role

Even allowing that alcohol involvement is underestimated in the less severe crashes, there is still a strong relationship between crash severity and impairment. In 2005, 4% of property damage crashes, 9% of injury crashes, and 36% of fatal crashes were classified as alcohol-related.

County variation

On average for the whole state in 2005, 5.8% of all crashes were alcohol-related. Counties with the lowest percentages include Cottonwood, Goodhue, Kanabec, Nobles, Olmsted, Ramsey, Rock, Roseau, Steele, and Wilkin. Those with the highest percentages of all crashes being alcohol-related include Beltrami, Chippewa, Isanti, Koochiching,

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

Pope, Red Lake, Renville, Swift, Traverse, and Yellow Medicine.

Cost of alcohol-related traffic crashes

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

There are two approaches to estimating traffic crash costs. The one used here attempts to quantify the direct economic costs. As explained by the National Safety Council, it has five components: "(1) wage and productivity losses, including wages, fringe benefits, household production, (2) medical expenses, (3) administrative expenses, including insurance, police, and legal costs, (4) motor vehicle damage, and (5) employer costs for crashes involving workers."[§]

Using this approach, for example, the National Safety Council estimates costs for the 2003 calendar year as follows:

Death	\$1,130,000
Incapacitating (severe) injury	\$58,500
Non-incapacitating (moderate) injury	\$18,900
Possible (minor) injury	\$10,700
Property damage crash	\$7,400

The other approach estimates the "comprehensive costs" and attempts to include "a measure of the value of lost quality of life associated with the deaths and injuries, that is, what society is willing to pay to prevent them."^{**} Using that approach yields the following cost estimates for the 2003 year:

Death	\$3,760,000
Incapacitating (severe) injury	\$188,000
Non-incapacitating (moderate) injury	\$48,200
Possible (minor) injury	\$22,900

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

For the 2005 calendar year, the total estimated cost of the crashes classified as alcohol-related was \$310,055,700.

[§] National Safety Council, 2002: *Injury Facts, 2003 Edition*: page 91.

^{**} Ibid

TABLE 5.01
MINNESOTA TRAFFIC FATALITIES, 1910 - 2005

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

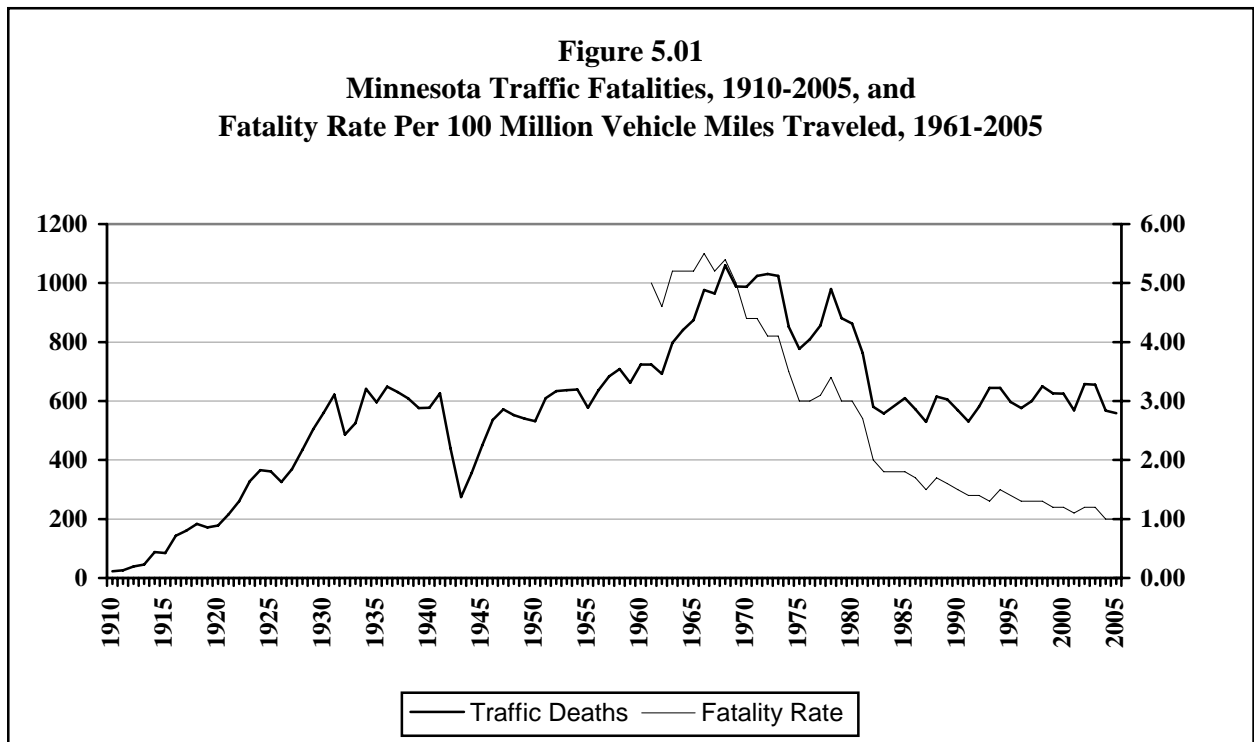


TABLE 5.02

OVERVIEW OF TRAFFIC SAFETY AND ALCOHOL STATISTICS, 1962 - 2005

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

TABLE 5.03

TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2005

COUNTY (1)	TRAFFIC CRASHES												PERSONS KILLED OR INJURED					
	FATAL CRASHES			INJURY CRASHES			PROPERTY DAMAGE ONLY CRASHES			TOTAL CRASHES			KILLED			INJURED		
	Alco	%		Alco	%		Alco	%		Alco	%		Alco	%		Alco	%	
	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc
Aitkin	4	1	25.0	68	13	19.1	170	10	5.9	242	24	9.9	5	1	20.0	92	17	18.5
Anoka	21	9	42.9	1,465	135	9.2	2,681	125	4.7	4,167	269	6.5	22	9	40.9	2,057	195	9.5
Becker	5	3	60.0	145	26	17.9	186	8	4.3	336	37	11.0	6	4	66.7	215	36	16.7
Beltrami	4	2	50.0	215	30	14.0	402	14	3.5	621	46	7.4	4	2	50.0	331	47	14.2
Benton	9	3	33.3	189	30	15.9	397	19	4.8	595	52	8.7	10	3	30.0	274	38	13.9
Big Stone	0	0	0.0	13	1	7.7	51	2	3.9	64	3	4.7	0	0	0.0	17	1	5.9
Blue Earth	7	5	71.4	351	44	12.5	1,075	42	3.9	1,433	91	6.4	10	6	60.0	483	61	12.6
Brown	1	1	100	111	13	11.7	230	8	3.5	342	22	6.4	1	1	100	163	20	12.3
Carlton	4	0	0.0	141	20	14.2	252	12	4.8	397	32	8.1	4	0	0.0	209	31	14.8
Carver	8	3	37.5	353	35	9.9	885	35	4.0	1,246	73	5.9	8	3	37.5	516	57	11.0
Cass	5	3	60.0	137	26	19.0	209	14	6.7	351	43	12.3	5	3	60.0	211	41	19.4
Chippewa	1	0	0.0	64	10	15.6	109	9	8.3	174	19	10.9	4	0	0.0	102	18	17.6
Chisago	6	1	16.7	265	28	10.6	520	30	5.8	791	59	7.5	6	1	16.7	377	39	10.3
Clay	5	1	20.0	253	23	9.1	712	24	3.4	970	48	4.9	5	1	20.0	357	29	8.1
Clearwater	2	1	50.0	26	4	15.4	63	1	1.6	91	6	6.6	5	4	80.0	40	6	15.0
Cook	1	0	0.0	32	4	12.5	99	1	1.0	132	5	3.8	1	0	0.0	46	5	10.9
Cottonwood	1	0	0.0	39	4	10.3	77	3	3.9	117	7	6.0	1	0	0.0	79	5	6.3
Crow Wing	14	9	64.3	371	38	10.2	647	30	4.6	1,032	77	7.5	16	11	68.8	543	63	11.6
Dakota	24	5	20.8	1,713	143	8.3	3,469	140	4.0	5,206	288	5.5	28	5	17.9	2,478	222	9.0
Dodge	6	0	0.0	69	9	13.0	153	4	2.6	228	13	5.7	7	0	0.0	111	12	10.8
Douglas	5	3	60.0	208	16	7.7	544	22	4.0	757	41	5.4	6	3	50.0	297	28	9.4
Faribault	2	1	50.0	51	5	9.8	127	5	3.9	180	11	6.1	2	1	50.0	75	9	12.0
Fillmore	2	2	100	89	11	12.4	224	9	4.0	315	22	7.0	2	2	100	119	18	15.1
Freeborn	3	1	33.3	174	13	7.5	458	15	3.3	635	29	4.6	4	1	25.0	241	22	9.1
Goodhue	8	3	37.5	243	29	11.9	665	22	3.3	916	54	5.9	8	3	37.5	350	41	11.7
Grant	0	0	0.0	20	1	5.0	66	5	7.6	86	6	7.0	0	0	0.0	28	1	3.6
Hennepin	48	16	33.3	7,361	503	6.8	16,911	633	3.7	24,321	1,152	4.7	50	16	32.0	10,021	716	7.1
Houston	2	1	50.0	56	9	16.1	247	11	4.5	305	21	6.9	2	1	50.0	79	13	16.5
Hubbard	5	2	40.0	113	19	16.8	159	10	6.3	277	31	11.2	5	2	40.0	157	25	15.9
Isanti	7	1	14.3	149	12	8.1	377	13	3.4	533	26	4.9	7	1	14.3	217	17	7.8
Itasca	4	4	100	249	29	11.6	414	24	5.8	667	57	8.5	4	4	100	419	49	11.7
Jackson	3	0	0.0	48	1	2.1	89	3	3.4	140	4	2.9	6	0	0.0	70	1	1.4
Kanabec	4	2	50.0	83	11	13.3	138	10	7.2	225	23	10.2	9	3	33.3	127	16	12.6
Kandiyohi	7	0	0.0	231	21	9.1	490	13	2.7	728	34	4.7	8	0	0.0	343	33	9.6
Kittson	2	1	50.0	12	2	16.7	30	2	6.7	44	5	11.4	2	1	50.0	14	2	14.3
Koochiching	1	1	100	41	6	14.6	95	2	2.1	137	9	6.6	1	1	100	72	10	13.9
Lac Qui Parle	1	1	100	19	1	5.3	26	1	3.8	46	3	6.5	1	1	100	36	1	2.8
Lake	5	3	60.0	49	4	8.2	118	3	2.5	172	10	5.8	5	3	60.0	78	6	7.7
Lake of the Wds	2	1	50.0	16	2	12.5	23	1	4.3	41	4	9.8	2	1	50.0	22	5	22.7
Le Sueur	7	2	28.6	135	14	10.4	304	21	6.9	446	37	8.3	7	2	28.6	220	21	9.5
Lincoln	2	1	50.0	23	4	17.4	83	5	6.0	108	10	9.3	3	1	33.3	29	5	17.2
Lyon	2	1	50.0	138	15	10.9	256	13	5.1	396	29	7.3	2	1	50.0	192	22	11.5
McLeod	5	1	20.0	177	21	11.9	462	15	3.2	644	37	5.7	5	1	20.0	270	34	12.6
Mahnomen	0	0	0.0	26	3	11.5	34	3	8.8	60	6	10.0	0	0	0.0	43	6	14.0
Marshall	1	1	100	26	6	23.1	48	5	10.4	75	12	16.0	1	1	100	35	7	20.0
Martin	3	2	66.7	67	5	7.5	227	9	4.0	297	16	5.4	3	2	66.7	87	6	6.9
Meeker	4	2	50.0	104	17	16.3	139	7	5.0	247	26	10.5	5	3	60.0	149	31	20.8
Mille Lacs	7	3	42.9	117	14	12.0	256	16	6.3	380	33	8.7	8	4	50.0	182	25	13.7

TABLE 5.03

TRAFFIC CRASHES, FATALITIES, AND INJURIES -- TOTAL AND ALCOHOL-RELATED BY COUNTY IN MINNESOTA, 2005

COUNTY	TRAFFIC CRASHES												PERSONS KILLED OR INJURED					
	FATAL CRASHES			INJURY CRASHES			PROPERTY DAMAGE ONLY CRASHES			TOTAL CRASHES			KILLED			INJURED		
	Alco	%		Alco	%		Alco	%		Alco	%		Alco	%		Alco	%	
	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc	All	-hol	Alc
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Morrison	7	5	71.4	145	14	9.7	313	18	5.8	465	37	8.0	7	5	71.4	199	19	9.5
Mower	1	0	0.0	155	19	12.3	468	13	2.8	624	32	5.1	1	0	0.0	206	25	12.1
Murray	2	1	50.0	27	1	3.7	58	6	10.3	87	8	9.2	2	1	50.0	50	1	2.0
Nicollet	1	0	0.0	115	9	7.8	352	18	5.1	468	27	5.8	1	0	0.0	157	10	6.4
Nobles	3	0	0.0	89	9	10.1	253	3	1.2	345	12	3.5	3	0	0.0	135	9	6.7
Norman	0	0	0.0	23	3	13.0	48	4	8.3	71	7	9.9	0	0	0.0	41	5	12.2
Olmsted	9	0	0.0	730	36	4.9	1,624	51	3.1	2,363	87	3.7	10	0	0.0	1,047	54	5.2
Otter Tail	9	3	33.3	291	39	13.4	517	17	3.3	817	59	7.2	10	3	30.0	438	69	15.8
Pennington	3	1	33.3	76	9	11.8	89	6	6.7	168	16	9.5	3	1	33.3	116	15	12.9
Pine	9	4	44.4	173	19	11.0	206	12	5.8	388	35	9.0	13	4	30.8	262	29	11.1
Pipestone	2	0	0.0	36	5	13.9	69	5	7.2	107	10	9.3	2	0	0.0	57	6	10.5
Polk	4	2	50.0	106	13	12.3	287	18	6.3	397	33	8.3	4	2	50.0	155	23	14.8
Pope	2	1	50.0	43	9	20.9	95	7	7.4	140	17	12.1	2	1	50.0	54	10	18.5
Ramsey	25	11	44.0	2,962	231	7.8	9,725	336	3.5	12,711	578	4.5	26	12	46.2	4,006	317	7.9
Red Lake	1	1	100	13	2	15.4	23	4	17.4	37	7	18.9	1	1	100	18	2	11.1
Redwood	3	2	66.7	67	8	11.9	111	4	3.6	181	14	7.7	3	2	66.7	99	10	10.1
Renville	6	4	66.7	68	11	16.2	107	7	6.5	181	22	12.2	7	5	71.4	128	16	12.5
Rice	11	2	18.2	327	34	10.4	586	18	3.1	924	54	5.8	14	2	14.3	461	49	10.6
Rock	1	1	100	45	2	4.4	105	2	1.9	151	5	3.3	1	1	100	72	2	2.8
Roseau	5	2	40.0	47	1	2.1	93	1	1.1	145	4	2.8	6	2	33.3	74	2	2.7
St. Louis	19	9	47.4	849	99	11.7	1,496	85	5.7	2,364	193	8.2	19	9	47.4	1,203	153	12.7
Scott	10	1	10.0	467	52	11.1	888	36	4.1	1,365	89	6.5	11	1	9.1	746	78	10.5
Sherburne	16	5	31.3	380	50	13.2	844	43	5.1	1,240	98	7.9	18	6	33.3	561	68	12.1
Sibley	0	0	0.0	65	10	15.4	119	4	3.4	184	14	7.6	0	0	0.0	96	15	15.6
Stearns	14	4	28.6	792	64	8.1	1,416	61	4.3	2,222	129	5.8	18	5	27.8	1,145	89	7.8
Steele	5	0	0.0	175	15	8.6	579	18	3.1	759	33	4.3	7	0	0.0	235	20	8.5
Stevens	2	1	50.0	32	4	12.5	69	4	5.8	103	9	8.7	3	2	66.7	45	5	11.1
Swift	0	0	0.0	30	9	30.0	60	3	5.0	90	12	13.3	0	0	0.0	40	11	27.5
Todd	5	0	0.0	85	13	15.3	145	5	3.4	235	18	7.7	5	0	0.0	118	15	12.7
Traverse	0	0	0.0	7	3	42.9	10	1	10.0	17	4	23.5	0	0	0.0	9	4	44.4
Wabasha	5	2	40.0	91	12	13.2	187	6	3.2	283	20	7.1	6	3	50.0	139	13	9.4
Wadena	2	1	50.0	53	10	18.9	112	7	6.3	167	18	10.8	2	1	50.0	84	18	21.4
Waseca	3	2	66.7	89	13	14.6	175	2	1.1	267	17	6.4	3	2	66.7	120	18	15.0
Washington	19	3	15.8	1,009	100	9.9	2,139	66	3.1	3,167	169	5.3	19	3	15.8	1,411	137	9.7
Watsonwan	3	1	33.3	44	4	9.1	107	6	5.6	154	11	7.1	3	1	33.3	61	4	6.6
Wilkin	0	0	0.0	41	1	2.4	93	1	1.1	134	2	1.5	0	0	0.0	51	1	2.0
Winona	2	1	50.0	258	31	12.0	682	24	3.5	942	56	5.9	2	1	50.0	338	43	12.7
Wright	16	6	37.5	505	62	12.3	974	51	5.2	1,495	119	8.0	16	6	37.5	754	81	10.7
Yellow Med	5	2	40.0	62	9	14.5	72	7	9.7	139	18	12.9	5	2	40.0	77	12	15.6
Unknown	0	0	0	1	0	0	0	0	0	1	0	0						x
Minnesota	500	181	36.2	26,611	2,465	9.3	60,699	2,409	4.0	87,811	5,055	5.8	559	197	35.2	37,688	3,571	9.5

TABLE 5.04

**COST OF ALCOHOL-RELATED TRAFFIC CRASHES,
FATALITIES, AND INJURIES, BY COUNTY, 2005**

Aitkin	\$1,665,900	Itasca	5,895,300	Pope	1,456,800
Anoka	14,921,900	Jackson	32,900	Ramsey	22,011,900
Becker	5,366,000	Kanabec	3,763,600	Red Lake	1,237,000
Beltrami	3,427,900	Kandiyohi	834,500	Redwood	2,429,400
Benton	4,124,400	Kittson	1,182,600	Renville	6,057,400
Big Stone	25,500	Koochiching	1,419,800	Rice	3,623,700
Blue Earth	8,546,700	Lac Qui Parle	1,195,900	Rock	1,182,600
Brown	1,531,600	Lake	3,557,000	Roseau	2,344,800
Carlton	701,900	Lake of the Woods	1,286,500	St. Louis	13,789,900
Carver	4,630,500	Le Sueur	2,920,100	Scott	2,916,800
Cass	4,134,500	Lincoln	1,284,700	Sherburne	8,493,800
Chippewa	404,000	Lyon	1,566,800	Sibley	358,100
Chisago	2,250,100	McLeod	1,973,600	Stearns	7,682,100
Clay	1,796,900	Mahnomen	158,800	Steele	620,400
Clearwater	4,647,600	Marshall	1,362,100	Stevens	2,415,500
Cook	77,300	Martin	2,423,600	Swift	220,500
Cottonwood	75,700	Meeker	4,158,700	Todd	462,500
Crow Wing	14,040,500	Mille Lacs	5,027,500	Traverse	66,600
Dakota	10,351,000	Morrison	6,170,900	Wabasha	3,670,500
Dodge	207,200	Mower	580,900	Wadena	1,614,800
Douglas	3,998,600	Murray	1,232,900	Waseca	2,492,000
Faribault	1,414,900	Nicollet	304,400	Washington	6,241,900
Fillmore	2,632,600	Nobles	215,500	Watonwan	1,265,000
Freeborn	1,677,200	Norman	91,300	Wilkin	18,100
Goodhue	4,521,500	Olmsted	1,509,800	Winona	2,010,900
Grant	95,500	Otter Tail	4,931,700	Wright	8,804,100
Hennepin	35,294,200	Pennington	1,455,100	Yellow Medicine	2,537,200
Houston	1,566,300	Pine	5,337,100	Unknown	
Hubbard	3,136,900	Pipestone	157,200		
Isanti	1,617,100	Polk	3,118,700	Minnesota	\$310,055,700

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

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

APPENDIX A

Terms Describing Impaired Driving Incident in Minnesota

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

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

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

The second obstacle to clear statistical reporting is the complexity of the law. Minnesota enacted its first DWI law in 1911. There are now more than 30,000 DWI arrests annually -- more than for any other criminal offense in the state. For nearly a century, defense attorneys have found loopholes in the law, while the state has sought to tighten the law.

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

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

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

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

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

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

person to “drive, operate, or be in physical control of any motor vehicle within this state...” when the person is under the influence of alcohol, or under the influence of any of a large number of impairing substances, or when the person has an alcohol concentration of 0.10 or more, or when a person refuses to take a test under the Implied Consent Law, and so on.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

DEFINITIONS

Disqualification

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

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

DWI

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

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

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

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

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

DWI Law

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

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

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

Implied Consent Law

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

Incident

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

Incident on Record

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

Minnesota Resident

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

Non-Minnesota Resident

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

Not-a-drop

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

Offender

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

Offense

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

Violation

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

Violator

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

APPENDIX C: CHRONOLOGY OF MINNESOTA IMPAIRED DRIVING LEGISLATION SINCE 1911

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

Appendix C: Minnesota Impaired Driving Legislation Chronology

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

Appendix C: Minnesota Impaired Driving Legislation Chronology

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

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

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

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

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

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

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Year passed	Reference number	Description of Amendment												
	7	<p>Test may be compelled by force in event of CVO. Test for alcohol and/or controlled substances may be compelled (by force if necessary) if there is probable cause to suspect criminal vehicular operation. Since 1961, an officer may “require” a test, but a person might refuse (triggering license revocation). Now, in the event of suspected CVO, officer may require, and compel by force if necessary, the test. (1/1/93)</p>												
1993	1	<p>“Not-a-Drop” law enacted. Upon notification by a court that a person under the age of 21 has been found to have any quantity whatsoever of alcohol or of a controlled substance, the Commissioner of Public Safety shall revoke the driver’s license of the under-age person. (6/1/93)</p>												
	2	<p>Child Endangerment law enacted. It is a gross misdemeanor for a person to drive while impaired and there is a child in the vehicle who is under the age of 16 and who is more than 36 months younger than the offender. (8/1/93)</p>												
	3	<p>Length of “hard revocation” (see 1992:4) increased to 1 year if the violation includes a conviction for criminal vehicular operation. (1/1/94)</p>												
1994	1	<p>“Habitual Offender” penalties established. A person who incurs 6 or more incidents in 10 years, or 8 or more in 15 years, must be sentenced to a minimum of 1 year incarceration or to a program of intensively supervised probation. (8/1/94)</p>												
1996	1	<p>Not-a-drop violation raised to misdemeanor status. In addition to license revocation by the commissioner of Public Safety, the “not-a-drop” violation (see 1993:1) is defined to be a misdemeanor offense. (8/1/96)</p>												
	2	<p>Additional test for controlled substances permitted. Arresting officer is explicitly authorized to require a blood or urine specimen, even after a breath test has been performed, if the officer has reason to believe the person was impaired by a substance not susceptible to analysis by means of a breath test. (8/1/97)</p>												
	3	<p>Criminal Vehicular Operation expanded. A new level (fourth in the list below) of criminal vehicular operation (CVO) offenses is added. The categories now are: Criminal Vehicular Operation resulting in:</p> <table style="margin-left: 40px;"> <tr> <td>1. a fatality.</td> <td>4. bodily harm (new).</td> </tr> <tr> <td>2. great bodily harm.</td> <td>5. death to an unborn child.</td> </tr> <tr> <td>3. substantial bodily harm.</td> <td>6. injury to an unborn child.</td> </tr> </table> <p>(8/1/96)</p>	1. a fatality.	4. bodily harm (new).	2. great bodily harm.	5. death to an unborn child.	3. substantial bodily harm.	6. injury to an unborn child.						
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1997	1	<p>Special provisions for high-AC (0.20% or higher) offenders established. Driving while having an Alcohol Concentration of 0.20% or higher is defined to be a gross misdemeanor. Length of Commissioner’s administrative revocation is doubled from that imposed on violators who test below 0.20%. Revocation lengths therefore are:</p> <table style="margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>BAC less than 0.20</u></th> <th style="text-align: center;"><u>BAC 0.20+</u></th> </tr> </thead> <tbody> <tr> <td>First incident</td> <td style="text-align: center;">90 days</td> <td style="text-align: center;">180 days</td> </tr> <tr> <td>Second incident within 5 years</td> <td style="text-align: center;">180 days</td> <td style="text-align: center;">360 days</td> </tr> <tr> <td>Incident by violator under 21</td> <td style="text-align: center;">6 months</td> <td style="text-align: center;">one year</td> </tr> </tbody> </table> <p>(1/1/98)</p>		<u>BAC less than 0.20</u>	<u>BAC 0.20+</u>	First incident	90 days	180 days	Second incident within 5 years	180 days	360 days	Incident by violator under 21	6 months	one year
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Year passed	Reference number	Description of Amendment
	2	<p>New offense category, “Enhanced Gross Misdemeanor,” with stricter criminal penalties, established.</p> <p>The following violations are defined to be “enhanced gross misdemeanors:”</p> <ol style="list-style-type: none"> 1. Driving while impaired within 10 years of two prior incidents. 2. Driving with an AC of 0.20% or higher within ten years of a prior incident. 3. Child Endangerment (see 1993:2) within 10 years of a prior incident. 4. Driving while impaired and not stopping at a railroad crossing within 10 years of a prior incident. <p>(1/1/98)</p>
	3	<p>Officer authorized to stop vehicle bearing special plates.</p> <p>Officer is explicitly authorized to stop a vehicle bearing “special series” plates (see 1988:2) to determine if the driver “is operating the vehicle lawfully.” (1/1/98)</p>
	4	<p>Procedure established for “administrative forfeiture” of violator’s vehicle.</p> <p>Prior to this, vehicle forfeiture was conducted through a judicial forfeiture procedure. Now, law enforcement agencies may impound a vehicle and institute forfeiture procedures. The following violations will cause the vehicle used in the violation to be subject to administrative forfeiture:</p> <ol style="list-style-type: none"> 1. a violation within 5 years of 2 prior incidents. 2. a violation within 15 years of 3 prior incidents. 3. a violation that includes child endangerment within 5 years of 1 prior incident. 4. a violation that includes child endangerment within 15 years of 2 prior incidents. 5. a violation that includes a high AC within 5 years of 1 prior incident. 6. a violation that includes a high AC within 15 years of 2 prior incidents. <p>(1/1/98)</p>
	5	<p>Violations that trigger license plate impoundment (see 1988:1 and 1992:2) are greatly expanded to include:</p> <ol style="list-style-type: none"> 1. a violation within 5 years of a prior incident. 2. a violation within 15 years of two or more prior incidents. 3. an “aggravated violation” (see 1978:6). 4. a violation that includes a high AC (.20% or higher). 5. a violation that causes the Commissioner to cancel and deny the person’s driver’s license on the grounds that operation of a vehicle by the person would be inimical to public safety. <p>(1/1/98)</p>
1998	1	<p>Program to use “remote [home] electronic alcohol monitoring” established.</p> <p>Judges who sentence offenders to a program of intensively supervised probation (see 1991:2) are authorized to require violators to submit to a program of remote electronic alcohol monitoring. Unless determined indigent, offenders to pay the per-diem cost of the program. (8/1/98)</p>
	2	<p>Increased fee for special series plates.</p> <p>Fee for issuing “special series” license plates to violators whose normal license plates have been impounded is increased from \$25 (for an unspecified number of vehicles) to \$50 for each vehicle for which special series plates are issued. (8/1/98)</p>
1999	1	<p>Enhanced gross misdemeanor repealed.</p> <p>Use of the term “enhanced gross misdemeanor” as a new category of offense (see 1997:2) is repealed, but the expanded penalty provisions for the offenses that had been identified as “enhanced gross misdemeanors” are retained.</p> <p>Also, courts are explicitly authorized to substitute a program of intensively supervised probation, with electronic home alcohol monitoring, in place of the mandatory incarceration periods. (5/25/99)</p>

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Year passed	Reference number	Description of Amendment
	2	<p>Prior violations involving snowmobile, ATV, or motorboat to be counted. Makes explicit that violations triggering the revocation of snowmobile, all-terrain vehicle, or motorboat operating privileges are to be included among the types of prior violations counted in determining the charge (misdemeanor or gross misdemeanor) made for a current incident. (8/1/99)</p>
2000	1	<p>All existing impaired-driving statutes are repealed. All provisions of impaired-driving law, with some amendments, are recodified as Minnesota Statute 169A, which provides that “this chapter may be cited as the Minnesota Impaired Driving Code.”</p> <p>Chief among the statutes repealed are:</p> <ol style="list-style-type: none"> 1. MS 168.042, the license plate impoundment law. (incorporated into 169A.60). 2. MS 169.121, the main criminal impaired driving law. (incorporated into 169A.20 to 169A.48). 3. MS 169.1211, “alcohol-related” driving by commercial vehicle operators. (incorporated into 169A.20, 169A.31, and 169A.50 to 169A.53). 4. MS 169.122, the “open-bottle law.” (incorporated into 169A.35). 5. MS 169.123, the main civil (“Implied Consent”) impaired driving law. (incorporated into 169A.50 to 169A.53). 6. MS 169.124 through MS 169.126, mandating counties to provide Alcohol Safety Programs to conduct chemical use assessments on persons convicted of an offense (when the arrest that led to the conviction was for an impaired driving offense). (incorporated into 169A.70). 7. MS 169.1265, authorizing use of intensively supervised probation programs in lieu of incarceration. (incorporated into 169A.73 and 169A.74). 8. MS 169.1217, providing for vehicle forfeiture, administrative and judicial procedures. (incorporated into 169A.63). 9. MS 169.126 defining an “aggravated violation.” Concept of “aggravated” violations is re-defined in terms of “aggravating factors.” (incorporated into 169A.20 through 169A.275). <p>The Not-A-Drop law for underage divers is incorporated into 169A.33. (1/1/01)</p> <p>2 First-, Second-, and Third-Degree Impaired Driving offenses introduced, determined by number of “aggravating factors.”</p> <p>Concept of aggravating factors introduced. Aggravating factors are defined to be:</p> <ol style="list-style-type: none"> 1. Child endangerment (see 1993:2). 2. Having a high (0.20% or higher) alcohol-concentration (see 1997:1). 3. Each prior incident within ten years counts as 1 aggravating factor. <ul style="list-style-type: none"> ▪ A <i>first-degree</i> impaired driving offense is an impaired driving offense with two or more aggravating factors, and is a gross misdemeanor. ▪ A <i>second-degree</i> impaired driving offense is an impaired driving offense with one aggravating factor, and is a gross misdemeanor. ▪ A <i>third-degree</i> impaired driving offense is an impaired driving offense with no aggravating factors, and is a misdemeanor. <p>(1/1/98)</p>

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

Appendix C: Minnesota Impaired Driving Legislation Chronology

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

Minnesota law dealing with impaired driving is complex. The chronology above is selective. Not all amendments can be described in detail. (See the “Overview of Minnesota’s DWI Laws” by Jim Cleary and Rebecca Pirius, reprinted as Appendix D, for a complete and accurate description of current law and practice.) Though this is a modest initial effort, the Office of Traffic Safety hopes that important threads in the development of impaired driving law in Minnesota are accurately traced over time. However, persons with expertise in this area are encouraged to notify us of any errors they observe. For example, some important amendments may have been overlooked. Constructive criticism helping us to correct any errors and enhance the usefulness of this chronology is encouraged and will be appreciated.

APPENDIX D: MINNESOTA DWI LAW OVERVIEW

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

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An Overview of Minnesota's DWI Laws

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

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Prohibited Behaviors

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

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

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

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

Criminal Penalty Enhancement

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

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

Aggravating Factor

This includes:

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

Qualified Prior Impaired Driving Incident

This includes both:

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

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

Chemical Testing

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

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

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

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

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

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

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

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

Administrative Sanctions

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

1) Administrative License Revocation (ALR)

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

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

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

2) Administrative License Plate Impoundment

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

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

Plate impoundment applies to:

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

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

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

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

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

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

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

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

3) Administrative Vehicle Forfeiture

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

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

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

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

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

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

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

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

Charging the Crime

DWI violations may be charged by:

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

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

Mandatory Hold and Conditional Release Pretrial

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

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

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

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

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

Chemical Dependency Assessment and Treatment

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

Rehabilitation Following Driver's License Cancellation and Denial

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

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

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

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

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

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

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

Mandatory Minimum Sentences

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

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

For All Repeat Offenders

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

An Alternative to the Mandatory Minimum Period of Incarceration

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

Long-term Monitoring Required

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

Felony DWI Penalties

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

Intermediate Sanctions and Probation

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

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

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

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

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

Felony DWI

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Criminal Vehicular Homicide and Injury

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

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

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

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

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

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

Limited Driver's License – Work Permit

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

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

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

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

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

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

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

Restricted Driver's License – The B-Card

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

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

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

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

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

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

showing under "Restrictions." However, that law expired July 31, 2006.

Record Keeping

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

Driver's License Reinstatement Fees

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

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

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

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

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

The person is not subject to driver's license revocation, mandatory chemical dependency assessment and treatment, mandatory conditions

of release, long-term monitoring, the penalty assessment fee, or license plate impoundment.

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

Commercial Vehicle Driving

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

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

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

School Bus Driving

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

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

Flying Airplanes

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

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

Special Laws for Youth

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

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

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

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

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

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

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

Underage Drinking Driving – Zero Tolerance

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

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

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