New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico DWI Report 2024

New Mexico Department of Transportation, Strategic Infrastructure Development Division, Traffic Safety Division, Traffic Records Section

New Mexico Department of Transportation,
Strategic Infrastructure Development Division,
Traffic Safety Division,
Traffic Records Section

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as a reference source regarding New Mexico traffic crashes

For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies (UNM-GPS), Traffic Research Unit, on behalf of the New Mexico Department of Transportation (NMDOT). Data in this report may differ from that in other data sources, such as the Federal Fatality Analysis Reporting System (FARS), due to the timing of publications and rules for how data are compiled and maintained in Federal versus State databases. If you have questions regarding this report, contact the Traffic Safety Division at (505) 827-0427.

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A field of markers at the Memorial of Perpetual Tears in Moriarty represents five years of deaths in New Mexico from alcohol-involved crashes.

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Sign in Socorro.

Definitions

100M VMT – A measurement of the number of miles traveled annually by motor vehicles. It is reported in units of 100 million vehicle miles traveled (100M VMT).

Aggravated DWI Arrest – An arrest for 1) driving with a BAC of 0.16 or higher, 2) driving under the influence of alcohol or drugs and causing bodily injury to a human being as a result, or 3) driving under the influence of alcohol or drugs and refusing to submit to a BAC test at the time of arrest for DWI.

Alcohol-involved Crash – A crash for which the Uniform Crash Report indicated that 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a motor vehicle, a pedalcycle operator, or a pedestrian was suspected of being under the influence of alcohol. An alcohol-involved crash can involve one or more alcohol-involved drivers.

Alcohol-involved Driver – A person in control of a motor vehicle, a pedalcycle operator, or a pedestrian was cited for DWI or indicated on the Uniform Crash Report as being either suspected or determined by testing to be under the influence of alcohol. A single alcohol-involved crash can involve multiple alcohol-involved drivers.

ATV (All-Terrain Vehicle) – An off-road recreational vehicle. A traditional ATV is a vehicle with 3 or 4 wheels, a saddle type seat, and handlebars for steering (no steering wheel). ATVs also include side-by-side OHVs (off-highway vehicles), ROVs (recreational off-highway vehicles) or UTVs (utility task vehicles) with bench or bucket seats and a steering wheel. In publications prior to the 2020 DWI Report, statistics on ATV crashes reported ATV drivers as “motorcyclists”.

BAC – Blood alcohol concentration is the amount of alcohol in the bloodstream and is expressed by the units of grams of alcohol per deciliter of blood (g/dL).

City – The city, town, or U.S. Census-designated place (CDP) in which the crash occurred, based on the U.S. Census Bureau boundaries for all cities, towns, places, and tribal communities in New Mexico.

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. A crash that occurs within a location not owned by the public is non-reportable (i.e., private property).

Driver – A person in control of a vehicle. All pedestrians and pedalcycle operators are drivers of non-motorized vehicles.

DWI – Driving while intoxicated.

DWI Arrest (Citation) – An arrest for either DWI or aggravated DWI. New Mexico's legal limit for presumption of driving while intoxicated (DWI) is 0.08 BAC for non-commercial drivers 21 years of age or older, 0.04 for commercial vehicle drivers, and 0.02 for drivers younger than 21 years of age.

DWI Conviction – A conviction for driving under the intoxicating influence of alcohol, narcotics, or pathogenic drugs, including for aggravated DWI.

E July 2018 Uniform Crash Report – The current version of the form used to report a crash in New Mexico. It was created in July 2018 for electronic reporting, and went into effect during 2020. The new form enabled collection of many new data elements. Data on new elements can be expected to increase over several years as law enforcement agencies begin to use the new form. Also see "Uniform Crash Report".

Fatal Crash – A crash in which at least one person resulted in death. More than one person may die in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms "killed" and "deaths" are synonymous with "fatalities." A fatality is crash-related if it occurs at the time of the crash or if the person(s) involved in the crash dies within 30 days due to crash-related injuries.

First Harmful Event (FHE) – The event of the crash that produced the first injury or damage. It is used in conjunction with a subfield (FHEanalysis) to provide additional detail on the nature of the first harmful event. Starting with 2020 crash data, first harmful event replaced crash classification, and FHEanalysis replaced Analysis. FHE and its' subanalysis data are derived from the crash classification and analysis fields for crashes that occurred prior to 2020 and for any agencies not using the new crash report form put into circulation in 2020.

First harmful event may not reflect other important events. For example, a crash in which a vehicle overturned and then hit a pedestrian should be classified as "Non-Collision" and not

"Collision with Person." As a result, first harmful event totals do not always match corresponding totals in other sections of this report.

Statistics for the first harmful event category "Other" and FHE analysis subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020. The addition of options in 2020 decreases the use of previously available options.

First Harmful Event Manner of Crash – The initial relative direction of travel in which two motor vehicles in transport, or a motor vehicle and non-motorist, initially came together. Collection of data on this element began during 2020 for crashes involving "collision with motor vehicle" or "collision with person".

First Harmful Event Manner of Impact – The manner in which two motor vehicles in transport, or a motor vehicle and non-motorist, initially came together, without regard to the direction of force. It is the impact location, such as front-to-front (head-on) or front-to-side (T-bone). Collection of data on this element began during 2020 for crashes involving vehicle collisions with a motor vehicle or with a non-motorist.

Geocoding – The process of using the descriptive locational information on the Uniform Crash Reports submitted to NMDOT to assign geographic coordinates to each crash. The data are geocoded using ESRI ArcGIS 10.8.1 software. Crashes that have incomplete, missing, or invalid locational data are not geocoded.

Due to updates from the 2020 Decennial Census, the geographic place boundaries changed for crashes beginning in 2021. This may impact the number of crashes reported in a given city or census designation place (CDP). Some CDP crashes were previously classified during geocoding as rural or part of larger cities and are now reported individually. Most notable are the North Valley and South Valley, which were formerly classified as Albuquerque.

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

Injury Crash – A reported crash in which at least one person was injured. Injury crashes involve at least one Suspected Serious Injury (Class A), Suspected Minor Injury (Class B) or Possible Injury (Class C). Fatal crashes are not included in this category.

Definitions

Missing Data – An indication that the applicable field on the Uniform Crash Report form was left blank or contained an invalid code. Starting with crashes that occurred in 2012, improvements in the identification of missing data in the NMDOT crash database led to an increase in the reported amount of missing data.

Motorcyclist – A person who is in or upon a motorcycle or moped. There can be multiple motorcyclists in a single motorcycle-involved crash. Traditionally, the term "motorcyclist" included people on ATVs. However, starting with the 2020 Annual Report, the method for tabulating all statistics on motorcyclists no longer includes people on ATVs. Therefore, motorcycle statistics in this publication are not comparable to statistics published in older, pre-2020 reports.

Non-Motorized Vehicle – A pedalcycle operator or pedestrian involved in a motor vehicle traffic crash. Includes personal conveyances such as skateboards and wheelchairs.

Occupant – A person who is in or upon a motor vehicle in transport. This includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Pedalcycle – A person riding a mechanism of transport that is powered solely by pedals or a combination of pedals and a motor (e.g., e-bike).

Pedalcyclists, All – All people on any pedalcycle or in any pedalcycle trailer, and who are involved in a collision with a motor vehicle. Consists of pedalcycle operators and pedalcycle passengers. Historically, it equates to the term "pedalcyclists" which included both pedalcycle operators and passengers.

Pedalcycle Operator – A person who is in actual physical control of a pedalcycle (such as a bicycle) or, for an out-of-control pedalcycle, a person who was in control until control was lost. Equates to seat position code "PC".

Pedalcycle Passenger – A person riding on a pedalcycle or pedalcycle trailer when someone else is in control of the pedalcycle (such as children in bicycle infant seats). Equates to seat position code "PP" introduced on the E July 2018 Uniform Crash Report.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down. Historically, "pedestrians" have also included people on personal conveyances. The addition of the "Pedestrian, Other" seat position, introduced on the E July 2018 Uniform Crash Report, created more distinction.

Pedestrians, All – All persons not occupying either a motor vehicle or a pedalcycle. Consists of any person classified as either "Pedestrian" or "Pedestrian, Other".

Pedestrian, Other – Non-motorist in or on a personal conveyance or in a building. Equates to seat position "PO" introduced on the E July 2018 Uniform Crash Report.

Personal Conveyance – A motorized or human-powered device, other than a pedalcycle, that transports pedestrians for either mobility assistance or recreation purposes. Examples are wheelchairs, skateboards and strollers.

Possible Injury – An injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Possible injuries are those which are reported by the person or are indicated by his or her behavior, but no wounds or injuries are readily evident (a.k.a. Class C injury, "Complaint of Injury", or "Non-visible Injury"). Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea.

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than $500 in property damage only (a.k.a. a Class O crash).

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers or fatalities) by a denominator such as VMT, number of licensed drivers, or population. See page 77 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio of males to females is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female.

Rural – Places not classified as urban are classified as rural. Beginning in 2013, "rural" was redefined. See definition of "urban" for more information.

Severity of Injury – The degree of injury to a person in a crash as described by the KABCO scale: K is for Killed, ABC indicate injuries (A=Suspected Serious Injury, B=Suspected Minor Injury, C=Possible Injury), and O indicates No Apparent Injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises, and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a visible injury.

Suspected Serious Injury – Any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second- and third-degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

The definition above was adopted in 2014 by the Federal Highway Administration for suspected serious injuries (Class A injuries). Before this revision, a Class A injury was defined as "an injury, other than a fatal injury, in which the person was carried from the scene of the crash or in which the injured person was unable to walk, drive or perform normal activities he or she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as an incapacitating injury or serious injury."

Uniform Crash Report (UCR) – A statewide form, submitted by law enforcement agencies in the state to NMDOT, for any crash on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Also see "E July 2018 Uniform Crash Report".

Urban – A densely populated area with a high concentration of housing units and non-residential development. See Sources Section for details. Unlike city boundaries, which are defined by governmental jurisdictions, urban areas are defined by population density. This means a densely settled area outside of a city limit can be classified as urban, while a sparsely populated area within a city limit might be classified as rural.

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. All pedestrians and pedalcycles are non-motorized vehicles when in a crash with a motorized vehicle.

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2024 Alcohol-involved Crash Summary

2024 HIGHLIGHTS

DWI Enforcement

- DWI arrests rose in 2024 to 9,465, however pre-COVID levels were above 10,000. (Table 71, Figure 26)
- The number of drivers refusing BAC testing was 31.2 percent of all DWI arrests in 2024. (Figure 28)

Crashes

- The number of alcohol-involved crashes fell from 2,268 to 2,209 in 2024. Alcohol-involved crashes were 4.9 percent of all crashes. (Table 2)
- The number of alcohol-involved fatal crashes rose from 149 to 164, and represented 40.2 percent of all fatal crashes. (Table 3)
- 76.0 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)

Fatalities

- The number of fatalities in alcohol-involved crashes rose from 164 to 177, the second-highest number in a decade. (Table 5)

Age and Sex

- Teen alcohol-involved driving reached decade-high levels. (Table 37, Figure 12)
- People age 45+ were more likely to be killed in alcohol-involved crashes. (Table 35)
- Crash rates for alcohol-involved drivers were highest among those under age 30, more than double the statewide rate. (Table 65)

Non-Motorists

- Alcohol was a contributing factor in 15.9 percent of all pedestrian crashes. (Table 52).
- 45.1 percent of pedestrians killed were under the influence of alcohol. (Table 55)
- Alcohol-involved pedalcycle crashes fell to 9 in 2024. (Table 60, Figure 20)

New Data Tools

- NMDOT and UNM-GPS offer interactive map tools to analyze local DWI crashes. Zoom into specific neighborhoods to support Safe System planning to reduce fatalities and serious injuries. Visit gps.unm.edu/tru/traffic-crash-dashboards.

Summary of Alcohol-involved Crashes, 2024

Table 1: Alcohol-involved Crashes, 2024

Alcohol Involvement	Crashes	Percent
Alcohol-involved	2,209	4.9%
Not Alcohol-involved	42,833	95.1%
Total Crashes	45,042	100.0%

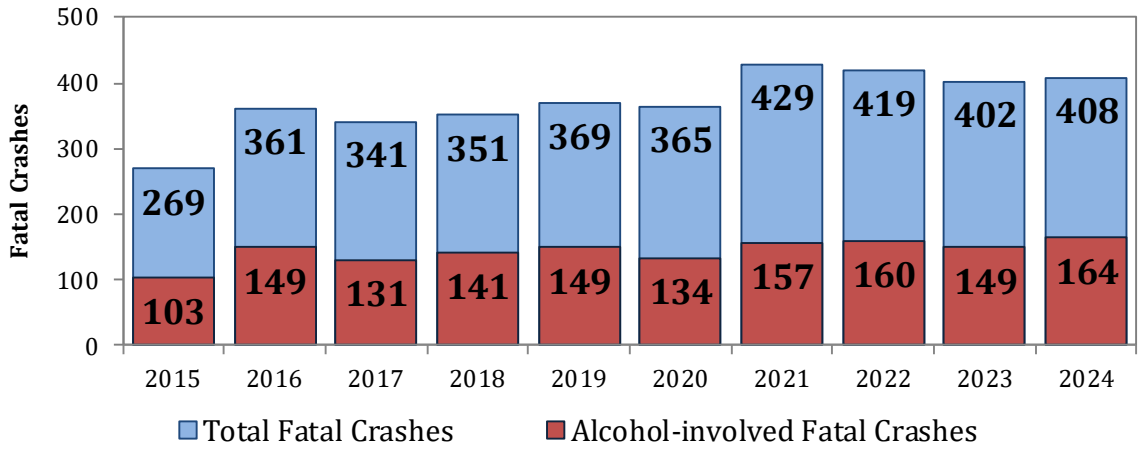
Table 2: Alcohol-involved Crashes, 2015 - 2024

Year	Alcohol-involved Crashes	Total Crashes	Percent of Total Crashes
2015	2,134	45,308	4.7%
2016	2,073	45,071	4.6%
2017	2,050	45,906	4.5%
2018	2,090	46,786	4.5%
2019	2,237	48,124	4.6%
2020	2,020	36,555	5.5%
2021	2,150	40,769	5.3%
2022	2,233	40,884	5.5%
2023	2,268	42,836	5.3%
2024	2,209	45,042	4.9%

Table 3: Alcohol-involved Fatal Crashes, 2015 - 2024

Year	Alcohol-involved Fatal Crashes	Total Fatal Crashes	Percent of Total Fatal Crashes
2015	103	269	38.3%
2016	149	361	41.3%
2017	131	341	38.4%
2018	141	351	40.2%
2019	149	369	40.4%
2020	134	365	36.7%
2021	157	429	36.6%
2022	160	419	38.2%
2023	149	402	37.1%
2024	164	408	40.2%

Figure 1: Total Fatal Crashes and Alcohol-involved Fatal Crashes, 2015 - 2024



- The number of alcohol-involved crashes fell from 2,268 to 2,209 in 2024. Alcohol-involved crashes as a percentage of total crashes fell to 4.9 percent, similar to pre-COVID levels. (Table 2)
- The number of alcohol-involved fatal crashes rose from 149 to 164, and represented 40.2 percent of all fatal crashes. (Table 3, Figure 2)

Figure 2: Alcohol-involved Total and Fatal Crashes, 2015 - 2024

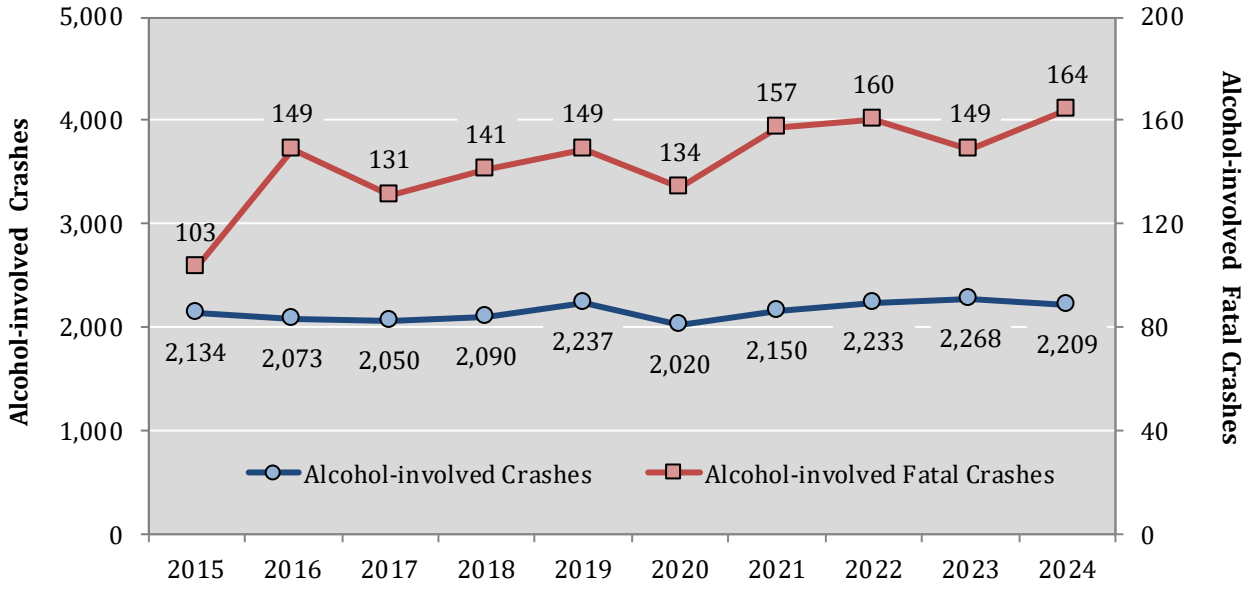


Table 4: Alcohol-involved Crashes by Crash Severity, 2015 - 2024

Year	Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
2015	103	938	1,093	2,134
2016	149	909	1,015	2,073
2017	131	906	1,013	2,050
2018	141	879	1,070	2,090
2019	149	984	1,104	2,237
2020	134	862	1,024	2,020
2021	157	901	1,092	2,150
2022	160	948	1,125	2,233
2023	149	971	1,148	2,268
2024	164	952	1,093	2,209

Summary of Alcohol-involved Fatalities and Injuries, 2024

- The total number of people in alcohol-involved crashes fell slightly from 4,810 to 4,797 in 2024. (Table 5, Figure 3).
- The number of fatalities in alcohol-involved crashes rose from 164 to 177, the second-highest number in 10 years. (Table 5)

Table 5: People in Alcohol-involved Crashes by Severity of Injury, 2015 - 2024

Year	People in Alcohol-involved Crashes							
	Fatalities (Class K)		Injuries (Class A,B,C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2015	120	2.46%	1,458	29.8%	3,307	67.7%	4,885	100%
2016	171	3.58%	1,460	30.6%	3,145	65.9%	4,776	100%
2017	147	3.18%	1,406	30.4%	3,073	66.4%	4,626	100%
2018	152	3.16%	1,433	29.8%	3,228	67.1%	4,813	100%
2019	175	3.54%	1,466	29.6%	3,308	66.8%	4,949	100%
2020	145	3.45%	1,293	30.7%	2,769	65.8%	4,207	100%
2021	178	3.77%	1,385	29.3%	3,157	66.9%	4,720	100%
2022	176	3.64%	1,441	29.8%	3,221	66.6%	4,838	100%
2023	164	3.41%	1,433	29.8%	3,213	66.8%	4,810	100%
2024	177	3.69%	1,447	30.2%	3,173	66.1%	4,797	100%

Figure 3: People in Alcohol-involved Crashes by Severity of Injury, 2015 - 2024

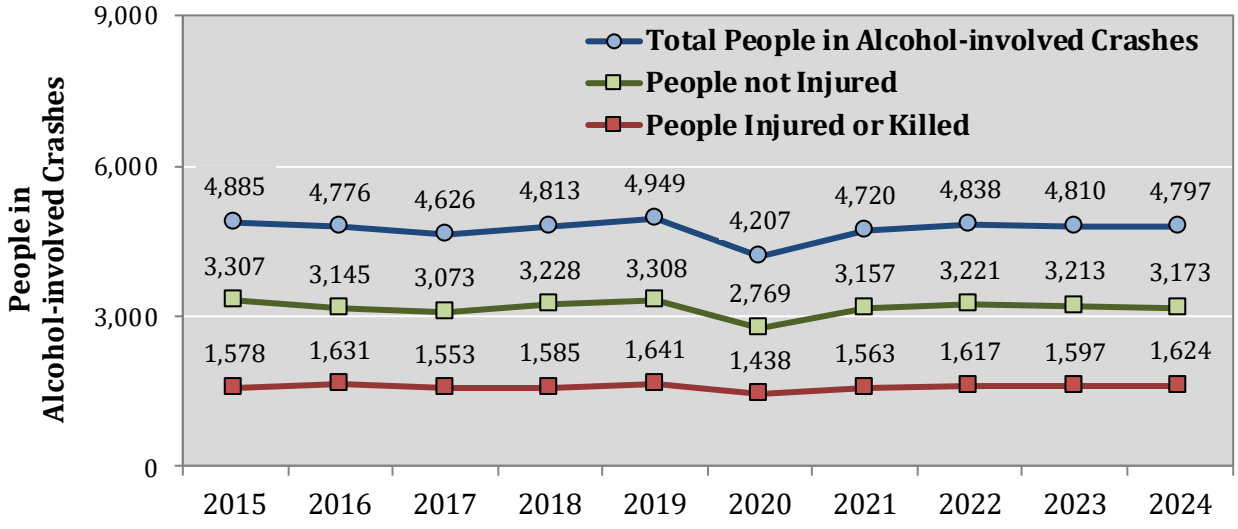
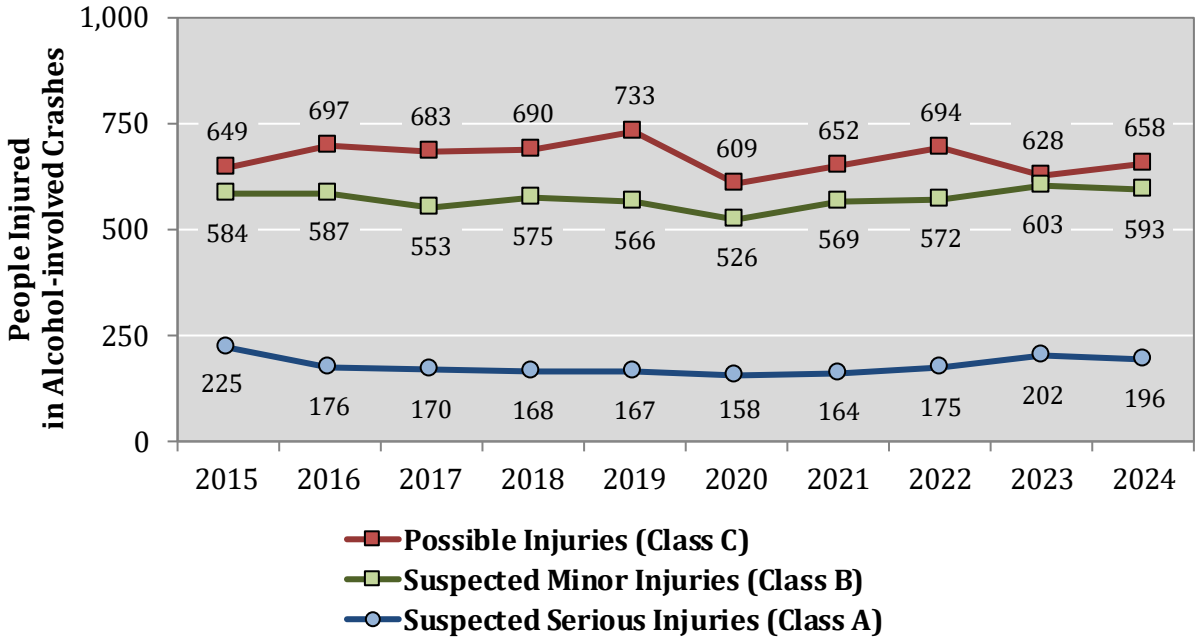


Table 6: People Injured in Alcohol-involved Crashes by Type of Injury, 2015 - 2024

Year	People Injured in Alcohol-involved Crashes by Type of Injury							
	Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		Total Injuries (excluding fatalities)	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2015	225	15.4%	584	40.1%	649	44.5%	1,458	100%
2016	176	12.1%	587	40.2%	697	47.7%	1,460	100%
2017	170	12.1%	553	39.3%	683	48.6%	1,406	100%
2018	168	11.7%	575	40.1%	690	48.2%	1,433	100%
2019	167	11.4%	566	38.6%	733	50.0%	1,466	100%
2020	158	12.2%	526	40.7%	609	47.1%	1,293	100%
2021	164	11.8%	569	41.1%	652	47.1%	1,385	100%
2022	175	12.1%	572	39.7%	694	48.2%	1,441	100%
2023	202	14.1%	603	42.1%	628	43.8%	1,433	100%
2024	196	13.5%	593	41.0%	658	45.5%	1,447	100%

- Injury severity in alcohol-involved crashes: Possible injuries comprise 44-50 percent, minor injuries 39-42 percent, and serious injuries 11-15 percent, with serious injuries being the smallest but most concerning category. (Table 6, Figure 4, Table 83)

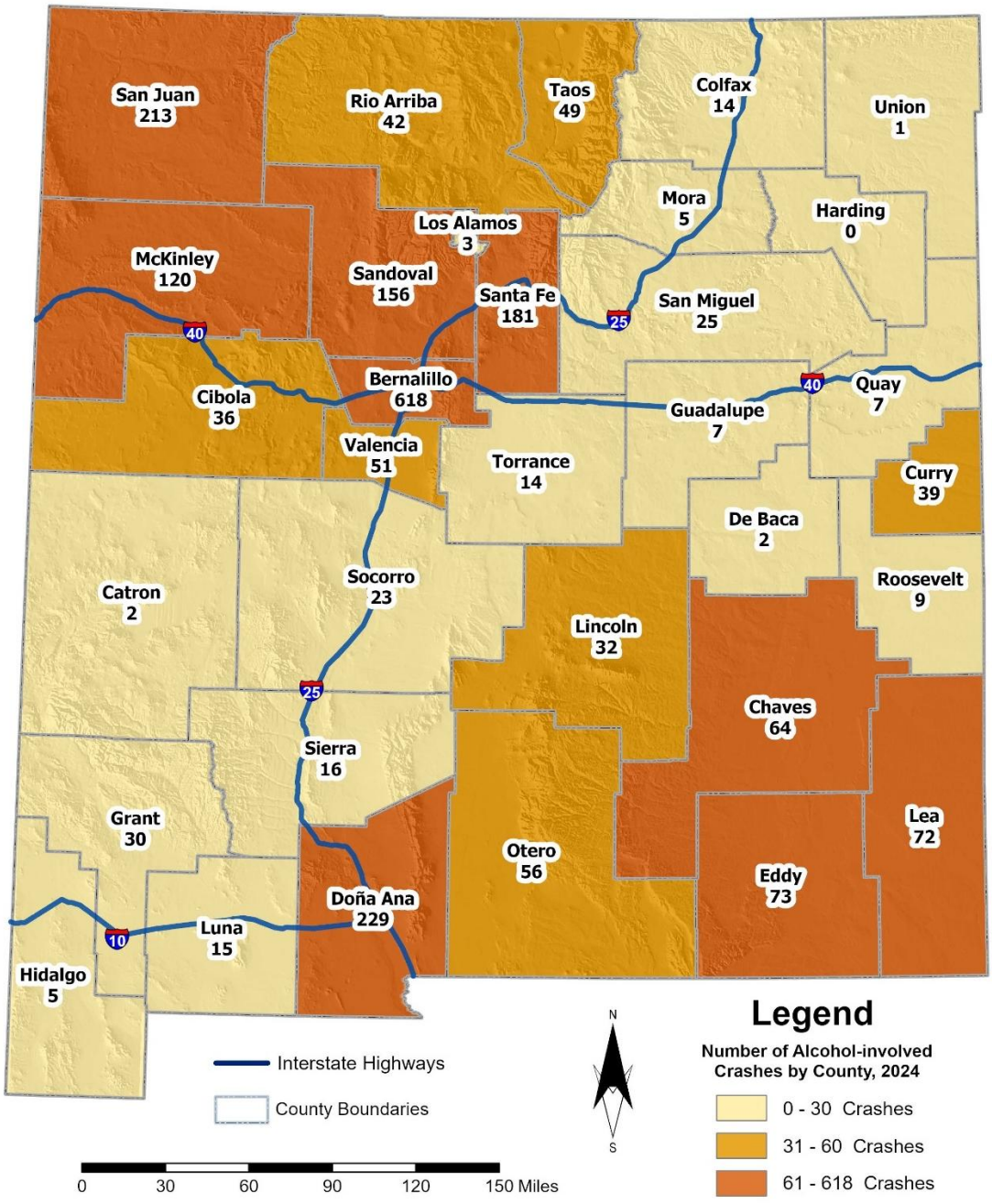
Figure 4: People Injured in Alcohol-involved Crashes by Type of Injury, 2015 - 2024



Alcohol-involved Crash Geography

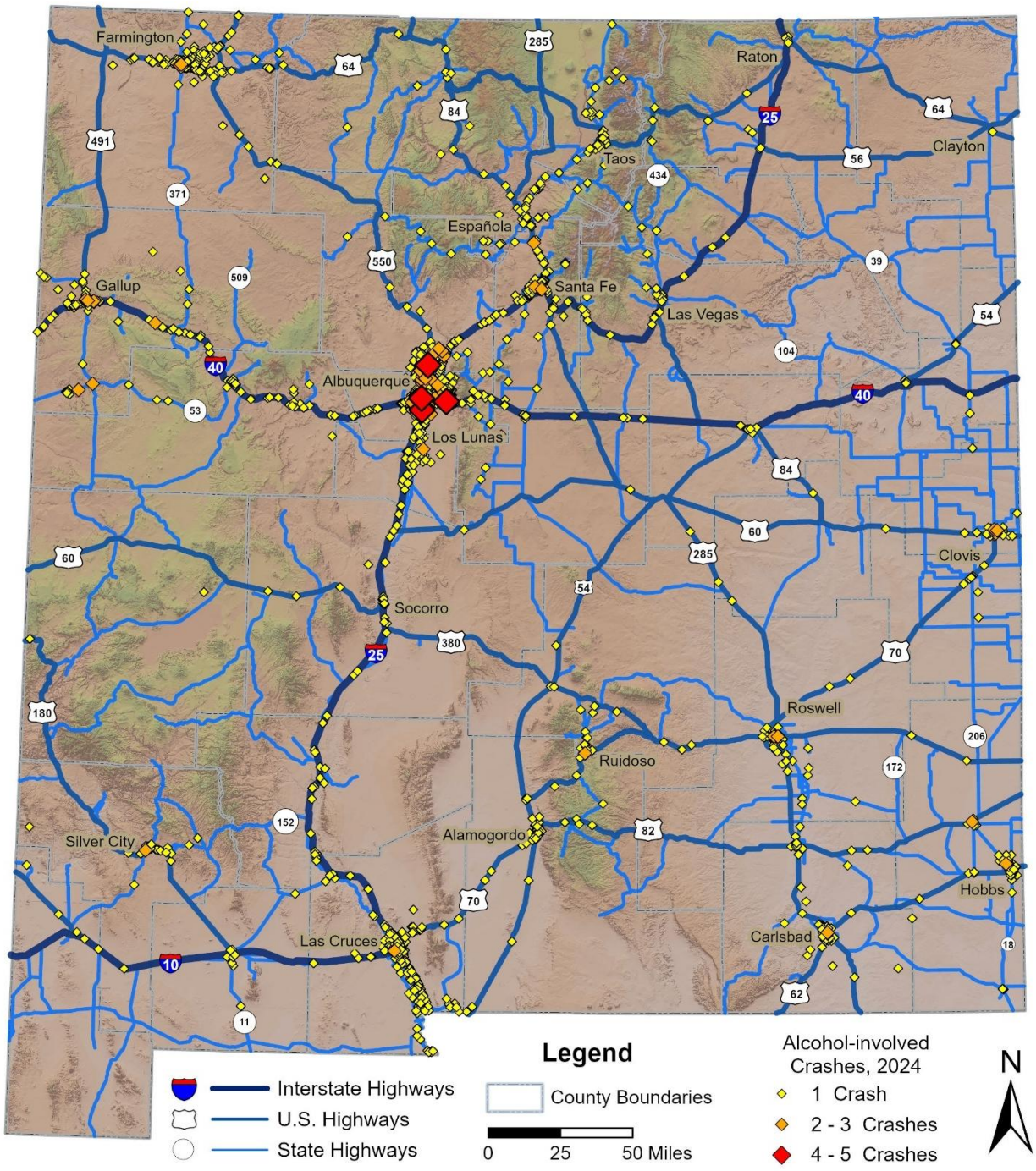
Maps

Map 1: Alcohol-involved Crashes in New Mexico by County, 2024



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

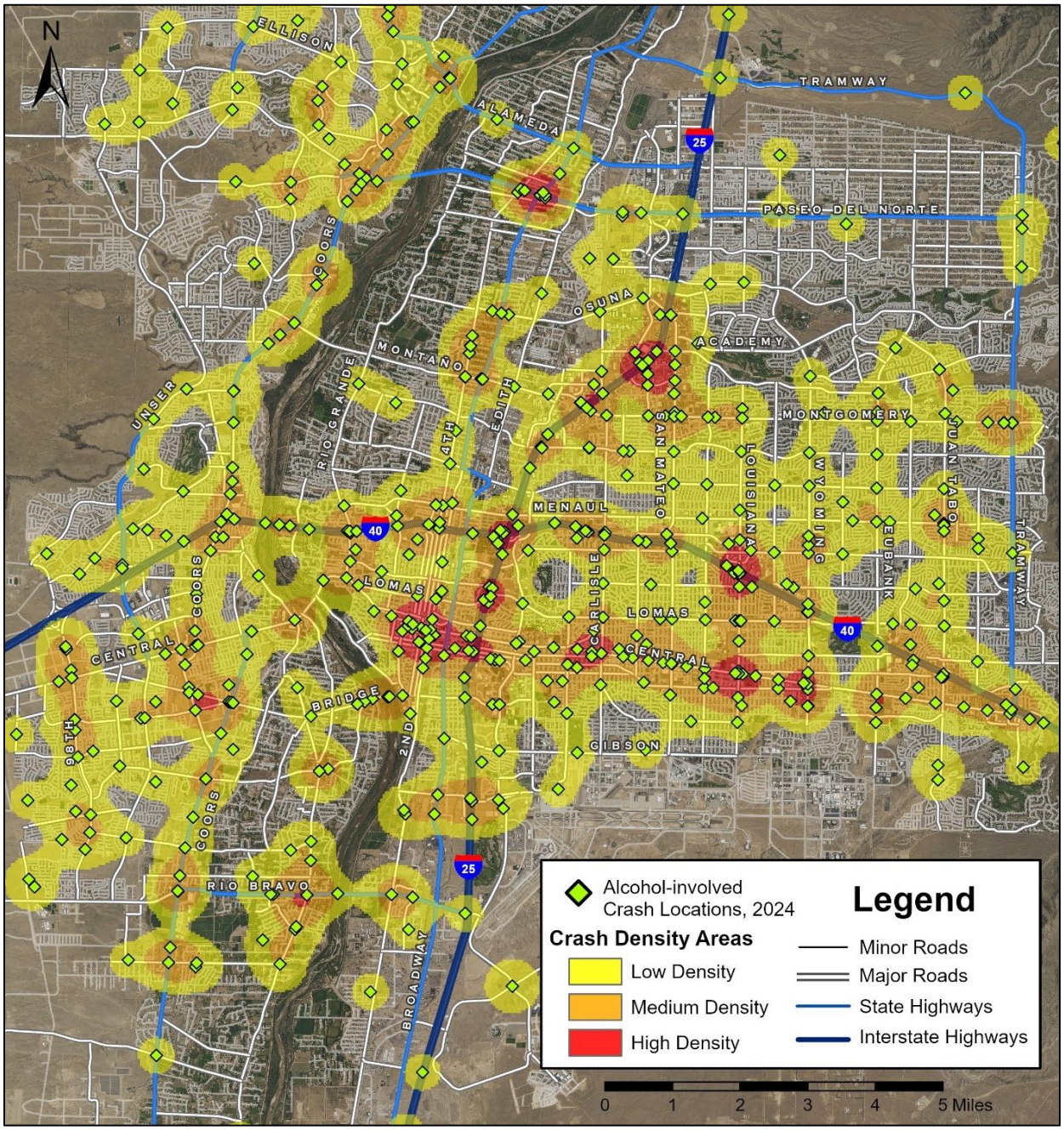
Map 2: Location of Alcohol-involved Crashes, 2024 [1]



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

[1] Each crash point is assigned a color and size according to the number of crashes that occurred at that location (see Geocoding, p. xiii).

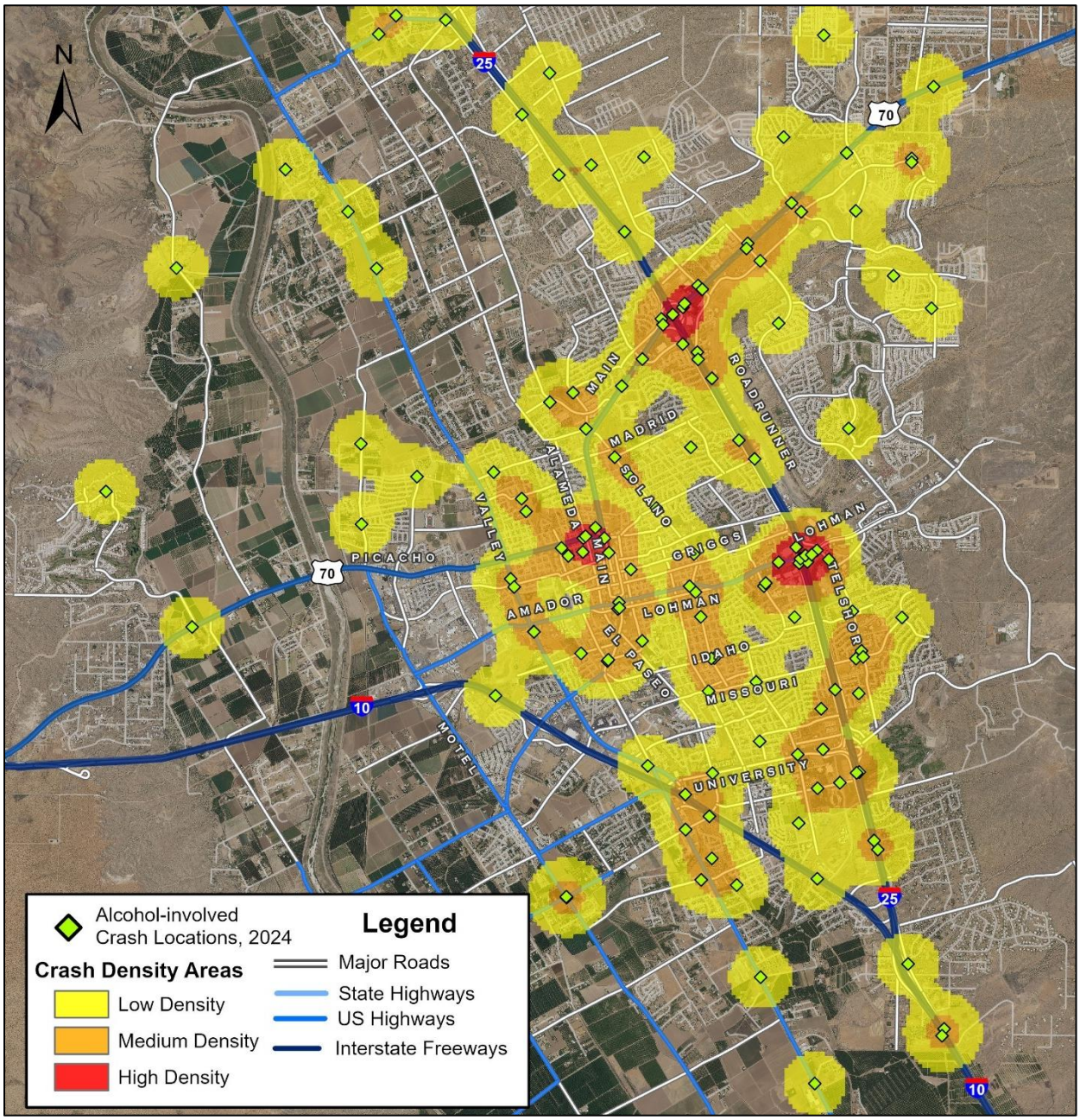
Map 3: Location and Density of Alcohol-involved Crashes in Albuquerque, 2024 [2]



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

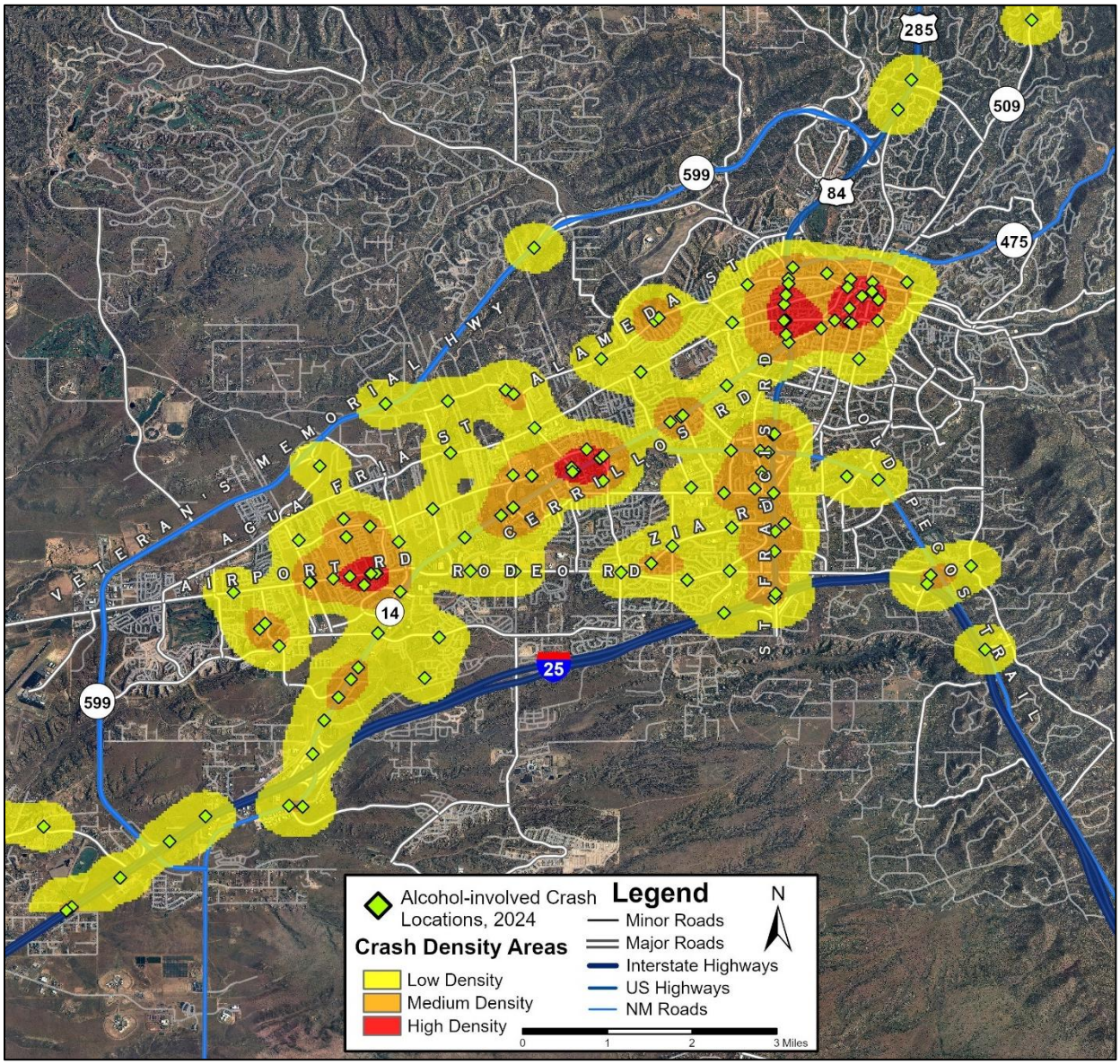
[2] Points show the crash locations, but color shading shows the crash intensity in that area (see Geocoding, p. xiii).

Map 4: Location and Density of Alcohol-involved Crashes in Las Cruces, 2024 [2]



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

Map 5: Location and Density of Alcohol-involved Crashes in Santa Fe, 2024 [2]



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

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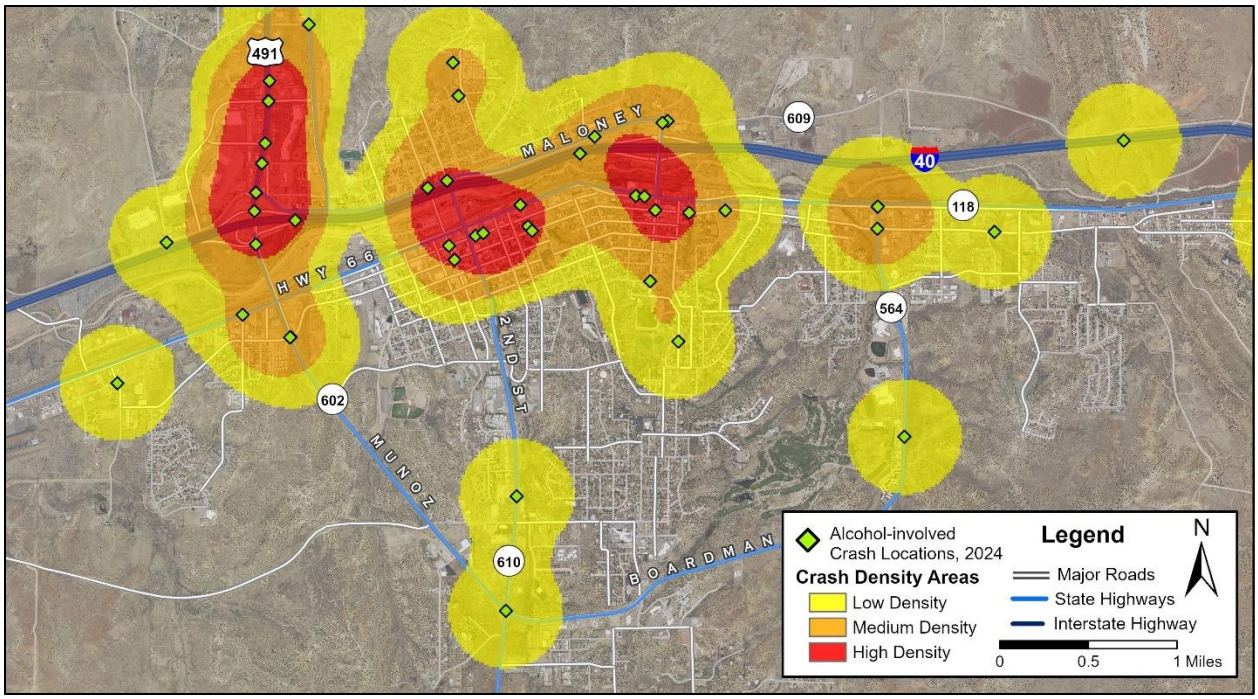
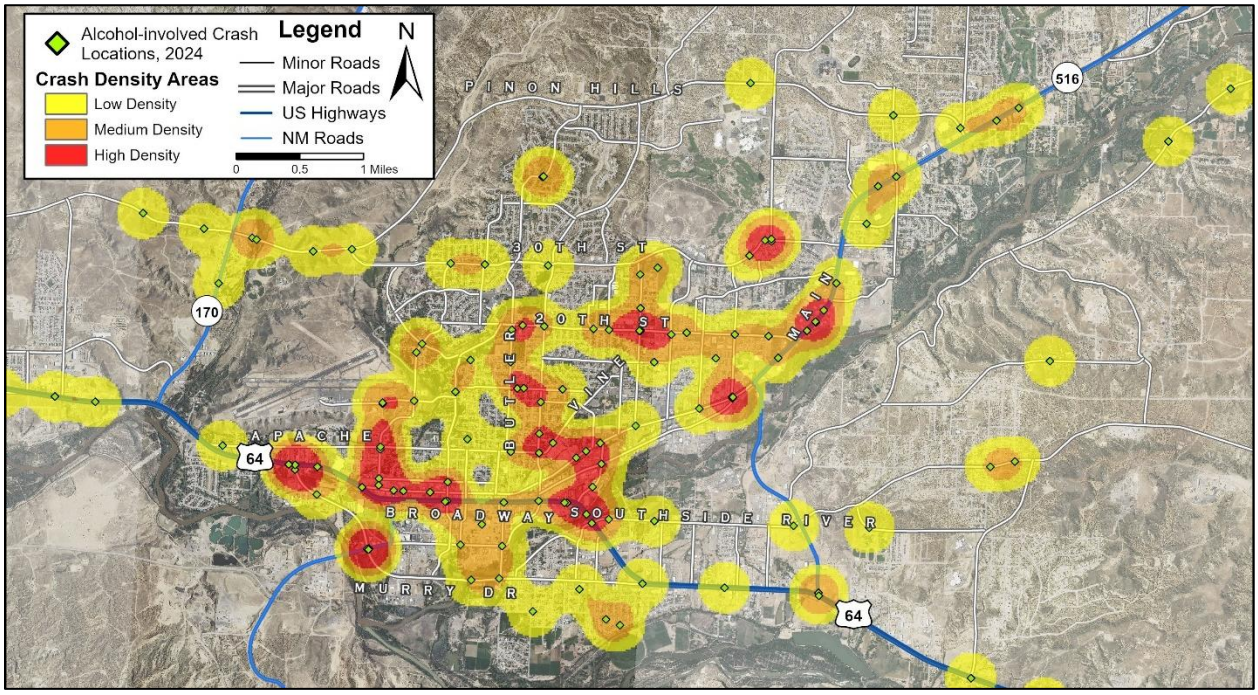
Map 6: Location and Density of Alcohol-involved Crashes in Gallup, 2024 [2]



Map 7: Location and Density of Alcohol-involved Crashes in Farmington, 2024 [2]



All maps are available in high-resolution color at gps.unm.edu/tru/traffic-crash-maps.

Counties

Alcohol-involved Crashes

- Counties that saw a notable decrease in alcohol-involved crashes in 2024 were Bernalillo, Eddy, Grant, Lea, McKinley, Mora, Rio Arriba, Roosevelt, San Miguel, Santa Fe, and Valencia. (Table 7)
- Several counties reported the highest number of alcohol-involved crashes in the past five years: Curry, Doña Ana, Otero, Sandoval, Sierra, and Socorro. (Table 7)
- Bernalillo, Doña Ana, and San Juan counties had the highest number of alcohol-involved crashes.
- The counties with the highest rates of alcohol-involved crashes based on vehicle miles traveled were Bernalillo, Doña Ana, San Juan, and Taos, with at least 10 alcohol-involved crashes per 100 million vehicle miles traveled. The highest rates based on population occurred in Guadalupe, Lincoln, McKinley, and San Juan, with at least 15 alcohol-involved crashes per 10,000 county residents. (Table 8).

Alcohol-involved Fatal Crashes

- The counties with the highest number of alcohol-involved fatal crashes were Bernalillo (49), San Juan (12), and Santa Fe (10). (Table 10)
- Eight counties hit five-year highs in alcohol-involved fatal crashes in 2024: Bernalillo, Chaves, De Baca, Eddy, Lea, Sierra, Socorro, and Torrance. Five of these counties are in the eastern half of the state, with four clustered specifically in the southeast. (Table 9, Table 10)
- Of the 10 counties with the highest number of alcohol-involved fatal crashes in 2024, the highest alcohol-involved fatal crash rates per 10,000 county residents occurred in McKinley (2.2) and Rio Arriba (1.5). The highest rates per 100 million vehicle miles traveled occurred in Rio Arriba (1.1) and McKinley (1.0). (Table 10)

Table 7: Alcohol-involved Crashes[3] by County, 2020 - 2024

County	Alcohol-involved Crashes					Percent of All 2024 Alcohol-involved Crashes
	2020	2021	2022	2023	2024	
Bernalillo	613	692	636	676	618	**28.0%**
Catron	4	1	4	3	2	**0.1%**
Chaves	77	54	73	58	64	**2.9%**
Cibola	43	61	34	31	36	**1.6%**
Colfax	14	16	16	15	14	**0.6%**
Curry	22	33	24	34	39	**1.8%**
De Baca	2	1	1	0	2	**0.1%**
Doña Ana	199	181	216	222	229	**10.4%**
Eddy	70	73	63	85	73	**3.3%**
Grant	23	28	24	39	30	**1.4%**
Guadalupe	10	9	7	7	7	**0.3%**
Harding	0	0	0	2	0	**0.0%**
Hidalgo	3	4	7	5	5	**0.2%**
Lea	65	60	60	80	72	**3.3%**
Lincoln	20	25	37	30	32	**1.4%**
Los Alamos	5	3	6	4	3	**0.1%**
Luna	20	17	19	13	15	**0.7%**
McKinley	127	150	162	157	120	**5.4%**
Mora	6	5	10	10	5	**0.2%**
Otero	53	41	38	49	56	**2.5%**
Quay	8	9	12	3	7	**0.3%**
Rio Arriba	45	42	55	50	42	**1.9%**
Roosevelt	13	13	15	11	9	**0.4%**
San Juan	157	216	211	196	213	**9.6%**
San Miguel	25	36	38	27	25	**1.1%**
Sandoval	109	119	136	130	156	**7.1%**
Santa Fe	144	132	158	187	181	**8.2%**
Sierra	8	13	12	13	16	**0.7%**
Socorro	14	11	19	19	23	**1.0%**
Taos	45	37	50	35	49	**2.2%**
Torrance	9	15	15	14	14	**0.6%**
Union	7	2	5	2	1	**0.05%**
Valencia	60	51	70	61	51	**2.3%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**100%**

[3] Darker shading indicates higher percentages.

Crash Geography – Counties

Table 8: Ranking[4] and Rates[5] of Alcohol-involved Crashes by County, 2020 - 2024

2024 Rank	County	Alcohol-involved Crashes					2024 Population	2024 Vehicle Miles Traveled (100M VMT)	2024 Alcohol-involved Crashes per 10,000 County Residents	2024 Alcohol-involved Crashes per 100M VMT
		2020	2021	2022	2023	2024				
1	Bernalillo	613	692	636	676	618	671,747	56.07	9.2	**11.0**
2	Doña Ana	199	181	216	222	229	229,366	22.21	10.0	**10.3**
3	San Juan	157	216	211	196	213	120,817	20.21	**17.6**	**10.5**
4	Santa Fe	144	132	158	187	181	157,765	19.49	**11.5**	**9.3**
5	Sandoval	109	119	136	130	156	157,757	17.36	9.9	**9.0**
6	McKinley	127	150	162	157	120	68,945	14.79	**17.4**	**8.1**
7	Eddy	70	73	63	85	73	61,436	11.65	**11.9**	6.3
8	Lea	65	60	60	80	72	75,151	11.96	9.6	6.0
9	Chaves	77	54	73	58	64	63,697	7.37	10.0	**8.7**
10	Otero	53	41	38	49	56	69,711	8.07	8.0	6.9
11	Valencia	60	51	70	61	51	80,813	7.14	6.3	7.1
12	Taos	45	37	50	35	49	34,482	4.23	**14.2**	**11.6**
13	Rio Arriba	45	42	55	50	42	39,955	5.40	**10.5**	**7.8**
14	Curry	22	33	24	34	39	47,156	4.27	8.3	**9.1**
15	Cibola	43	61	34	31	36	26,686	9.34	**13.5**	3.9
16	Lincoln	20	25	37	30	32	20,025	4.49	**16.0**	7.1
17	Grant	23	28	24	39	30	27,541	4.37	**10.9**	6.9
18	San Miguel	25	36	38	27	25	26,428	4.62	9.5	5.4
19	Socorro	14	11	19	19	23	15,967	6.13	**14.4**	3.8
20	Sierra	8	13	12	13	16	11,389	2.25	**14.0**	7.1
21	Luna	20	17	19	13	15	25,878	8.87	5.8	1.7
22	Colfax	14	16	16	15	14	12,307	3.53	**11.4**	4.0
22	Torrance	9	15	15	14	14	15,986	6.56	8.8	2.1
24	Roosevelt	13	13	15	11	9	18,713	2.16	4.8	4.2
25	Guadalupe	10	9	7	7	7	4,385	6.97	**16.0**	1.0
25	Quay	8	9	12	3	7	8,403	6.30	8.3	1.1
27	Mora	6	5	10	10	5	4,096	1.53	**12.2**	3.3
27	Hidalgo	3	4	7	5	5	3,966	3.58	**12.6**	1.4
29	Los Alamos	5	3	6	4	3	19,675	1.11	1.5	2.7
30	Catron	4	1	4	3	2	3,795	1.21	5.3	1.7
30	De Baca	2	1	1	0	2	1,657	1.54	**12.1**	1.3
32	Union	7	2	5	2	1	3,926	1.63	2.5	0.6
33	Harding	0	0	0	2	0	635	0.20	-	-
Missing Data		0	0	0	0	0	-	-	-	-
Total		**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**2,130,256**	**285.66**	**10.4**	**7.7**

[4] Counties share the same rank if they have the same number of crashes in 2024.

[5] Crash rates are in bold red if they are more than the statewide rate for 2024. Roadway volume is expressed in units of 100 million vehicle miles traveled (100M VMT).

Table 9: Alcohol-involved Fatal Crashes by County, 2020 - 2024 [3]

County	Alcohol-involved Fatal Crashes					Percent of All 2024 Alcohol-involved Fatal Crashes
	2020	2021	2022	2023	2024	
Bernalillo	35	45	40	47	49	**29.9%**
Catron	0	0	4	1	0	**0.0%**
Chaves	2	1	4	5	6	**3.7%**
Cibola	3	6	6	1	3	**1.8%**
Colfax	2	1	0	2	1	**0.6%**
Curry	3	2	1	2	2	**1.2%**
De Baca	0	0	0	0	2	**1.2%**
Doña Ana	8	7	8	7	8	**4.9%**
Eddy	3	7	3	5	6	**3.7%**
Grant	2	2	1	2	1	**0.6%**
Guadalupe	2	2	2	0	1	**0.6%**
Harding	0	0	0	2	0	**0.0%**
Hidalgo	1	0	1	0	0	**0.0%**
Lea	3	4	5	2	8	**4.9%**
Lincoln	1	2	0	3	3	**1.8%**
Los Alamos	0	1	0	0	0	**0.0%**
Luna	2	7	3	2	0	**0.0%**
McKinley	9	13	16	15	9	**5.5%**
Mora	0	2	2	1	1	**0.6%**
Otero	4	2	4	3	3	**1.8%**
Quay	1	2	2	1	2	**1.2%**
Rio Arriba	6	0	6	6	6	**3.7%**
Roosevelt	0	0	7	1	1	**0.6%**
San Juan	14	17	13	10	12	**7.3%**
San Miguel	4	1	1	4	4	**2.4%**
Sandoval	2	11	8	6	5	**3.0%**
Santa Fe	12	6	10	8	10	**6.1%**
Sierra	0	1	1	1	3	**1.8%**
Socorro	1	2	2	3	5	**3.0%**
Taos	7	8	5	2	6	**3.7%**
Torrance	2	2	1	1	5	**3.0%**
Union	2	0	1	0	0	**0.0%**
Valencia	3	3	3	6	2	**1.2%**
Missing Data	0	0	0	0	0	**0.0%**
Total	**134**	**157**	**160**	**149**	**164**	**100.0%**

Crash Geography – Counties

Table 10: Ranking[4] and Rates[5] of Alcohol-involved Fatal Crashes by County, 2020 - 2024

2024 Rank	County	Alcohol-involved Fatal Crashes					2024 Population	2024 Vehicle Miles Traveled (100M VMT)	2024 Alcohol-involved Fatal Crashes per 10,000 County Residents	2024 Alcohol-involved Fatal Crashes per 100M VMT
		2020	2021	2022	2023	2024				
1	Bernalillo	35	45	40	47	49	671,747	56.07	0.7	**0.9**
2	San Juan	14	17	13	10	12	120,817	20.21	**1.0**	**0.6**
3	Santa Fe	12	6	10	8	10	157,765	19.49	0.6	0.5
4	McKinley	9	13	16	15	9	68,945	14.79	**1.3**	**0.6**
5	Doña Ana	8	7	8	7	8	229,366	22.21	0.3	0.4
5	Lea	3	4	5	2	8	75,151	11.96	**1.1**	**0.7**
7	Rio Arriba	6	0	6	6	6	39,955	5.40	**1.5**	**1.1**
7	Chaves	2	1	4	5	6	63,697	7.37	**0.9**	**0.8**
7	Eddy	3	7	3	5	6	61,436	11.65	**1.0**	0.5
7	Taos	7	8	5	2	6	34,482	4.23	**1.7**	**1.4**
11	Sandoval	2	11	8	6	5	157,757	17.36	0.3	0.3
11	Socorro	1	2	2	3	5	15,967	6.13	**3.1**	**0.8**
11	Torrance	2	2	1	1	5	15,986	6.56	**3.1**	**0.8**
14	San Miguel	4	1	1	4	4	26,428	4.62	**1.5**	**0.9**
15	Otero	4	2	4	3	3	69,711	8.07	0.4	0.4
15	Lincoln	1	2	0	3	3	20,025	4.49	**1.5**	**0.7**
15	Cibola	3	6	6	1	3	26,686	9.34	**1.1**	0.3
15	Sierra	0	1	1	1	3	11,389	2.25	**2.6**	**1.3**
19	Valencia	3	3	3	6	2	80,813	7.14	0.2	0.3
19	Curry	3	2	1	2	2	47,156	4.27	0.4	0.5
19	Quay	1	2	2	1	2	8,403	6.30	**2.4**	0.3
19	De Baca	0	0	0	0	2	1,657	1.54	**12.1**	**1.3**
23	Grant	2	2	1	2	1	27,541	4.37	0.4	0.2
23	Colfax	2	1	0	2	1	12,307	3.53	**0.8**	0.3
23	Roosevelt	0	0	7	1	1	18,713	2.16	0.5	0.5
23	Mora	0	2	2	1	1	4,096	1.53	**2.4**	**0.7**
23	Guadalupe	2	2	2	0	1	4,385	6.97	**2.3**	0.1
28	Luna	2	7	3	2	0	25,878	8.87	0.0	0.0
28	Harding	0	0	0	2	0	635	0.20	0.0	0.0
28	Catron	0	0	4	1	0	3,795	1.21	0.0	0.0
28	Hidalgo	1	0	1	0	0	3,966	3.58	0.0	0.0
28	Union	2	0	1	0	0	3,926	1.63	0.0	0.0
28	Los Alamos	0	1	0	0	0	19,675	1.11	0.0	0.0
Missing Data		0	0	0	0	0	-	-	-	-
Total		**134**	**157**	**160**	**149**	**164**	**2,130,256**	**285.66**	**0.8**	**0.6**

Cities

- Alcohol-involved crashes in Albuquerque and Gallup fell to their lowest levels in five years. (Table 11)
- Of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates were in Taos (31.0 crashes per 10,000 city residents), Gallup (29.0), Ruidoso (27.5), and Farmington (27.2). (Table 11)

Table 11: Top-Ranking Cities for Alcohol-involved Crashes, 2020 - 2024 [6] [7] [8]

2024 Rank	City	Alcohol-involved Crashes					2024 Population	2024 Alcohol-involved Crashes per 10,000 City Residents
		2020	2021	2022	2023	2024		
1	Albuquerque	575	585	518	582	497	560,326	8.9
2	Farmington	73	112	116	110	126	46,262	**27.2**
3	Santa Fe	81	74	91	111	122	90,551	**13.5**
4	Las Cruces	112	88	118	110	118	116,998	10.1
5	Rio Rancho	64	54	79	88	97	112,524	8.6
6	Gallup	65	89	83	83	59	20,339	**29.0**
7	South Valley	-	36	32	39	46	38,338	**12.0**
8	Carlsbad	46	40	31	47	45	31,999	**14.1**
9	Hobbs	48	38	37	38	44	41,061	**10.7**
10	Roswell	54	33	53	34	42	47,176	8.9
11	Clovis	19	22	16	20	31	37,555	8.3
12	Alamogordo	29	19	20	24	27	31,667	8.5
13	Ruidoso	10	9	18	15	21	7,640	**27.5**
14	Taos	12	10	17	12	20	6,453	**31.0**
15	North Valley	-	16	14	5	14	11,149	**12.6**
16	Bernalillo	9	13	10	14	13	9,159	**14.2**
17	Silver City	8	15	16	20	12	9,399	**12.8**
18	Chaparral	9	12	12	11	11	16,551	6.6
18	Lovington	5	3	4	8	11	11,693	9.4
18	Grants	7	9	8	6	11	8,880	**12.4**
All Other Locations		794	873	940	891	842	-	-
Statewide Total		**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**2,130,256**	**10.4**

[6] "City" refers to any city, town, or U.S. Census-designated place (CDP) in New Mexico. Cities share the same rank if they have the same number of crashes in 2024. If multiple cities rank 20th, only the city with the higher number of alcohol-involved crashes in the prior year is shown.

[7] The population of the North Valley, the South Valley and Chaparral CDPs (Census Designated Places) are from the 2020 U.S. Census. Crashes in the South Valley and the North Valley were categorized as Albuquerque prior to 2021. See the Definitions section (page xiii for additional details on changes to city boundaries used in geocoding, effective 2021.

[8] Crash rates are in bold red if they are more than the statewide rate for 2024. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Crash Geography – Cities

- The cities with the highest alcohol-involved fatal crash rates were North Hobbs (3.1 alcohol-involved fatal crashes per 10,000 city residents), Ruidoso (2.6), Artesia (1.6), Farmington (1.1), and Sunland Park (1.1). (Table 12)

Table 12: Top-Ranking Cities for Alcohol-involved Fatal Crashes, 2020 - 2024 [9] [10] [11]

2024 Rank	City	Alcohol-involved Fatal Crashes					2024 Population	2024 Alcohol-involved Fatal Crashes per 10,000 City Residents
		2020	2021	2022	2023	2024		
1	Albuquerque	33	36	35	36	40	560,326	0.7
2	Farmington	4	6	5	4	5	46,262	**1.1**
3	Roswell	1	0	3	3	4	47,176	**0.8**
4	South Valley	0	0	0	3	3	38,338	**0.8**
4	Hobbs	0	1	2	0	3	41,061	0.7
6	Carlsbad	1	4	1	4	2	31,999	0.6
6	Clovis	3	0	0	2	2	37,555	0.5
6	Alamogordo	0	0	2	0	2	31,667	0.6
6	Artesia	0	0	1	0	2	12,550	**1.6**
6	Ruidoso	0	0	0	0	2	7,640	**2.6**
6	Sunland Park	0	0	0	0	2	18,185	**1.1**
6	North Hobbs	0	0	0	0	2	6,529	**3.1**
All Other Locations		92	110	111	97	95	-	-
Statewide Total		**134**	**157**	**160**	**149**	**164**	**2,130,256**	**0.8**

[9] "City" refers to any city, town, or U.S. Census-designated place (CDP) in New Mexico. Cities share the same rank if they have the same number of crashes in 2024.

[10] "All Other Locations" are rural areas, towns, or places with fewer than two alcohol-involved fatal crashes in 2024.

[11] Crash rates are in bold red if they are more than the statewide rate for 2024. The population of the South Valley and North Hobbs CDPs (Census Designated Places) are from the 2020 U.S. Census. Crashes in the South Valley were categorized as Albuquerque prior to 2021. In some places, nonresident drivers passing through may contribute to a high crash rate in an area with a relatively small population.

Rural and Urban Alcohol-involved Crashes

- 76.0 percent of all alcohol-involved crashes occurred on urban roadways. (Table 13)
- Alcohol-involved crashes are more likely to be fatal on rural roadways. Rural non-Interstate roadways account for 19.4 percent of alcohol-involved crashes (Table 13), but 32.9 percent of alcohol-involved fatal crashes (Table 15). Further, rural Interstate roadways account for 4.6 percent of alcohol-involved crashes (Table 13), but 14.0 percent of alcohol-involved fatal crashes (Table 15).

Table 13: Alcohol-involved Crashes and Number of People in Alcohol-involved Crashes by Road System, 2024

Road System	Alcohol-involved Crashes		People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	102	4.6%	205	4.3%
Rural Non-Interstate	428	19.4%	803	16.7%
Urban	1,679	76.0%	3,789	79.0%
Total	**2,209**	**100.0%**	**4,797**	**100.0%**

Table 14: Alcohol-involved Injury Crashes and Number of People Injured by Road System, 2024

Road System	Alcohol-involved Injury Crashes		People Injured in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	39	4.1%	70	4.8%
Rural Non-Interstate	204	21.4%	330	22.8%
Urban	709	74.5%	1,047	72.4%
Total	**952**	**100.0%**	**1,447**	**100.0%**

Table 15: Alcohol-involved Fatal Crashes and Number of People Killed by Road System, 2024

Road System	Alcohol-involved Fatal Crashes		People Killed in Alcohol-involved Crashes	
	Count	Percent	Count	Percent
Rural Interstate	23	14.0%	27	15.3%
Rural Non-Interstate	54	32.9%	58	32.8%
Urban	87	53.0%	92	52.0%
Total	**164**	**100.0%**	**177**	**100.0%**

Table 16: Alcohol-involved Crashes and Fatalities
by First Harmful Event[12] and Road System, 2024

First Harmful Event	Rural Interstate				Rural Non-Interstate				Urban			
	Crashes		Fatalities		Crashes		Fatalities		Crashes		Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	1	1.0%	2	7.4%	5	1.2%	1	1.7%	2	0.1%	0	0.0%
Collision with Fixed Object	30	29.4%	4	14.8%	175	40.9%	8	13.8%	554	33.0%	13	14.1%
Collision with Motor Vehicle	37	36.3%	4	14.8%	111	25.9%	21	36.2%	908	54.1%	28	30.4%
Collision with Other Non-Fixed Object	2	2.0%	1	3.7%	17	4.0%	1	1.7%	45	2.7%	4	4.3%
Collision with Person	6	5.9%	6	22.2%	16	3.7%	6	10.3%	98	5.8%	40	43.5%
Non-Collision	24	23.5%	10	37.0%	103	24.1%	21	36.2%	68	4.1%	7	7.6%
Other	2	2.0%	0	0.0%	1	0.2%	0	0.0%	4	0.2%	0	0.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**102**	**100%**	**27**	**100%**	**428**	**100%**	**58**	**100%**	**1,679**	**100%**	**92**	**100%**

- Alcohol-involved crashes where the first harmful event involved a non-motorist (Collision with Person, e.g., a pedestrian or pedalcyclist) accounted for a disproportionate number of fatalities. For example, on urban roadways, non-motorist crashes were 5.8 percent of crashes but 43.5 percent of fatalities. (Table 16)

Table 17: Alcohol-involved Crashes by Light Condition and Road System, 2024

Light Condition	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	36	35.3%	157	36.7%	533	31.7%	726	32.9%
Dark-Lighted	5	4.9%	19	4.4%	696	41.5%	720	32.6%
Dark-Not Lighted	56	54.9%	224	52.3%	358	21.3%	638	28.9%
Dusk	3	2.9%	14	3.3%	50	3.0%	67	3.0%
Dark-Unknown Lighting	2	2.0%	6	1.4%	33	2.0%	41	1.9%
Dawn	0	0.0%	5	1.2%	6	0.4%	11	0.5%
Unknown or Not Reported	0	0.0%	1	0.2%	2	0.1%	3	0.1%
Other	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Missing Data	0	0.0%	2	0.5%	0	0.0%	2	0.1%
Total	**102**	**100%**	**428**	**100%**	**1,679**	**100%**	**2,209**	**100%**

[12] See the Definitions section (page xii) for additional details on First Harmful Event.

Crash Characteristics

Month, Day of Week, and Hour

Table 18: Alcohol-involved Crashes by Month and Crash Severity, 2024

Month	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
January	12	7.3%	79	8.3%	93	8.5%	184	8.3%
February	11	6.7%	66	6.9%	76	7.0%	153	6.9%
March	13	7.9%	69	7.2%	80	7.3%	162	7.3%
April	14	8.5%	60	6.3%	79	7.2%	153	6.9%
May	13	7.9%	74	7.8%	91	8.3%	178	8.1%
June	17	10.4%	95	10.0%	95	8.7%	207	9.4%
July	18	11.0%	81	8.5%	74	6.8%	173	7.8%
August	19	11.6%	97	10.2%	95	8.7%	211	9.6%
September	20	12.2%	82	8.6%	103	9.4%	205	9.3%
October	9	5.5%	94	9.9%	105	9.6%	208	9.4%
November	10	6.1%	83	8.7%	107	9.8%	200	9.1%
December	8	4.9%	72	7.6%	95	8.7%	175	7.9%
Total	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

- Alcohol-involved crashes were highest in August. (Table 18, Figure 5)
- Alcohol-involved fatal crashes were highest in June, July, August, and September, and lowest in December. (Table 18)

Figure 5: Percentage of Alcohol-involved Crashes by Month, 2024

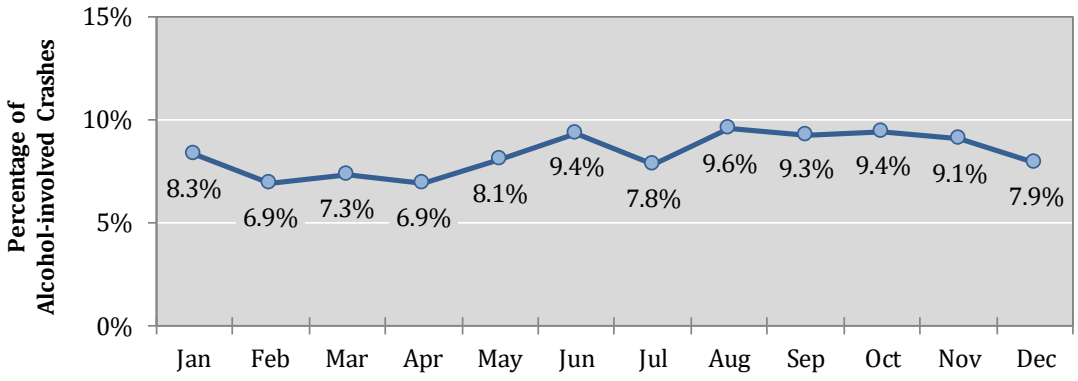
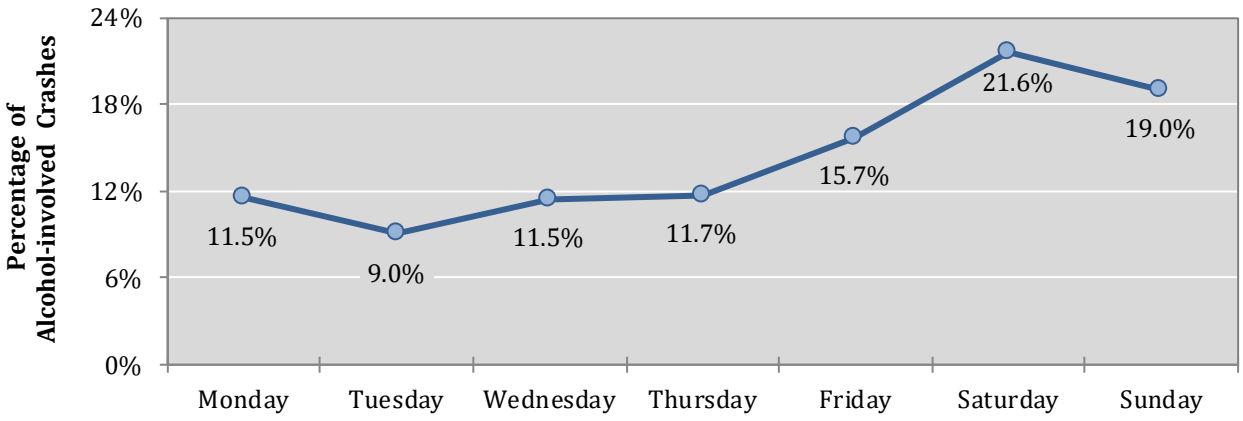


Table 19: Alcohol-involved Crashes by Day of Week and Crash Severity, 2024

Day of Week	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	16	9.8%	121	12.7%	118	10.8%	255	11.5%
Tuesday	19	11.6%	82	8.6%	98	9.0%	199	9.0%
Wednesday	25	15.2%	101	10.6%	127	11.6%	253	11.5%
Thursday	24	14.6%	109	11.4%	126	11.5%	259	11.7%
Friday	26	15.9%	156	16.4%	165	15.1%	347	15.7%
Saturday	27	16.5%	203	21.3%	247	22.6%	477	21.6%
Sunday	27	16.5%	180	18.9%	212	19.4%	419	19.0%
Total	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

- In 2024, alcohol-involved fatal crashes were spread more evenly throughout the week, with Wednesday and Thursday showing similar numbers to weekend days. (Table 19)
- More than half (56.3 percent) of all alcohol-involved crashes occurred on weekends: Fridays (15.7 percent), Saturdays (21.6 percent) and Sundays (19.0 percent) combined. (Table 19, Figure 6)

Figure 6: Percentage of Alcohol-involved Crashes by Day of Week, 2024



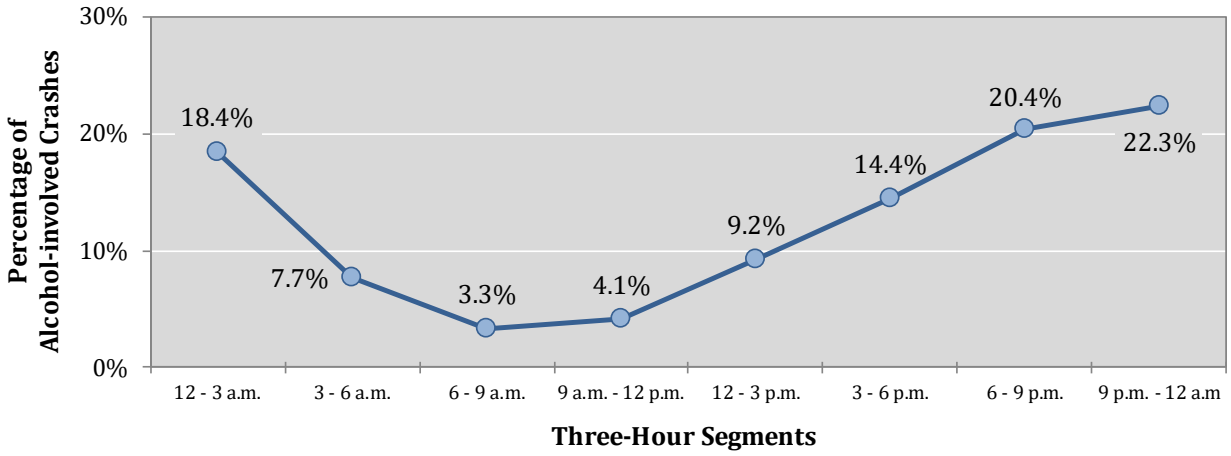
Crash Characteristics – Month, Day, Hour

Table 20: Alcohol-involved Crashes[13] by Day of the Week and Three-hour Segments[14], 2024

Hour	Alcohol-involved Crashes								
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total	Percent of Total
12 - 3 a.m.	47	25	35	32	59	94	114	406	18.4%
3 - 6 a.m.	17	7	8	17	31	42	49	171	7.7%
6 - 9 a.m.	10	7	5	7	6	15	24	74	3.3%
9 a.m. - 12 p.m.	12	9	11	15	9	16	19	91	4.1%
12 - 3 p.m.	21	26	23	26	34	38	36	204	9.2%
3 - 6 p.m.	47	34	46	41	49	53	49	319	14.4%
6 - 9 p.m.	49	47	65	68	68	91	62	450	20.4%
9 p.m. - 12 a.m	52	44	60	53	91	128	65	493	22.3%
Missing Data	0	0	0	0	0	0	1	1	0.05%
Total	**255**	**199**	**253**	**259**	**347**	**477**	**419**	**2,209**	**100%**

- Almost half (42.7 percent) of all alcohol-involved crashes occurred from 6 p.m. to midnight. (Table 20, Figure 7)
- Most alcohol-involved crashes occur between 6 p.m. and 3 a.m., with the highest numbers on Friday, Saturday, and Sunday nights. (Table 20, Table 21)

Figure 7: Percentage of Alcohol-involved Crashes by Three-hour Segments[14], 2024



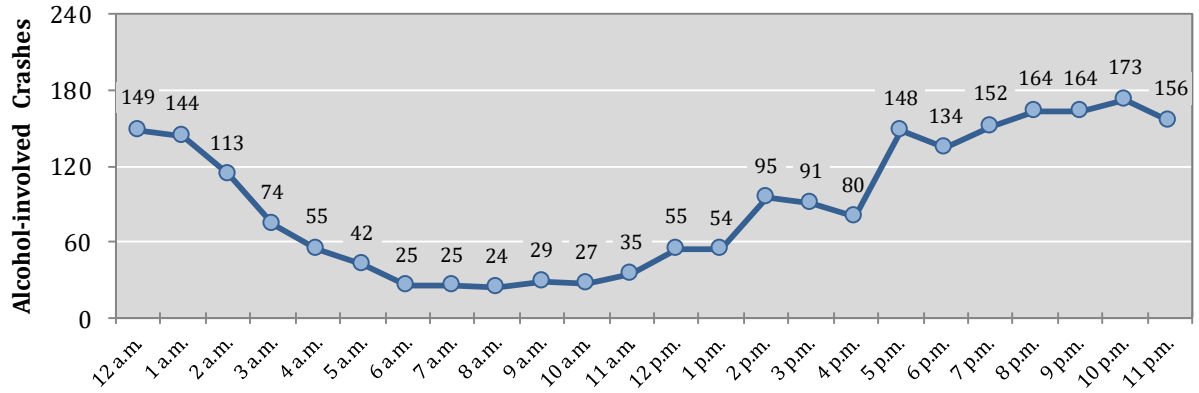
[13] Darker shading indicates higher numbers.

[14] For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 21: Alcohol-involved Crashes by Hour[15] and Day of the Week[16], 2024

Hour	Alcohol-involved Crashes							Total by Hour	Percent by Hour
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun		
12 a.m.	16	11	17	17	19	36	33	149	6.7%
1 a.m.	18	11	9	12	25	30	39	144	6.5%
2 a.m.	13	3	9	3	15	28	42	113	5.1%
3 a.m.	9	2	5	5	14	18	21	74	3.3%
4 a.m.	3	3	1	6	9	15	18	55	2.5%
5 a.m.	5	2	2	6	8	9	10	42	1.9%
6 a.m.	3	2	4	1	1	5	9	25	1.1%
7 a.m.	2	3	0	3	1	7	9	25	1.1%
8 a.m.	5	2	1	3	4	3	6	24	1.1%
9 a.m.	3	4	2	5	1	7	7	29	1.3%
10 a.m.	3	4	4	4	5	3	4	27	1.2%
11 a.m.	6	1	5	6	3	6	8	35	1.6%
12 p.m.	9	7	5	6	8	11	9	55	2.5%
1 p.m.	2	9	4	11	7	9	12	54	2.4%
2 p.m.	10	10	14	9	19	18	15	95	4.3%
3 p.m.	14	13	13	13	11	11	16	91	4.1%
4 p.m.	10	5	13	8	14	16	14	80	3.6%
5 p.m.	23	16	20	20	24	26	19	148	6.7%
6 p.m.	12	11	24	22	17	28	20	134	6.1%
7 p.m.	18	16	15	28	22	30	23	152	6.9%
8 p.m.	19	20	26	18	29	33	19	164	7.4%
9 p.m.	20	16	19	18	24	38	29	164	7.4%
10 p.m.	18	13	25	18	35	43	21	173	7.8%
11 p.m.	14	15	16	17	32	47	15	156	7.1%
Missing Data	0	0	0	0	0	0	1	1	0.05%
Total	**255**	**199**	**253**	**259**	**347**	**477**	**419**	**2,209**	**100%**

Figure 8: Alcohol-involved Crashes by Hour[15], 2024



[15] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.
[16] Darker shading indicates higher numbers.

First Harmful Event

First harmful event (a.k.a. FHE) describes the event of the crash that produced the first injury or damage. It is used in conjunction with a subfield, FHE Analysis, to provide additional detail on the nature of the first harmful event. Since 2020, the first harmful event replaced crash classification. See the Definitions section (page xii) for additional details on this change in available data.

Table 22: Crashes by First Harmful Event and Crash Severity, 2024

First Harmful Event (FHE)	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	2	1.2%	1	0.1%	5	0.5%	8	0.4%
Collision with Fixed Object	24	14.6%	283	29.7%	452	41.4%	759	34.4%
Collision with Motor Vehicle	47	28.7%	481	50.5%	528	48.3%	1,056	47.8%
Collision with Other Non-Fixed Object	5	3.0%	23	2.4%	36	3.3%	64	2.9%
Collision with Person	51	31.1%	66	6.9%	3	0.3%	120	5.4%
Non-Collision	35	21.3%	98	10.3%	62	5.7%	195	8.8%
Other	0	0.0%	0	0.0%	7	0.6%	7	0.3%
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Alcohol-involved Crashes	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

- The two most common first harmful events in alcohol-involved crashes were “Collision with [Other] Motor Vehicle” (47.8 percent) and “Collision with Fixed Object” (34.4 percent). (Table 22)
- Crashes where the first harmful event involved a non-motorist (e.g., a pedestrian or pedalcyclist) accounted for 5.4 percent of alcohol-involved crashes, but 31.1 percent of alcohol-involved fatal crashes. (Table 22)
- Rollover/Overturn-classified crashes (the most common type of non-collision event) were 6.1 percent of alcohol-involved crashes but accounted for 17.7 percent alcohol-involved fatal crashes. (Table 23)

Table 23: Alcohol-involved Crashes by First Harmful Event, Subanalysis, and Crash Severity, 2024

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved PDO Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**2**	**1.2%**	**1**	**0.1%**	**5**	**0.5%**	**8**	**0.4%**
Deer	1	0.6%	1	0.1%	3	0.3%	5	0.2%
Elk	1	0.6%	0	-	2	0.2%	3	0.1%
Antelope	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-
Cattle/Cow	0	-	0	-	0	-	0	-
Horse	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Collision with Fixed Object	**24**	**14.6%**	**283**	**29.7%**	**452**	**41.4%**	**759**	**34.4%**
Curb	3	1.8%	40	4.2%	89	8.1%	132	6.0%
Guardrail, End or Face	5	3.0%	34	3.6%	45	4.1%	84	3.8%
Fence	0	-	29	3.0%	41	3.8%	70	3.2%
Other Fixed Object	2	1.2%	23	2.4%	41	3.8%	66	3.0%
Other Post, Pole or Support	2	1.2%	20	2.1%	33	3.0%	55	2.5%
Tree (standing)	3	1.8%	22	2.3%	24	2.2%	49	2.2%
Utility Pole/Light Support	2	1.2%	14	1.5%	28	2.6%	44	2.0%
Wall or Building	1	0.6%	15	1.6%	27	2.5%	43	1.9%
Ditch	1	0.6%	20	2.1%	16	1.5%	37	1.7%
Embankment	1	0.6%	14	1.5%	12	1.1%	27	1.2%
Traffic Sign Support	1	0.6%	3	0.3%	19	1.7%	23	1.0%
Median	0	-	6	0.6%	16	1.5%	22	1.0%
Traffic Barrier, Concrete	1	0.6%	14	1.5%	6	0.5%	21	1.0%
Bridge Pier, Support, Rail, or Overhead	0	-	2	0.2%	6	0.5%	8	0.4%
Traffic Barrier, Cable	1	0.6%	2	0.2%	5	0.5%	8	0.4%
Culvert	0	-	5	0.5%	3	0.3%	8	0.4%
Other (incl. hydrant, box, cattle guard, plant)	1	0.6%	18	1.9%	37	3.4%	56	2.5%
Missing Subanalysis Data	0	-	2	0.2%	4	0.4%	6	0.3%
Collision with Motor Vehicle	**47**	**28.7%**	**481**	**50.5%**	**528**	**48.3%**	**1,056**	**47.8%**
MV in Transport	46	28.0%	442	46.4%	446	40.8%	934	42.3%
Parked MV	1	0.6%	31	3.3%	78	7.1%	110	5.0%
Missing Subanalysis Data	0	-	8	0.8%	4	0.4%	12	0.5%
Collision with Other Non-Fixed Object	**5**	**3.0%**	**23**	**2.4%**	**36**	**3.3%**	**64**	**2.9%**
Other Non-fixed Object	5	3.0%	18	1.9%	33	3.0%	56	2.5%
Work Zone/Maintenance Equipment	0	-	1	0.1%	1	0.1%	2	0.1%
Railway Vehicle	0	-	0	-	0	-	0	-
Struck by falling, shifting cargo	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	4	0.4%	2	0.2%	6	0.3%
Collision with Person	**51**	**31.1%**	**66**	**6.9%**	**3**	**0.3%**	**120**	**5.4%**
Pedestrian	48	29.3%	56	5.9%	2	0.2%	106	4.8%
Pedalcycle	2	1.2%	7	0.7%	0	-	9	0.4%
Other Non-Motorist	1	0.6%	3	0.3%	1	0.1%	5	0.2%
Missing Subanalysis Data	0	-	0	-	0	-	0	-
Non-Collision	**35**	**21.3%**	**98**	**10.3%**	**62**	**5.7%**	**195**	**8.8%**
Overturn/Rollover	29	17.7%	67	7.0%	38	3.5%	134	6.1%
All Other Non-Collision	2	1.2%	23	2.4%	21	1.9%	46	2.1%
Fell/Jumped from MV	2	1.2%	3	0.3%	1	0.09%	6	0.3%
Immersion, Full or Partial	0	-	3	0.3%	1	0.09%	4	0.2%
Cargo/Equipment Loss or Shift	0	-	0	-	1	0.09%	1	0.05%
Fire/Explosion	1	0.6%	0	-	0	-	1	0.05%
Jackknife	1	0.6%	0	-	0	-	1	0.05%
Thrown or Falling Object	0	-	1	0.1%	0	-	1	0.05%
Missing Subanalysis Data	0	-	1	0.1%	0	-	1	0.05%
Other	**0**	**0.0%**	**0**	**0.0%**	**7**	**0.6%**	**7**	**0.3%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Total Alcohol-involved Crashes	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

Table 24: People in Alcohol-involved Crashes
by First Harmful Event, Subanalysis, and Severity of Injury, 2024

First Harmful Event (FHE) and Subanalysis	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Collision with Animal	**3**	**1.7%**	**1**	**0.5%**	**0**	**0.0%**	**1**	**0.2%**	**10**	**0.3%**	**15**	**0.3%**
Deer	1	0.6%	1	0.5%	0	-	1	0.2%	8	0.3%	11	0.2%
Elk	2	1.1%	0	-	0	-	0	-	2	0.1%	4	0.1%
Antelope	0	-	0	-	0	-	0	-	0	-	0	-
Bear	0	-	0	-	0	-	0	-	0	-	0	-
Cattle/Cow	0	-	0	-	0	-	0	-	0	-	0	-
Horse	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other Large Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Domestic Animal	0	-	0	-	0	-	0	-	0	-	0	-
Small Game Animal	0	-	0	-	0	-	0	-	0	-	0	-
Other (Bird, Cougar, Sheep, Goat)	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Collision with Fixed Object	**25**	**14.1%**	**54**	**27.6%**	**180**	**30.4%**	**112**	**17.0%**	**634**	**20.0%**	**1,005**	**21.0%**
Curb	4	2.3%	8	4.1%	24	4.0%	13	2.0%	121	3.8%	170	3.5%
Guardrail, End or Face	5	2.8%	5	2.6%	19	3.2%	20	3.0%	67	2.1%	116	2.4%
Other Fixed Object	2	1.1%	4	2.0%	14	2.4%	13	2.0%	59	1.9%	92	1.9%
Fence	0	-	2	1.0%	19	3.2%	10	1.5%	56	1.8%	87	1.8%
Wall or Building	1	0.6%	2	1.0%	11	1.9%	9	1.4%	44	1.4%	67	1.4%
Tree (standing)	3	1.7%	9	4.6%	12	2.0%	8	1.2%	34	1.1%	66	1.4%
Other Post, Pole or Support	2	1.1%	1	0.5%	13	2.2%	8	1.2%	41	1.3%	65	1.4%
Utility Pole/Light Support	2	1.1%	5	2.6%	9	1.5%	5	0.8%	35	1.1%	56	1.2%
Ditch	1	0.6%	4	2.0%	14	2.4%	5	0.8%	27	0.9%	51	1.1%
Embankment	1	0.6%	4	2.0%	8	1.3%	8	1.2%	21	0.7%	42	0.9%
Median	0	-	2	1.0%	3	0.5%	2	0.3%	23	0.7%	30	0.6%
Traffic Barrier, Concrete	1	0.6%	1	0.5%	12	2.0%	1	0.2%	14	0.4%	29	0.6%
Traffic Sign Support	1	0.6%	1	0.5%	1	0.2%	1	0.2%	24	0.8%	28	0.6%
Traffic Barrier, Cable	1	0.6%	0	-	0	-	2	0.3%	7	0.2%	10	0.2%
Culvert	0	-	1	0.5%	3	0.5%	1	0.2%	4	0.1%	9	0.2%
Bridge Pier, Support, Rail, or Overhead	0	-	0	-	1	0.2%	1	0.2%	6	0.2%	8	0.2%
Other (incl. hydrant, box, cattle guard, plant)	1	0.6%	4	2.0%	17	2.9%	4	0.6%	42	1.3%	68	1.4%
Missing Subanalysis Data	0	-	1	0.5%	0	-	1	0.2%	9	0.3%	11	0.2%
Collision with Motor Vehicle	**53**	**29.9%**	**91**	**46.4%**	**292**	**49.2%**	**481**	**73.1%**	**2,177**	**68.6%**	**3,094**	**64.5%**
MV in Transport	52	29.4%	85	43.4%	269	45.4%	462	70.2%	1,924	60.6%	2,792	58.2%
Parked MV	1	0.6%	2	1.0%	16	2.7%	17	2.6%	228	7.2%	264	5.5%
Missing Subanalysis Data	0	-	4	2.0%	7	1.2%	2	0.3%	25	0.8%	38	0.8%
Collision with Other Non-Fixed Object	**6**	**3.4%**	**7**	**3.6%**	**12**	**2.0%**	**8**	**1.2%**	**58**	**1.8%**	**91**	**1.9%**
Other Non-fixed Object	6	3.4%	6	3.1%	10	1.7%	6	0.9%	54	1.7%	82	1.7%
Work Zone/Maintenance Equipment	0	-	0	-	1	0.2%	0	-	2	0.1%	3	0.1%
Railway Vehicle	0	-	0	-	0	-	0	-	0	-	0	-
Struck by falling, shifting cargo	0	-	0	-	0	-	0	-	0	-	0	-
Missing Subanalysis Data	0	-	1	0.5%	1	0.2%	2	0.3%	2	0.1%	6	0.1%
Collision with Person	**52**	**29.4%**	**19**	**9.7%**	**42**	**7.1%**	**14**	**2.1%**	**175**	**5.5%**	**302**	**6.3%**
Pedestrian	49	27.7%	16	8.2%	36	6.1%	13	2.0%	157	4.9%	271	5.6%
Pedalcycle	2	1.1%	1	0.5%	5	0.8%	1	0.2%	12	0.4%	21	0.4%
Other Non-Motorist	1	0.6%	2	1.0%	1	0.2%	0	-	6	0.2%	10	0.2%
Missing Subanalysis Data	0	-	0	-	0	-	0	-	0	-	0	-
Non-Collision	**38**	**21.5%**	**24**	**12.2%**	**67**	**11.3%**	**42**	**6.4%**	**111**	**3.5%**	**282**	**5.9%**
Overturn/Rollover	30	16.9%	21	10.7%	49	8.3%	29	4.4%	70	2.2%	199	4.1%
All Other Non-Collision	2	1.1%	2	1.0%	13	2.2%	10	1.5%	35	1.1%	62	1.3%
Fell/Jumped from MV	2	1.1%	0	-	3	0.5%	0	-	3	0.1%	8	0.2%
Immersion, Full or Partial	0	-	1	0.5%	0	-	2	0.3%	1	0.03%	4	0.08%
Jackknife	3	1.7%	0	-	0	-	0	-	0	-	3	0.06%
Thrown or Falling Object	0	-	0	-	1	0.2%	0	-	1	0.03%	2	0.04%
Cargo/Equipment Loss or Shift	0	-	0	-	0	-	0	-	1	0.03%	1	0.02%
Fire/Explosion	1	0.6%	0	-	0	-	0	-	0	-	1	0.02%
Missing Subanalysis Data	0	-	0	-	1	0.2%	1	0.2%	0	-	2	0.04%
Other	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**8**	**0.3%**	**8**	**0.2%**
Missing FHE and Subanalysis Data	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Total People	**177**	**100%**	**196**	**100%**	**593**	**100%**	**658**	**100%**	**3,173**	**100%**	**4,797**	**100%**

Table 25: Alcohol-involved Crashes by First Harmful Event[17] and Subanalysis, 2020 - 2024

First Harmful Event (FHE) and Subanalysis	Alcohol-involved Crashes					Percent of Annual Total				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Collision with Animal	**3**	**10**	**8**	**7**	**8**	**0.1%**	**0.5%**	**0.4%**	**0.3%**	**0.4%**
Deer	0	3	3	2	5	-	0.14%	0.13%	0.09%	0.23%
Elk	0	2	2	2	3	-	0.09%	0.09%	0.09%	0.14%
Cattle/Cow	0	4	2	1	0	-	0.19%	0.09%	0.04%	-
Horse	0	1	1	0	0	-	0.05%	0.04%	-	-
Antelope	1	0	0	0	0	0.05%	-	-	-	-
Bear	0	0	0	0	0	-	-	-	-	-
Other Large Domestic Animal	0	0	0	0	0	-	-	-	-	-
Other Large Game Animal	0	0	0	0	0	-	-	-	-	-
Small Domestic Animal	1	0	0	0	0	0.05%	-	-	-	-
Small Game Animal	0	0	0	0	0	-	-	-	-	-
Other (Bird, Cougar, Sheep, Goat)	0	0	0	0	0	-	-	-	-	-
Missing Subanalysis Data	1	0	0	2	0	0.05%	-	-	0.09%	-
Collision with Fixed Object	**697**	**675**	**734**	**841**	**759**	**34.5%**	**31.4%**	**32.9%**	**37.1%**	**34.4%**
Curb	54	97	92	129	132	2.7%	4.5%	4.1%	5.7%	6.0%
Guardrail, End or Face	62	57	58	72	84	3.1%	2.7%	2.6%	3.2%	3.8%
Fence	81	86	96	100	70	4.0%	4.0%	4.3%	4.4%	3.2%
Other Fixed Object	58	65	56	66	66	2.9%	3.0%	2.5%	2.9%	3.0%
Other Post, Pole or Support	34	41	65	60	55	1.7%	1.9%	2.9%	2.6%	2.5%
Tree (standing)	53	45	49	42	49	2.6%	2.1%	2.2%	1.9%	2.2%
Utility Pole/Light Support	66	41	62	63	44	3.3%	1.9%	2.8%	2.8%	2.0%
Wall or Building	17	22	29	39	43	0.8%	1.0%	1.3%	1.7%	1.9%
Ditch	23	30	22	34	37	1.1%	1.4%	1.0%	1.5%	1.7%
Embankment	30	26	21	27	27	1.5%	1.2%	0.9%	1.2%	1.2%
Traffic Sign Support	37	27	34	33	23	1.8%	1.3%	1.5%	1.5%	1.0%
Median	69	38	36	31	22	3.4%	1.8%	1.6%	1.4%	1.0%
Traffic Barrier, Concrete	17	21	27	43	21	0.8%	1.0%	1.2%	1.9%	1.0%
Traffic Barrier, Cable	1	16	12	13	8	0.05%	0.7%	0.5%	0.6%	0.4%
Bridge Pier, Support, Rail, or Overhead	12	9	12	12	8	0.6%	0.4%	0.5%	0.5%	0.4%
Culvert	6	6	9	5	8	0.3%	0.3%	0.4%	0.2%	0.4%
Other (incl. hydrant, box, cattle guard, plant)	70	47	51	62	56	3.5%	2.2%	2.3%	2.7%	2.5%
Missing Subanalysis Data	7	1	3	10	6	0.3%	0.05%	0.13%	0.4%	0.3%
Collision with Motor Vehicle	**863**	**1,035**	**1,023**	**1,019**	**1,056**	**42.7%**	**48.1%**	**45.8%**	**44.9%**	**47.8%**
MV in Transport	769	899	893	883	934	38.1%	41.8%	40.0%	38.9%	42.3%
Parked MV	90	136	114	118	110	4.5%	6.3%	5.1%	5.2%	5.0%
Missing Subanalysis Data	4	0	16	18	12	0.2%	-	0.7%	0.8%	0.5%
Collision with Other Non-Fixed Object	**62**	**51**	**51**	**65**	**64**	**3.1%**	**2.4%**	**2.3%**	**2.9%**	**2.9%**
Other Non-fixed Object	42	41	47	56	56	2.1%	1.9%	2.1%	2.5%	2.5%
Work Zone/Maintenance Equipment	6	6	1	6	2	0.3%	0.3%	0.04%	0.26%	0.1%
Struck by falling, shifting cargo	6	1	1	0	0	0.3%	0.05%	0.04%	-	-
Railway Vehicle	1	0	0	0	0	0.05%	-	-	-	-
Missing Subanalysis Data	7	3	2	3	6	0.3%	0.1%	0.1%	0.1%	0.3%
Collision with Person	**96**	**98**	**111**	**135**	**120**	**4.8%**	**4.6%**	**5.0%**	**6.0%**	**5.4%**
Pedestrian	87	91	106	115	106	4.3%	4.2%	4.7%	5.1%	4.8%
Pedalcycle	9	5	4	14	9	0.4%	0.2%	0.2%	0.6%	0.4%
Other Non-Motorist	0	2	1	4	5	-	0.09%	0.04%	0.18%	0.23%
Missing Subanalysis Data	0	0	0	2	0	-	-	-	0.09%	-
Non-Collision	**259**	**222**	**203**	**195**	**195**	**12.8%**	**10.3%**	**9.1%**	**8.6%**	**8.8%**
Overturn/Rollover	201	170	143	142	134	10.0%	7.9%	6.4%	6.3%	6.1%
All Other Non-Collision	46	43	55	43	46	2.3%	2.0%	2.5%	1.9%	2.1%
Fell/Jumped from MV	1	3	2	1	6	0.05%	0.1%	0.1%	0.04%	0.3%
Immersion, Full or Partial	3	1	1	1	4	0.15%	0.05%	0.04%	0.04%	0.2%
Thrown or Falling Object	1	0	0	3	1	0.05%	-	-	0.13%	0.05%
Fire/Explosion	0	0	1	0	1	-	-	0.04%	-	0.05%
Cargo/Equipment Loss or Shift	0	0	0	0	1	-	-	-	-	0.05%
Jackknife	2	0	0	0	1	0.10%	-	-	-	0.05%
Missing Subanalysis Data	5	5	1	5	1	0.2%	0.2%	0.04%	0.2%	0.05%
Other	**26**	**55**	**99**	**6**	**7**	**1.3%**	**2.6%**	**4.4%**	**0.3%**	**0.3%**
Missing FHE and Subanalysis Data	**14**	**4**	**4**	**0**	**0**	**0.7%**	**0.2%**	**0.2%**	**0.0%**	**0.0%**
Total Alcohol-involved Crashes	**2,020**	**2,150**	**2,233**	**2,268**	**2,209**	**100%**	**100%**	**100%**	**100%**	**100%**

[17] Statistics for the first harmful event category "Other" and subcategories "Other Large Domestic Animal", "Curb" and "Other Non-Motorist" are not available prior to 2020.

Table 26: Alcohol-involved Crashes
by First Harmful Event Relative Direction of Travel[18] and Crash Severity, 2024

First Harmful Event Relative Direction of Travel	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
From Same Direction	28	28.6%	228	41.7%	301	56.7%	557	47.4%
Intersecting Path (T-bone)	39	39.8%	178	32.5%	101	19.0%	318	27.0%
From Opposite Direction	29	29.6%	108	19.7%	85	16.0%	222	18.9%
Missing Data	2	2.0%	33	6.0%	44	8.3%	79	6.7%
Total Crashes	**98**	**100%**	**547**	**100%**	**531**	**100%**	**1,176**	**100%**

- In vehicle-to-vehicle and vehicle-to-pedestrian crashes, head-on (front-to-front) collisions were disproportionately deadly: they made up 34.7 percent of alcohol-involved fatal crashes but only 12.1 percent of all alcohol-involved crashes. (Table 27)

Table 27: Alcohol-involved Crashes
by First Harmful Event Manner of Impact[18] and Crash Severity, 2024

First Harmful Event Manner of Impact	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Front-to-Rear	13	13.3%	184	33.6%	219	41.2%	416	35.4%
Front-to-Side	32	32.7%	199	36.4%	121	22.8%	352	29.9%
Front-to-Front	34	34.7%	66	12.1%	42	7.9%	142	12.1%
Sideswipe	3	3.1%	48	8.8%	86	16.2%	137	11.6%
Other	11	11.2%	9	1.6%	9	1.7%	29	2.5%
Unknown	3	3.1%	4	0.7%	4	0.8%	11	0.9%
Rear-to-Side	0	0.0%	3	0.5%	4	0.8%	7	0.60%
Rear-to-Rear	0	0.0%	1	0.2%	2	0.4%	3	0.26%
Missing Data	2	2.0%	33	6.0%	44	8.3%	79	6.7%
Total Crashes	**98**	**100%**	**547**	**100%**	**531**	**100%**	**1,176**	**100%**

[18] Data on manner of impact and relative direction of travel are only collected for crashes involving collisions between vehicles or between a vehicle and a person. Therefore, the number of crashes in this table does not match other tables.

Vehicles

- Most alcohol-involved crashes involved one vehicle (45.8 percent), followed by those with two vehicles (46.6 percent). (Table 28)

Table 28: Alcohol-involved Crashes by Number of Vehicles Involved[19] and Crash Severity, 2024

Number of Vehicles Involved	Alcohol-involved Fatal Crashes		Alcohol-involved Injury Crashes		Alcohol-involved Property Damage Only Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	62	37.8%	395	41.5%	554	50.7%	1,011	45.8%
2	90	54.9%	456	47.9%	483	44.2%	1,029	46.6%
3	8	4.9%	87	9.1%	47	4.3%	142	6.4%
4+	4	2.4%	14	1.5%	9	0.8%	27	1.2%
Total Crashes	**164**	**100%**	**952**	**100%**	**1,093**	**100%**	**2,209**	**100%**

Table 29: People in Alcohol-involved Crashes by Number of Vehicles Involved[19] and Severity of Injury, 2024

Severity of Injury to People in Alcohol-involved Crashes												
Number of Vehicles Involved	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	64	36.2%	83	42.3%	257	43.3%	153	23.3%	767	24.2%	1,324	27.6%
2	101	57.1%	88	44.9%	274	46.2%	394	59.9%	1,922	60.6%	2,779	57.9%
3	8	4.5%	20	10.2%	43	7.3%	93	14.1%	374	11.8%	538	11.2%
4+	4	2.3%	5	2.6%	19	3.2%	18	2.7%	110	3.5%	156	3.3%
Total	**177**	**100%**	**196**	**100%**	**593**	**100%**	**658**	**100%**	**3,173**	**100%**	**4,797**	**100%**

[19] All pedestrians and pedalcycle operators are considered a type of vehicle: They are drivers of non-motorized vehicles. See the Definitions section (page xiv) for additional details on non-motorists.

Table 30: Alcohol-involved Drivers/Non-Motorists in Crashes by Vehicle Type[19] and Crash Severity, 2024

Vehicle Type	Alcohol-involved Drivers in Fatal Crashes		Alcohol-involved Drivers in Injury Crashes		Alcohol-involved Drivers in Property Damage Only Crashes		Total Alcohol-involved Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	32	19.0%	515	53.5%	687	62.5%	1,234	55.3%
Pickups	37	22.0%	194	20.2%	256	23.3%	487	21.8%
Vans/SUVs/4WDs	28	16.7%	148	15.4%	138	12.5%	314	14.1%
Pedestrians, All	47	28.0%	50	5.2%	3	0.3%	100	4.5%
Motorcycles/Mopeds	17	10.1%	30	3.1%	5	0.5%	52	2.3%
Semis/Heavy Trucks	6	3.6%	4	0.4%	9	0.8%	19	0.9%
ATVs	1	0.6%	12	1.2%	1	0.1%	14	0.6%
Pedalcycles	0	0.0%	7	0.7%	0	0.0%	7	0.3%
Other Vehicles	0	0.0%	1	0.1%	0	0.0%	1	0.0%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	1	0.1%	1	0.1%	2	0.1%
Total	**168**	**100%**	**962**	**100%**	**1,100**	**100%**	**2,230**	**100%**

- Alcohol-involved pedestrians made up just 4.5 percent of all people operating vehicles (motorized or non-motorized) in crashes, but accounted for 34.6 percent of operator fatalities. (Table 31)

Table 31: Alcohol-involved Drivers/Non-Motorists in Crashes by Vehicle Type[19] and Severity of Injury, 2024

Vehicle Type	Severity of Injury to Alcohol-involved Drivers in Crashes											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total Alcohol-involved Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Cars	18	13.5%	34	33.7%	201	54.3%	148	56.9%	833	61.0%	1,234	55.3%
Pickups	29	21.8%	21	20.8%	66	17.8%	52	20.0%	319	23.4%	487	21.8%
Vans/SUVs/4WDs	19	14.3%	18	17.8%	43	11.6%	46	17.7%	188	13.8%	314	14.1%
Pedestrians, All	46	34.6%	15	14.9%	26	7.0%	9	3.5%	4	0.3%	100	4.5%
Motorcycles/Mopeds	16	12.0%	10	9.9%	18	4.9%	3	1.2%	5	0.4%	52	2.3%
Semis/Heavy Trucks	4	3.0%	0	0.0%	3	0.8%	0	0.0%	12	0.9%	19	0.9%
ATVs	1	0.8%	1	1.0%	8	2.2%	1	0.4%	3	0.2%	14	0.6%
Pedalcycles	0	0.0%	1	1.0%	5	1.4%	1	0.4%	0	0.0%	7	0.3%
Other Vehicles	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%	1	0.0%
Buses	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing Data	0	0.0%	1	1.0%	0	0.0%	0	0.0%	1	0.1%	2	0.1%
Total	**133**	**100%**	**101**	**100%**	**370**	**100%**	**260**	**100%**	**1,366**	**100%**	**2,230**	**100%**

Demographics

Age and Sex

- The total number of people in alcohol-involved crashes has leveled off over the last four years at about 4,800 per year. (Table 32)
- There were 1.8 males in alcohol-involved crashes for every female. (Table 33)
- For every female killed in an alcohol-involved crash, there were 3.3 males killed. (Table 34)
- People aged 20 to 29 made up 28.3 percent of all those involved in alcohol-involved crashes. (Table 33, Table 35)
- Out of all people in alcohol-involved crashes, 3.7 percent were killed (177 out of 4,797).
- People 45 and older were more likely to be killed in alcohol-involved crashes than those under 45. (Table 35)

Table 32: People in Alcohol-involved Crashes[20] by Age, 2020 - 2024

Age Group	People in Alcohol-involved Crashes					Percent Change 2020 - 2024
	2020	2021	2022	2023	2024	
1-4	70	90	113	84	92	31.4%
5-9	71	94	100	84	93	31.0%
10-14	78	51	85	79	95	21.8%
15-19	389	387	424	454	439	12.9%
20-24	693	713	716	762	752	8.5%
25-29	564	667	616	601	604	7.1%
30-34	482	554	561	546	519	7.7%
35-39	371	411	413	428	423	14.0%
40-44	295	295	342	334	315	6.8%
45-49	195	242	261	236	233	19.5%
50-54	208	206	215	208	235	13.0%
55-59	172	193	209	187	176	2.3%
60-64	125	146	162	169	179	43.2%
65-69	69	105	103	104	105	52.2%
70-74	36	59	59	62	72	100.0%
75 +	29	47	66	51	57	96.6%
Missing Data	360	460	393	421	408	13.3%
Total People	**4,207**	**4,720**	**4,838**	**4,810**	**4,797**	**14.0%**

[20] Darker shading indicates higher numbers.

Table 33: People in Alcohol-involved Crashes by Age and Sex, 2024

Age Group	People in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	57	2.0%	35	2.2%	0	0.0%	92	1.9%	**1.6**
5-9	32	1.1%	61	3.8%	0	0.0%	93	1.9%	**0.5**
10-14	55	1.9%	39	2.4%	1	0.3%	95	2.0%	**1.4**
15-19	262	9.1%	177	10.9%	0	0.0%	439	9.2%	**1.5**
20-24	469	16.3%	279	17.2%	4	1.3%	752	15.7%	**1.7**
25-29	387	13.4%	216	13.3%	1	0.3%	604	12.6%	**1.8**
30-34	351	12.2%	167	10.3%	1	0.3%	519	10.8%	**2.1**
35-39	288	10.0%	135	8.3%	0	0.0%	423	8.8%	**2.1**
40-44	219	7.6%	94	5.8%	2	0.7%	315	6.6%	**2.3**
45-49	126	4.4%	106	6.5%	1	0.3%	233	4.9%	**1.2**
50-54	164	5.7%	71	4.4%	0	0.0%	235	4.9%	**2.3**
55-59	114	4.0%	61	3.8%	1	0.3%	176	3.7%	**1.9**
60-64	122	4.2%	57	3.5%	0	0.0%	179	3.7%	**2.1**
65-69	74	2.6%	31	1.9%	0	0.0%	105	2.2%	**2.4**
70-74	53	1.8%	19	1.2%	0	0.0%	72	1.5%	**2.8**
75 +	35	1.2%	22	1.4%	0	0.0%	57	1.2%	**1.6**
Missing Data	70	2.4%	52	3.2%	286	96.3%	408	8.5%	**1.3**
Total	**2,878**	**100%**	**1,622**	**100%**	**297**	**100%**	**4,797**	**100%**	**1.8**

Figure 9: People in Alcohol-involved Crashes by Age and Sex, 2024

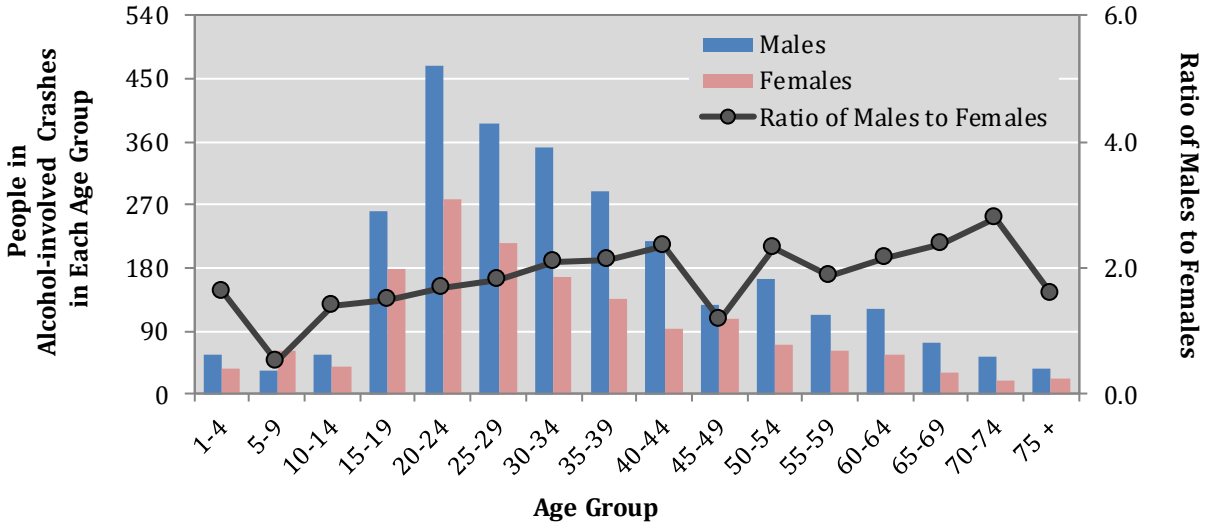
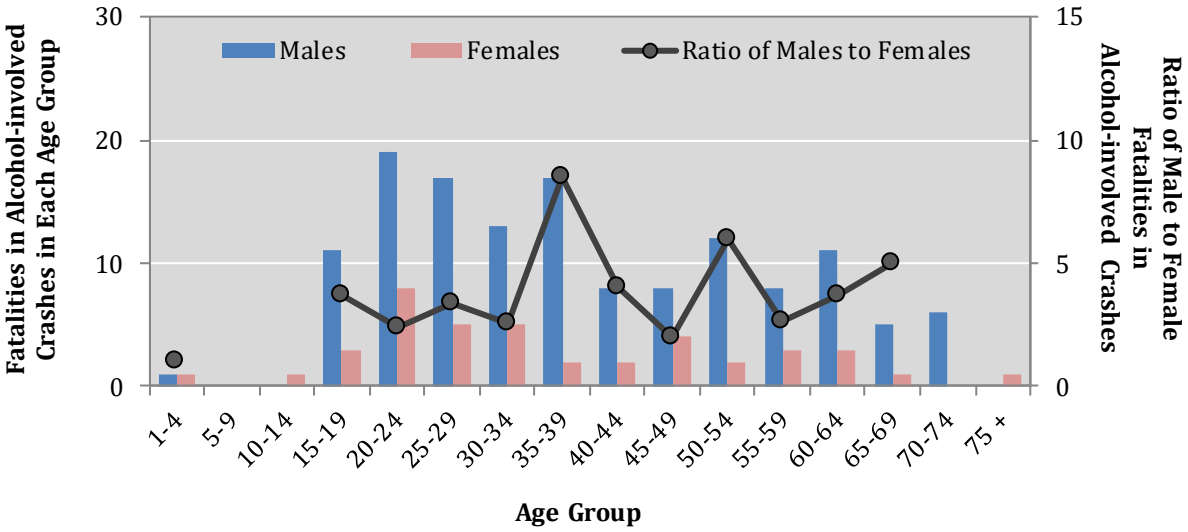


Table 34: Fatalities in Alcohol-involved Crashes by Age and Sex[21], 2024

Age Group	Fatalities in Alcohol-involved Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1	0.7%	1	2.4%	0	0.0%	2	1.1%	**1.0**
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	1	2.4%	0	0.0%	1	0.6%	-
15-19	11	8.1%	3	7.3%	0	0.0%	14	7.9%	**3.7**
20-24	19	14.0%	8	19.5%	0	0.0%	27	15.3%	**2.4**
25-29	17	12.5%	5	12.2%	0	0.0%	22	12.4%	**3.4**
30-34	13	9.6%	5	12.2%	0	0.0%	18	10.2%	**2.6**
35-39	17	12.5%	2	4.9%	0	0.0%	19	10.7%	**8.5**
40-44	8	5.9%	2	4.9%	0	0.0%	10	5.6%	**4.0**
45-49	8	5.9%	4	9.8%	0	0.0%	12	6.8%	**2.0**
50-54	12	8.8%	2	4.9%	0	0.0%	14	7.9%	**6.0**
55-59	8	5.9%	3	7.3%	0	0.0%	11	6.2%	**2.7**
60-64	11	8.1%	3	7.3%	0	0.0%	14	7.9%	**3.7**
65-69	5	3.7%	1	2.4%	0	0.0%	6	3.4%	**5.0**
70-74	6	4.4%	0	0.0%	0	0.0%	6	3.4%	-
75+	0	0.0%	1	2.4%	0	0.0%	1	0.6%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**136**	**100%**	**41**	**100%**	**0**	**0%**	**177**	**100%**	**3.3**

Figure 10: Fatalities in Alcohol-involved Crashes by Age and Sex, 2024

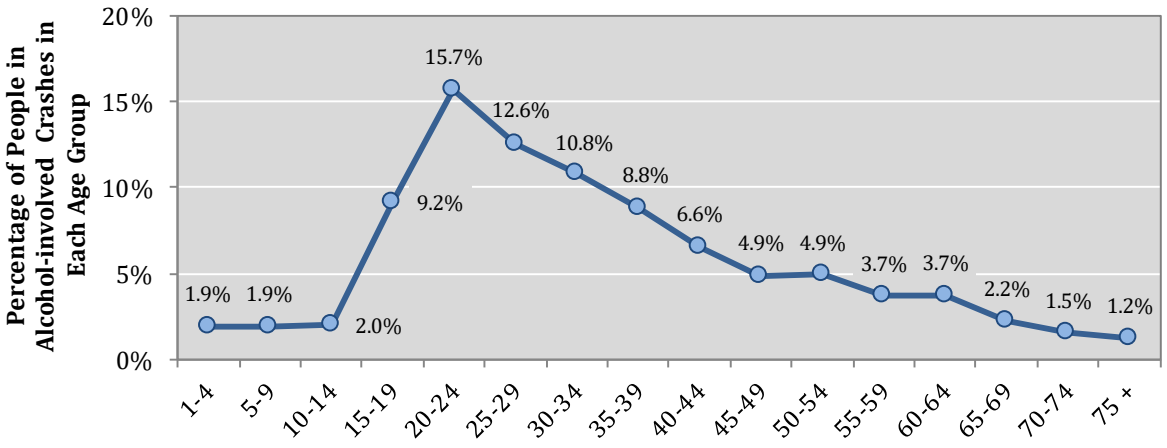


[21] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Table 35: People in Alcohol-involved Crashes by Age and Severity of Injury, 2024 [22]

Age Group	People in Alcohol-involved Crashes							
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People	Percent Killed
1-4	2	2	11	7	70	92	1.9%	2.2%
5-9	0	4	14	14	61	93	1.9%	0.0%
10-14	1	6	11	20	57	95	2.0%	1.1%
15-19	14	24	68	71	262	439	9.2%	3.2%
20-24	27	33	116	87	489	752	15.7%	3.6%
25-29	22	16	83	94	389	604	12.6%	3.6%
30-34	18	21	65	76	339	519	10.8%	3.5%
35-39	19	16	50	59	279	423	8.8%	4.5%
40-44	10	11	42	51	201	315	6.6%	3.2%
45-49	12	14	20	34	153	233	4.9%	5.2%
50-54	14	15	25	41	140	235	4.9%	6.0%
55-59	11	9	20	32	104	176	3.7%	6.3%
60-64	14	5	26	23	111	179	3.7%	7.8%
65-69	6	13	12	19	55	105	2.2%	5.7%
70-74	6	0	11	15	40	72	1.5%	8.3%
75 +	1	0	6	6	44	57	1.2%	1.8%
Missing Data	0	7	13	9	379	408	8.5%	0.0%
Total	**177**	**196**	**593**	**658**	**3,173**	**4,797**	**100%**	**3.7%**

Figure 11: Percentage of People in Alcohol-involved Crashes by Age Group, 2024



[22] The term "percent killed" is the number of fatalities in a given age group out of the total number of people in alcohol-involved crashes in the same age group. Darker shading indicates higher percentages.

Teens (15-19)

- 14 teens were killed and 163 injured in alcohol-involved crashes. (Table 36)
- The number of alcohol-involved teen drivers[23] in crashes increased to 172, the highest number in the last 10 years. (Table 37, Figure 12)
- In 2024, the rate of alcohol-involved teen drivers in crashes remained at 2.9 per 1,000 licensed teen drivers, the highest rate in a decade. (Table 37)
- An increase in alcohol-involved teen drivers in crashes in recent years is occurring among both male and female teen drivers. (Table 38, Figure 13)
- The peak hours of alcohol-involved teen drivers in crashes were from 10 p.m. through 2 a.m. (Table 39)

Table 36: Teens (15-19) in Alcohol-involved Crashes by Severity of Injury, 2024

Severity of Injury	Injury Class	Teens (15-19) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	14	3.2%
Suspected Serious Injuries	A	24	5.5%
Suspected Minor Injuries	B	68	15.5%
Possible Injuries	C	71	16.2%
No Apparent Injuries	O	262	59.7%
Total		**439**	**100.0%**

[23] "Alcohol-involved teen drivers" are teen motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 37: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Crash Severity, 2015 - 2024

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes				NM Licensed Teen Drivers 15-19	Alcohol-involved Teen Drivers in Crashes per 1,000 Licensed Teen Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Teen Drivers in Crashes		
2015	3	41	50	94	56,946	1.7
2016	9	54	52	115	56,894	2.0
2017	7	30	47	84	56,054	1.5
2018	1	41	55	97	55,889	1.7
2019	7	56	58	121	56,017	2.2
2020	10	59	71	140	52,799	2.7
2021	5	43	84	132	51,330	2.6
2022	6	48	80	134	54,027	2.5
2023	6	76	82	164	56,479	2.9
2024	10	81	81	172	59,129	2.9

Figure 12: Alcohol-involved Teen Drivers[23] (15-19) in Crashes, 2015 - 2024

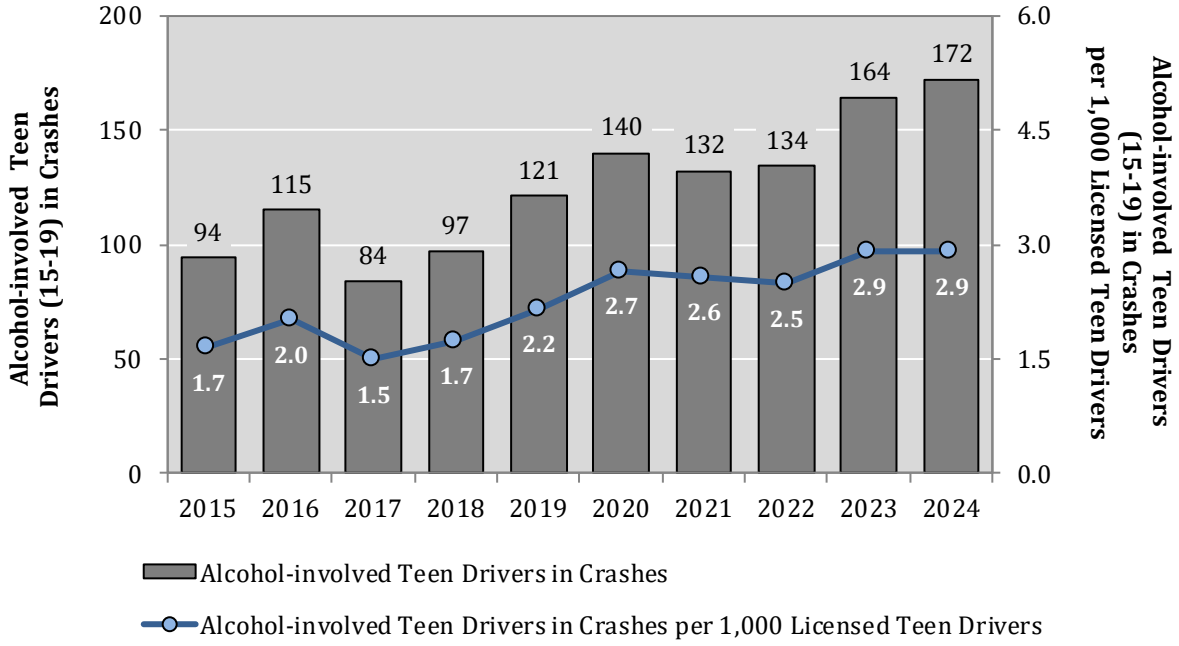


Table 38: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2015 - 2024

Year	Alcohol-involved Teen Drivers (15-19) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2015	79	15	94	5.27
2016	82	33	115	2.48
2017	60	24	84	2.50
2018	72	25	97	2.88
2019	87	34	121	2.56
2020	106	34	140	3.12
2021	92	40	132	2.30
2022	94	40	134	2.35
2023	118	46	164	2.57
2024	123	49	172	2.51

Figure 13: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Sex, 2015 - 2024

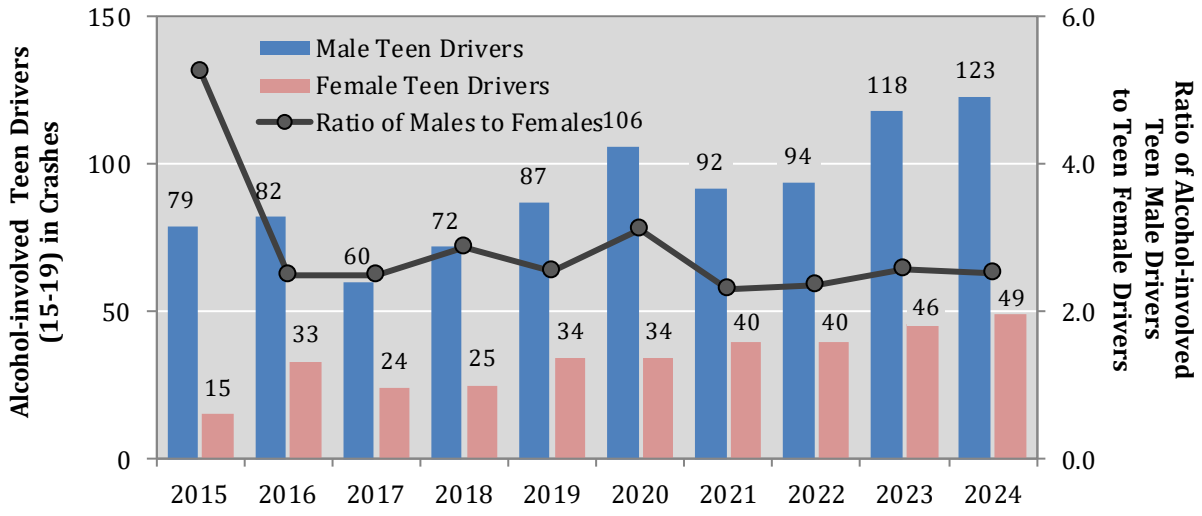


Table 39: Alcohol-involved Teen Drivers[23] (15-19) in Crashes by Hour[24], 2024

Hour	Alcohol-involved Teen Motor Vehicle Drivers (15-19) in Crashes	
	Count	Percent
12 a.m.	21	12.2%
1 a.m.	23	13.4%
2 a.m.	14	8.1%
3 a.m.	10	5.8%
4 a.m.	10	5.8%
5 a.m.	5	2.9%
6 a.m.	2	1.2%
7 a.m.	6	3.5%
8 a.m.	1	0.6%
9 a.m.	3	1.7%
10 a.m.	1	0.6%
11 a.m.	4	2.3%
12 p.m.	4	2.3%
1 p.m.	0	0.0%
2 p.m.	1	0.6%
3 p.m.	3	1.7%
4 p.m.	3	1.7%
5 p.m.	5	2.9%
6 p.m.	9	5.2%
7 p.m.	4	2.3%
8 p.m.	8	4.7%
9 p.m.	5	2.9%
10 p.m.	13	7.6%
11 p.m.	17	9.9%
Missing Data	0	0.0%
Total	**172**	**100.0%**

[24] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Young Adults (20-24)

- 27 young adults were killed and 236 injured in alcohol-involved crashes. (Table 40)
- The number of alcohol-involved young adult drivers[25] in crashes was 395, the third highest number in a decade. (Table 41)
- Females make up a growing share of alcohol-involved young adult drivers, with numbers from 2018 to 2024 significantly higher than from 2015 to 2017. (Table 42, Figure 15)
- The peak hours of alcohol-involved young adult drivers in crashes were from 7 p.m. to 3 a.m. (Table 43)

Table 40: Young Adults (20-24) in Alcohol-involved Crashes by Severity of Injury, 2024

Severity of Injury	Injury Class	Young Adults (20-24) in Alcohol-involved Crashes	
		Count	Percent
Fatalities	K	27	3.6%
Suspected Serious Injuries	A	33	4.4%
Suspected Minor Injuries	B	116	15.4%
Possible Injuries	C	87	11.6%
No Apparent Injuries	O	489	65.0%
Total		**752**	**100.0%**

[25] "Alcohol-involved young adult drivers" are young adult motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Does not include drivers for whom 1) age or sex data are not available, 2) their residence is not in New Mexico, or 3) the person is a pedestrian or pedalcycle operator.

Table 41: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Severity, 2015 - 2024

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes				Licensed Young Adult Drivers (20-24)	Alcohol-involved Young Adult Drivers (20-24) in Crashes per 1,000 Licensed Young Adult Drivers
	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Prop. Damage Only Crashes	Total Young Adult Drivers in Crashes		
2015	14	144	202	360	116,661	3.1
2016	14	130	181	325	115,853	2.8
2017	17	147	205	369	112,381	3.3
2018	14	158	209	381	109,190	3.5
2019	20	168	216	404	108,788	3.7
2020	19	165	201	385	109,845	3.5
2021	17	166	191	374	110,052	3.4
2022	24	163	204	391	113,485	3.4
2023	16	170	221	407	117,855	3.5
2024	24	167	204	395	121,808	3.2

Figure 14: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes, 2015 - 2024

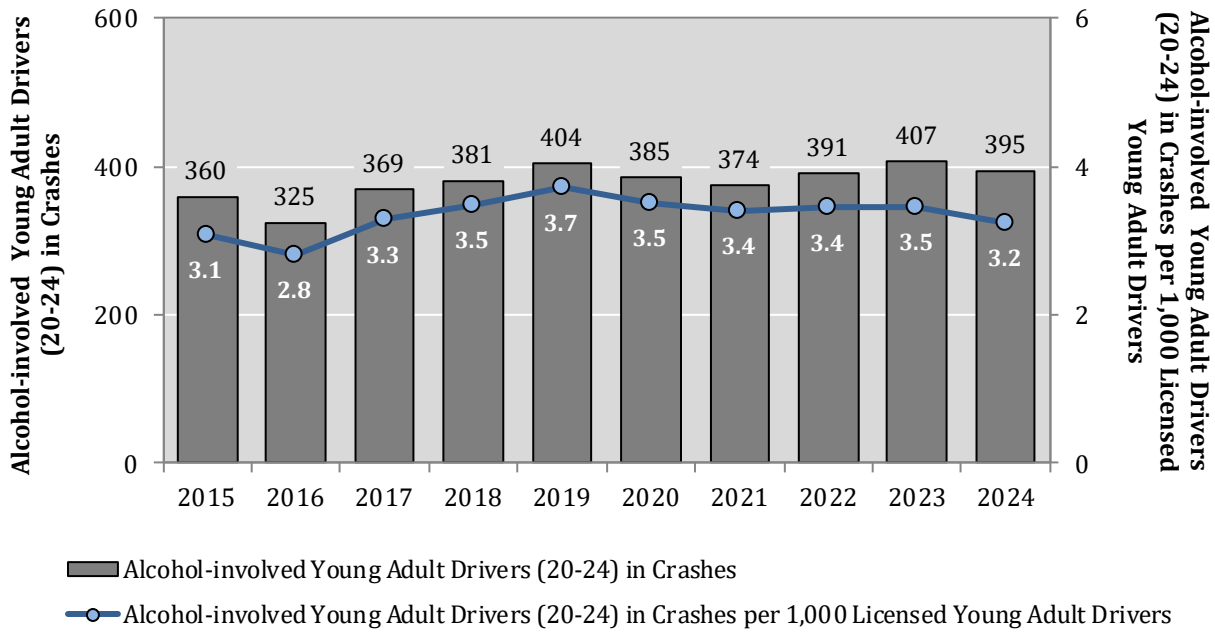


Table 42: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2015 - 2024

Year	Alcohol-involved Young Adult Drivers (20-24) of Motor Vehicles in Crashes			Ratio of Males to Females
	Males	Females	Total	
2015	262	98	360	2.67
2016	237	88	325	2.69
2017	271	98	369	2.77
2018	274	107	381	2.56
2019	278	126	404	2.21
2020	268	117	385	2.29
2021	249	125	374	1.99
2022	267	124	391	2.15
2023	288	119	407	2.42
2024	269	126	395	2.13

Figure 15: Alcohol-involved Young Adult Drivers[25] (20-24) in Crashes by Sex, 2015 - 2024

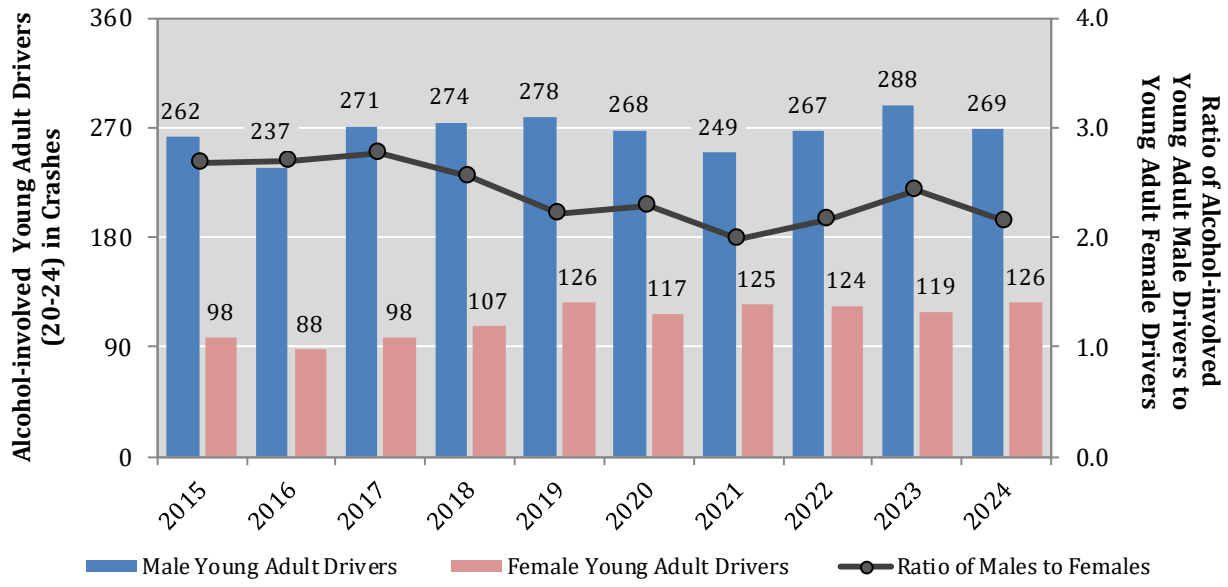


Table 43: Alcohol-involved Young Adult Drivers[25] (20-24) by Hour[26], 2024

Hour	Alcohol-involved Young Adult Motor Vehicle Drivers (20-24) in Crashes	
	Count	Percent
Midnight	39	9.9%
1 a.m.	36	9.1%
2 a.m.	43	10.9%
3 a.m.	17	4.3%
4 a.m.	19	4.8%
5 a.m.	11	2.8%
6 a.m.	10	2.5%
7 a.m.	2	0.5%
8 a.m.	6	1.5%
9 a.m.	2	0.5%
10 a.m.	4	1.0%
11 a.m.	3	0.8%
Noon	5	1.3%
1 p.m.	3	0.8%
2 p.m.	8	2.0%
3 p.m.	11	2.8%
4 p.m.	11	2.8%
5 p.m.	12	3.0%
6 p.m.	18	4.6%
7 p.m.	22	5.6%
8 p.m.	23	5.8%
9 p.m.	26	6.6%
10 p.m.	31	7.8%
11 p.m.	33	8.4%
Missing Data	0	0.0%
Total	**395**	**100.0%**

[26] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

Motorcyclists

- Motorcycle-involved crashes accounted for 2.9 percent of all alcohol-involved crashes. (Table 44)
- Alcohol-involved motorcycle crashes accounted for 6.5 percent of all motorcycle crashes. (Table 46)
- Of the 63 alcohol-involved motorcycle crashes, 28.6 percent (18) were fatal crashes, and 61.9 percent (39) were injury crashes. (Table 45)

Table 44: Alcohol-involved Motorcycle Crashes[27], 2024

Motorcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Motorcycle Involved	63	2.9%
Motorcycle Not Involved	2,146	97.1%
Total Alcohol-involved Crashes	**2,209**	**100.0%**

Table 45: Alcohol-involved Motorcycle Crashes[27] by Crash Severity, 2024

Crash Severity	Alcohol-involved Motorcycle Crashes	
	Count	Percent
Fatal Crashes	18	28.6%
Injury Crashes	39	61.9%
Property Damage Only Crashes	6	9.5%
Total Motorcycle-involved Crashes	**63**	**100.0%**

[27] An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcycle operator in the crash was alcohol-involved. Beginning with the 2020 DWI Report, the method for tabulating statistics on motorcycle crashes no longer includes ATVs.

Table 46: Alcohol-involved Motorcycle Crashes[27], 2015 - 2024

Year	Motorcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2015	70	992	**7.1%**
2016	64	1,057	**6.1%**
2017	78	1,082	**7.2%**
2018	59	986	**6.0%**
2019	64	1,001	**6.4%**
2020	64	880	**7.3%**
2021	59	936	**6.3%**
2022	59	933	**6.3%**
2023	66	979	**6.7%**
2024	63	969	**6.5%**

- Alcohol-involved motorcycle crash rates were highest in Curry and Eddy counties. (Table 47)

Table 47: Top-Ranking Counties for Alcohol-involved Motorcycle Crashes, 2020 - 2024 [27] [28] [29]

2024 Rank	County	Alcohol-involved Motorcycle Crashes					2024 Population	Alcohol-involved Motorcycle Crashes per 100,000 County Residents
		2020	2021	2022	2023	2024		
1	Bernalillo	18	19	16	14	19	671,747	**2.8**
2	Santa Fe	4	3	4	7	6	157,765	**3.8**
2	San Juan	4	5	3	4	6	120,817	**5.0**
4	Eddy	3	2	1	6	5	61,436	**8.1**
5	Sandoval	3	3	6	7	4	157,757	**2.5**
5	Curry	0	1	1	3	4	47,156	**8.5**
7	Doña Ana	7	1	5	4	3	229,366	**1.3**
7	Lea	2	3	3	2	3	75,151	**4.0**
7	Otero	6	0	1	2	3	69,711	**4.3**
All Other Counties		17	22	19	17	10	539,350	**1.9**
Statewide Total		**64**	**59**	**59**	**66**	**63**	**2,130,256**	**3.0**

[28] Counties share the same rank if they have the same number of crashes in 2024.

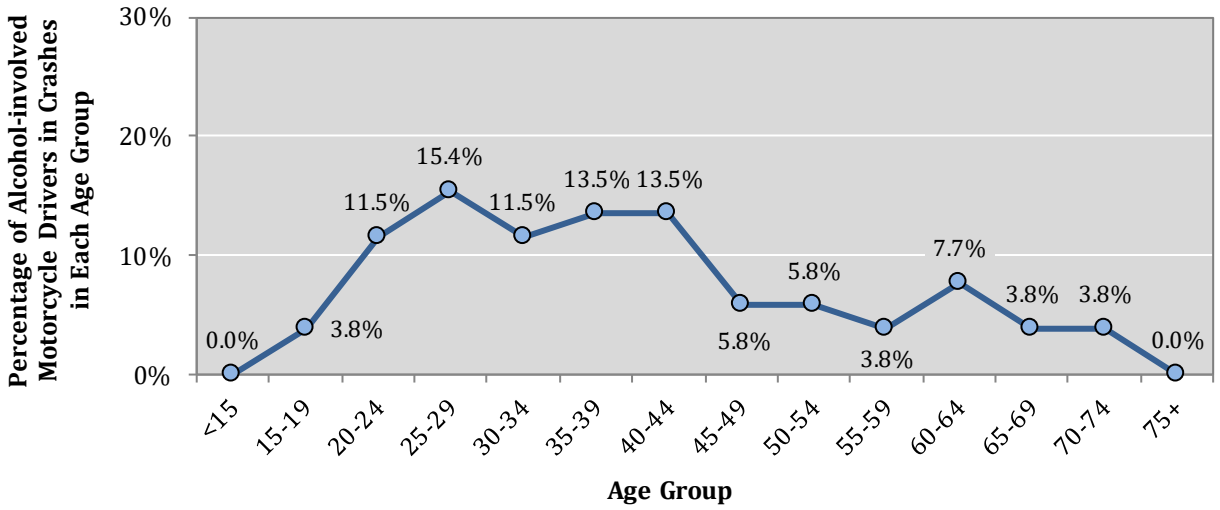
[29] "All Other Counties" are counties with fewer than three alcohol-involved motorcycle crashes in 2024.

Table 48: Alcohol-involved Motorcycle Driver[31] Crash Rates, 2020 - 2024 [30]

Year	Alcohol-involved Motorcycle Drivers/Vehicles in Crashes	New Mexico Registered Motorcycles	New Mexico Licensed Motorcycle Drivers	Alcohol-involved Motorcycle Driver Rates	
				Rate per 10,000 Registered Motorcycles	Rate per 10,000 Licensed Motorcycle Drivers
2020	51	54,946	118,987	9.3	4.3
2021	48	56,494	119,288	8.5	4.0
2022	51	56,881	120,426	9.0	4.2
2023	60	57,093	121,403	10.5	4.9
2024	52	-	122,238	-	4.3

- The rate of alcohol-involved motorcycle drivers in crashes was 4.3 per 10,000 licensed motorcycle drivers, marking a decline from the previous year. (Table 48)
- Alcohol-involved motorcycle drivers in crashes are most concentrated among drivers aged 20-44, with substantially lower involvement among older adults. (Table 49)
- Alcohol-involved motorcycle drivers in crashes are almost always male. (Table 49)

Figure 16: Percentage of Alcohol-involved Motorcycle Drivers[31] in Crashes by Age Group, 2024



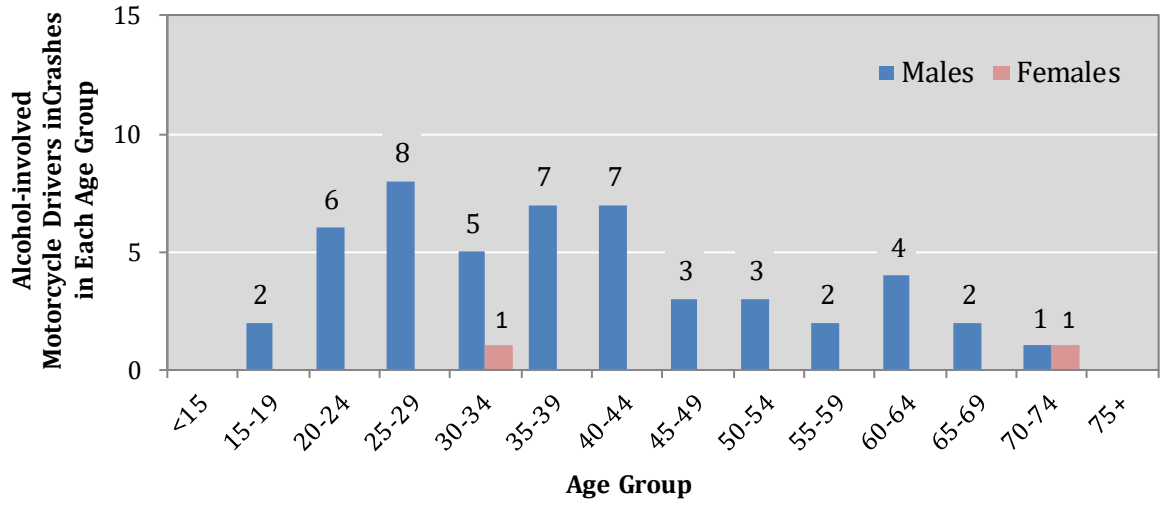
[30] A dash is used when the number of registered motorcycles in NM is not available at time of publication.

[31] "Alcohol-involved motorcycle drivers" are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash. Beginning with the 2020 DWI Report, the method for tabulating statistics on motorcycle drivers no longer includes ATV drivers.

Table 49: Alcohol-involved Motorcycle Drivers[31] in Crashes by Age and Sex, 2024 [32]

Age Group	Alcohol-involved Motorcycle Drivers in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	4.0%	0	0.0%	0	0.0%	2	3.8%	-
20-24	6	12.0%	0	0.0%	0	0.0%	6	11.5%	-
25-29	8	16.0%	0	0.0%	0	0.0%	8	15.4%	-
30-34	5	10.0%	1	50.0%	0	0.0%	6	11.5%	5.0
35-39	7	14.0%	0	0.0%	0	0.0%	7	13.5%	-
40-44	7	14.0%	0	0.0%	0	0.0%	7	13.5%	-
45-49	3	6.0%	0	0.0%	0	0.0%	3	5.8%	-
50-54	3	6.0%	0	0.0%	0	0.0%	3	5.8%	-
55-59	2	4.0%	0	0.0%	0	0.0%	2	3.8%	-
60-64	4	8.0%	0	0.0%	0	0.0%	4	7.7%	-
65-69	2	4.0%	0	0.0%	0	0.0%	2	3.8%	-
70-74	1	2.0%	1	50.0%	0	0.0%	2	3.8%	1.0
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**50**	**100%**	**2**	**100%**	**0**	**0%**	**52**	**100%**	**25.0**

Figure 17: Alcohol-involved Motorcycle Drivers[31] in Crashes by Age and Sex, 2024



[32] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Pedestrians

- Pedestrian-involved crashes accounted for 5.0 percent of all alcohol-involved crashes. (Table 50)
- Of the 111 alcohol-involved pedestrian crashes, 44.1 percent (49) were fatal crashes, and 53.2 percent (59) were injury crashes. (Table 51)
- NMDOT and UNM-GPS offer interactive map tools to analyze local DWI, pedestrian, and pedalcyclist crash data. Zoom into specific neighborhoods to support Safe System planning to reduce fatalities and serious injuries. Explore the dashboards at gps.unm.edu/tru/traffic-crash-dashboards.

Table 50: Alcohol-involved Pedestrian Crashes[33], 2024

Pedestrian Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedestrian Involved	111	5.0%
Pedestrian Not Involved	2,098	95.0%
Total Alcohol-involved Crashes	**2,209**	**100.0%**

Table 51: Alcohol-involved Pedestrian[33] Crashes by Crash Severity, 2024

Crash Severity	Alcohol-involved Pedestrian Crashes	
	Count	Percent
Fatal Crashes	49	44.1%
Injury Crashes	59	53.2%
Property Damage Only Crashes	3	2.7%
Total Alcohol-involved Pedestrian Crashes	**111**	**100.0%**

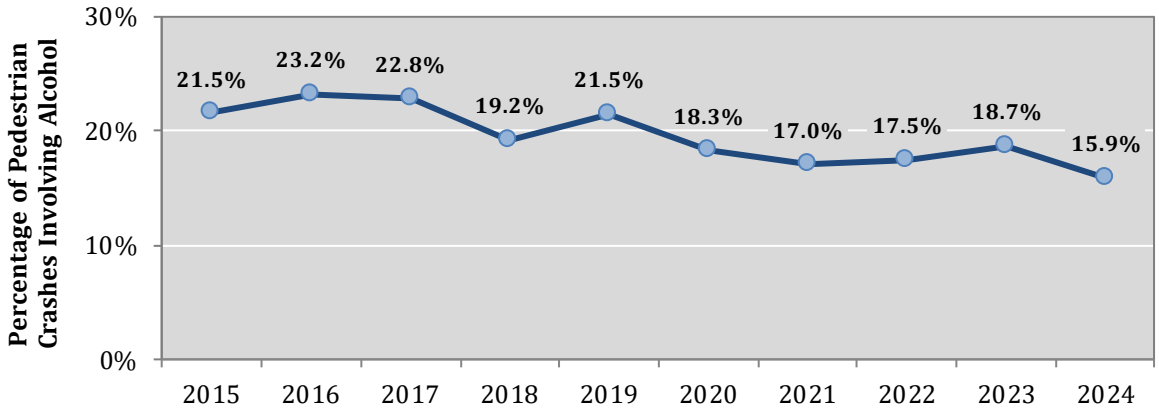
[33] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 52: Alcohol-involved Pedestrian Crashes[34], 2015 - 2024

Year	Pedestrian-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2015	130	604	21.5%
2016	136	586	23.2%
2017	137	600	22.8%
2018	120	625	19.2%
2019	137	638	21.5%
2020	88	481	18.3%
2021	93	547	17.0%
2022	107	612	17.5%
2023	120	642	18.7%
2024	111	699	15.9%

- Alcohol was a contributing factor in 15.9 percent of all pedestrian crashes, the lowest percentage in a decade. (Table 52, Figure 18)
- Among counties with at least 3 alcohol-involved pedestrian crashes, McKinley County had the highest rate, at 14.5 per 100,000 county residents. (Table 53)

Figure 18: Alcohol-involved Pedestrian Crashes[34], 2015 - 2024



[34] An alcohol-involved pedestrian crash is a crash involving one or more pedestrians in which any motor vehicle driver or pedestrian in the crash was alcohol-involved.

Table 53: Ranking and Rates of Alcohol-involved Pedestrian Crashes[34] [35] [36] by County, 2020 - 2024

2024 Rank	County	Alcohol-involved Pedestrian Crashes					2024 Population	Alcohol-involved Pedestrian Crashes per 100,000 County Residents
		2020	2021	2022	2023	2024		
1	Bernalillo	33	35	32	54	48	671,747	**7.1**
2	San Juan	12	13	16	17	14	120,817	**11.6**
3	McKinley	10	15	22	15	10	68,945	**14.5**
4	Santa Fe	7	7	9	6	7	157,765	4.4
5	Doña Ana	6	3	7	4	5	229,366	2.2
6	Chaves	3	2	0	2	4	63,697	**6.3**
6	Otero	1	2	1	2	4	69,711	**5.7**
8	Curry	1	0	0	0	3	47,156	**6.4**
8	Rio Arriba	2	0	2	3	3	39,955	**7.5**
8	Sandoval	2	3	2	6	3	157,757	1.9
11	Colfax	0	1	0	0	2	12,307	**16.3**
11	Taos	0	1	3	1	2	34,482	**5.8**
11	Torrance	1	0	2	0	2	15,986	**12.5**
14	Cibola	0	1	1	3	1	26,686	3.7
14	Roosevelt	1	0	0	0	1	18,713	**5.3**
14	San Miguel	0	1	2	1	1	26,428	3.8
14	Valencia	3	0	2	1	1	80,813	1.2
18	Catron	0	0	0	0	0	3,795	-
18	De Baca	0	0	0	0	0	1,657	-
18	Eddy	2	0	2	2	0	61,436	-
18	Grant	0	0	0	0	0	27,541	-
18	Guadalupe	1	0	0	0	0	4,385	-
18	Harding	0	0	0	0	0	635	-
18	Hidalgo	0	0	1	0	0	3,966	-
18	Lea	0	3	2	0	0	75,151	-
18	Lincoln	0	1	1	0	0	20,025	-
18	Los Alamos	0	0	0	0	0	19,675	-
18	Luna	0	4	0	0	0	25,878	-
18	Mora	0	0	0	0	0	4,096	-
18	Quay	0	0	0	0	0	8,403	-
18	Sierra	0	0	0	1	0	11,389	-
18	Socorro	2	1	0	2	0	15,967	-
18	Union	1	0	0	0	0	3,926	-
Missing Data		0	0	0	0	0	-	-
Statewide Total		**88**	**93**	**107**	**120**	**111**	**2,130,256**	**5.2**

[35] Counties share the same rank if they have the same number of crashes in 2024.

[36] Crash rates are in bold red if they are more than the statewide rate for 2024.

- 13.6 percent of pedestrians in crashes were under the influence of alcohol. (Table 54)
- 45.1 percent of pedestrian fatalities were under the influence of alcohol. (Table 55)
- 46.0 percent of alcohol-involved pedestrians in crashes were killed. (Table 56)

Table 54: Pedestrians in Crashes by Alcohol Involvement[37], 2020 - 2024

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		All Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2020	85	17.2%	410	82.8%	495	100%
2021	88	15.4%	485	84.6%	573	100%
2022	97	15.4%	533	84.6%	630	100%
2023	110	16.2%	569	83.8%	679	100%
2024	100	13.6%	637	86.4%	737	100%

Table 55: Pedestrian Fatalities in Crashes by Alcohol Involvement[37], 2020 - 2024

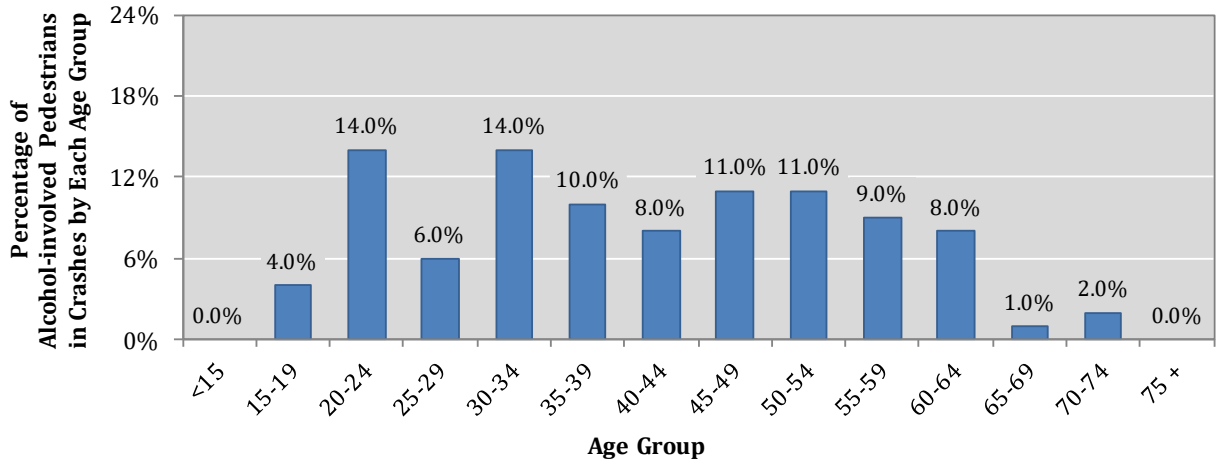
Year	Pedestrian Fatalities in Crashes		
	Alcohol-involved Pedestrian Fatalities	All Pedestrian Fatalities	Percent Alcohol-involved
2020	30	81	37.0%
2021	39	105	37.1%
2022	36	94	38.3%
2023	53	108	49.1%
2024	46	102	45.1%

Table 56: Alcohol-involved Pedestrians[37] in Crashes by Severity of Injury, 2020 - 2024

Year	Alcohol-involved Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent Killed
2020	30	17	25	11	2	85	35.3%
2021	39	12	26	11	0	88	44.3%
2022	36	15	33	13	0	97	37.1%
2023	53	17	25	12	3	110	48.2%
2024	46	15	26	9	4	100	46.0%

[37] Alcohol-involved pedestrians are pedestrians who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Figure 19: Percentage of Alcohol-involved Pedestrians[37] in Crashes by Age, 2024



- 72.0 percent of alcohol-involved pedestrians in crashes were male. (Table 57)

Table 57: Alcohol-involved Pedestrians[37] in Crashes by Age[38], 2024

Age Group	Alcohol-involved Pedestrians in Crashes								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	3	4.2%	1	3.6%	0	0.0%	4	4.0%	**3.0**
20-24	9	12.5%	5	17.9%	0	0.0%	14	14.0%	**1.8**
25-29	6	8.3%	0	0.0%	0	0.0%	6	6.0%	-
30-34	10	13.9%	4	14.3%	0	0.0%	14	14.0%	**2.5**
35-39	7	9.7%	3	10.7%	0	0.0%	10	10.0%	**2.3**
40-44	6	8.3%	2	7.1%	0	0.0%	8	8.0%	**3.0**
45-49	5	6.9%	6	21.4%	0	0.0%	11	11.0%	**0.8**
50-54	9	12.5%	2	7.1%	0	0.0%	11	11.0%	**4.5**
55-59	6	8.3%	3	10.7%	0	0.0%	9	9.0%	**2.0**
60-64	7	9.7%	1	3.6%	0	0.0%	8	8.0%	**7.0**
65-69	0	0.0%	1	3.6%	0	0.0%	1	1.0%	-
70-74	2	2.8%	0	0.0%	0	0.0%	2	2.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	2	2.8%	0	0.0%	0	0.0%	2	2.0%	-
Total	**72**	**100%**	**28**	**100%**	**0**	**0%**	**100**	**100%**	**2.6**

[38] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Pedalcyclists (Bicyclists)

- Alcohol-involved pedalcycle crashes accounted for only 0.4 percent of all alcohol-involved crashes. (Table 58)
- Of the 9 alcohol-involved pedalcycle crashes, 2 were fatal crashes, and 7 were injury crashes. (Table 59)
- NMDOT and UNM-GPS offer interactive map tools to analyze local DWI, pedestrian, and pedalcyclist crash data. Zoom into specific neighborhoods to support Safe System planning to reduce fatalities and serious injuries. Explore the dashboards at gps.unm.edu/tru/traffic-crash-dashboards.

Table 58: Alcohol-involved Crashes by Pedalcycle Involvement[39], 2024

Pedalcycle Involvement	Alcohol-involved Crashes	
	Count	Percent
Pedalcycle Involved	9	0.4%
Pedalcycle Not Involved	2,200	99.6%
Total Alcohol-involved Crashes	**2,209**	**100.0%**

Table 59: Alcohol-involved Pedalcycle Crashes[39] by Crash Severity, 2024

Crash Severity	Alcohol-involved Pedalcycle Crashes	
	Count	Percent
Fatal Crashes	2	22.2%
Injury Crashes	7	77.8%
Property Damage Only Crashes	0	0.0%
Total Alcohol-involved Pedalcycle Crashes	**9**	**100.0%**

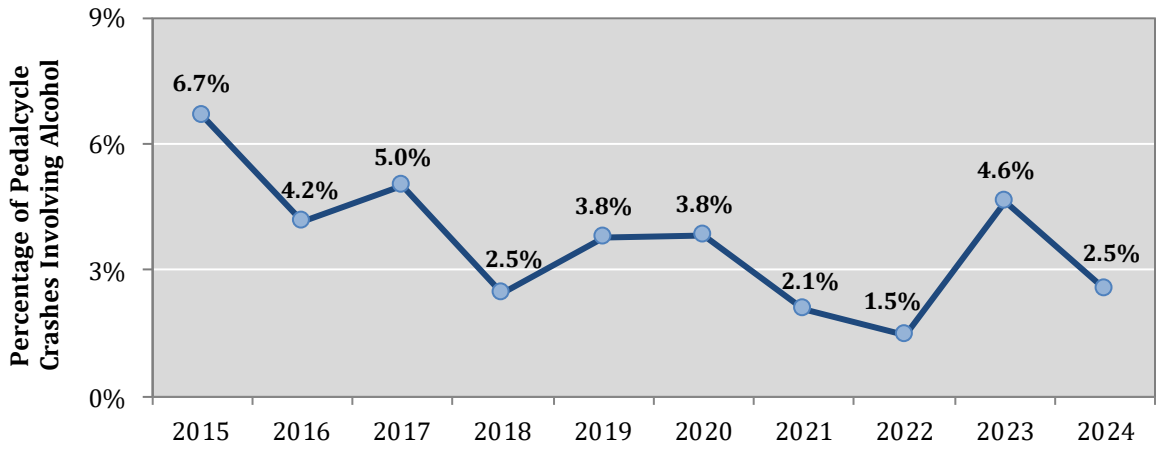
[39] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

Table 60: Alcohol-involved Pedalcycle Crashes[40], 2015 - 2024

Year	Pedalcycle-involved Crashes		
	Alcohol-involved	Total	Percent Alcohol-involved
2015	24	359	6.7%
2016	15	360	4.2%
2017	19	379	5.0%
2018	9	366	2.5%
2019	14	370	3.8%
2020	10	261	3.8%
2021	5	241	2.1%
2022	4	270	1.5%
2023	14	302	4.6%
2024	9	355	2.5%

- Pedalcycle crashes rose to 355, returning to pre-COVID levels.
- Alcohol-involved pedalcycle crashes fell to 9 in 2024, marking a significant decrease from the previous year. (Table 60, Figure 20)

Figure 20: Alcohol-involved Pedalcycle Crashes[40], 2015 - 2024



[40] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcyclists in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.

Table 61: Top-Ranking Counties[41] for Alcohol-involved Pedalcycle Crashes[42], 2020 - 2024

2024 Rank	County	Alcohol-involved Pedalcycle Crashes					2024 Population	Alcohol-involved Pedalcycle Crashes per 100,000 County Residents
		2020	2021	2022	2023	2024		
1	Bernalillo	4	3	0	6	3	671,747	**0.4**
2	San Juan	0	0	1	1	2	120,817	**1.7**
3	Doña Ana	2	1	1	1	1	229,366	**0.4**
3	Santa Fe	0	0	1	1	1	157,765	**0.6**
3	Socorro	0	1	0	0	1	15,967	**6.3**
3	Taos	0	0	0	0	1	34,482	**2.9**
All Other Counties		4	0	1	5	0	900,112	**0.0**
Statewide Total		**10**	**5**	**4**	**14**	**9**	**2,130,256**	**0.4**

- Bernalillo County reported 3 alcohol-involved pedalcycle crashes. (Table 61)
- Out of all pedalcycle operators in crashes, only 2.0 percent were under the influence of alcohol. (Table 62)
- Of all alcohol-involved pedalcycle operators in crashes, 85.7 percent (6 out of 7) were male. (Table 63)

Table 62: Pedalcycle Operators[43] in Crashes by Alcohol Involvement, 2020 - 2024

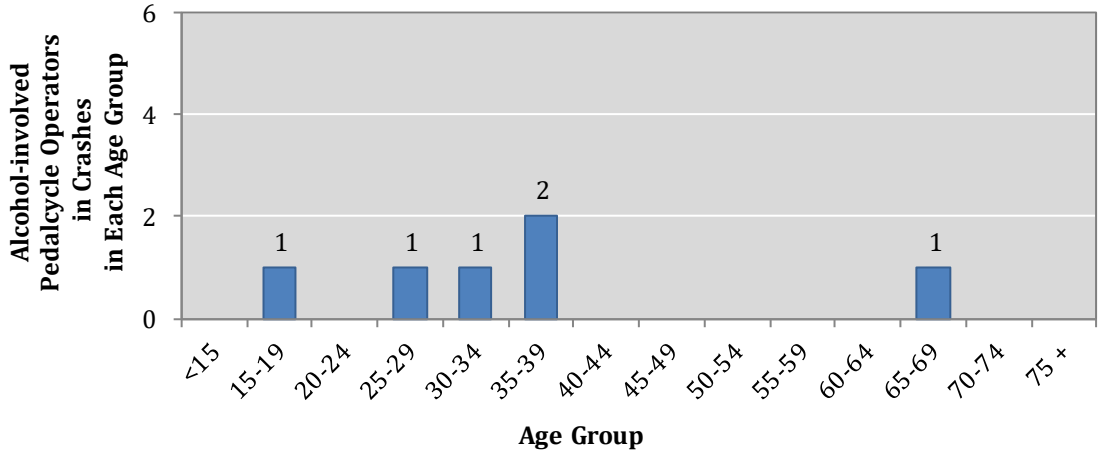
Year	Pedalcycle Operators in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total	
	Count	Percent	Count	Percent	Count	Percent
2020	7	2.6%	259	97.4%	266	100%
2021	4	1.6%	239	98.4%	243	100%
2022	3	1.1%	268	98.9%	271	100%
2023	12	4.0%	291	96.0%	303	100%
2024	7	2.0%	349	98.0%	356	100%

[41] Counties share the same rank if they have the same number of crashes in 2024.
[42] An alcohol-involved pedalcycle crash is a crash involving one or more pedalcycles in which any motor vehicle driver or pedalcycle operator in the crash was alcohol-involved.
[43] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 63: Alcohol-involved Pedalcycle Operators[44] in Crashes by Age and Sex[45], 2024

Age Group	Alcohol-involved Pedalcycle Operators in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	1	16.7%	0	0.0%	0	0.0%	1	14.3%	-
20-24	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
25-29	1	16.7%	0	0.0%	0	0.0%	1	14.3%	-
30-34	1	16.7%	0	0.0%	0	0.0%	1	14.3%	-
35-39	1	16.7%	1	100%	0	0.0%	2	28.6%	**1.0**
40-44	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
45-49	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
50-54	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
55-59	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
60-64	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
65-69	1	16.7%	0	0.0%	0	0.0%	1	14.3%	-
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
75 +	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	1	16.7%	0	0.0%	0	0.0%	1	14.3%	-
Total	**6**	**100%**	**1**	**100%**	**0**	**0.0%**	**7**	**100%**	**6.0**

Figure 21: Alcohol-involved Pedalcycle Operators[44] in Crashes by Age Group, 2024



[44] Alcohol-involved pedalcycle operators are pedalcycle operators who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

[45] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

Alcohol-involved Drivers

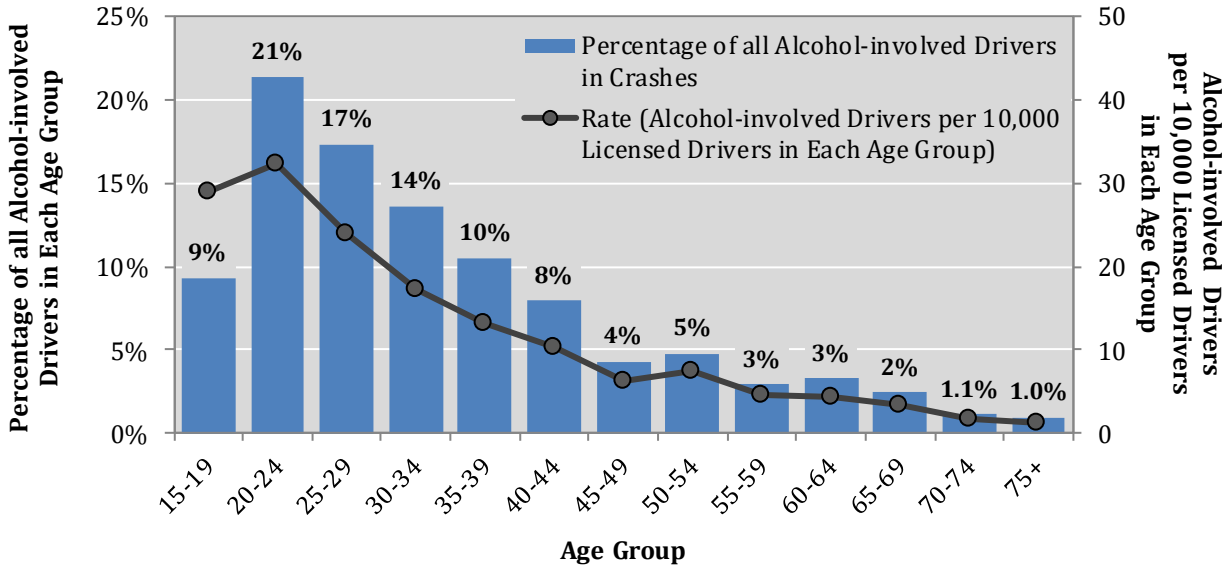
This section reviews motor vehicle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

- Male drivers were 71.8 percent of all alcohol-involved drivers in crashes. (Table 64)
- Crash rates of alcohol-involved drivers were highest among drivers ages 15 to 29, more than double the statewide alcohol-involved driver crash rate. (Table 65)

Table 64: Alcohol-involved Drivers[46] in Crashes by Sex, 2024

Sex	Alcohol-involved Drivers	
	Count	Percent
Females	521	28.2%
Males	1,328	71.8%
Total Drivers	**1,849**	**100.0%**

Figure 22: Percentage and Rate of Alcohol-involved Drivers[46] in Crashes by Age Group, 2024



[46] Does not include drivers for whom 1) age is less than 15, 2) age or sex data are not available, 3) their residence is not in New Mexico (except Table 67), or 4) the person is a pedestrian or pedalcycle operator.

Figure 23: Alcohol-involved Drivers[46] in Crashes by Age and Sex[47], 2024

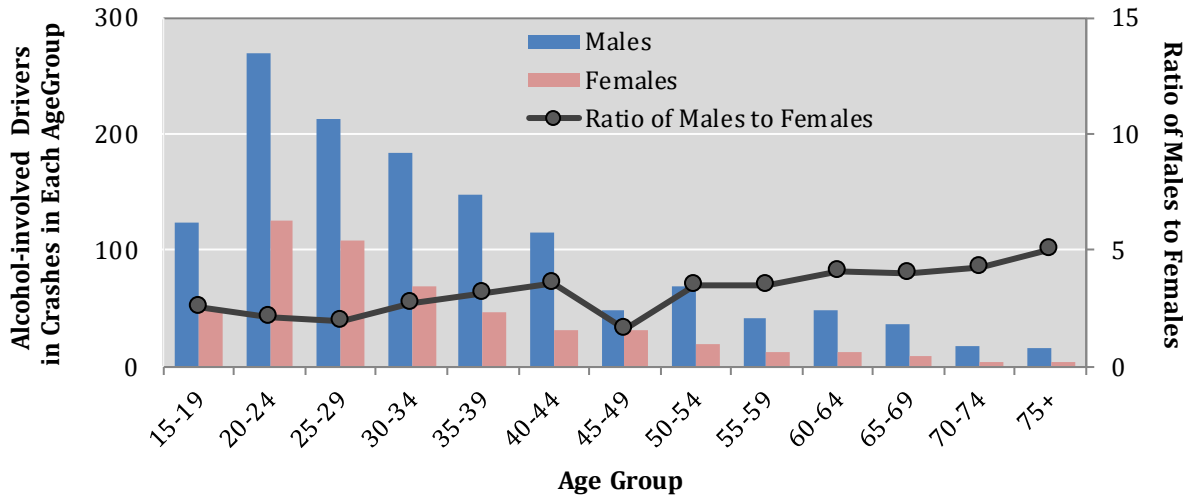
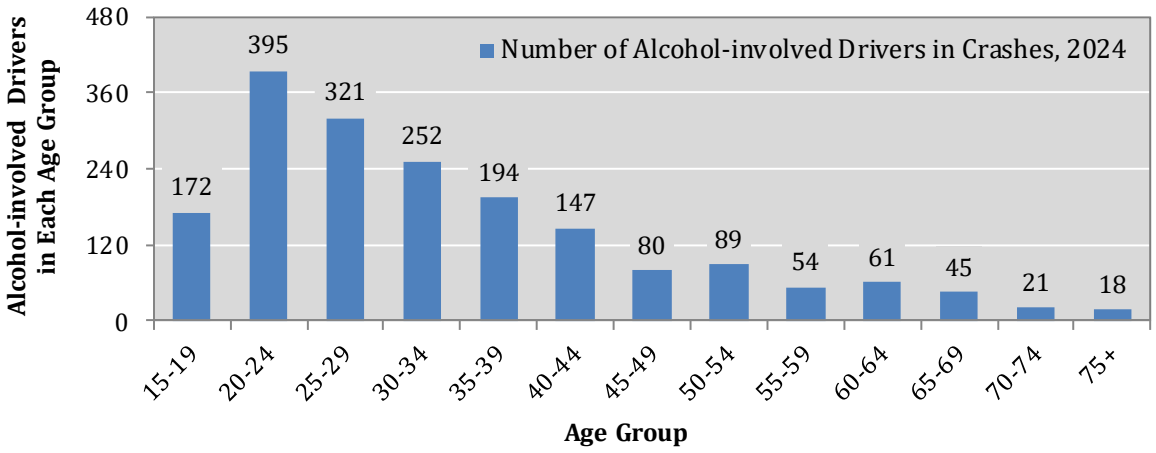


Table 65: Alcohol-involved Drivers in Crashes by Age and Sex, 2024 [46] [47] [48]

Age Group	Alcohol-involved Drivers in Crashes						Ratio Males to Females	2024 Licensed Drivers	Rate (Alcohol-involved Drivers per 10,000 Licensed Drivers in Each Age Group)
	Males		Females		Total				
	Count	Percent	Count	Percent	Count	Percent			
15-19	123	9.3%	49	9.4%	172	9.3%	2.5	59,129	**29.1**
20-24	269	20.3%	126	24.2%	395	21.4%	2.1	121,808	**32.4**
25-29	213	16.0%	108	20.7%	321	17.4%	2.0	133,983	**24.0**
30-34	184	13.9%	68	13.1%	252	13.6%	2.7	146,561	**17.2**
35-39	147	11.1%	47	9.0%	194	10.5%	3.1	146,739	**13.2**
40-44	115	8.7%	32	6.1%	147	8.0%	3.6	143,086	10.3
45-49	49	3.7%	31	6.0%	80	4.3%	1.6	125,632	6.4
50-54	69	5.2%	20	3.8%	89	4.8%	3.5	120,578	7.4
55-59	42	3.2%	12	2.3%	54	2.9%	3.5	119,980	4.5
60-64	49	3.7%	12	2.3%	61	3.3%	4.1	137,059	4.5
65-69	36	2.7%	9	1.7%	45	2.4%	4.0	133,319	3.4
70-74	17	1.3%	4	0.8%	21	1.1%	4.3	117,279	1.8
75 +	15	1.1%	3	0.6%	18	1.0%	5.0	142,072	1.3
Total	**1,328**	**100%**	**521**	**100%**	**1,849**	**100%**	**2.5**	**1,647,225**	**11.2**

[47] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.
[48] Crash rates are in bold red if they are more than the statewide rate for 2024.

Figure 24: Alcohol-involved Drivers[46] in Crashes by Age Group, 2024



- The most common age group among alcohol-involved drivers in crashes was young adults ages 20-24. (Table 65, Figure 24)
- The number of alcohol-involved drivers in age groups 15-19 and 65-69 rose to their highest number in at least a decade. (Table 66)

Table 66: Alcohol-involved Drivers[46] in Crashes by Age Group[49], 2015 - 2024

Age Group	Alcohol-involved Drivers in Crashes										Percent Change
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015 - 2024
15-19	94	115	84	97	121	140	132	134	164	172	83.0%
20-24	360	325	369	381	404	385	374	391	407	395	9.7%
25-29	342	332	344	300	328	309	379	338	312	321	-6.1%
30-34	294	226	253	247	276	245	276	299	269	252	-14.3%
35-39	165	177	170	171	180	178	198	197	199	194	17.6%
40-44	116	132	125	129	128	141	118	155	154	147	26.7%
45-49	123	127	98	103	116	83	86	99	111	80	-35.0%
50-54	110	91	68	98	91	96	78	80	79	89	-19.1%
55-59	74	85	103	92	75	67	71	78	75	54	-27.0%
60-64	46	41	44	60	53	50	50	56	63	61	32.6%
65-69	25	30	32	35	38	24	36	42	30	45	80.0%
70-74	16	14	14	21	12	7	14	18	17	21	31.3%
75 +	10	12	9	7	18	8	6	15	11	18	80.0%
Total	1,775	1,707	1,713	1,741	1,840	1,733	1,818	1,902	1,891	1,849	4.2%

[49] Darker shading indicates higher numbers.

- Out-of-state drivers were 9.2 percent of all alcohol-involved drivers. (Table 67)
- Of the 2,051 alcohol-involved drivers in crashes, 10.2 percent were not licensed to drive, including 8.9 percent (183 drivers) who possessed only an identification card and 1.3 percent (26 drivers) who were reported as unlicensed. (Table 67)

Table 67: Alcohol-involved Drivers[46] in Crashes by License Type[50] and Residence, 2024

Driver License Type	Alcohol-involved Drivers (Residents and Non-Residents)							
	New Mexico Resident		Out of State		Missing Data		Total Drivers	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	1,505	93.4%	105	6.5%	1	0.1%	1,611	100%
ID Card	162	88.5%	20	10.9%	1	0.5%	183	100%
CDL Class C	24	37.5%	40	62.5%	0	0.0%	64	100%
CDL Class A	20	74.1%	7	25.9%	0	0.0%	27	100%
Not Licensed	23	88.5%	2	7.7%	1	3.8%	26	100%
CDL Non-Commercial	10	76.9%	3	23.1%	0	0.0%	13	100%
CDL Class B	4	66.7%	2	33.3%	0	0.0%	6	100%
Motorcycle Only	0	0.0%	0	0.0%	0	0.0%	0	-
Missing Data	101	83.5%	10	8.3%	10	8.3%	121	100%
Total	**1,849**	**90.2%**	**189**	**9.2%**	**13**	**0.6%**	**2,051**	**100%**

[50] The category "Missing Data" likely includes statistics on drivers who were not licensed.

Seat Position and Victims

Table 68: People in Alcohol-involved Crashes by Seat Position and Sex[51], 2024

Seat Position	People in Alcohol-involved Crashes				Ratio of Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	2,164	967	281	3,412	**2.2**
Front Seat Passengers	299	364	7	670	**0.8**
All Other Passengers	249	239	9	497	**1.0**
Motorcyclists					
Motorcycle/ATV Drivers	72	6	0	78	**12.0**
Motorcycle/ATV Passengers	6	12	0	18	**0.5**
Nonmotorists					
Pedalcyclists, All	8	1	0	9	**8.0**
Pedestrians, All	80	33	0	113	**2.4**
Missing Data	0	0	0	0	-
Total	**2,878**	**1,622**	**297**	**4,797**	**1.8**

- 72 male and 6 female motorcycle drivers were in alcohol-involved crashes, resulting in a male-to-female motorcycle driver sex ratio of 12.0 to 1. (Table 68)
- More than half (53.5 percent) of all people in alcohol-involved crashes were victims. (Table 69)

Table 69: Victims[52] of Alcohol-involved Crashes, 2024

Victim Category	People in Alcohol-involved Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	Percent of Total
Victim	44	95	223	398	1,807	2,567	**53.5%**
Non-victims	133	101	370	260	1,366	2,230	**46.5%**
Total People	**177**	**196**	**593**	**658**	**3,173**	**4,797**	**100%**

[51] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.
[52] Victims are all passengers and any non-alcohol-involved drivers, pedalcycle operators or pedestrians. Non-victims are any alcohol-involved drivers, pedalcycle operators or pedestrians.

Belt Use

- 41.8 percent of all fatalities in alcohol-involved crashes were unbelted (74 out of 177). (Table 69, Table 70)
- 54 male and 20 female unbelted fatalities were in alcohol-involved crashes, for a male-to-female ratio of 2.7 to 1. (Table 70)
- 51.4 percent of unbelted fatalities in alcohol-involved crashes were people ages 15 to 29 (Table 70)

Table 70: Unbelted Fatalities[53] in Alcohol-involved Crashes by Age and Sex[54], 2024

Age Group	Unbelted Fatalities in Alcohol-involved Crashes						Ratio of Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	1	1.9%	1	5.0%	2	2.7%	**1.0**
5-9	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	1	5.0%	1	1.4%	-
15-19	9	16.7%	2	10.0%	11	14.9%	**4.5**
20-24	8	14.8%	6	30.0%	14	18.92%	**1.3**
25-29	9	16.7%	4	20.0%	13	17.57%	**2.3**
30-34	2	3.7%	2	10.0%	4	5.41%	**1.0**
35-39	8	14.8%	0	0.0%	8	10.8%	-
40-44	3	5.6%	1	5.0%	4	5.4%	**3.0**
45-49	0	0.0%	1	5.0%	1	1.4%	-
50-54	6	11.1%	0	0.0%	6	8.1%	-
55-59	2	3.7%	0	0.0%	2	2.7%	-
60-64	2	3.7%	1	5.0%	3	4.1%	**2.0**
65-69	2	3.7%	0	0.0%	2	2.7%	-
70-74	2	3.7%	0	0.0%	2	2.7%	-
75 +	0	0.0%	1	5.0%	1	1.4%	-
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	**54**	**100%**	**20**	**100%**	**74**	**100%**	**2.7**

[53] Fatalities of people in passenger cars, pickups, and van/4WD/SUVs in alcohol-involved crashes.
[54] The ratio of males to females is calculated only when there is at least one of each sex in that age group in a crash.

DWI Enforcement

The following section on DWI arrests and convictions is not based on crash reporting. The statistics are calculated by UNM-GPS using data from the New Mexico Taxation and Revenue Department, Motor Vehicle Division's DWI database, which contains records of all DWI citations issued by law enforcement agencies in New Mexico.

Arrest statistics are based on the year of the arrest, reflecting when the offense occurred. Conviction statistics are based on the year the conviction was handed down, indicating when the case was processed by the courts. The year of conviction may differ from the year of arrest. Court disposition and blood alcohol level statistics are based on the year of arrest.

The DWI database is regularly updated by MVD, so the numbers for any given year may differ between reports as new data becomes available, making the most recent publication more accurate.

Arrests

Table 71: DWI Arrests by County[55], 2020 - 2024

County	DWI Arrests					Percent of All 2024 DWI Arrests	Percent Change 2020 - 2024	Percent Change 2023 - 2024
	2020	2021	2022	2023	2024			
Bernalillo	1,920	1,948	1,864	2,203	2,230	23.6%	16.1%	1.2%
Catron	7	2	2	0	3	0.03%	-57.1%	-
Chaves	329	304	326	276	339	3.6%	3.0%	22.8%
Cibola	221	261	213	185	240	2.5%	8.6%	29.7%
Colfax	65	52	43	69	33	0.3%	-49.2%	-52.2%
Curry	145	119	108	135	188	2.0%	29.7%	39.3%
De Baca	2	2	2	0	0	0.0%	-100.0%	0.0%
Doña Ana	725	691	806	772	856	9.0%	18.1%	10.9%
Eddy	260	329	234	303	354	3.7%	36.2%	16.8%
Grant	144	153	145	197	154	1.6%	6.9%	-21.8%
Guadalupe	32	36	38	37	40	0.4%	25.0%	8.1%
Harding	0	0	1	0	0	0.0%	0.0%	0.0%
Hidalgo	22	24	26	33	30	0.3%	36.4%	-9.1%
Lea	350	279	238	284	355	3.8%	1.4%	25.0%
Lincoln	87	95	66	106	130	1.4%	49.4%	22.6%
Los Alamos	27	30	23	23	22	0.2%	-18.5%	-4.3%
Luna	90	74	72	109	98	1.0%	8.9%	-10.1%
McKinley	603	611	686	623	666	7.0%	10.4%	6.9%
Mora	27	33	30	29	21	0.2%	-22.2%	-27.6%
Otero	155	162	189	260	243	2.6%	56.8%	-6.5%
Quay	26	20	20	19	29	0.3%	11.5%	52.6%
Rio Arriba	163	164	184	173	159	1.7%	-2.5%	-8.1%
Roosevelt	54	52	37	28	59	0.6%	9.3%	110.7%
San Juan	1,070	1,113	1,150	1,095	1,134	12.0%	6.0%	3.6%
San Miguel	134	142	150	173	139	1.5%	3.7%	-19.7%
Sandoval	567	613	626	645	638	6.7%	12.5%	-1.1%
Santa Fe	627	658	560	676	676	7.1%	7.8%	0.0%
Sierra	58	63	61	68	58	0.6%	0.0%	-14.7%
Socorro	59	78	73	60	54	0.6%	-8.5%	-10.0%
Taos	103	103	100	106	100	1.1%	-2.9%	-5.7%
Torrance	37	43	31	27	33	0.3%	-10.8%	22.2%
Union	5	5	8	3	12	0.1%	140.0%	300.0%
Valencia	196	255	337	282	371	3.9%	89.3%	31.6%
Missing Data	77	57	62	86	1	0.01%	-98.7%	-98.8%
Total Arrests	**8,387**	**8,571**	**8,511**	**9,085**	**9,465**	**100.0%**	**12.9%**	**4.2%**

[55] "County" refers to the county where the person was arrested for DWI, not their county of residence. DWI arrests and convictions are for either DWI or aggravated DWI.

Table 72: DWI Arrests by City[56], 2020 - 2024

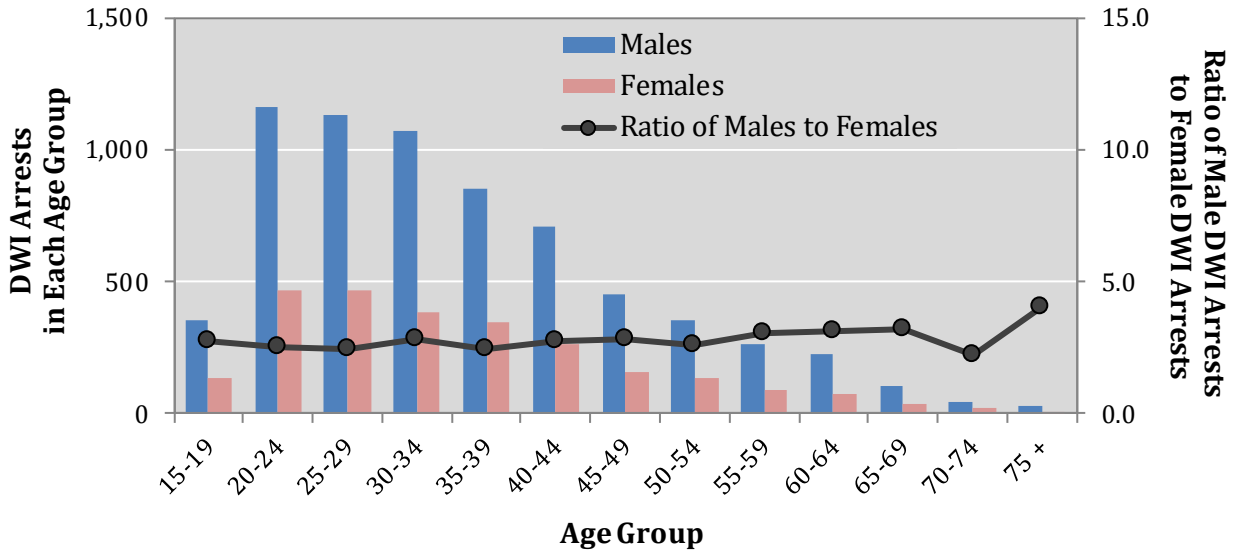
City	DWI Arrests					Percent of All 2024 DWI Arrests	Percent Change 2020 - 2024	Percent Change 2023 - 2024
	2020	2021	2022	2023	2024			
Alamogordo	105	88	138	155	136	1.4%	29.5%	-12.3%
Albuquerque	1,929	1,908	1,788	2,046	2,016	21.3%	4.5%	-1.5%
Anthony	45	55	46	36	43	0.5%	-4.4%	19.4%
Artesia	49	72	53	61	74	0.8%	51.0%	21.3%
Aztec	65	74	91	103	87	0.9%	33.8%	-15.5%
Belen	66	77	81	76	111	1.2%	68.2%	46.1%
Bernalillo	64	51	43	57	53	0.6%	-17.2%	-7.0%
Bloomfield	70	106	96	101	103	1.1%	47.1%	2.0%
Carlsbad	162	205	129	166	200	2.1%	23.5%	20.5%
Clovis	126	102	87	108	160	1.7%	27.0%	48.1%
Corrales	19	23	18	14	10	0.1%	-47.4%	-28.6%
Cuba	28	34	45	28	30	0.3%	7.1%	7.1%
Deming	87	59	65	103	85	0.9%	-2.3%	-17.5%
Edgewood	29	29	31	32	43	0.5%	48.3%	34.4%
Española	122	138	104	112	110	1.2%	-9.8%	-1.8%
Farmington	454	432	480	453	466	4.9%	2.6%	2.9%
Fruitland	64	56	62	40	50	0.5%	-21.9%	25.0%
Gallup	212	160	214	171	194	2.0%	-8.5%	13.5%
Grants	58	76	67	46	67	0.7%	15.5%	45.7%
Hobbs	241	183	157	172	227	2.4%	-5.8%	32.0%
Kirtland	72	65	71	51	60	0.6%	-16.7%	17.6%
Las Cruces	482	461	513	526	570	6.0%	18.3%	8.4%
Las Vegas	90	97	105	130	94	1.0%	4.4%	-27.7%
Los Alamos	19	19	16	20	23	0.2%	21.1%	15.0%
Los Lunas	150	178	222	217	261	2.8%	74.0%	20.3%
Lovington	53	30	41	48	44	0.5%	-17.0%	-8.3%
Portales	53	51	37	31	53	0.6%	0.0%	71.0%
Raton	26	26	21	32	12	0.1%	-53.8%	-62.5%
Rio Rancho	326	336	338	398	409	4.3%	25.5%	2.8%
Roswell	299	236	264	227	277	2.9%	-7.4%	22.0%
Ruidoso	24	29	22	40	44	0.5%	83.3%	10.0%
Santa Fe	458	488	454	529	548	5.8%	19.7%	3.6%
Shiprock	89	97	108	115	98	1.0%	10.1%	-14.8%
Silver City	78	85	89	105	72	0.8%	-7.7%	-31.4%
Socorro	26	42	27	33	29	0.3%	11.5%	-12.1%
Sunland Park	19	25	15	32	47	0.5%	147.4%	46.9%
T or C	36	37	30	46	33	0.3%	-8.3%	-28.3%
Taos	61	58	60	72	51	0.5%	-16.4%	-29.2%
Thoreau	15	24	35	21	41	0.4%	173.3%	95.2%
Tucumcari	15	10	8	8	15	0.2%	0.0%	87.5%
Other Cities and Rural	2,001	2,249	2,240	2,324	2,419	25.6%	20.9%	4.1%
Total DWI Arrests	**8,387**	**8,571**	**8,511**	**9,085**	**9,465**	**100.0%**	**12.9%**	**4.2%**

[56] "City" refers to the city residence of the driver, not the city where the driver was arrested for DWI. DWI arrests are for either DWI or aggravated DWI.

Table 73: DWI Arrests[57] by Age and Sex[58], 2024

Age Group	DWI Arrests by Age and Sex								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	355	5.3%	131	5.1%	5	3.4%	491	5.2%	**2.7**
20-24	1,158	17.2%	464	18.0%	22	15.2%	1,644	17.4%	**2.5**
25-29	1,131	16.8%	468	18.2%	32	22.1%	1,631	17.2%	**2.4**
30-34	1,071	15.9%	382	14.8%	32	22.1%	1,485	15.7%	**2.8**
35-39	848	12.6%	348	13.5%	17	11.7%	1,213	12.8%	**2.4**
40-44	711	10.5%	262	10.2%	14	9.7%	987	10.4%	**2.7**
45-49	451	6.7%	160	6.2%	5	3.4%	616	6.5%	**2.8**
50-54	353	5.2%	137	5.3%	8	5.5%	498	5.3%	**2.6**
55-59	261	3.9%	86	3.3%	5	3.4%	352	3.7%	**3.0**
60-64	226	3.3%	73	2.8%	4	2.8%	303	3.2%	**3.1**
65-69	106	1.6%	33	1.3%	1	0.7%	140	1.5%	**3.2**
70-74	46	0.7%	21	0.8%	0	0.0%	67	1.4%	**2.2**
75 +	28	0.4%	7	0.3%	0	0.0%	35	0.4%	**4.0**
Missing Data	2	0%	1	0%	0	0%	3	0%	**2.0**
Total	**6,747**	**100%**	**2,573**	**100%**	**145**	**100%**	**9,465**	**100%**	**2.6**

Figure 25: DWI Arrests[57] by Age and Sex[58], 2024



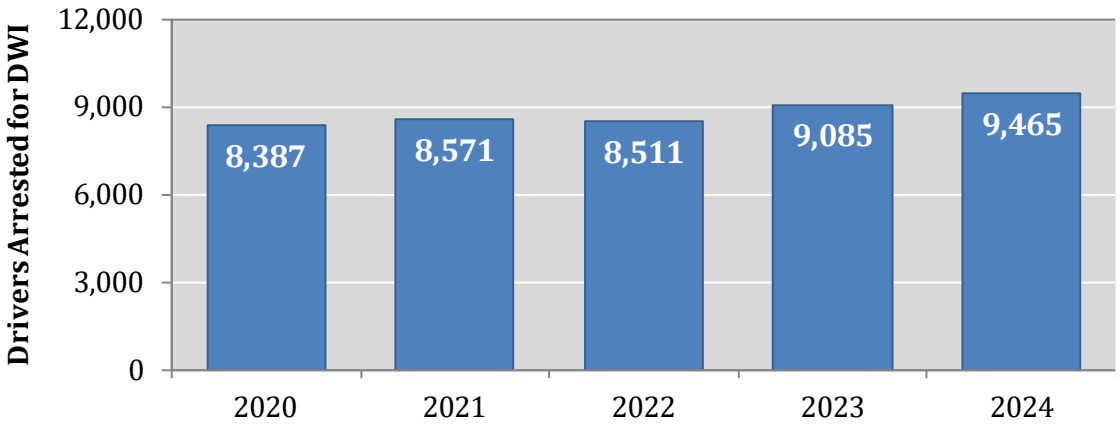
[57] DWI arrests are for either DWI or aggravated DWI.

[58] The ratio of males to females is calculated only when there is at least one DWI arrest of each sex in that age group.

Table 74: Number of Drivers[59] Arrested for a DWI[60] by Age, 2020 - 2024

Age Group	Drivers Arrested for DWI					Percent Change
	2020	2021	2022	2023	2024	2020 - 2024
15-19	455	418	400	465	491	7.9%
20-24	1,512	1,524	1,441	1,624	1,644	8.7%
25-29	1,637	1,614	1,502	1,556	1,631	-0.4%
30-34	1,298	1,412	1,439	1,527	1,485	14.4%
35-39	1,001	1,130	1,102	1,152	1,213	21.2%
40-44	739	781	814	817	987	33.6%
45-49	548	530	542	622	616	12.4%
50-54	458	383	416	472	498	8.7%
55-59	349	348	383	372	352	0.9%
60-64	244	253	257	248	303	24.2%
65-69	87	114	133	142	140	60.9%
70-74	36	44	55	60	67	86.1%
75 +	20	20	26	24	35	75.0%
Missing Data	3	0	1	4	3	0.0%
Total	**8,387**	**8,571**	**8,511**	**9,085**	**9,465**	**12.9%**

Figure 26: Number of Drivers Arrested for DWI[60], 2020 - 2024



[59] Darker shading indicates higher numbers.
[60] DWI arrests are for either DWI or aggravated DWI.

Court Dispositions

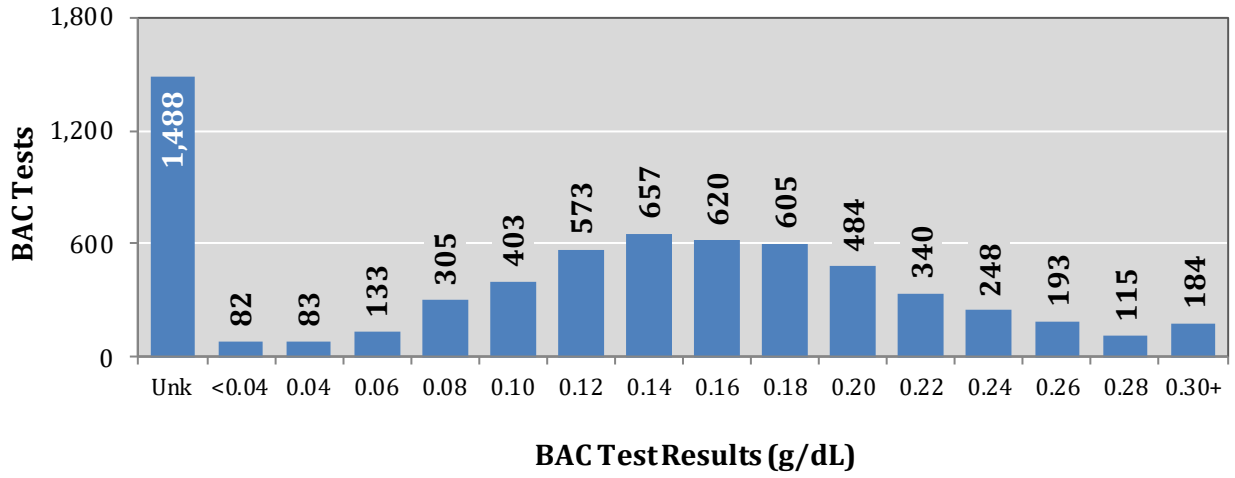
Table 75: Disposition[61] of DWI Arrests in 2024 by County, as of November 2025

County	DWI Arrests in 2024								
	Number of DWI Arrests Resulting in Convictions		Number of DWI Arrests Resulting in Dismissals		Number of DWI Arrests Awaiting Disposition		Total DWI Arrests	Average Number of Days to DWI Conviction	Average Number of Days to DWI Dismissal
	Count	Percent	Count	Percent	Count	Percent			
Bernalillo	1,529	69%	74	3%	627	28%	2,230	**168**	**197**
Catron	1	33%	0	0%	2	67%	3	**91**	**-**
Chaves	171	50%	22	6%	146	43%	339	**246**	**231**
Cibola	89	37%	21	9%	130	54%	240	**171**	**140**
Colfax	15	45%	0	0%	18	55%	33	**183**	**-**
Curry	128	68%	12	6%	48	26%	188	**168**	**168**
De Baca	0	0%	0	0%	0	0%	0	**-**	**-**
Doña Ana	272	32%	68	8%	516	60%	856	**202**	**174**
Eddy	166	47%	35	10%	153	43%	354	**162**	**149**
Grant	88	57%	26	17%	40	26%	154	**124**	**161**
Guadalupe	26	65%	4	10%	10	25%	40	**153**	**155**
Harding	0	0%	0	0%	0	0%	0	**-**	**-**
Hidalgo	15	50%	6	20%	9	30%	30	**107**	**180**
Lea	226	64%	8	2%	121	34%	355	**151**	**193**
Lincoln	87	67%	7	5%	36	28%	130	**156**	**143**
Los Alamos	14	64%	0	0%	8	36%	22	**128**	**-**
Luna	57	58%	4	4%	37	38%	98	**113**	**158**
McKinley	365	55%	52	8%	249	37%	666	**169**	**140**
Mora	9	43%	2	10%	10	48%	21	**144**	**158**
Otero	134	55%	18	7%	91	37%	243	**162**	**202**
Quay	14	48%	1	3%	14	48%	29	**184**	**4**
Rio Arriba	57	36%	7	4%	95	60%	159	**189**	**124**
Roosevelt	48	81%	3	5%	8	14%	59	**136**	**197**
San Juan	733	65%	95	8%	306	27%	1,134	**160**	**177**
San Miguel	79	57%	22	16%	38	27%	139	**205**	**214**
Sandoval	445	70%	78	12%	115	18%	638	**172**	**169**
Santa Fe	212	31%	53	8%	411	61%	676	**169**	**54**
Sierra	32	55%	4	7%	22	38%	58	**144**	**154**
Socorro	27	50%	4	7%	23	43%	54	**155**	**166**
Taos	61	61%	1	1%	38	38%	100	**146**	**245**
Torrance	12	36%	0	0%	21	64%	33	**173**	**-**
Union	7	58%	1	8%	4	33%	12	**151**	**161**
Valencia	154	42%	38	10%	179	48%	371	**214**	**159**
Missing Data	1	100%	0	0%	0	0%	1	**135**	**-**
Statewide	**5,274**	**56%**	**666**	**7%**	**3,525**	**37%**	**9,465**	**170**	**163**

[61] This table shows the number of DWI arrests in 2024 and whether the case resulted in a conviction or dismissal or is still awaiting court disposition, as reported in the NM MVD DWI File, as of November 2025. A very small number of "not guilty" rulings may be included in the category Dismissals. County is the arrest location for DWI, not residence.

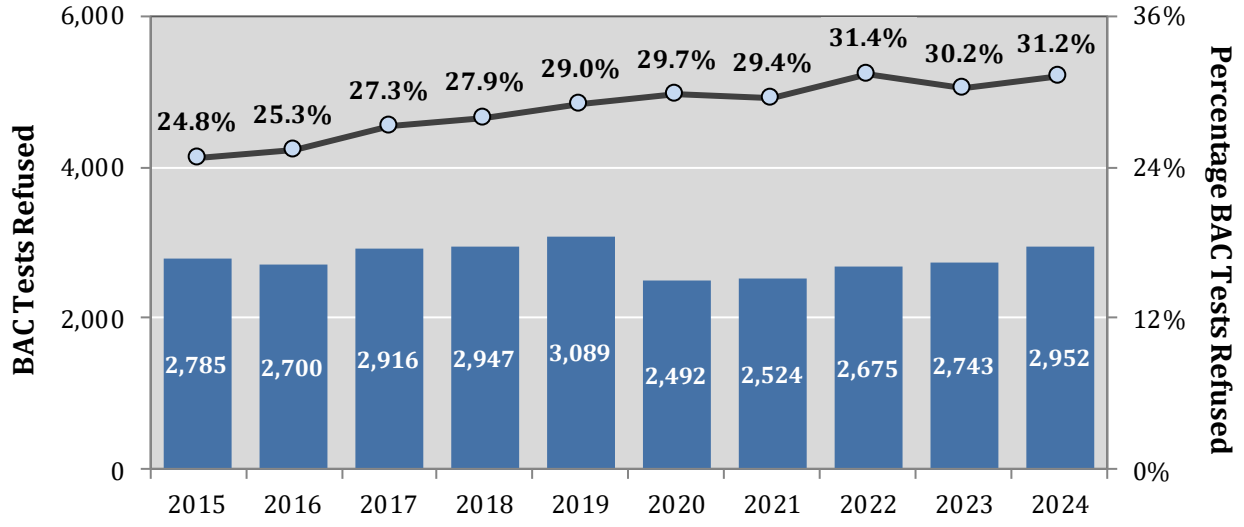
Blood Alcohol Content (BAC)

Figure 27: Range of BAC Test Results from 2024 DWI Arrests[62]



- The percentage of people arrested for DWI who refused BAC testing has increased in seven of the last nine years, rising from 24.8 percent to 31.2 percent. (Figure 28)

Figure 28: Number of BAC Test Refusals and Percentage of BAC Test Refusals, 2015 - 2024



[62] For reference, a BAC of <0.04 is a non-zero BAC less than 0.04. A BAC of 0.04 includes 0.04 and ranges up to but not including 0.06. The term 'Unknown' ('Unk') means the BAC value is unknown. Test refusals are excluded.

Convictions

Table 76: DWI Convictions by County, 2020 - 2024 [63]

County	Total DWI Convictions					Percent of All 2024 Convictions	Percent Change 2020 - 2024	Percent Change 2023 - 2024
	2020	2021	2022	2023	2024			
Bernalillo	1,593	1,198	1,237	1,535	1,661	29.3%	4.3%	8.2%
Catron	1	0	3	0	0	0.0%	-100.0%	0.0%
Chaves	233	199	208	196	160	2.8%	-31.3%	-18.4%
Cibola	66	147	130	124	97	1.7%	47.0%	-21.8%
Colfax	39	33	34	35	24	0.4%	-38.5%	-31.4%
Curry	114	110	81	78	123	2.2%	7.9%	57.7%
De Baca	5	2	2	0	0	0.0%	-100.0%	0.0%
Doña Ana	301	289	265	272	274	4.8%	-9.0%	0.7%
Eddy	139	177	156	193	190	3.3%	36.7%	-1.6%
Grant	90	103	92	107	109	1.9%	21.1%	1.9%
Guadalupe	22	13	19	26	19	0.3%	-13.6%	-26.9%
Harding	0	0	1	0	0	0.0%	0.0%	0.0%
Hidalgo	13	19	14	24	23	0.4%	76.9%	-4.2%
Lea	118	140	135	160	270	4.8%	128.8%	68.8%
Lincoln	74	76	82	71	84	1.5%	13.5%	18.3%
Los Alamos	12	24	21	15	14	0.2%	16.7%	-6.7%
Luna	59	63	53	72	62	1.1%	5.1%	-13.9%
McKinley	192	274	253	333	394	6.9%	105.2%	18.3%
Mora	14	24	15	20	18	0.3%	28.6%	-10.0%
Otero	93	113	110	143	155	2.7%	66.7%	8.4%
Quay	14	19	19	4	10	0.2%	-28.6%	150.0%
Rio Arriba	64	73	69	79	77	1.4%	20.3%	-2.5%
Roosevelt	47	31	42	22	44	0.8%	-6.4%	100.0%
San Juan	591	816	873	907	810	14.3%	37.1%	-10.7%
San Miguel	80	103	94	104	100	1.8%	25.0%	-3.8%
Sandoval	298	348	314	404	389	6.9%	30.5%	-3.7%
Santa Fe	401	178	219	256	290	5.1%	-27.7%	13.3%
Sierra	34	27	20	28	37	0.7%	8.8%	32.1%
Socorro	35	29	33	28	33	0.6%	-5.7%	17.9%
Taos	71	67	80	85	60	1.1%	-15.5%	-29.4%
Torrance	20	31	10	12	11	0.2%	-45.0%	-8.3%
Union	3	4	3	0	7	0.1%	133.3%	0.0%
Valencia	73	108	129	112	132	2.3%	80.8%	17.9%
Missing Data	1	2	2	0	1	0.02%	0.0%	-
Total Convictions	**4,910**	**4,840**	**4,818**	**5,445**	**5,678**	**100%**	**15.6%**	**4.3%**

[63] Year is conviction year, not arrest year. County is the arrest location for DWI, not residence. DWI convictions include both DWI and aggravated DWI.

Table 77: Ranking and Rates of DWI Convictions by County, 2020 - 2024 [64] [65] [66]

2024 Rank	County	Total DWI Convictions					2024 Population	DWI Convictions per 10,000 County Residents, 2024
		2020	2021	2022	2023	2024		
1	Bernalillo	1,593	1,198	1,237	1,535	1,661	671,747	24.7
2	San Juan	591	816	873	907	810	120,817	**67.0**
3	McKinley	192	274	253	333	394	68,945	**57.1**
4	Sandoval	298	348	314	404	389	157,757	24.7
5	Santa Fe	401	178	219	256	290	157,765	18.4
6	Doña Ana	301	289	265	272	274	229,366	11.9
7	Lea	118	140	135	160	270	75,151	**35.9**
8	Eddy	139	177	156	193	190	61,436	**30.9**
9	Chaves	233	199	208	196	160	63,697	25.1
10	Otero	93	113	110	143	155	69,711	22.2
11	Valencia	73	108	129	112	132	80,813	16.3
12	Curry	114	110	81	78	123	47,156	26.1
13	Grant	90	103	92	107	109	27,541	**39.6**
14	San Miguel	80	103	94	104	100	26,428	**37.8**
15	Cibola	66	147	130	124	97	26,686	**36.3**
16	Lincoln	74	76	82	71	84	20,025	**41.9**
17	Rio Arriba	64	73	69	79	77	39,955	19.3
18	Luna	59	63	53	72	62	25,878	24.0
19	Taos	71	67	80	85	60	34,482	17.4
20	Roosevelt	47	31	42	22	44	18,713	23.5
21	Sierra	34	27	20	28	37	11,389	**32.5**
22	Socorro	35	29	33	28	33	15,967	20.7
23	Colfax	39	33	34	35	24	12,307	19.5
24	Hidalgo	13	19	14	24	23	3,966	**58.0**
25	Guadalupe	22	13	19	26	19	4,385	**43.3**
26	Mora	14	24	15	20	18	4,096	**43.9**
27	Los Alamos	12	24	21	15	14	19,675	7.1
28	Torrance	20	31	10	12	11	15,986	6.9
29	Quay	14	19	19	4	10	8,403	11.9
30	Union	3	4	3	0	7	3,926	17.8
31	Catron	1	0	3	0	0	3,795	0.0
31	De Baca	5	2	2	0	0	1,657	0.0
31	Harding	0	0	1	0	0	635	0.0
Missing Data		1	2	2	0	1	-	-
Total DWI Convictions		**4,910**	**4,840**	**4,818**	**5,445**	**5,678**	**2,130,256**	**26.7**

[64] Year is conviction year, not arrest year. County is the arrest location for DWI, not residence. DWI convictions include both DWI and aggravated DWI.

[65] Counties share the same rank if they have the same number of DWI convictions in 2024.

[66] The numbers in bold red represent counties that exceeded the statewide rate in 2024.

DWI Enforcement – Convictions

Table 78: Number of Drivers with a First DWI Conviction[67], 2020 - 2024

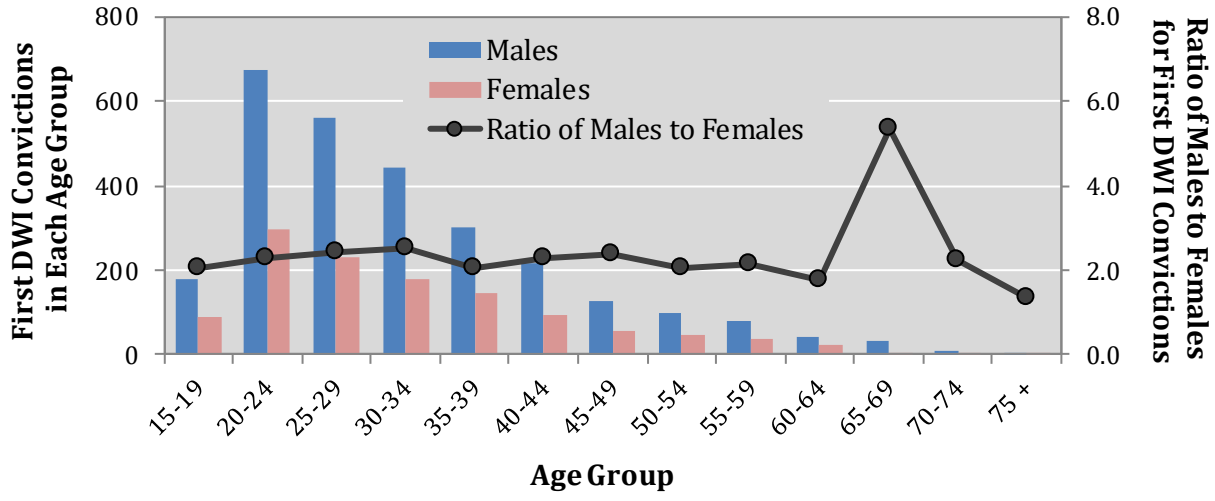
County	First DWI Convictions					Percent of First 2024 Convictions	Percent Change 2020 - 2024	Percent Change 2023 - 2024
	2020	2021	2022	2023	2024			
Bernalillo	1,087	880	935	1,135	1,253	30.9%	15.3%	10.4%
Catron	0	0	3	0	0	0.0%	0.0%	0.0%
Chaves	173	135	145	134	117	2.9%	-32.4%	-12.7%
Cibola	39	86	78	65	61	1.5%	56.4%	-6.2%
Colfax	28	22	25	25	17	0.4%	-39.3%	-32.0%
Curry	88	74	60	66	90	2.2%	2.3%	36.4%
De Baca	2	1	1	0	0	0.0%	-100.0%	0.0%
Doña Ana	217	198	200	199	204	5.0%	-6.0%	2.5%
Eddy	111	138	122	152	157	3.9%	41.4%	3.3%
Grant	62	69	55	62	63	1.6%	1.6%	1.6%
Guadalupe	19	11	15	22	14	0.3%	-26.3%	-36.4%
Harding	0	0	1	0	0	0.0%	0.0%	0.0%
Hidalgo	10	15	13	21	18	0.4%	80.0%	-14.3%
Lea	88	100	109	136	227	5.6%	158.0%	66.9%
Lincoln	53	51	49	53	67	1.7%	26.4%	26.4%
Los Alamos	10	19	17	11	9	0.2%	-10.0%	-18.2%
Luna	45	36	36	56	41	1.0%	-8.9%	-26.8%
McKinley	111	182	179	205	249	6.1%	124.3%	21.5%
Mora	10	11	6	11	6	0.1%	-40.0%	-45.5%
Otero	62	82	82	112	113	2.8%	82.3%	0.9%
Quay	10	14	18	2	7	0.2%	-30.0%	250.0%
Rio Arriba	37	44	41	55	52	1.3%	40.5%	-5.5%
Roosevelt	34	23	33	18	34	0.8%	0.0%	88.9%
San Juan	340	471	497	532	494	12.2%	45.3%	-7.1%
San Miguel	45	59	52	57	58	1.4%	28.9%	1.8%
Sandoval	183	218	205	286	275	6.8%	50.3%	-3.8%
Santa Fe	259	127	159	184	230	5.7%	-11.2%	25.0%
Sierra	20	19	16	25	30	0.7%	50.0%	20.0%
Socorro	20	16	18	16	24	0.6%	20.0%	50.0%
Taos	42	46	53	45	39	1.0%	-7.1%	-13.3%
Torrance	16	20	5	10	9	0.2%	-43.8%	-10.0%
Union	3	3	3	0	5	0.1%	66.7%	-
Valencia	41	66	98	67	91	2.2%	122.0%	35.8%
Missing Data	1	2	2	0	1	0.02%	0.0%	-
Total	**3,266**	**3,238**	**3,331**	**3,762**	**4,055**	**100.0%**	**24.2%**	**7.8%**

[67] Year is conviction year, not arrest year. County is the arrest location for DWI, not residence. DWI convictions include both DWI and aggravated DWI.

Table 79: First DWI Convictions[68] by Age[69] and Sex[70], 2024

Age Group	First DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	177	6.4%	87	7.2%	3	4.1%	267	6.6%	**2.0**
20-24	673	24.3%	296	24.4%	14	18.9%	983	24.2%	**2.3**
25-29	559	20.2%	231	19.1%	20	27.0%	810	20.0%	**2.4**
30-34	443	16.0%	177	14.6%	18	24.3%	638	15.7%	**2.5**
35-39	303	10.9%	148	12.2%	6	8.1%	457	11.3%	**2.0**
40-44	218	7.9%	96	7.9%	6	8.1%	320	7.9%	**2.3**
45-49	128	4.6%	54	4.5%	2	2.7%	184	4.5%	**2.4**
50-54	99	3.6%	48	4.0%	1	1.4%	148	3.6%	**2.1**
55-59	80	2.9%	37	3.1%	1	1.4%	118	2.9%	**2.2**
60-64	44	1.6%	25	2.1%	1	1.4%	70	1.7%	**1.8**
65-69	32	1.2%	6	0.5%	2	2.7%	40	1.0%	**5.3**
70-74	9	0.3%	4	0.3%	0	0.0%	13	0.3%	**2.3**
75 +	4	0.1%	3	0.2%	0	0.0%	7	0.2%	**1.3**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**2,769**	**100%**	**1,212**	**100%**	**74**	**100%**	**4,055**	**100%**	**2.3**

Figure 29: First DWI Convictions[68] by Age[69] and Sex[70], 2024



[68] Year is conviction year, not arrest year. DWI convictions include both DWI and aggravated DWI.
[69] "Age" refers to age on the day of arrest for a conviction issued by the court in 2024.
[70] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

DWI Enforcement – Convictions

Table 80: Repeat DWI Convictions[71] by County, 2020 - 2024

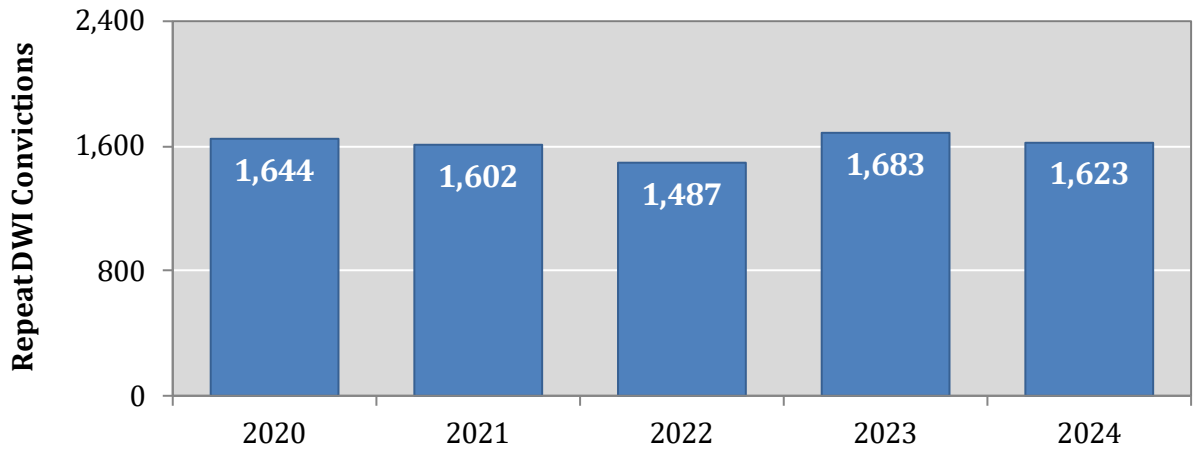
County	Repeat DWI Convictions					Percent of Repeat 2024 Convictions	Percent Change 2020 - 2024	Percent Change 2023 - 2024
	2020	2021	2022	2023	2024			
Bernalillo	506	318	302	400	408	25.1%	-19.4%	2.0%
Catron	1	0	0	0	0	0.0%	-100.0%	0.0%
Chaves	60	64	63	62	43	2.6%	-28.3%	-30.6%
Cibola	27	61	52	59	36	2.2%	33.3%	-39.0%
Colfax	11	11	9	10	7	0.4%	-36.4%	-30.0%
Curry	26	36	21	12	33	2.0%	26.9%	175.0%
De Baca	3	1	1	0	0	0.0%	-100.0%	0.0%
Doña Ana	84	91	65	73	70	4.3%	-16.7%	-4.1%
Eddy	28	39	34	41	33	2.0%	17.9%	-19.5%
Grant	28	34	37	45	46	2.8%	64.3%	2.2%
Guadalupe	3	2	4	4	5	0.3%	66.7%	25.0%
Harding	0	0	0	0	0	0.0%	0.0%	0.0%
Hidalgo	3	4	1	3	5	0.3%	66.7%	66.7%
Lea	30	40	26	24	43	2.6%	43.3%	79.2%
Lincoln	21	25	33	18	17	1.0%	-19.0%	-5.6%
Los Alamos	2	5	4	4	5	0.3%	150.0%	25.0%
Luna	14	27	17	16	21	1.3%	50.0%	31.3%
McKinley	81	92	74	128	145	8.9%	79.0%	13.3%
Mora	4	13	9	9	12	0.7%	200.0%	33.3%
Otero	31	31	28	31	42	2.6%	35.5%	35.5%
Quay	4	5	1	2	3	0.2%	-25.0%	50.0%
Rio Arriba	27	29	28	24	25	1.5%	-7.4%	4.2%
Roosevelt	13	8	9	4	10	0.6%	-23.1%	150.0%
San Juan	251	345	376	375	316	19.5%	25.9%	-15.7%
San Miguel	35	44	42	47	42	2.6%	20.0%	-10.6%
Sandoval	115	130	109	118	114	7.0%	-0.9%	-3.4%
Santa Fe	142	51	60	72	60	3.7%	-57.7%	-16.7%
Sierra	14	8	4	3	7	0.4%	-50.0%	133.3%
Socorro	15	13	15	12	9	0.6%	-40.0%	-25.0%
Taos	29	21	27	40	21	1.3%	-27.6%	-47.5%
Torrance	4	11	5	2	2	0.1%	-50.0%	0.0%
Union	0	1	0	0	2	0.1%	-	-
Valencia	32	42	31	45	41	2.5%	28.1%	-8.9%
Missing Data	0	0	0	0	0	0.0%	0.0%	0.0%
Total	**1,644**	**1,602**	**1,487**	**1,683**	**1,623**	**100.0%**	**-1.3%**	**-3.6%**

[71] These are the numbers of drivers repeatedly convicted of either DWI or aggravated DWI. Year is conviction year, not arrest year. County is the arrest location for DWI, not residence.

Table 81: Repeat DWI Convictions[72] by Age[73], 2020 - 2024

Age Group	Drivers Convicted of a Repeat DWI					Percent Change 2020 - 2024
	2020	2021	2022	2023	2024	
15-19	4	7	8	5	8	100.0%
20-24	137	109	93	111	112	-18.2%
25-29	260	258	224	232	229	-11.9%
30-34	287	280	302	295	289	0.7%
35-39	271	244	230	293	250	-7.7%
40-44	182	239	224	208	222	22.0%
45-49	139	154	121	148	163	17.3%
50-54	143	115	106	146	129	-9.8%
55-59	128	93	81	113	97	-24.2%
60-64	68	67	51	81	63	-7.4%
65-69	15	25	37	37	37	146.7%
70-74	8	8	8	11	20	150.0%
75 +	2	3	2	3	4	100.0%
Missing Data	0	0	0	0	0	0.0%
Total	**1,644**	**1,602**	**1,487**	**1,683**	**1,623**	**-1.3%**

Figure 30: Repeat DWI Convictions[72], 2020 - 2024

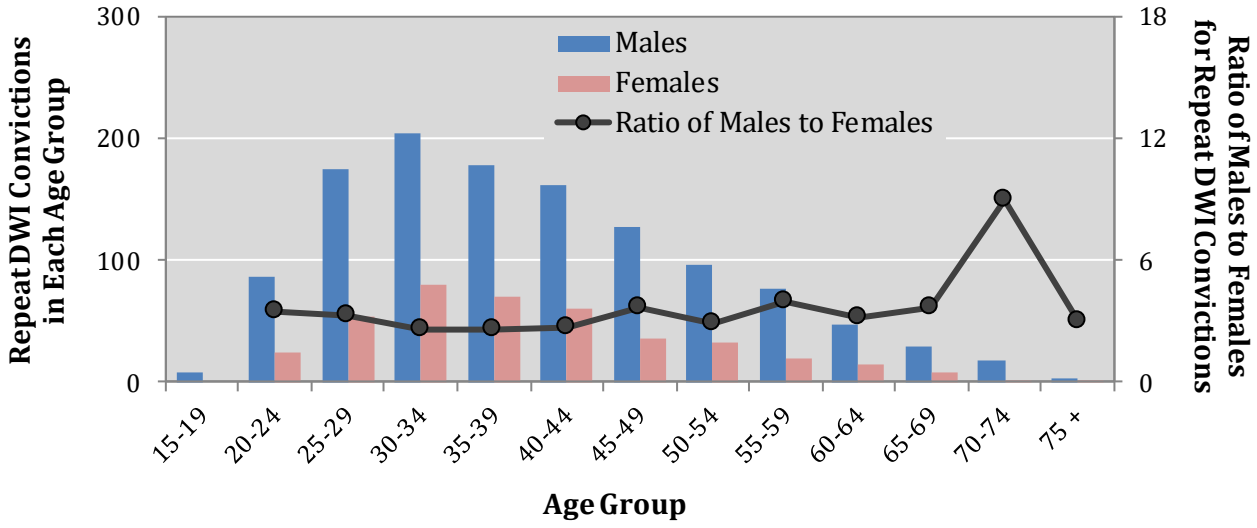


[72] Year is conviction year, not arrest year. DWI convictions include both DWI and aggravated DWI.
[73] "Age" refers to age on the day of arrest for convictions issued by the court in the specified year.

Table 82: Repeat DWI Convictions[74] by Age[75] and Sex[76], 2024

Age Group	Repeat DWI Convictions								Ratio of Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
15-19	8	0.7%	0	0.0%	0	0.0%	8	0.5%	-
20-24	86	7.1%	25	6.2%	1	8.3%	112	6.9%	**3.4**
25-29	174	14.4%	53	13.2%	2	16.7%	229	14.1%	**3.3**
30-34	205	16.9%	80	20.0%	4	33.3%	289	17.8%	**2.6**
35-39	178	14.7%	70	17.5%	2	16.7%	250	15.4%	**2.5**
40-44	161	13.3%	60	15.0%	1	8.3%	222	13.7%	**2.7**
45-49	128	10.6%	35	8.7%	0	0.0%	163	10.0%	**3.7**
50-54	96	7.9%	33	8.2%	0	0.0%	129	7.9%	**2.9**
55-59	76	6.3%	19	4.7%	2	16.7%	97	6.0%	**4.0**
60-64	48	4.0%	15	3.7%	0	0.0%	63	3.9%	**3.2**
65-69	29	2.4%	8	2.0%	0	0.0%	37	2.3%	**3.6**
70-74	18	1.5%	2	0.5%	0	0.0%	20	1.2%	**9.0**
75 +	3	0.2%	1	0.2%	0	0.0%	4	0.2%	**3.0**
Missing Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Total	**1,210**	**100%**	**401**	**100%**	**12**	**100%**	**1,623**	**100%**	**3.0**

Figure 31: Repeat DWI Convictions[74] by Age[75] and Sex[76], 2024



[74] Year is conviction year, not arrest year. DWI convictions include both DWI and aggravated DWI.

[75] "Age" refers to age on the day of arrest for a conviction issued by the court in 2024.

[76] The ratio of males to females is calculated only when there is at least one conviction of each sex in that age group.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the raw number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below is an example equation of how rates are calculated, using data from Table 1 and Table 83. Table 83 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100 million vehicle miles traveled (100M VMT), number of crashes per 100,000 people, number of drivers in crashes per 10,000 licensed drivers, or number of vehicles in crashes per 10,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{2,209 alcohol crashes in 2024}}{\text{285.66 100M VMT in 2024}} = 7.7 \text{ alcohol crashes per 100M VMT}$$

Table 83: Rate Denominators: Population[77], Vehicle Miles Traveled[78], Licensed Drivers, and Motor Vehicle Registrations, 2015 - 2024 [79]

Year	New Mexico Population (U.S. Census, July 1 Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)	New Mexico Licensed Drivers	New Mexico Motor Vehicle Registrations
2015	2,090,071	302.92	1,502,279	1,823,445
2016	2,092,555	278.09	1,524,177	1,823,961
2017	2,092,844	278.36	1,504,433	1,740,002
2018	2,093,754	272.88	1,482,149	1,824,217
2019	2,099,634	277.72	1,487,486	1,825,421
2020	2,118,606	236.92	1,516,653	1,783,151
2021	2,117,333	268.23	1,521,203	1,862,673
2022	2,113,868	269.08	1,556,172	1,870,380
2023	2,121,164	282.07	1,599,274	1,909,072
2024	2,130,256	285.66	1,647,259	-

[77] Each year, the U.S. Census Bureau publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.
[78] 100M VMT = 100 million vehicle miles traveled.
[79] Detailed source information is in the Sources section at the end of this publication. A dash is used when the number of motor vehicle registrations in NM is not available at time of publication.

Table 84: Alcohol-involved Crash Rates, 2015 - 2024

Year	Alcohol-involved Crash Rates			
	Alcohol-involved Crashes per 100,000 Population	Alcohol-involved Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Crashes per 100,000 Licensed Drivers	Alcohol-involved Crashes per 100,000 Registered Vehicles
2015	102.1	7.0	142.1	117.0
2016	99.1	7.5	136.0	113.7
2017	98.0	7.4	136.3	117.8
2018	99.8	7.7	141.0	114.6
2019	106.5	8.1	150.4	122.5
2020	95.3	8.5	133.2	113.3
2021	101.5	8.0	141.3	115.4
2022	105.6	8.3	143.5	119.4
2023	106.9	8.0	141.8	118.8
2024	103.7	7.7	134.1	-

Figure 32: Alcohol-involved Crash Rates (Population and VMT), 2015 - 2024

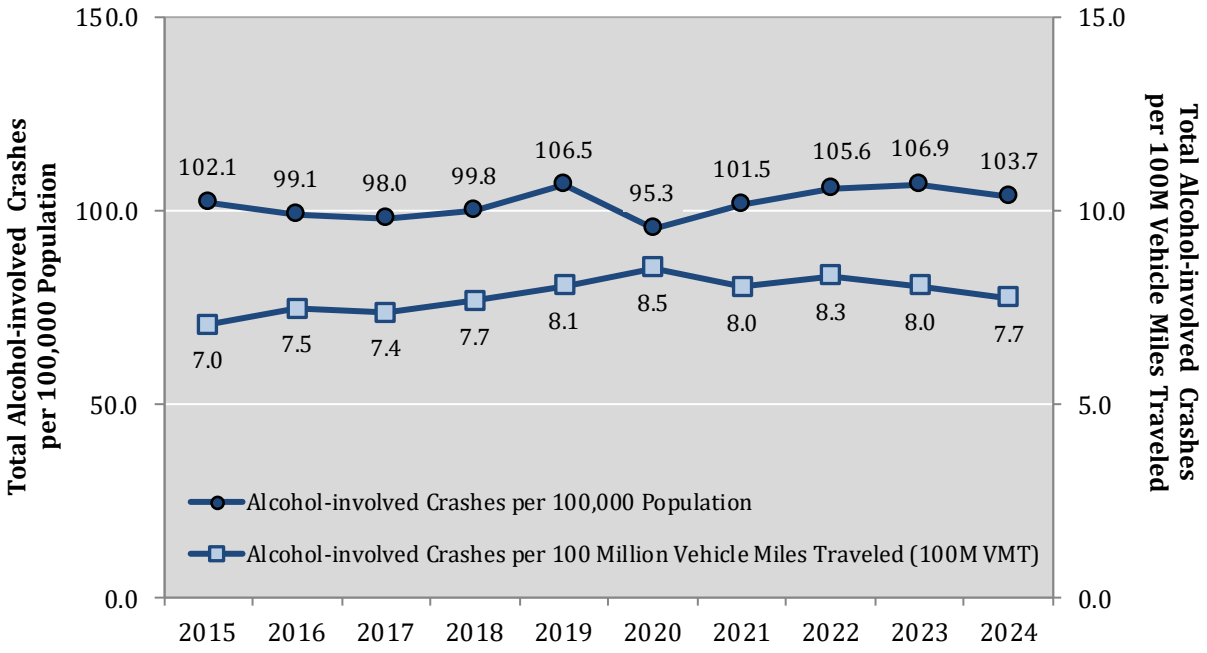


Table 85: Alcohol-involved Fatal Crash Rates, 2015 - 2024

Year	Alcohol-involved Fatal Crash Rates			
	Alcohol-involved Fatal Crashes per 100,000 Population	Alcohol-involved Fatal Crashes per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatal Crashes per 100,000 Licensed Drivers	Alcohol-involved Fatal Crashes per 100,000 Registered Vehicles
2015	4.9	0.34	6.9	5.6
2016	7.1	0.54	9.8	8.2
2017	6.3	0.47	8.7	7.5
2018	6.7	0.52	9.5	7.7
2019	7.1	0.54	10.0	8.2
2020	6.3	0.57	8.8	7.5
2021	7.4	0.59	10.3	8.4
2022	7.6	0.59	10.3	8.6
2023	7.0	0.53	9.3	7.8
2024	7.7	0.57	10.0	-

Figure 33: Alcohol-involved Fatal Crash Rates (Population and VMT), 2015 - 2024

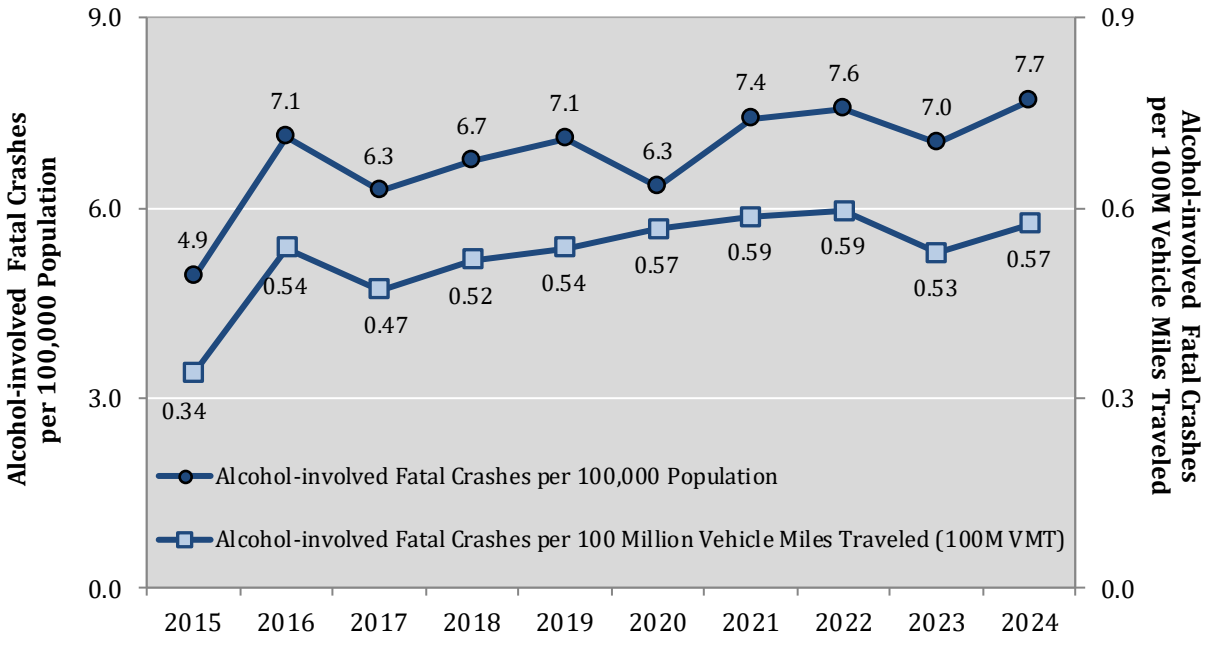
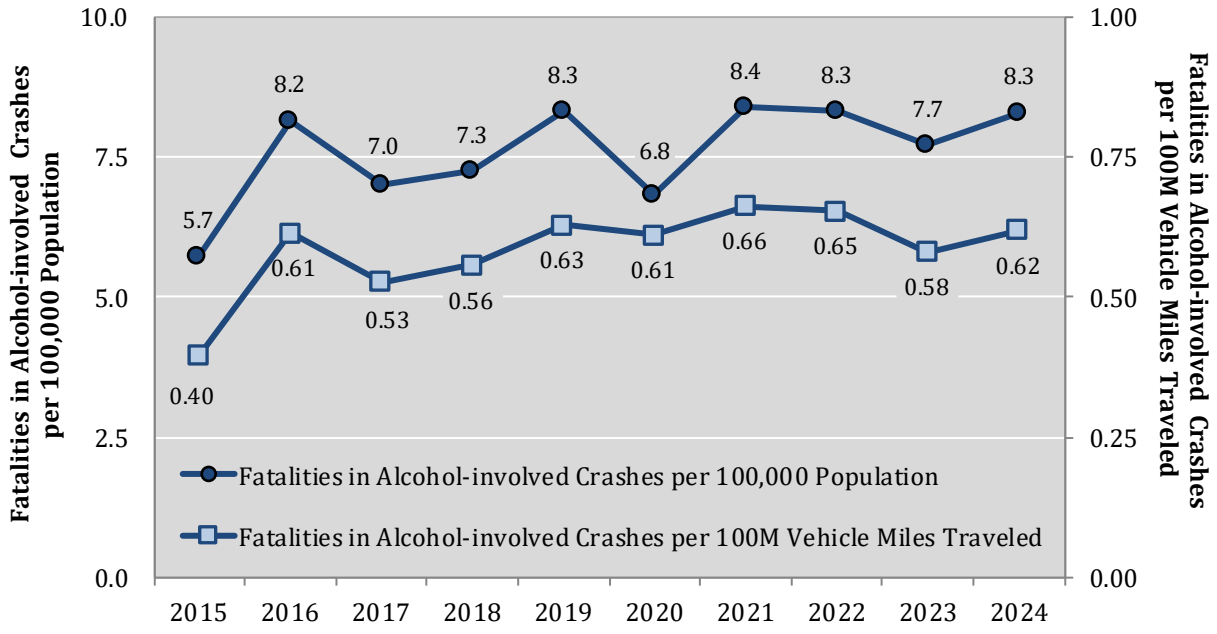


Table 86: Alcohol-involved Fatality Rates, 2015 - 2024 [80]

Year	Alcohol-involved Fatality Rates			
	Alcohol-involved Fatalities per 100,000 Population	Alcohol-involved Fatalities per 100 Million Vehicle Miles Traveled (100M VMT)	Alcohol-involved Fatalities per 100,000 Licensed Drivers	Alcohol-involved Fatalities per 100,000 Registered Vehicles
2015	5.7	0.40	8.0	6.6
2016	8.2	0.61	11.2	9.4
2017	7.0	0.53	9.8	8.4
2018	7.3	0.56	10.3	8.3
2019	8.3	0.63	11.8	9.6
2020	6.8	0.61	9.6	8.1
2021	8.4	0.66	11.7	9.6
2022	8.3	0.65	11.3	9.4
2023	7.7	0.58	10.3	8.6
2024	8.3	0.62	10.7	-

Figure 34: Alcohol-involved Fatality Rates (Population and VMT), 2015 - 2024 [80]



[80] An alcohol-involved fatality is any crash-related fatality in which at least one driver, pedestrian or pedalcycle operator in the crash was indicated by the officer on the crash report as being under the influence of alcohol.

Economic Impact

- Alcohol-involved fatal crash costs accounted for 79.9 percent of the Total Human Capital Costs Estimate of all alcohol-involved crashes. (Table 87)
- When intangible costs from loss of life or reduction in quality of life are added to the human costs, the Total Comprehensive Costs Estimate exceeds $1.4 billion. (Table 88)

Table 87: Human Capital Cost Estimates[81] for Alcohol-involved Crashes, 2024 Adjusted

Crash Severity	Human Capital Costs per Crash, 2024 CPI-Adjusted ($)	Alcohol-involved Crashes, 2024	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	2,193,970	164	359,811,144
Suspected Serious Injury Crash (A)	196,217	136	26,685,556
Suspected Minor Injury Crash (B)	73,802	442	32,620,338
Possible Injury Crash (C)	50,023	374	18,708,635
Property Damage Only Crash (O)	11,273	1,093	12,321,180
Total			**450,146,853**

Table 88: Comprehensive Cost Estimates[81] for Alcohol-involved Crashes, 2024 Adjusted

Crash Severity	Comprehensive Costs per Crash, 2024 Adjusted ($)	Alcohol-involved Crashes, 2024	Total Comprehensive Costs Estimate, 2024 ($)	Loss of Quality of Life Estimate, 2024 ($)
Fatal Crash (K)	7,520,891	164	1,233,426,184	873,615,041
Suspected Serious Injury Crash (A)	397,859	136	54,108,799	27,423,243
Suspected Minor Injury Crash (B)	145,321	442	64,231,786	31,611,448
Possible Injury Crash (C)	81,831	374	30,604,712	11,896,077
Property Damage Only Crash (O)	13,201	1,093	14,428,199	2,107,019
Total			**1,396,799,681**	**946,652,827**

[81] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity. Comprehensive Crash Costs include human capital costs (measurable costs), plus a value for the nonmonetary Loss of Quality of Life, to capture a more accurate level of the burden of injury. Loss of Quality of Life is the difference between Comprehensive Costs and Human Capital Costs. Tables display rounded numbers, but the calculation method uses precise values. Crash cost calculation methodology and sources are in the Sources section (Page 82) under Consumer Price Index (CPI), Economic Impact Estimates and Employment Cost Index (ECI) .

Sources

Consumer Price Index (CPI) – U.S. Department of Labor, Bureau of Labor Statistics. Consumer Price Index Archived News Releases – January 2024 (USDL-24-0265). Table 1 – Consumer Price Index for All Urban Customers (CPI-U): U.S. City Average, by Expenditure Category, January 2024, All Items. Data for January 2024. Accessed December 2, 2025: https://www.bls.gov/bls/news-release/cpi.htm

DWI Arrest and Conviction Data – New Mexico Taxation and Revenue Department (NM TRD) Motor Vehicle Division (MVD), DWI File, as of November 2025. Arrests and convictions include both DWI and aggravated DWI. Repeat offenders are identified by the combination of account key, arrest date, and citation number. The DWI database is regularly updated by MVD, so the numbers for any given year may differ between reports as new data becomes available, making the most recent publication more accurate.

DWI arrest and conviction statistics are compiled from MVD data by UNM-GPS. Arrest statistics are based on the year of the arrest, reflecting when the offense occurred. Conviction statistics are based on the year the conviction was handed down, indicating when the case was processed by the courts. The year of conviction may differ from the year of arrest. Court disposition and blood alcohol level statistics are based on the year of arrest.

Economic Impact Estimates – American Association of State Highway and Transportation Officials (AASHTO), Highway Safety Manual (HSM), First Edition (HSM1), Volume 1, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries, FHWA-HRT-05-051: October 2005. https://www.highwaysafetymanual.org/Pages/About.aspx

Employment Cost Index (ECI) – U.S. Department of Labor, Bureau of Labor Statistics, National Compensation Survey. Employment Cost Index Archived News Releases – June 2024 (USDL-24-1569). Table 5 - Employment Cost Index for Total Compensation, for Private Industry Workers, by Occupational Group and Industry, not seasonally adjusted, All Workers. 2024, June. Release date: July 31, 2024. Accessed December 2, 2025: https://www.bls.gov/bls/news-release/eci.htm

Sources

Licensed Drivers – New Mexico Taxation and Revenue Department (NM TRD), Motor Vehicle Division (MVD), 2015 - 2024. Release date: July 1 of each year.

New Mexico Crash Database – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Section, 2015 - 2024. Accessed December 3, 2025.

The crash database is compiled from the NMDOT Uniform Crash Reports (UCR), submitted by law enforcement agencies in the state, for any incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Section, and analyzed by the University of New Mexico, Geospatial and Population Studies (UNM-GPS).

Note on crash-related fatalities: Driver, pedestrian and pedalcyclist fatalities are identified as alcohol involved or drug involved if they are identified as such in toxicology data supplied by the New Mexico Office of the Medical Investigator for crash-related fatalities.

NMDOT crash data is protected by the federal mandate, Title 23 U.S.C. Section 409, which forbids the discovery and admission into evidence of reports, data, or other information compiled or collected for activities required pursuant to federal highway safety programs, or for the purpose of developing any highway safety construction improvement project, which may be implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations addressed in such documents or data.

Population

- U.S. Census Bureau, Population Division. Subcounty Resident Population Estimates: April 1, 2020 to July 1, 2024. Release date for cities and towns: May 2025 (SUB-EST2024_35). Accessed December 2, 2025: https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-cities-and-towns.html

- U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2024. Release date for counties: March 2025 (CO-EST2024-POP-35). Accessed December 2, 2025: https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html

Sources

- U.S. Census Bureau, Population Division. Annual Resident Population Estimates for States and Counties: April 1, 2010, to July 1, 2019. Release date for counties: May 2021 (CO-EST2020-[ST-FIPS]). Accessed January 4, 2023: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates/2010s-counties-total.html

- U.S. Census Bureau, Population Division. 2020 Census of Population and Housing, April 1, 2020. Used for resident populations in cities and towns not tabulated in subcounty resident population estimates. https://www.census.gov/quickfacts/fact/table/NM/PST045223

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Highway Statistics Series, Vehicles. Table MV-1 (2020 published Dec. 2021; 2021, Feb. 2023; 2022, Nov. 2023; 2023, Nov. 2024). Accessed December 2, 2025: https://www.fhwa.dot.gov/policyinformation/statistics/2023/pdf/mv1.pdf

Urban Areas

- 2023: U.S. Department of Transportation, Federal Highway Administration, 2023 Adjusted Urban Area Boundaries (NMDOT-modified). Released October 2024. Includes a 10 meter buffer.

- 2020-2022: U.S. Census Bureau, Population Division, 2020 Decennial U.S. Census urban areas definitions. https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html

- 2013-2019: U.S. Department of Transportation, Federal Highway Administration. 2010 urban area (UZ) and urbanized area (UZA) boundaries (NMDOT-modified). Released August 21, 2013. Note: A buffer of ½ mile was put in place beginning in 2013 and was reduced to 10 meters in 2018. https://hepgis-usdot.hub.arcgis.com/datasets/usdot::2010-fhwa-adjusted-urban-areas/about

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation, Planning Division, Data Management Bureau. New Mexico DVMT and AVMT by County, 2024 Highway Performance Monitoring System (HPMS) Data, generated on December 2, 2025. VMT (reported in units of 100M VMT, or 100 million vehicle miles traveled) are based on the daily average vehicle miles (DVMT) traveled.

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