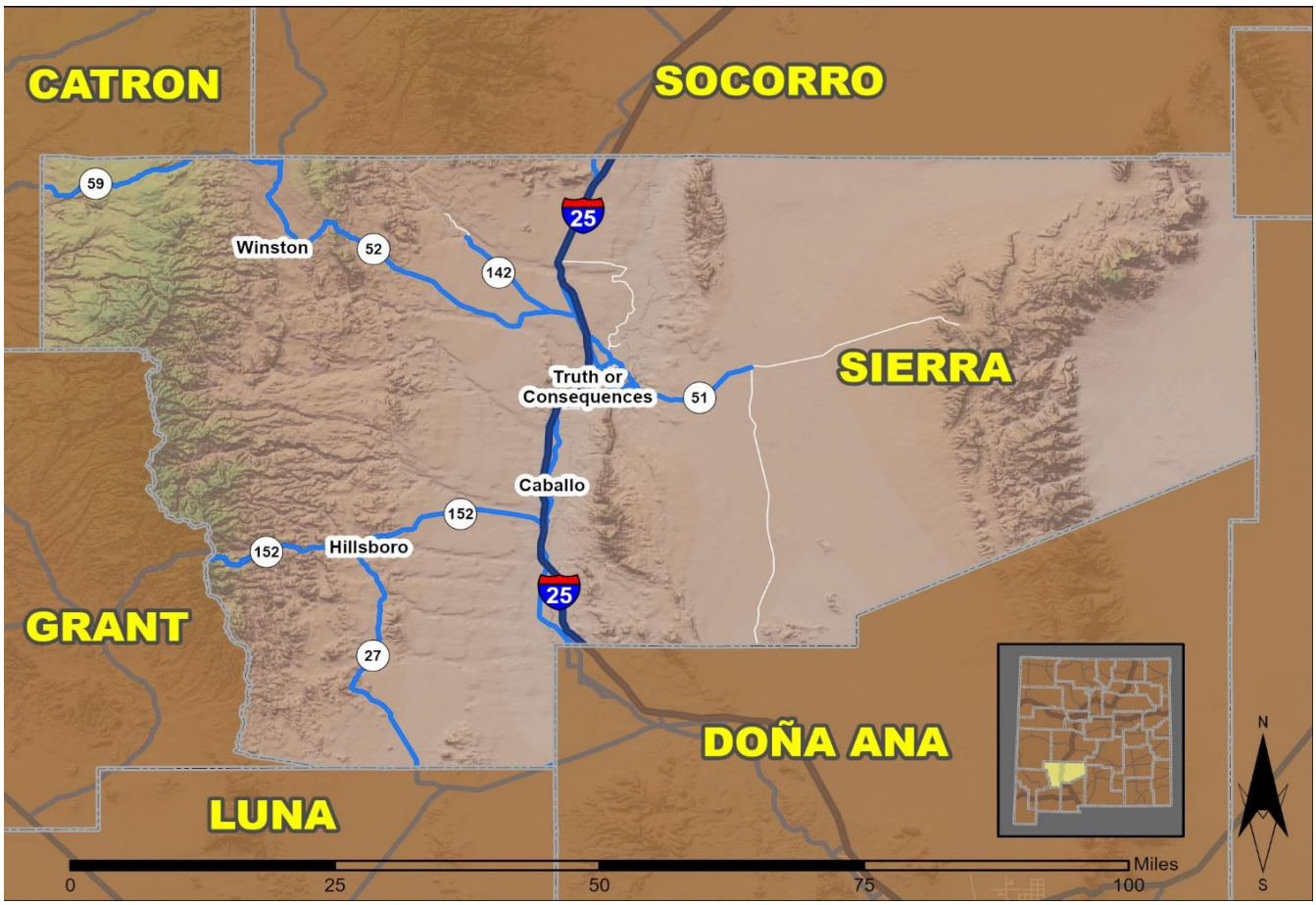
2025 Community Report
Truth or Consequences



Produced for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau,
Under Contract 6380 by the University of New Mexico,
Geospatial and Population Studies, Traffic Research Unit

Distributed in compliance with New Mexico Statute 66-7-214
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, Traffic Research Unit (TRU), 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 vs. State databases. If you have questions regarding this report, please contact the Traffic Safety Division at 505-827-0427.

https://gps.unm.edu/tru/reports/community-reports/index.html

Definitions

Aggravated DWI – 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 pedalcyclist, or a pedestrian was suspected of being under the influence of alcohol.
Alcohol-involved Driver – A person in control of a motor vehicle, a pedalcyclist, or a pedestrian who 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. There can be multiple alcohol-involved drivers in a single alcohol-involved crash.
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. Crashes on private property (such as a parking lot) are not included.
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 older than 21 years of age, 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.
Fatal Crash – A crash in which at least one person was killed. More than one person can be killed 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 a person involved in the crash dies within 30 days.
First Harmful Event – The event of the crash that produced the first injury or damage. First harmful event (FHE) replaced Crash Classification starting in 2020. FHE and its' subanalysis data are derived from Crash Classification and Analysis for crashes that occurred prior to 2020 and for any agencies not using the E Juy 2018 Uniform Crash Report, which became available in 2020. Statistics for the categories of "Other Non-Motorist" and "Other" are not available prior to 2020.
Injury Crash – A reported crash in which at least one person was injured. Injury crashes each involve at least one suspected serious injury (Class A), suspected minor injury (Class B), or possible injury (Class C). Fatal crashes are not included.
Missing Data – An indication that the applicable field on the UCR 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.
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, "pedalcyclists" included both pedalcycle operators and passengers. A pedalcycle is a mechanism of transport that is powered solely by pedals.
Pedestrians, All – All persons not occupying either a motor vehicle or a pedalcycle, and who are involved in a collision with a motor vehicle. Historically, "pedestrians" have also included people on personal conveyances (e.g., wheelchair or skateboard).

Sources

Crash Data – New Mexico Department of Transportation, Traffic Safety Division, Traffic Records Bureau, Traffic Crash Database, as of the report date below. Crash data are compiled using 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 Bureau and analyzed by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU).

DWI Arrest Data – New Mexico Taxation and Revenue Department, Motor Vehicle Division, DWI File, as of the date listed in the footnote of Table 32. Repeat offenders are identified by the combination of account key, arrest date, and citation number. County data are based upon the county where the arrest took place. City data are based upon the city where the offender resides.

City, County, and Urban Area Designations – Refer to the crash-level data dictionary entries for "City", "County", and "System" at https://gps.unm.edu/tru/data-dictionaries.html.

Table 1: Total Crashes and Alcohol-involved Crashes by Crash Severity in Truth or Consequences, 2016-2025

Year	Total Crashes				Alcohol-involved Crashes			
	Fatal	Injury	Property Damage Only	Total	Fatal	Injury	Property Damage Only	Total
2016	1	32	74	**107**	0	1	5	**6**
2017	2	42	84	**128**	1	3	4	**8**
2018	1	25	90	**116**	1	1	6	**8**
2019	1	19	86	**106**	1	1	5	**7**
2020	1	17	57	**75**	0	4	2	**6**
2021	1	22	43	**66**	0	2	3	**5**
2022	0	26	60	**86**	0	2	4	**6**
2023	0	25	62	**87**	0	3	1	**4**
2024	0	19	63	**82**	0	1	3	**4**
2025	0	25	56	**81**	0	3	2	**5**

Figure 1: Alcohol-involved Fatal and Injury Crashes Compared with Non-alcohol-involved Fatal and Injury Crashes in Truth or Consequences, 2016-2025

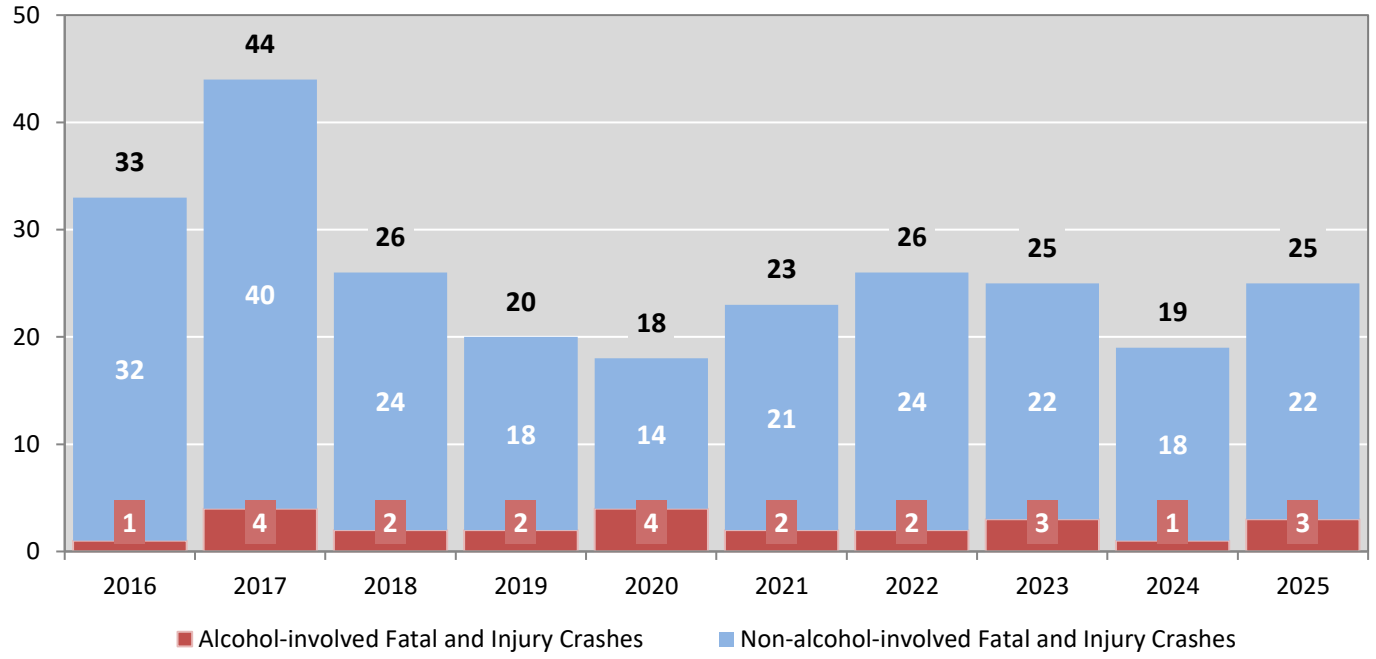


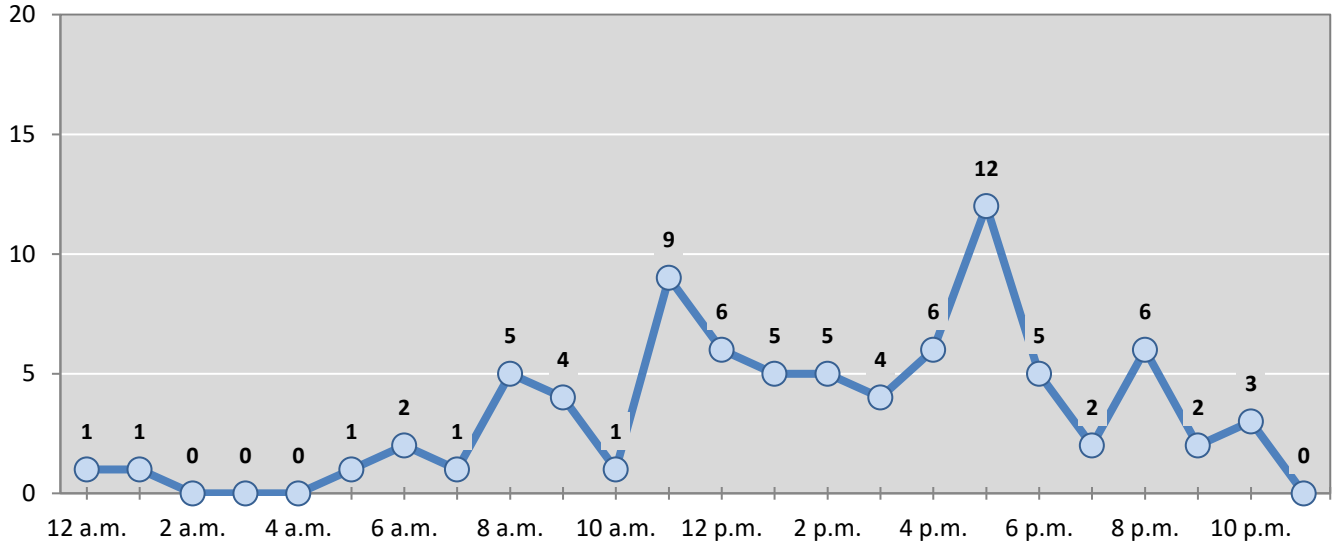
Table 2: Crashes by Month in Truth or Consequences, 2021-2025

Month	Crashes					5-Year Average
	2021	2022	2023	2024	2025	
January	8	6	3	4	7	**6**
February	8	3	10	10	7	**8**
March	8	9	11	6	8	**8**
April	9	5	9	9	7	**8**
May	4	12	8	8	5	**7**
June	7	7	3	9	7	**7**
July	5	7	11	4	4	**6**
August	2	7	5	8	6	**6**
September	2	3	6	3	6	**4**
October	5	10	4	10	5	**7**
November	7	8	5	7	9	**7**
December	1	9	12	4	10	**7**
Total Crashes	**66**	**86**	**87**	**82**	**81**	**80**

Table 3: Alcohol-involved Crashes by Month in Truth or Consequences, 2021-2025

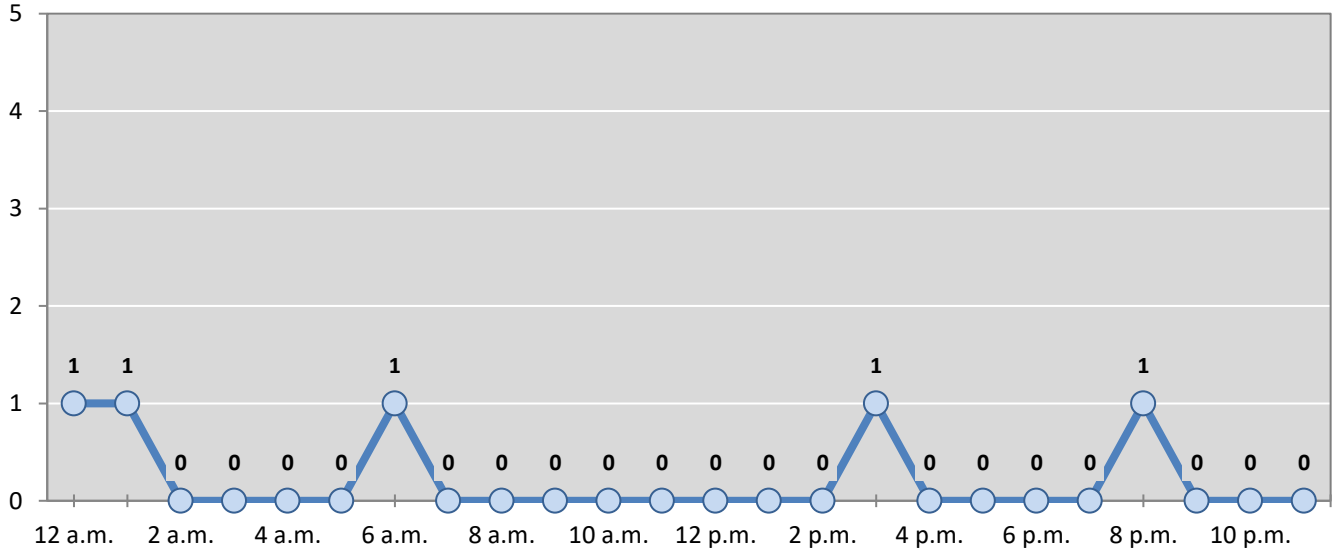
Month	Alcohol-involved Crashes					5-Year Average
	2021	2022	2023	2024	2025	
January	1	0	0	0	0	**0**
February	1	1	0	1	1	**1**
March	1	1	1	0	1	**1**
April	0	0	0	1	0	**0**
May	0	0	2	0	0	**0**
June	1	0	0	0	1	**0**
July	0	1	1	0	1	**1**
August	0	0	0	1	0	**0**
September	0	1	0	0	0	**0**
October	0	2	0	0	0	**0**
November	1	0	0	0	1	**0**
December	0	0	0	1	0	**0**
Total Crashes	**5**	**6**	**4**	**4**	**5**	**5**

Figure 2: Crashes by Hour in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 0 crashes for which hour data were missing.

Figure 3: Alcohol-involved Crashes by Hour in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 0 alcohol-involved crashes for which hour data were missing.

Table 4: Total Crashes by Day of Week in Truth or Consequences, 2021-2025

Day of Week	Total Crashes					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	9	8	10	3	8	**8**
Monday	10	17	12	10	8	**11**
Tuesday	12	11	7	19	18	**13**
Wednesday	8	18	13	13	14	**13**
Thursday	10	7	14	13	17	**12**
Friday	7	17	21	11	11	**13**
Saturday	10	8	10	13	5	**9**
Total Crashes	**66**	**86**	**87**	**82**	**81**	**80**

Table 5: Heavy-truck Crashes by Day of Week in Truth or Consequences, 2021-2025

Day of Week	Heavy-truck Crashes					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	0	0	0	0	1	**0**
Monday	0	1	0	1	0	**0**
Tuesday	0	1	0	0	0	**0**
Wednesday	1	1	3	0	0	**1**
Thursday	1	1	1	0	1	**1**
Friday	1	1	0	1	1	**1**
Saturday	1	0	0	0	0	**0**
Total Crashes	**4**	**5**	**4**	**2**	**3**	**4**

Table 6: Motorcycle Crashes by Day of Week in Truth or Consequences, 2021-2025

Day of Week	Motorcycle Crashes[1]					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	1	0	2	0	1	**1**
Monday	0	0	0	1	0	**0**
Tuesday	1	0	1	1	1	**1**
Wednesday	0	2	0	0	1	**1**
Thursday	0	1	0	0	0	**0**
Friday	1	1	0	0	0	**0**
Saturday	1	0	1	0	0	**0**
Total Crashes	**4**	**4**	**4**	**2**	**3**	**3**

[1] "Motorcycles" exclude ATVs.

Table 7: Alcohol-involved Crashes by Day of Week in Truth or Consequences, 2021-2025

Day of Week	Alcohol-involved Crashes					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	1	0	1	0	0	**0**
Monday	0	1	0	0	0	**0**
Tuesday	2	1	0	0	2	**1**
Wednesday	0	0	0	0	0	**0**
Thursday	1	0	0	1	0	**0**
Friday	1	2	1	1	2	**1**
Saturday	0	2	2	2	1	**1**
Total Crashes	**5**	**6**	**4**	**4**	**5**	**5**

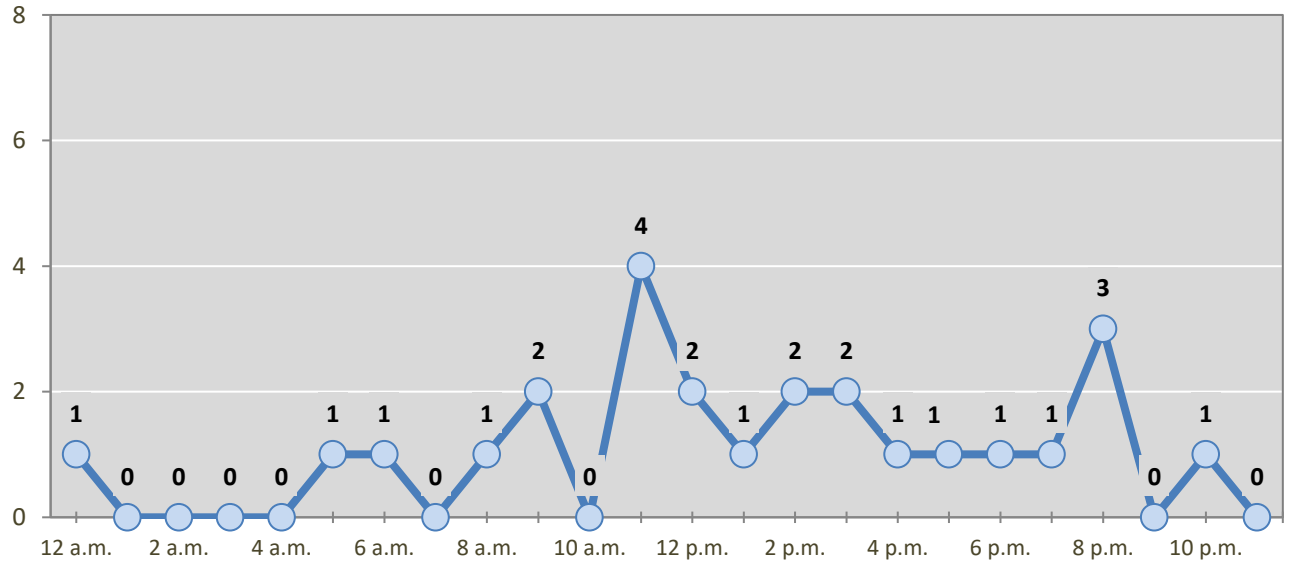
Table 8: Fatal and Injury Crashes by Day of Week in Truth or Consequences, 2021-2025

Day of Week	Fatal and Injury Crashes					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	4	1	5	1	3	**3**
Monday	4	4	4	1	0	**3**
Tuesday	4	2	3	7	3	**4**
Wednesday	3	8	3	3	7	**5**
Thursday	2	3	3	3	6	**3**
Friday	2	6	5	2	4	**4**
Saturday	4	2	2	2	2	**2**
Total Crashes	**23**	**26**	**25**	**19**	**25**	**24**

Table 9: All Pedestrian and Pedalcycle Crashes by Day of Week in Truth or Consequences, 2021-2025

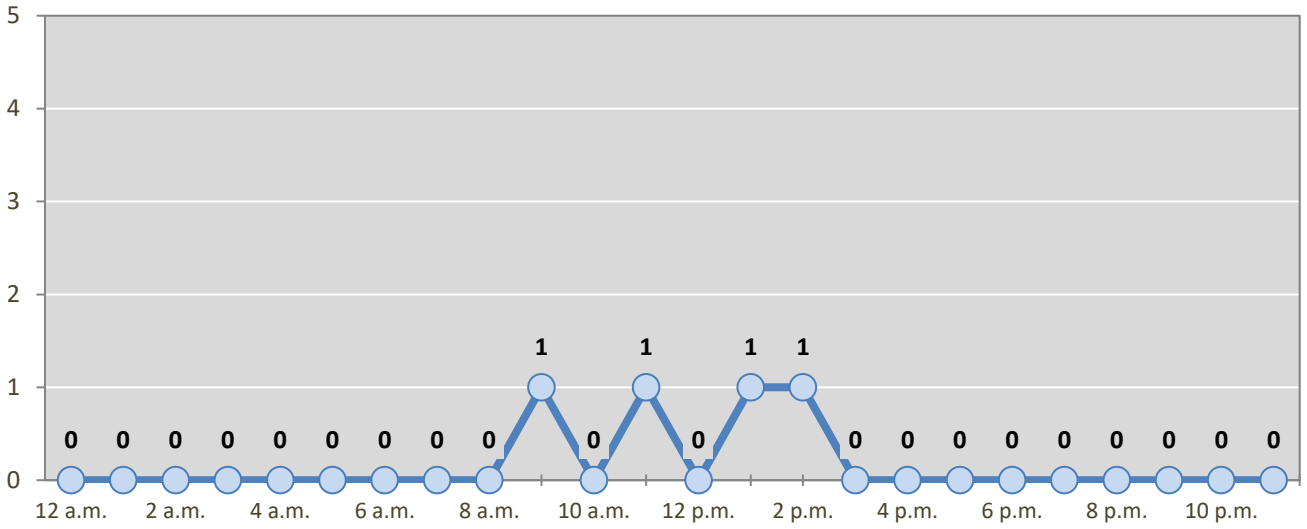
Day of Week	All Pedestrian and Pedalcycle Crashes					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	0	1	0	1	0	**0**
Monday	0	1	0	0	0	**0**
Tuesday	0	0	0	1	0	**0**
Wednesday	1	1	0	0	1	**1**
Thursday	0	0	0	0	2	**0**
Friday	1	0	0	0	1	**0**
Saturday	0	0	0	0	0	**0**
Total Crashes	**2**	**3**	**0**	**2**	**4**	**2**

Figure 4: Fatal and Injury Crashes by Hour in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 0 crashes for which hour data were missing.

Figure 5: All Pedestrian and Pedalcycle Crashes by Hour in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 0 crashes for which hour data were missing.

Table 10: Severity of Injuries to People in Crashes by Rural and Urban Locations and Alcohol Involvement in Truth or Consequences, 2025

Rural and Urban Locations by Alcohol Involvement	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
People in Alcohol-involved Crashes	**0**	**0**	**3**	**1**	**4**	**8**
Urban	0	0	3	1	3	7
Rural Non-Interstate	0	0	0	0	1	1
Rural Interstate	0	0	0	0	0	0
People in Crashes	**0**	**0**	**10**	**18**	**137**	**165**
Urban	0	0	9	16	128	153
Rural Non-Interstate	0	0	1	1	5	7
Rural Interstate	0	0	0	1	4	5
Percent in Alcohol-involved Crashes	**0%**	**0%**	**30%**	**6%**	**3%**	**5%**

Table 11: Total Crashes by Roadway System and Crash Severity in Truth or Consequences, 2021-2025

Crash Severity by Rural and Urban Locations	Crashes by Year					5-Year Average
	2021	2022	2023	2024	2025	
Total Rural Interstate	**6**	**8**	**4**	**3**	**3**	**5**
Fatal Crash	0	0	0	0	0	0
Injury Crash	2	1	1	1	1	1
Property Damage Only Crash	4	7	3	2	2	4
Total Rural Non-Interstate	**3**	**7**	**2**	**2**	**4**	**4**
Fatal Crash	0	0	0	0	0	0
Injury Crash	2	2	2	1	2	2
Property Damage Only Crash	1	5	0	1	2	2
Total Urban	**57**	**71**	**81**	**77**	**74**	**71**
Fatal Crash	1	0	0	0	0	0
Injury Crash	18	23	22	17	22	20
Property Damage Only Crash	38	48	59	60	52	51

Table 12: Total Crashes by First Harmful Event in Truth or Consequences, 2021-2025

First Harmful Event[1]	Total Crashes by Year					5-Year Average
	2021	2022	2023	2024	2025	
Collision with Animal	5	7	2	4	1	**4**
Collision with Fixed Object	10	18	6	4	12	**10**
Collision with Motor Vehicle	40	46	68	66	48	**54**
Collision with Other Non-Fixed Object	0	2	4	3	5	**3**
Collision with Person	2	3	0	2	4	**2**
Pedalcycle	2	0	0	1	0	**1**
Pedestrian	0	3	0	1	4	**2**
Other Non-Motorist	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Non-Collision	8	5	5	3	10	**6**
Overturn/Rollover	6	3	3	1	5	**4**
All Other Non-Collision	2	2	2	2	5	**3**
Other	0	5	2	0	0	**1**
Missing Data	1	0	0	0	1	**0**
Total Crashes	**66**	**86**	**87**	**82**	**81**	**80**

[1] The options of "Other Non-Motorist" and "Other" were not available before 2020. The addition of options in 2020 decreases the use of previously available options.

Table 13: Vehicles in Crashes by Vehicle Type in Truth or Consequences, 2021-2025

Vehicle Type [1]	Vehicles in Crashes by Vehicle Type					5-Year Average
	2021	2022	2023	2024	2025	
Buses	0	0	0	0	1	**0**
Motorcycles/ATVs	4	4	6	3	4	**4**
Passenger Cars	49	70	82	65	60	**65**
Pedalcycles	2	0	0	1	0	**1**
Pedestrians, All	0	3	0	1	4	**2**
Pickups	19	30	24	47	21	**28**
Semis/Heavy Trucks	4	6	4	2	3	**4**
Vans/SUVs/4WDs	32	26	35	30	41	**33**
Other Vehicles	0	0	0	3	0	**1**
Missing Data	1	3	7	4	2	**3**
Total Vehicles	**111**	**142**	**158**	**156**	**136**	**141**

[1] Pedestrians and pedalcycles are counted as non-motorized vehicles, when involved in a crash with a motor vehicle. "All pedestrians" encompasses pedestrians with or without personal conveyance (e.g., wheelchair, skateboard). See Page 18 for more data on non-motorized vehicles in crashes.

Table 14: Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Truth or Consequences, 2025

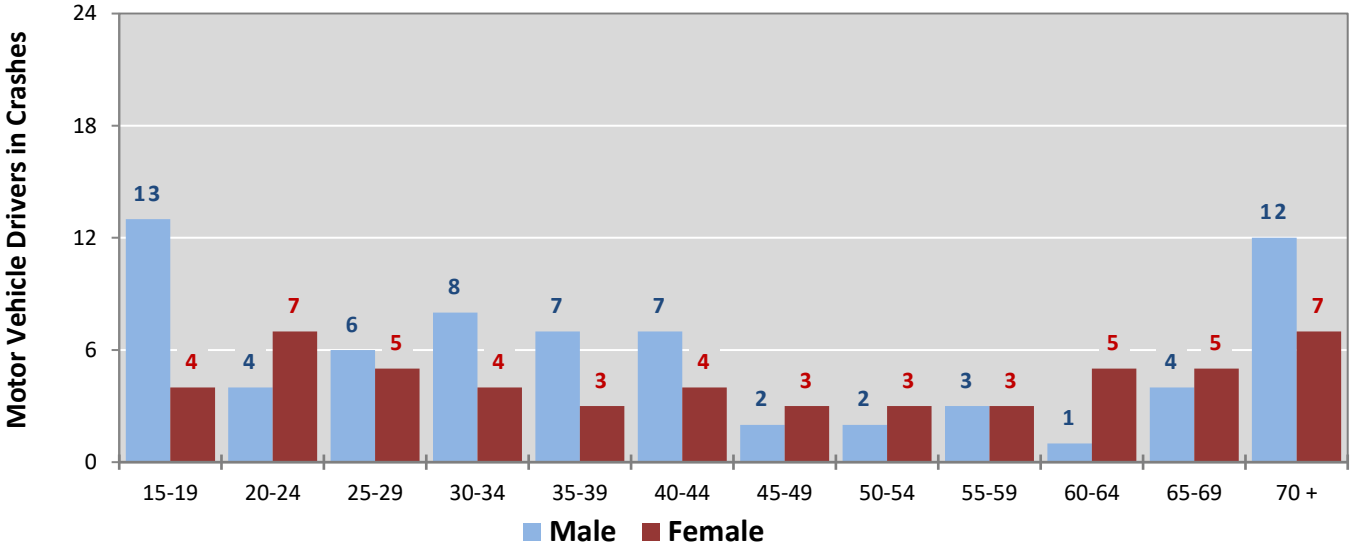
Age Groups	Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	2	8	2	1	4	0	0	**17**
20-24	0	0	7	1	1	2	0	0	**11**
25-29	0	0	6	2	0	3	0	0	**11**
30-34	0	0	8	2	0	2	0	0	**12**
35-39	0	1	4	1	0	4	0	0	**10**
40-44	0	0	6	5	0	0	0	0	**11**
45-49	1	0	2	0	0	2	0	0	**5**
50-54	0	0	1	1	0	3	0	0	**5**
55-59	0	0	3	0	0	3	0	0	**6**
60-64	0	1	1	1	1	2	0	0	**6**
65-69	0	0	2	0	0	7	0	0	**9**
70 +	0	0	7	3	0	9	0	0	**19**
Missing Data	0	0	5	3	0	0	0	2	**10**
Total Drivers	**1**	**4**	**60**	**21**	**3**	**41**	**0**	**2**	**132**

Table 15: Alcohol-involved Motor Vehicle Drivers in Crashes by Vehicle Type and Age Group in Truth or Consequences, 2025

Age Groups	Alcohol-involved Motor Vehicle[1] Drivers by Vehicle Type and Age Group								Total Drivers
	Bus	Motor-cycle/ATV	Passenger	Pickup	Semi/ Heavy Truck	Van 4WD SUV	Other Vehicle	Missing Data	
15-19	0	0	0	0	0	0	0	0	**0**
20-24	0	0	1	0	0	0	0	0	**1**
25-29	0	0	0	1	0	0	0	0	**1**
30-34	0	0	0	0	0	0	0	0	**0**
35-39	0	0	0	1	0	0	0	0	**1**
40-44	0	0	0	0	0	0	0	0	**0**
45-49	0	0	0	0	0	0	0	0	**0**
50-54	0	0	0	0	0	0	0	0	**0**
55-59	0	0	0	0	0	0	0	0	**0**
60-64	0	0	0	0	0	0	0	0	**0**
65-69	0	0	0	0	0	0	0	0	**0**
70 +	0	0	0	0	0	1	0	0	**1**
Missing Data	0	0	1	0	0	0	0	0	**1**
Total Drivers	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**5**

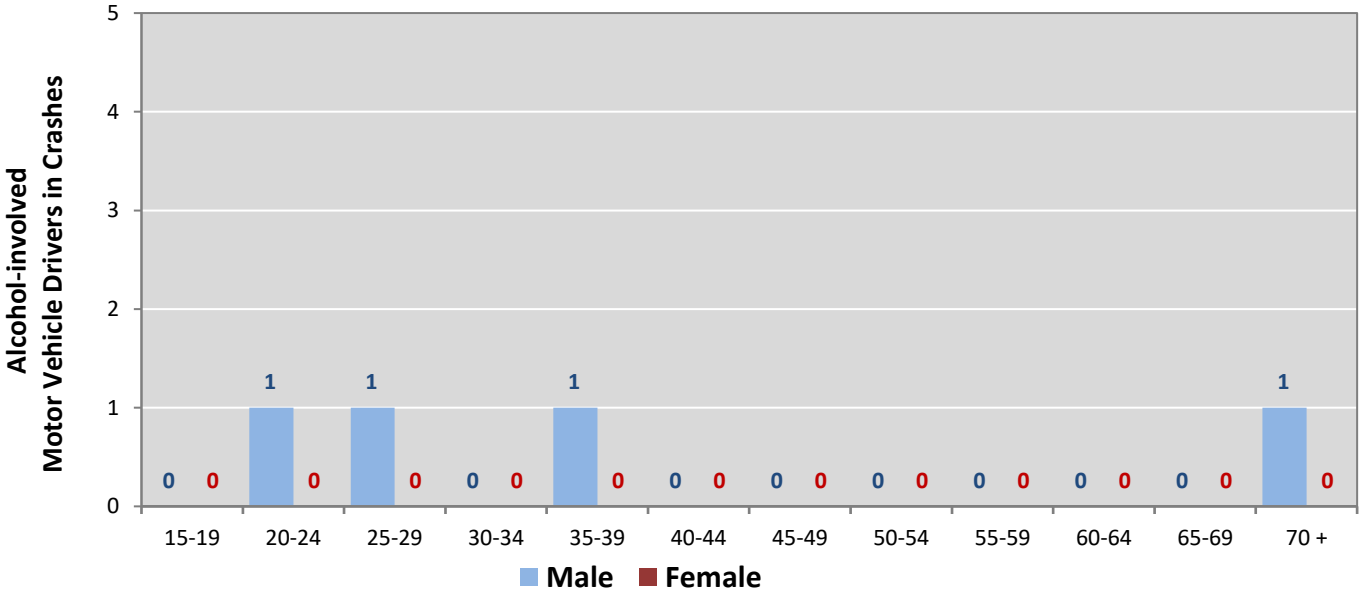
[1] See Page 18 for data on drivers of non-motorized vehicles in crashes (i.e. pedestrians and pedalcyclists).

Figure 6: Motor Vehicle Drivers in Crashes by Age Group and Sex in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 10 drivers in crashes for which age or sex data were missing.

Figure 7: Alcohol-involved Motor Vehicle Drivers in Crashes by Age Group and Sex in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 1 drivers in crashes for which age or sex data were missing.

Table 16: Alcohol-involved Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes in Truth or Consequences, 2021-2025

Age[1]	Year					5-Year Total
	2021	2022	2023	2024	2025	
15	0	0	0	0	0	**0**
16	0	0	0	0	0	**0**
17	1	0	0	1	0	**2**
18	1	0	1	0	0	**2**
19	0	0	0	0	0	**0**
20	0	0	0	0	0	**0**
Total Drivers	**2**	**0**	**1**	**1**	**0**	**4**

Table 17: Motor Vehicle Drivers Under 21 (Ages 15-20) in Crashes by Age, Sex and Alcohol Involvement in Truth or Consequences, 2025

Age[1]	Total Drivers				Alcohol-involved Drivers			
	Sex		Total Drivers	Percent of Total	Sex		Total Drivers	Percent of Total
	Male	Female			Male	Female		
15	1	0	1	**6%**	0	0	0	**0%**
16	4	1	5	**28%**	0	0	0	**0%**
17	3	1	4	**22%**	0	0	0	**0%**
18	3	2	5	**28%**	0	0	0	**0%**
19	2	0	2	**11%**	0	0	0	**0%**
20	0	1	1	**6%**	0	0	0	**0%**
Total Drivers	**13**	**5**	**18**	**100%**	**0**	**0**	**0**	**0%**

[1] For analysis of drivers under age 21, when the driver age or sex are not identified on the crash report (typically hit-and-run drivers), the driver data are considered unreliable and are excluded from the analysis.

Table 18: Frequency of Contributing Factors in Crashes by Crash Severity in Truth or Consequences, 2025

Contributing Factors	Frequency of Contributing Factor[1] by Crash Severity			
	Frequency in Fatal Crashes	Frequency in Injury Crashes	Frequency in Property Damage Only Crashes	Frequency in All Crashes
Human	**0**	**38**	**66**	**104**
Driver Inattention	0	13	30	**43**
Failed to Yield Right of Way	0	2	7	**9**
Excessive Speed	0	4	4	**8**
Following Too Closely	0	1	5	**6**
Under the Influence Of Alcohol	0	3	2	**5**
Disregarded Traffic Signal	0	2	2	**4**
Avoid No Contact Other	0	2	1	**3**
Avoid No Contact Vehicle	0	0	3	**3**
Made Improper Turn	0	0	3	**3**
Other Improper Driving	0	1	2	**3**
Passed Stop Sign	0	2	1	**3**
Cell Phone	0	1	1	**2**
Driver Distracted by Other Activity	0	1	1	**2**
Pedestrian Error	0	2	0	**2**
Drove Left of Center	0	1	0	**1**
Failed to Yield For Emer. Vehicle	0	0	1	**1**
High-Speed Pursuit	0	0	1	**1**
Improper Backing	0	1	0	**1**
Improper Overtaking	0	1	0	**1**
Driver Distracted by Talking on Cell Phone	0	0	1	**1**
Driver Distracted By Texting	0	1	0	**1**
Under the Influence Of Drugs	0	0	1	**1**
Driverless Moving Vehicle	0	0	0	**0**
Failed to Yield For Police Vehicle	0	0	0	**0**
Improper Lane Change	0	0	0	**0**
Driver Distracted by Passenger	0	0	0	**0**
Speed Too Fast For Conditions	0	0	0	**0**
Driver Distracted by Talking on Hands-Free Device	0	0	0	**0**
Vehicle Skidded Before Braking	0	0	0	**0**
Vehicle	**0**	**0**	**1**	**1**
Defective Steering	0	0	1	**1**
Coupling Device (Hitch, Chains)	0	0	0	**0**
Defective Tires	0	0	0	**0**
Exhaust System	0	0	0	**0**
Inadequate Brakes	0	0	0	**0**
Lights (Head, Signal, Tail)	0	0	0	**0**
Mirrors	0	0	0	**0**
Other Mechanical Defect	0	0	0	**0**
Suspension	0	0	0	**0**
Wheels	0	0	0	**0**
Windows/Windshield	0	0	0	**0**
Wipers	0	0	0	**0**
Environment	**0**	**0**	**8**	**8**
Obstruction in Road	0	0	3	**3**
Debris	0	0	2	**2**
Animal(s) In Roadway	0	0	1	**1**
Backup - Prior Crash	0	0	1	**1**
Low Visibility Due to Glare	0	0	1	**1**
Backup - Prior Incident	0	0	0	**0**
Traffic Congestion	0	0	0	**0**
Low Visibility Due to Smoke	0	0	0	**0**
Road Defect	0	0	0	**0**
Road Surface Conditions	0	0	0	**0**
Traffic Control Missing	0	0	0	**0**
Other Visual Obstruction(s)	0	0	0	**0**
Weather Conditions	0	0	0	**0**
Other	**0**	**15**	**43**	**58**
Other - No Driver Error	0	13	41	**54**
Missing Data	0	2	2	**4**
None	0	0	0	**0**
Total	**0**	**53**	**118**	**171**

[1] Multiple contributing factors may be reported for any vehicle in a crash.

Table 19: People in Crashes by First Harmful Event and Severity of Injuries in Truth or Consequences, 2025

First Harmful Event (FHE) and Subanalysis	People in Crashes by Severity of Injuries					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	
Collision with Animal	**0**	**0**	**0**	**0**	**1**	**1**
Deer	0	0	0	0	1	**1**
Antelope	0	0	0	0	0	**0**
Bear	0	0	0	0	0	**0**
Cattle/Cow	0	0	0	0	0	**0**
Elk	0	0	0	0	0	**0**
Horse	0	0	0	0	0	**0**
Other (Bird, Cougar, Sheep, Goat)	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**
Missing Subanalysis Data	0	0	0	0	0	**0**
Collision with Fixed Object	**0**	**0**	**1**	**3**	**12**	**16**
Median	0	0	0	1	2	**3**
Utility Pole/Light Support	0	0	0	1	1	**2**
Wall or Building	0	0	0	0	2	**2**
Curb	0	0	0	0	1	**1**
Embankment	0	0	0	1	0	**1**
Other Post, Pole or Support	0	0	0	0	1	**1**
Traffic Sign Support	0	0	0	0	1	**1**
Bridge Pier, Support, Rail, or Overhead	0	0	0	0	0	**0**
Culvert	0	0	0	0	0	**0**
Ditch	0	0	0	0	0	**0**
Fence	0	0	0	0	0	**0**
Guardrail, End or Face	0	0	0	0	0	**0**
Other Fixed Object	0	0	0	0	0	**0**
Traffic Barrier, Cable	0	0	0	0	0	**0**
Traffic Barrier, Concrete	0	0	0	0	0	**0**
Tree (standing)	0	0	0	0	0	**0**
Other (incl. hydrant, box, cattle guard, plant)	0	0	0	0	2	**2**
Missing Subanalysis Data	0	0	1	0	2	**3**
Collision with Motor Vehicle	**0**	**0**	**4**	**9**	**102**	**115**
MV in Transport	0	0	3	8	74	**85**
Parked MV	0	0	1	0	7	**8**
Missing Subanalysis Data	0	0	0	1	21	**22**
Collision with Other Non-Fixed Object	**0**	**0**	**0**	**0**	**7**	**7**
Railway Vehicle	0	0	0	0	0	**0**
Struck by falling, shifting cargo	0	0	0	0	0	**0**
Work Zone/Maintenance Equipment	0	0	0	0	0	**0**
Other Non-fixed Object	0	0	0	0	6	**6**
Missing Subanalysis Data	0	0	0	0	1	**1**
Collision with Person	**0**	**0**	**1**	**3**	**4**	**8**
Pedestrian	0	0	1	3	4	**8**
Pedalcycle	0	0	0	0	0	**0**
Other Non-Motorist	0	0	0	0	0	**0**
Missing Subanalysis Data	0	0	0	0	0	**0**
Non-Collision	**0**	**0**	**4**	**3**	**10**	**17**
Overturn/Rollover	0	0	2	2	4	**8**
Fire/Explosion	0	0	0	0	2	**2**
Cargo/Equipment Loss or Shift	0	0	0	0	0	**0**
Fell/Jumped from MV	0	0	0	0	0	**0**
Immersion, Full or Partial	0	0	0	0	0	**0**
Jackknife	0	0	0	0	0	**0**
Thrown or Falling Object	0	0	0	0	0	**0**
Other Non-Collision	0	0	0	1	2	**3**
Missing Subanalysis Data	0	0	2	0	2	**4**
Other	**0**	**0**	**0**	**0**	**0**	**0**
Missing FHE and Subanalysis Data	**0**	**0**	**0**	**0**	**1**	**1**
Total People	**0**	**0**	**10**	**18**	**137**	**165**

Table 20: Killed or Injured Unbelted People in Crashes by Sex and Age Group in Truth or Consequences, 2025

Age Groups	Unbelted People Killed or Injured [1,2]				Total People
	Male	Percent of Male	Female	Percent of Female	
0-4	0	0%	0	0%	0
5-9	0	0%	0	0%	0
10-14	0	0%	0	0%	0
15-19	0	0%	0	0%	0
20-24	0	0%	0	0%	0
25-29	0	0%	0	0%	0
30-34	1	100%	0	0%	1
35-39	0	0%	0	0%	0
40-44	0	0%	0	0%	0
45-49	0	0%	0	0%	0
50-54	0	0%	0	0%	0
55-59	0	0%	0	0%	0
60-64	0	0%	0	0%	0
65-69	0	0%	0	0%	0
70 +	0	0%	0	0%	0
Missing Data	0	0%	0	0%	0
Total People	**1**	**100%**	**0**	**0%**	**1**

[1] People injured are in one of three categories: suspected serious injury, suspected minor injury, or possible injury.
[2] Excludes people in or on buses, heavy trucks, motorcycles, or ATVs.

Figure 8: Seatbelt Use by People in Crashes with Fatal or Suspected Serious Injuries in Truth or Consequences, 2021-2025

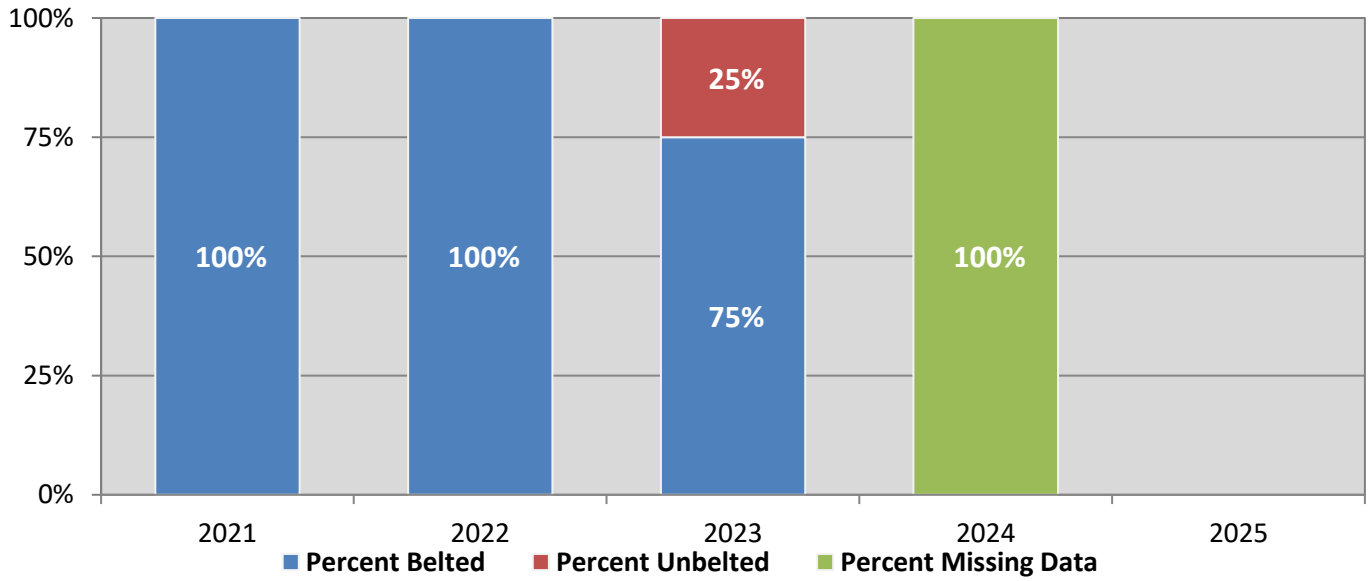
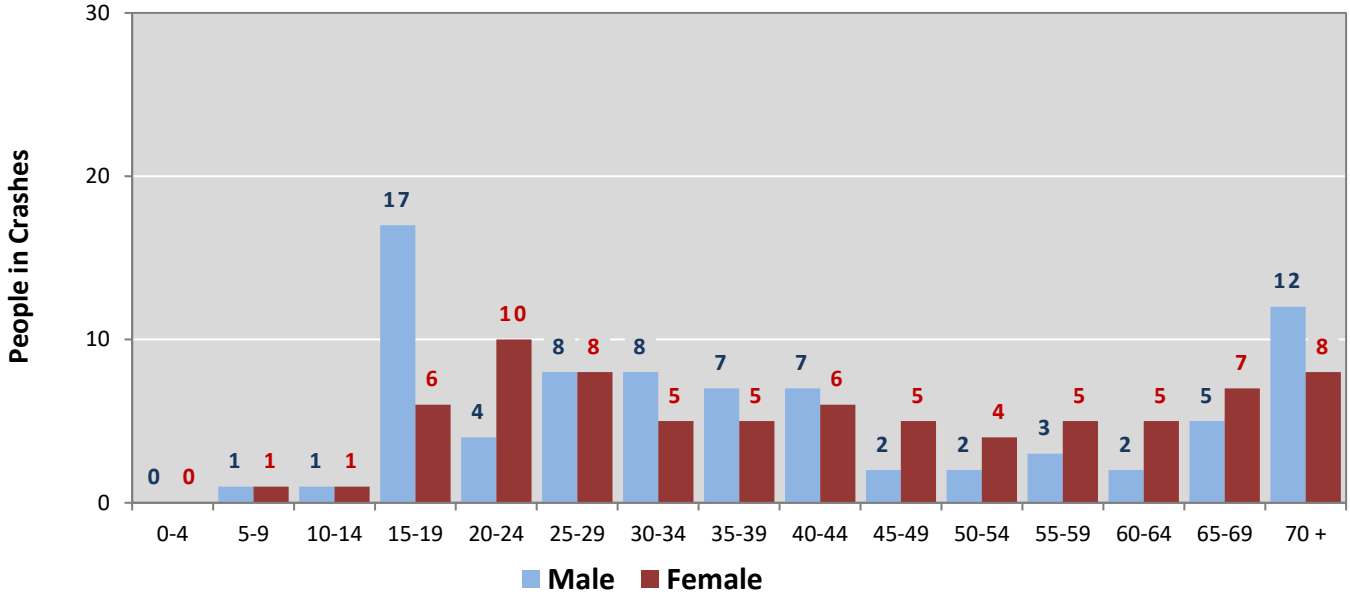
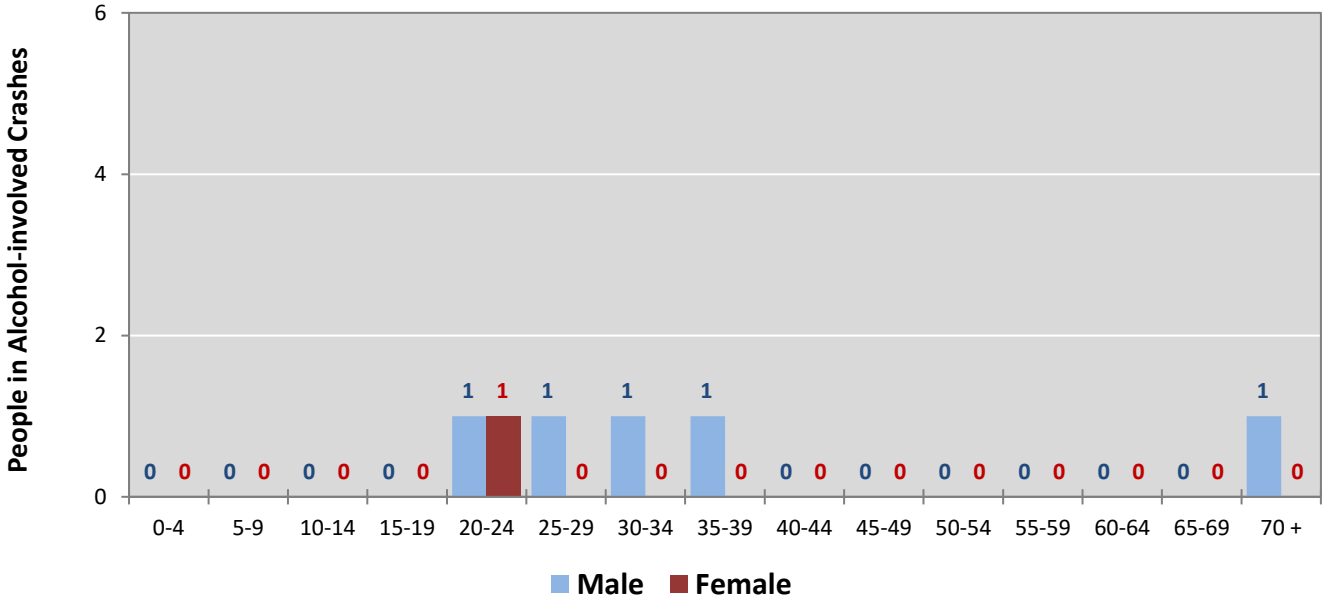


Figure 9: People in Crashes by Age Group and Sex in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 10 people in crashes for which age or sex data were missing.

Figure 10: People in Alcohol-involved Crashes by Age Group and Sex in Truth or Consequences, 2025



* In 2025, Truth or Consequences had 2 people in alcohol-involved crashes for which age or sex data were missing.

Table 21: All Pedestrians and All Pedalcyclists in Crashes by Age Group in Truth or Consequences, 2021-2025

Age Groups	All Pedestrians and All Pedalcyclists[1] in Crashes					5-Year Total People
	2021	2022	2023	2024	2025	
0-4	0	0	0	0	0	**0**
5-9	0	0	0	0	0	**0**
10-14	0	0	0	0	0	**0**
15-19	0	0	0	0	1	**1**
20-24	0	0	0	0	0	**0**
25-29	0	0	0	0	0	**0**
30-34	0	0	0	0	0	**0**
35-39	1	0	0	0	0	**1**
40-44	0	0	0	1	0	**1**
45-49	0	0	0	0	0	**0**
50-54	1	0	0	0	0	**1**
55-59	0	1	0	0	0	**1**
60-64	0	1	0	1	0	**2**
65-69	0	0	0	0	1	**1**
70 +	0	1	0	0	1	**2**
Missing Data	0	0	0	0	1	**1**
Total People	**2**	**3**	**0**	**2**	**4**	**11**

Table 22: All Pedestrians and Pedalcycle Operators in Crashes by Alcohol Involvement and Severity of Injuries in Truth or Consequences, 2025

Alcohol Involvement	All Pedestrians and Pedalcycle Operators[1] in Crashes					Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injury (Class O)	
Pedalcycle Operators	**0**	**0**	**0**	**0**	**0**	**0**
Involved	0	0	0	0	0	**0**
Not Involved	0	0	0	0	0	**0**
All Pedestrians	**0**	**0**	**1**	**3**	**0**	**4**
Involved	0	0	0	0	0	**0**
Not Involved	0	0	1	3	0	**4**
Total People	**0**	**0**	**1**	**3**	**0**	**4**

[1] "All pedestrians" encompasses pedestrians with and without personal conveyance (e.g., wheelchair, skateboard). "All pedalcyclists" encompasses both pedalcycle operators and pedalcycle passengers. All pedestrians and pedalcycle operators are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Table 23: Occupants of Passenger Vehicles in Crashes by Severity of Injuries and Belt Usage in Truth or Consequences, 2025

Severity of Injuries	Injury Class	Occupants of Passenger Vehicles[1]			
		Belted	Unbelted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	0	0	0	0
Suspected Minor Injuries	B	2	0	4	6
Possible Injuries	C	10	1	3	14
No Apparent Injuries	O	85	0	39	124
Total Occupants of Passenger Vehicles		**97**	**1**	**46**	**144**

[1] Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

Table 24: Motorcyclists in Crashes by Severity of Injuries and Helmet Usage in Truth or Consequences, 2025

Severity of Injuries	Injury Class	Motorcyclists in Crashes[1]			
		Helmeted	Unhelmeted	Missing Data	Total
Fatalities	K	0	0	0	0
Suspected Serious Injuries	A	0	0	0	0
Suspected Minor Injuries	B	1	1	0	2
Possible Injuries	C	1	0	0	1
No Apparent Injuries	O	0	0	0	0
Total Motorcyclists		**2**	**1**	**0**	**3**

[1] Excludes people on ATVs.

Table 25: Occupants of Passenger Vehicles in Crashes by Year, Belt Usage, and Percent Killed in Truth or Consequences, 2021-2025

Year	Occupant Fatalities of Passenger Vehicles[1]				Total Occupants of Passenger Vehicles[1]				Percent Killed	
	Belted	Unbelted	Missing Data	Total Fatalities	Belted	Unbelted	Missing Data	Total Occupants	Belted	Unbelted
2021	0	0	0	0	96	2	30	128	0.00%	0.0%
2022	0	0	0	0	140	3	29	172	0.00%	0.0%
2023	0	0	0	0	143	4	40	187	0.00%	0.0%
2024	0	0	0	0	124	2	50	176	0.00%	0.0%
2025	0	0	0	0	97	1	46	144	0.00%	0.0%
Average	**0.0**	**0.0**	**0.0**	**0.0**	**120.0**	**2.4**	**39.0**	**161.4**	**0.00%**	**0.0%**

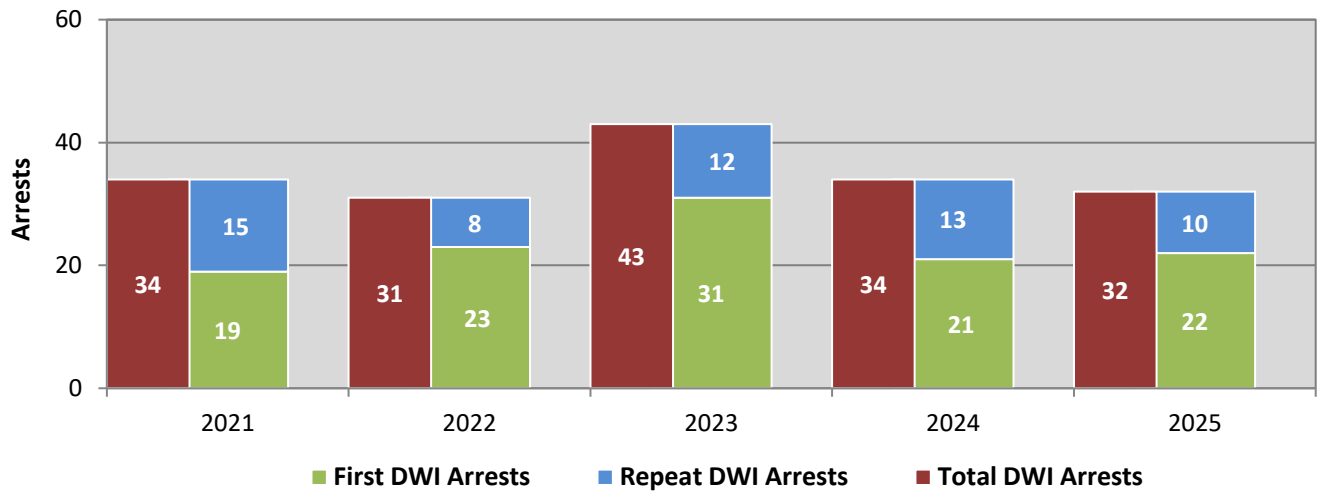
[1] Occupants of passenger cars, SUVs, 4WDs, vans, and pickup trucks only.

Table 26: Motorcyclists in Crashes by Year, Helmet Usage, and Percent Killed in Truth or Consequences, 2021-2025

Year	Motorcyclist Fatalities[1]				Total Motorcyclists[1]				Percent Killed	
	Helmeted	Unhelmeted	Missing Data	Total Fatalities	Helmeted	Unhelmeted	Missing Data	Total Occupants	Helmeted	Unhelmeted
2021	0	1	0	1	1	3	0	4	0.0%	33.3%
2022	0	0	0	0	2	2	1	5	0.0%	0.0%
2023	0	0	0	0	1	1	3	5	0.0%	0.0%
2024	0	0	0	0	0	0	3	3	0.0%	0.0%
2025	0	0	0	0	2	1	0	3	0.0%	0.0%
Average	**0.0**	**0.2**	**0.0**	**0.2**	**1.2**	**1.4**	**1.4**	**4.0**	**0.0%**	**14.3%**

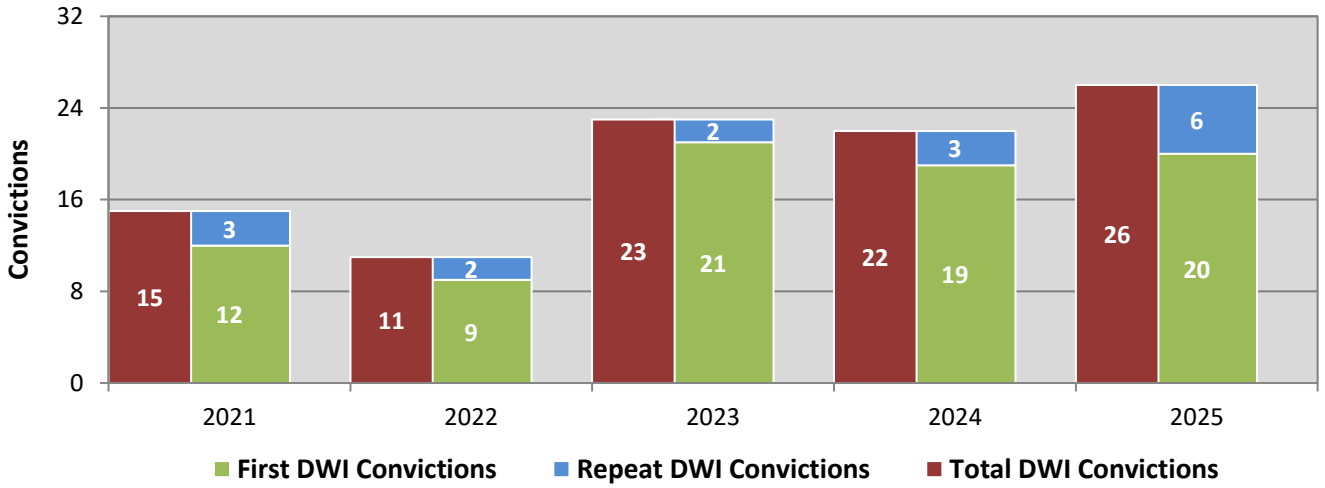
[1] Excludes people on ATVs.

Figure 11: DWI Arrests of Truth or Consequences Residents Throughout the State, Showing First and Repeat DWI Arrests, 2021-2025



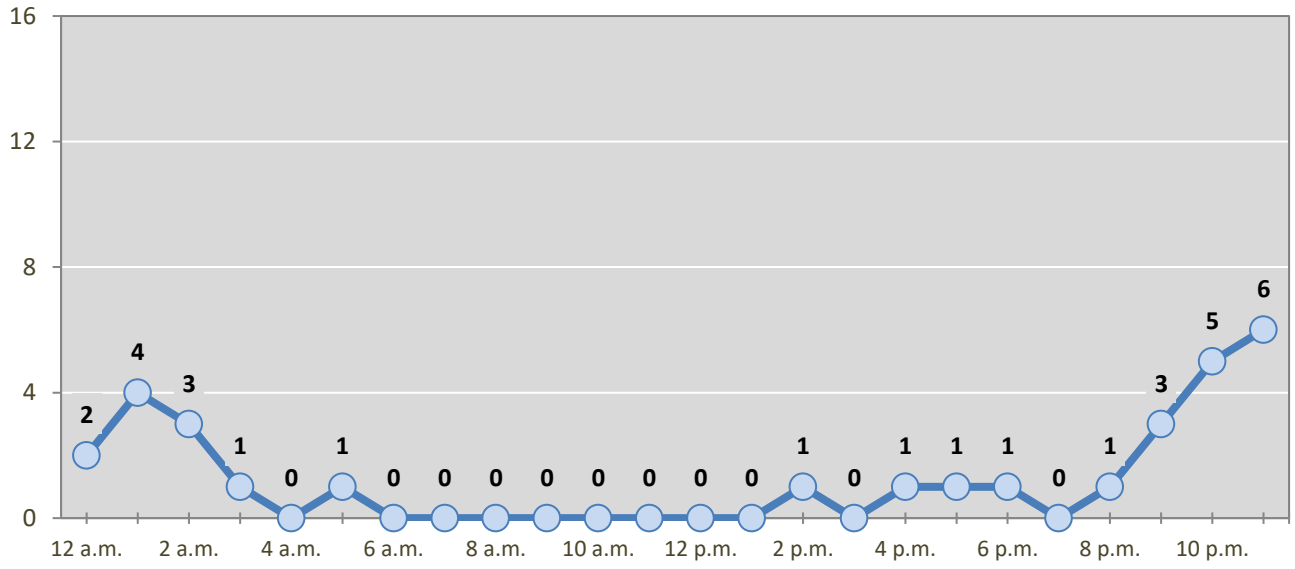
*Values are based upon the year of the arrest.

Figure 12: DWI Convictions of Truth or Consequences Residents Throughout the State, Showing First and Repeat DWI Convictions, 2021-2025



*Values are based upon the year of the conviction.

Figure 13: DWI Arrests by Hour of Truth or Consequences Residents Throughout the State, 2025



* In 2025, Truth or Consequences had 2 arrests for which hour data were missing.

Table 27: DWI Arrests by Day of Week of Truth or Consequences Residents Throughout the State, 2021-2025

Day of Week	Year					5-Year Average
	2021	2022	2023	2024	2025	
Sunday	7	6	12	4	6	**7**
Monday	5	1	2	2	4	**3**
Tuesday	7	4	3	4	1	**4**
Wednesday	6	2	1	3	2	**3**
Thursday	2	1	6	0	4	**3**
Friday	3	9	7	10	2	**6**
Saturday	4	8	12	11	13	**10**
Total Arrests	**34**	**31**	**43**	**34**	**32**	**35**

Table 28: Driver First DWI Arrests by Age Group of Truth or Consequences Residents Throughout the State, 2021-2025

Age Groups	Driver First DWI Arrests[1]				
	2021	2022	2023	2024	2025
15-19	0	1	2	2	0
20-24	3	1	8	6	6
25-29	3	2	2	3	3
30-34	2	1	5	2	3
35-39	2	3	3	2	4
40-44	5	5	3	1	3
45-49	2	3	3	2	1
50-54	0	1	1	0	1
55-59	0	2	2	1	0
60-64	1	3	0	2	0
65-69	0	1	0	0	1
70 +	1	0	2	0	0
Missing Data	0	0	0	0	0
Total Drivers	**19**	**23**	**31**	**21**	**22**

[1] Values are based upon the year of the arrest.

Table 29: Driver Repeat DWI Arrests by Age Group of Truth or Consequences Residents Throughout the State, 2021-2025

Age Groups	Driver Repeat DWI Arrests[1]				
	2021	2022	2023	2024	2025
15-19	0	0	0	0	0
20-24	1	0	1	0	1
25-29	2	1	1	1	0
30-34	1	1	2	2	1
35-39	2	1	0	1	0
40-44	1	3	1	5	2
45-49	1	0	1	2	2
50-54	0	1	1	1	2
55-59	3	0	1	0	0
60-64	2	0	4	0	1
65-69	1	1	0	1	0
70 +	1	0	0	0	1
Missing Data	0	0	0	0	0
Total Drivers	**15**	**8**	**12**	**13**	**10**

[1] Values are based upon the year of the arrest.

Table 30: Driver First DWI Convictions by Age Group of Truth or Consequences Residents Throughout the State, 2021-2025

Age Groups	Driver First DWI Convictions[1]				
	2021	2022	2023	2024	2025
15-19	0	0	2	1	1
20-24	2	3	3	4	3
25-29	3	0	4	2	3
30-34	1	1	0	4	3
35-39	2	0	3	0	4
40-44	1	1	6	1	2
45-49	0	2	0	2	2
50-54	0	0	1	2	1
55-59	1	1	0	1	0
60-64	2	1	2	2	0
65-69	0	0	0	0	1
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	**12**	**9**	**21**	**19**	**20**

[1] Values are based upon the year of the conviction.

Table 31: Driver Repeat DWI Convictions by Age Group of Truth or Consequences Residents Throughout the State, 2021-2025

Age Groups	Driver Repeat DWI Convictions[1]				
	2021	2022	2023	2024	2025
15-19	0	0	0	0	0
20-24	0	0	0	0	0
25-29	2	0	1	1	0
30-34	0	0	0	0	1
35-39	0	0	0	0	0
40-44	0	1	0	2	1
45-49	0	0	0	0	2
50-54	0	0	0	0	2
55-59	0	0	0	0	0
60-64	1	0	0	0	0
65-69	0	1	1	0	0
70 +	0	0	0	0	0
Missing Data	0	0	0	0	0
Total Drivers	**3**	**2**	**2**	**3**	**6**

[1] Values are based upon the year of the conviction.

Table 32: Court Disposition of DWI Arrests for the State and of Truth or Consequences Residents Throughout the State, 2025

Court Disposition of DWI Arrest[1]	Truth or Consequences	Statewide	Percent of Statewide
Total DWI Arrests	32	9,586	**0.3%**
DWI Arrests Resulting in Convictions	21	5,417	**0.4%**
DWI Arrests Resulting in Dismissals[2]	1	604	**0.2%**
DWI Arrests Awaiting Disposition	10	3,565	**0.3%**

1 These are the number of DWI arrests in 2025 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 October 2026.

2 For this table, a very small number of "not guilty" rulings may be included in the category Dismissals.

Table 33: Average Number of Days from Date of DWI Arrest to Date of Court Disposition for the State and of Truth or Consequences Residents Throughout the State, 2025

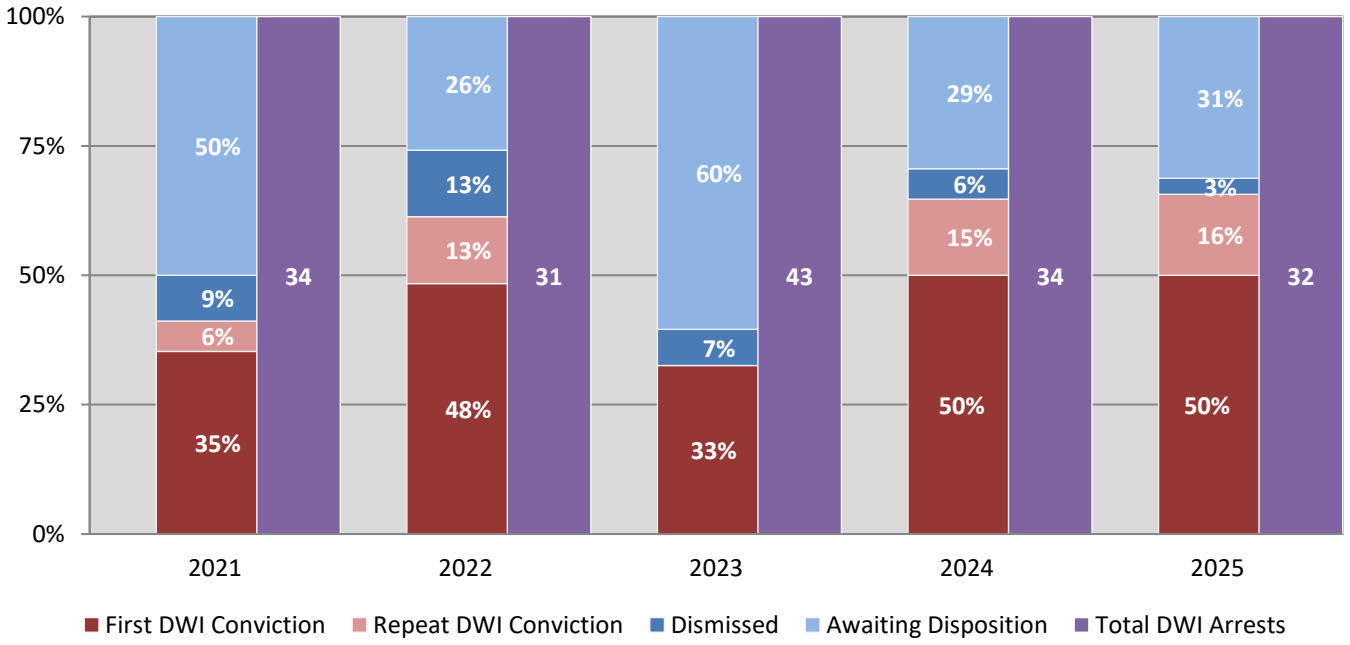
Court Disposition	Average Number of Days		Deviation from Statewide Average
	Truth or Consequences	Statewide	
DWI Conviction	138	162	**-24**
DWI Dismissal	137	162	**-25**

Table 34: Court Disposition of DWI Arrests of Truth or Consequences Residents Throughout the State, 2021-2025

Year of DWI Arrest[1]	Court Disposition				Total DWI Arrests
	First DWI Conviction	Repeat DWI Conviction	Dismissed	Awaiting Disposition	
2021	12	2	3	17	34
2022	15	4	4	8	31
2023	14	0	3	26	43
2024	17	5	2	10	34
2025	16	5	1	10	32

[1] Values are based upon the year of the arrest.

Figure 14: Court Dispositions by Percentage of DWI Arrests of Truth or Consequences Residents Throughout the State, 2021-2025



* Table 34 contains the values used to calculate percentages shown in Figure 14.