

# Maryland State Police

## VEHICLE PURSUITS

**2025**

ANALYSIS



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January 2026

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## **PART I – Purpose, Scope and Methodology**

### ***Purpose***

The purpose of this report is to analyze Maryland State Police (MSP) vehicle pursuits with transparency and accountability for the Agency, as well as the citizens we serve. This report will address the Commission on Accreditation for Law Enforcement Agencies (CALEA) Law Enforcement Standard 41.2.2, and is a detailed analysis of incidents involving vehicle pursuits that may reveal patterns or trends indicating needs related to policy, training, and/or pursuit reporting.

### ***Scope***

This report was designed to address general trends and be proactive by identifying needs in policy, training, and/or reporting, as they are evident on an annual basis. The goal in such an analysis will potentially save lives, protect property, and ensure risks are identified and reviewed. This report details vehicle pursuit incidents that occurred between January 1, 2025 and December 31, 2025.

### ***Methodology***

The assessment, trends and report follow standard law enforcement protocols; the report is objective, fact-based and reliable. The vehicle pursuit statistical information displayed in this report was gathered from the IAPro database maintained by the Internal Affairs Division (IAD). The information contained in IAPro was gathered from BlueTeam, an online reporting system the MSP began using in 2015, which replaced the previously used paper document system.

Primary pursuit troopers create a vehicle pursuit entry in BlueTeam, as well as an Incident Report in the Report Management System (RMS), for each pursuit initiated. Secondary pursuit units complete supplemental reports in the RMS. All reports are then forwarded through the chain of command to the troop/division Captain for review. Supervisors and commanders are able to review and endorse each vehicle pursuit entry within BlueTeam. Once a review and endorsement are completed by the involved employee's commander, it is routed to the Captain who sends it via BlueTeam to the IAD. The IAD routes the BlueTeam entry to the Education and Training Division's (ETD) Lead Driving Instructor for review. The Lead Driving Instructor reviews each vehicle pursuit to determine if the pursuit was justified and if there were any training-related issues during the pursuit. The Lead Driving Instructor then routes the vehicle pursuit to the IAD for closure.

On March 1, 2020, the first ever MSP Pursuit Review Committee was established. The Pursuit Review Committee is comprised of the Lead Driving Instructor assigned to the ETD (Chair), a representative of the IAD, a representative of the Planning and Research Division, a representative of the Office of Legal Counsel (OLC), and a representative of the Field Operations Bureau (FOB). The Committee reviews all vehicle pursuits in order to provide recommendations for this analysis to the IAD.

It should be noted that when a trooper enters a vehicle pursuit in BlueTeam, only the primary pursuing trooper makes a BlueTeam entry for the pursuit. Therefore, all troopers involved in the vehicle pursuit will be listed within one BlueTeam entry. Numerous troopers from one unit or separate units are often listed within one vehicle pursuit.

## **PART II – Overview**

Based on a comprehensive analysis of vehicle pursuits submitted by MSP personnel, the following are highlights of the results:

- Troopers reported 52 vehicle pursuit incidents in 2025 compared to 49 in 2024. Of those 52 vehicle pursuits, 75% were justified and conformed to policy. This is a 8% increase in Justified and conforming pursuits as compared to calendar year 2024
- In 2025, Prince George’s County accounted for the highest number of pursuits with eleven (11). Cecil County accounted for seven (7), Frederick County accounted for five (5); while Queen Anne’s County had four (4) pursuits in 2025.
- In 2025, the most common reason for initiating a vehicle pursuit was for prior reckless/disoriented driving (56%), next was Felony Offenses (38%).
- In 2025, the largest percentage of vehicle pursuits (37%) traveled between one and two miles.
- In 2025, the most common reasons for the conclusion of vehicle pursuits were: the suspect vehicle crashed (21%), the suspect voluntarily stopped (19%), and 17% ended by being terminated by a supervisor.
- Of the 52 vehicle pursuits in 2025, involved Troopers were injured in 0% of the incidents, and citizens involved in the vehicle pursuits were injured in 9.6% of the incidents. This was compared to 49 vehicle pursuits in 2024, which resulted in troopers being injured in 6% of the incidents, and citizens involved in the vehicle pursuit were injured in 8% of the incidents.

## **PART III – Vehicle Pursuit Statistics and Information**

This analysis compares pursuit data between January 1, 2023 and December 31, 2025.

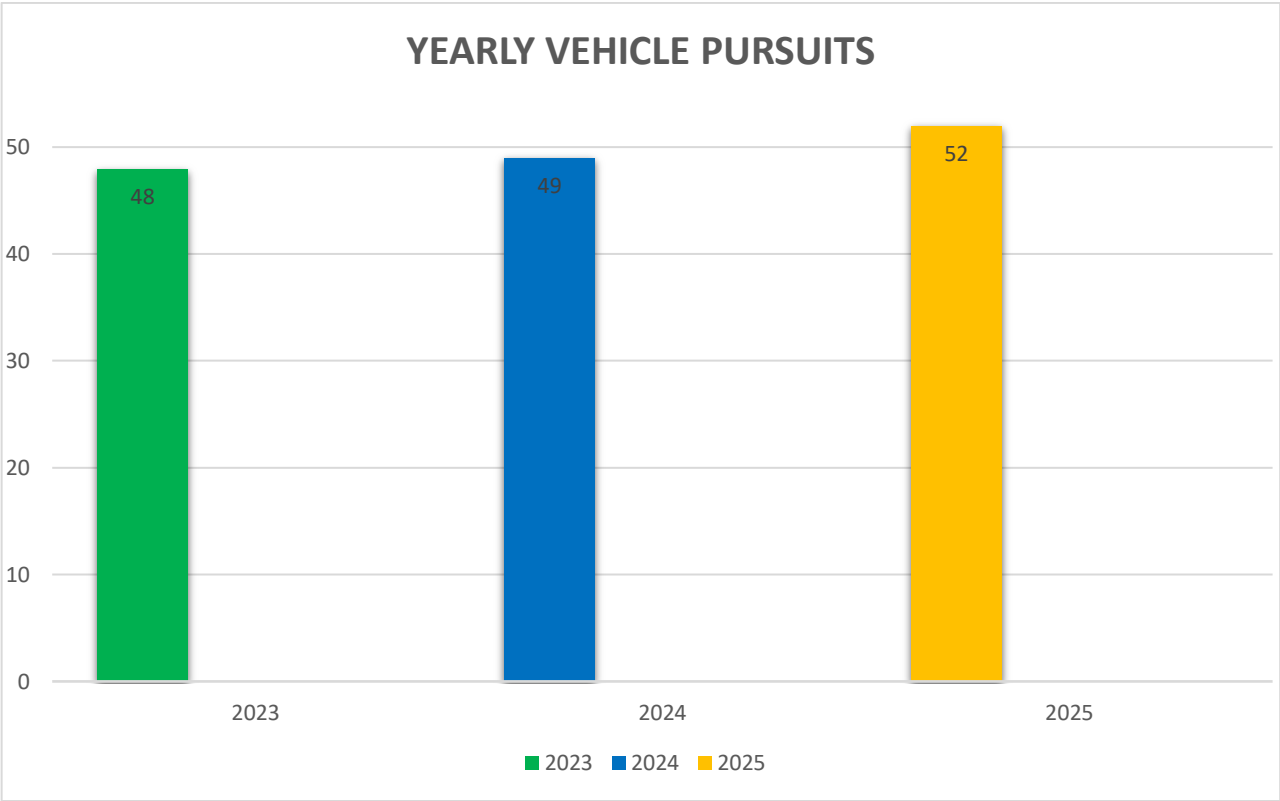
- In 2025, there were Four (4) more vehicle pursuits than in 2023, but only three (3) more vehicle pursuits compared to 2024.
- From 2023 to 2024, eleven (11) counties (including Baltimore City) had a decrease in vehicle pursuits, eight (8) counties had an increase in vehicle pursuits, and there was no change in five (5) counties
- When comparing 2024 and 2025 vehicle pursuits, there was a decrease in nine (9) counties, no change in five (5) counties (including Baltimore City); however, there was an increase in ten (10) counties.
- In 2023, there was one (1) reported vehicle pursuit in Baltimore City; in 2024 and 2025, there were no vehicle pursuits initiated in Baltimore City.

**Vehicle Pursuits by Year**

Figure 1: Vehicle Pursuit Incidents by Calendar Year:

YEARLY VEHICLE PURSUITS	2023	2024	2025
	48	49	52

Figure 1a: Vehicle Pursuit Incidents by Calendar Year:



## Vehicle Pursuits by County

Figure 2: Total Vehicle Pursuits by County of Initiation:

COUNTY	2023	2024	2025
Allegany County	4	1	1
Anne Arundel County	0	2	3
Baltimore City	1	0	0
Baltimore County	4	1	2
Calvert County	4	2	0
Caroline County	1	0	3
Carroll County	0	2	3
Cecil County	7	9	7
Charles County	1	1	0
Dorchester County	1	0	1
Frederick County	4	5	5
Garrett County	2	2	0
Harford County	2	0	3
Howard County	0	1	0
Kent County	0	0	1
Montgomery County	1	4	1
Prince George's County	5	4	11
Queen Anne's County	0	2	4
Somerset County	1	0	2
St. Mary's County	4	3	2
Talbot County	0	0	0
Washington County	3	3	2
Wicomico County	2	7	1
Worcester County	1	0	0
<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>52</b>

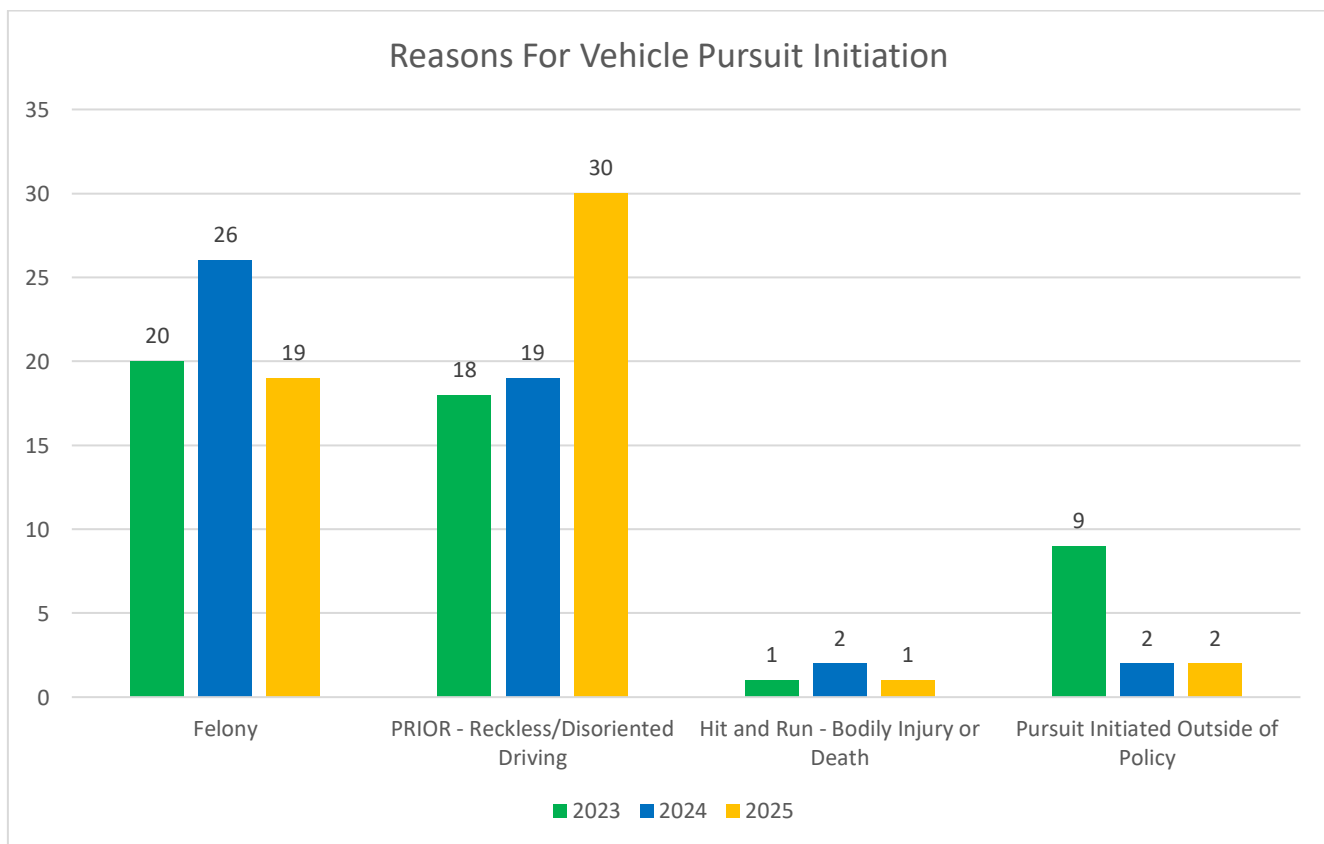
### Reasons Vehicle Pursuits were Initiated

Figure 3: Reason Vehicle Pursuit was Initiated:

	2023	2024	2025
Felony	20	26	19
PRIOR - Reckless/Disoriented Driving	18	19	30
Hit and Run - Bodily Injury or Death	1	2	1
Pursuit Initiated Outside of Policy	9**	2**	2**
<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>52</b>

\*\* Pursuit Initiated Outside of Policy = The number for 2025 reflected the number of pursuits deemed to have been initiated outside of policy (Not Justified), regardless of whether the trooper documented the pursuit was initiated for one of the three pursuit authorization factors.

Figure 3a: Reasons Vehicle Pursuits were Initiated:

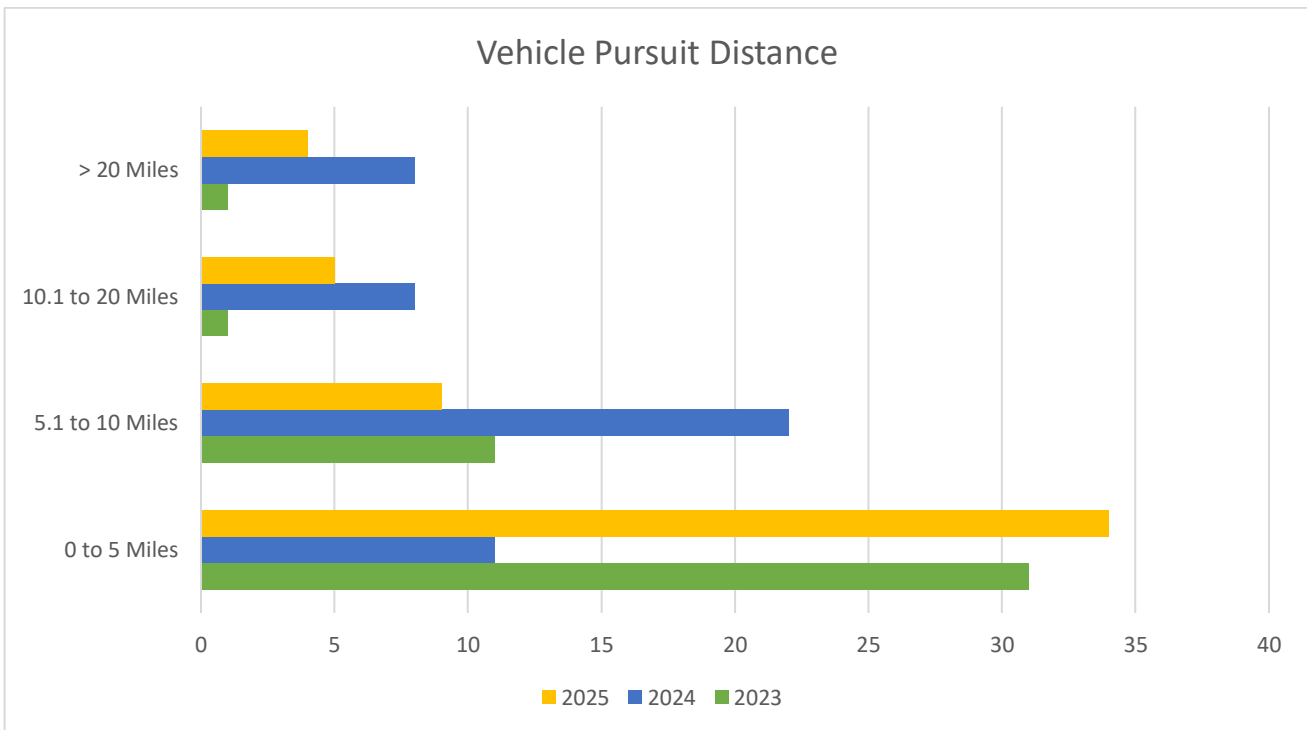


## Vehicle Pursuit Distances

Figure 4: Vehicle Pursuit Distance:

	2023	2024	2025
0 to 5 miles	31	11	34
5.1 to 10 miles	11	22	9
10.1 to 20 miles	5	8	5
> 20 miles	1	8	4
<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>49</b>

Figure 4a: Vehicle Pursuit Distance:

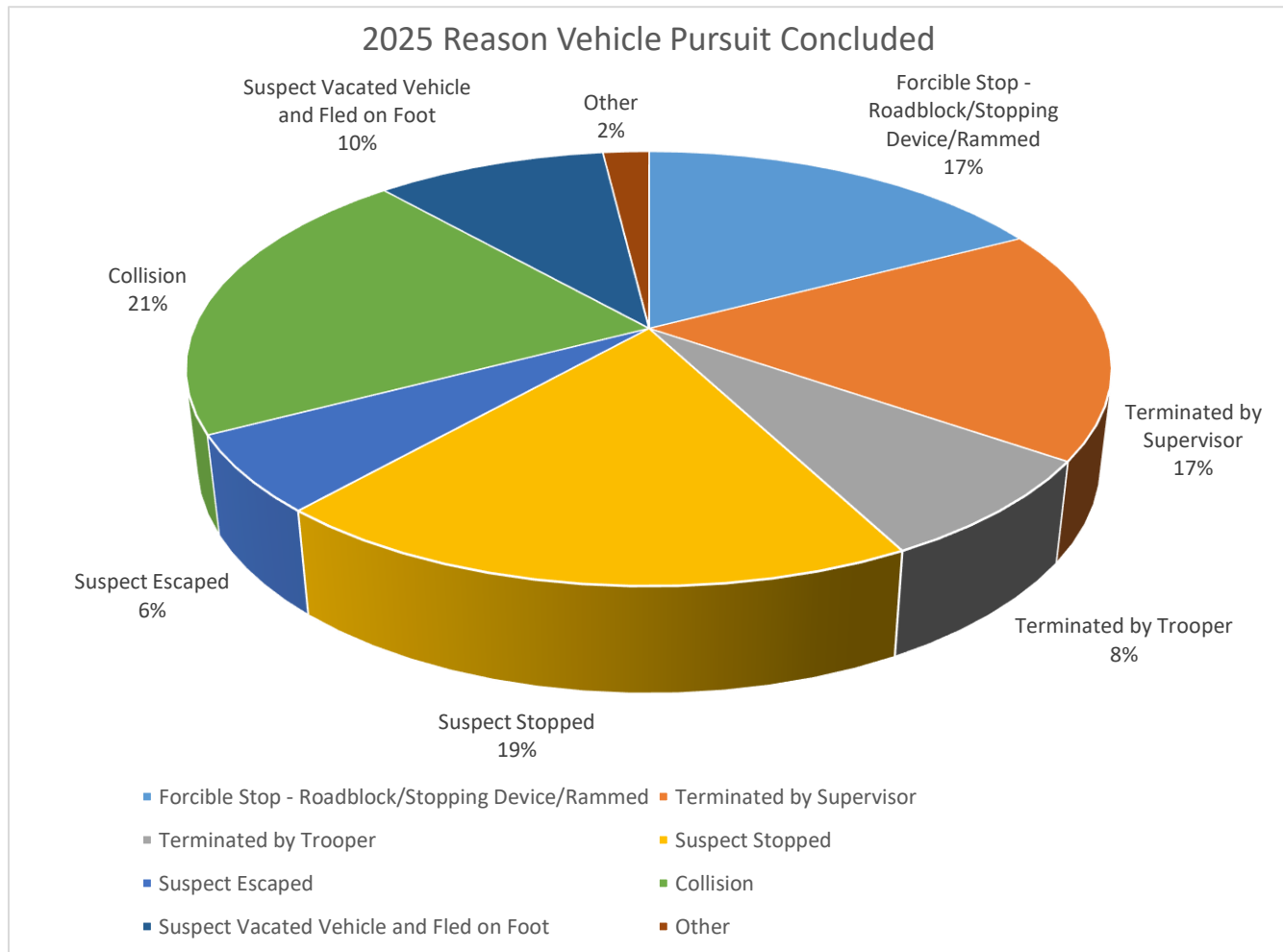


## Reasons Vehicle Pursuits Concluded

Figure 5: Reason Vehicle Pursuit Concluded:

	2023	2024	2025
Forcible Stop - Roadblock/Stopping Device/Rammed	3	3	9
Terminated by Supervisor	12	9	9
Terminated by Trooper	10	8	4
Suspect Stopped	9	9	10
Suspect Escaped	0	6	3
Collision	6	10	11
Suspect Vacated Vehicle and Fled on Foot	7	3	5
Other	1	1	1
<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>52</b>

Figure 5a: Reason Vehicle Pursuit Concluded:



**Vehicle Pursuits Injuries/Fatalities**

Figure 6: Reported Incidents Involving Injuries to Trooper(s):

YEAR	TOTAL INCIDENTS	* INCIDENTS INVOLVING TROOPERS INJURED
2023	48	0
2024	49	3
2025	52	0

\* Trooper Injured = Total incidents resulting in a trooper being injured.

Figure 6a: Reported Incidents Involving Injuries to Involved and Uninvolved Citizens:

	TOTAL INCIDENTS	* INCIDENTS IN WHICH INVOLVED CITIZENS INJURED	** INCIDENTS IN WHICH UNINVOLVED CITIZENS INJURED
2023	48	8	2
2024	49	4	0
2025	52	5	1

\* Incidents in which Involved Citizens Injured = Total incidents resulting in an occupant within the pursued vehicle receiving an injury.

\*\* Incidents in which Uninvolved Citizens Injured = Total incidents resulting in a citizen not within the pursued vehicle receiving an injury.

Figure 6b: Vehicle Pursuits and Injury Incidents:

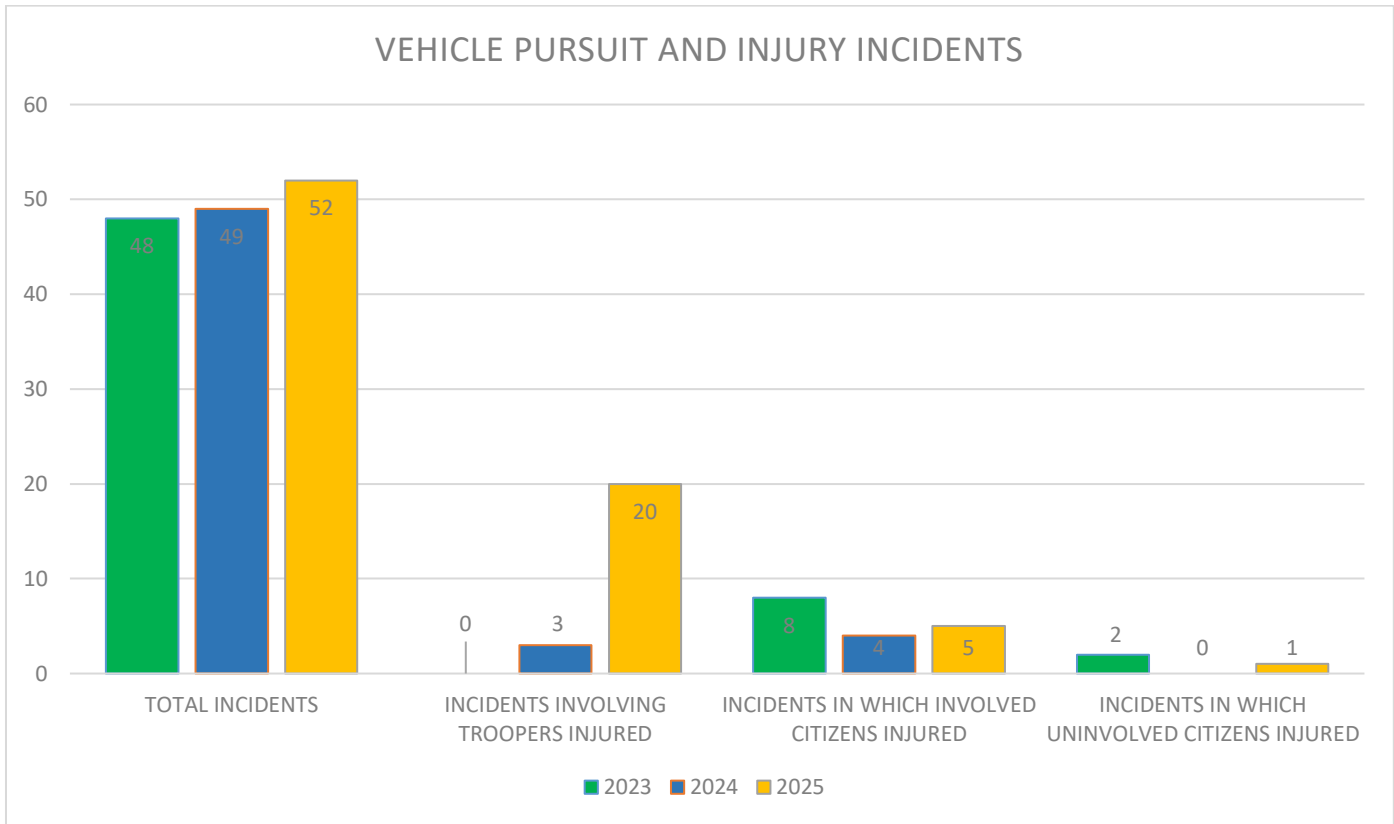


Figure 6c: Reported Fatalities to Involved and Uninvolved Citizens:

YEAR	TOTAL INCIDENTS	*INVOLVED CITIZENS FATALITY	**UNINVOLVED CITIZENS FATALITY
2023	48	0	0
2024	49	0	0
2025	52	0	0

\* Involved Citizens Fatality = Total number of occupants within the pursued vehicle receiving fatal injuries.

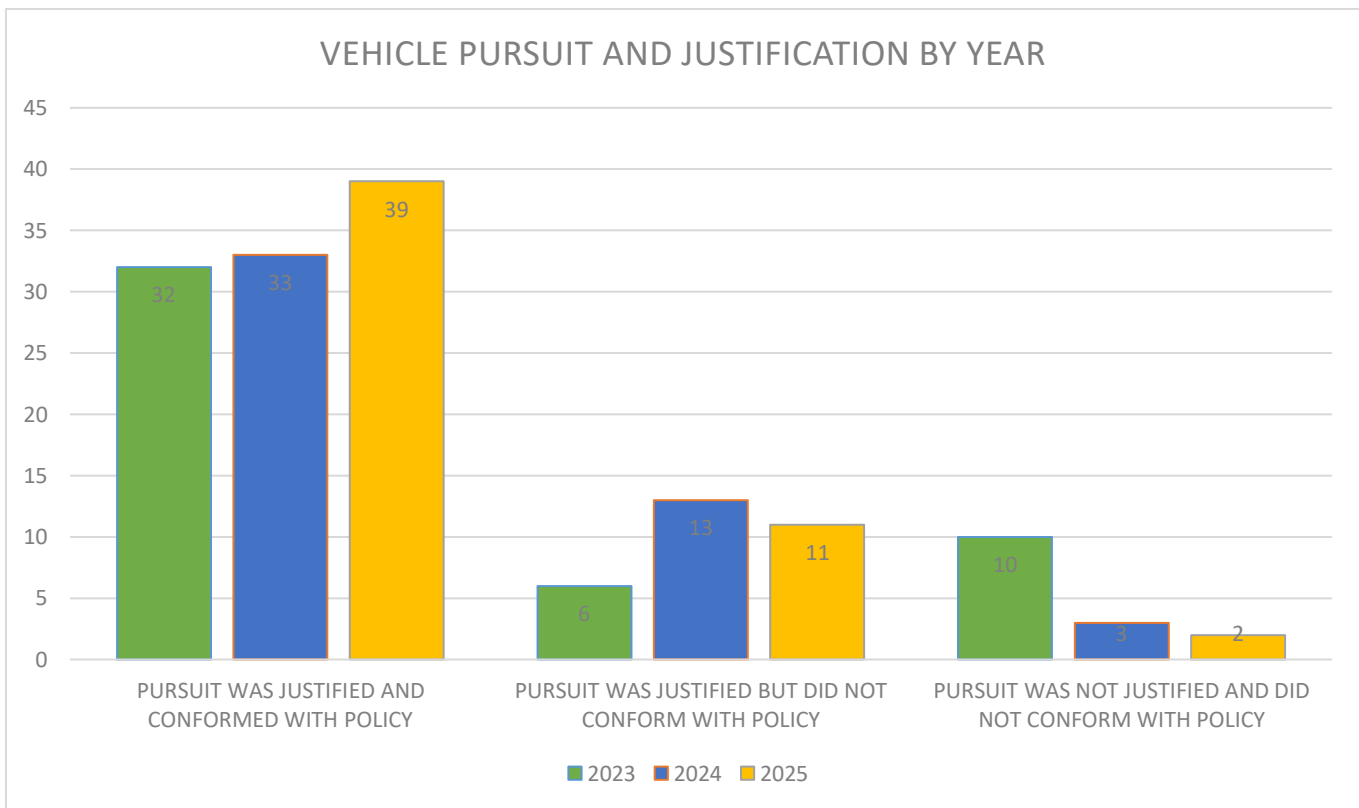
\*\* Uninvolved Citizens Fatality - Total number of citizens not within the pursued vehicle receiving fatal injuries.

## Vehicle Pursuits Policy Conformance and Justification

Figure 7: Vehicle Pursuit Policy Conformance and Justification:

	2023	2024	2025
*PURSUIT WAS JUSTIFIED AND CONFORMED WITH POLICY	32	33	39
*PURSUIT WAS JUSTIFIED BUT DID NOT CONFORM WITH POLICY	6	13	11
*PURSUIT WAS NOT JUSTIFIED AND DID NOT CONFORM WITH POLICY	10	3	2
<b>TOTAL</b>	<b>48</b>	<b>49</b>	<b>52</b>

Figure 7a: Vehicle Pursuit Policy Conformance and Justification:



## PART IV – Litigation & Costs

	2023	2024	2025	3 YEAR TOTAL
NUMBER OF CASES	0	0	0	0
CASES SETTLED	0	0	0	0
CASES SETTLED WITH PAYOUT	0	0	0	0
CASES PENDING SETTLEMENT	0	0	0	0

Information provided by the OLC indicated no lawsuits/tort claims resulting from vehicle pursuits have been filed over the past three years.

## PART V – Training, Policy Recommendations and Common Issues Identified

In 2025, pursuit training was included as part of the annual in-service for Troopers through Sergeants and concluded with a final examination. The exam included numerous questions related to vehicle pursuits. The course provided troopers with an overview of MSP’s vehicle pursuit policy and the factors considered when determining whether a pursuit should be authorized.

Per Maryland Police Training and Standards Commission (MPTSC) regulations, all in-service training must include a written or practical examination. Written examinations were to be completed by the end of 2025, with a minimum passing score of 70%. A total of 1,205 troopers successfully completed the online pursuit training in 2025.

The MSP Pursuit Review Committee convened quarterly in 2025 and held a special session in January 2026 to complete pursuit reviews from December 2025. Committee members were provided with up-to-date pursuit statistics prior to each meeting. In all pursuits categorized as either not justified or justified but non-conforming, communication between the involved trooper and the duty officer was identified as a concern.

The Pursuit Review Committee continues to recommend that the Education and Training Division focus on “real-life scenario” training on two topics:

1. Three pursuit authorization factors;
2. Obtaining proper authorization to pursue from the Pursuit Supervisor. Immediate, concise, and specific communication between the duty officer and the involved trooper needs reinforcement.

The analysis revealed the following common issue:

### **COMMON ISSUE 1:**

- The pursuit trooper failed to request or receive permission to pursue the vehicle from the duty officer (OPS 09.02 Section E).

- Any trooper engaging in a pursuit will immediately notify the barrack responsible for that area that a pursuit is underway.
- If the pursuit trooper does not receive a response from the duty officer related to the vehicle pursuit, or the duty officer is not available to monitor the pursuit, the trooper will immediately terminate.
  - This issue was a factor in 85% of the non-conforming vehicle pursuits under the current policy in 2025.

Cooperation continues between IAD and ETD to identify commonly reported issues. Both units continue to apprise additional members of the Pursuit Review Committee of concerns identified during pursuit reviews. ETD tracks these issues to implement appropriate training aimed at minimizing risk to troopers, the public, and MSP.

ETD has implemented new procedures related to practical training for MDSP candidates on the EVOC course. Candidates now participate in realistic scenarios that include authorization language, which is evaluated during each iteration of the EVOC course. This training was implemented in real time as a direct result of feedback and evaluation from the Pursuit Review Committee.

## **PART VI – Conclusion**

The total number of vehicle pursuits between 2023 and 2025 remained relatively consistent, representing a significant decrease compared to previous years. At the close of 2025, 75% of pursuits were in full compliance with established policy. However, a notable 21% of pursuits were justified but did not conform to policy. These pursuits, although justified based on the situation, were not procedurally conducted in line with department policies. Pursuits are deemed justified based on certain authorization factors, including: felony offenses, hit-and-run traffic collisions resulting in bodily injury or death, or significant reckless/disoriented driving action prior to the trooper's involvement that could cause imminent danger to the public.

Two significant factors influencing the reduction in vehicle pursuits were training and accountability. In 2021, extensive vehicle pursuit policy training was completed during In-Service. In 2022, 2023, and 2024, vehicle pursuit training was posted on PowerDMS, and online testing was required. In 2025, vehicle pursuit training was completed during In-Service. Violations for pursuits not conforming to policy have been appropriately handled with both non-disciplinary and disciplinary corrective actions.

The MSP closed out the fifth full year under the current vehicle pursuit policy. The total number of vehicle pursuits from 2024 to 2025 increased by three incidents. Although the total number of pursuits slightly increased, compliance improved. In 2025, non-justified and non-conforming pursuits declined to 3.8% of all pursuits (2 of 52), representing a 37% reduction from 2024 and an 81% reduction from 2023, demonstrating sustained improvement in pursuit justification and policy conformance. There was also a decrease in pursuits initiated outside of policy, indicating that training and policy education are having a measurable impact.

Troopers and supervisors now have a better understanding of when and how to initiate pursuits, aligning more closely with policy expectations. While the training has proven effective, ongoing reinforcement is still needed. The Education and Training Division (ETD) actively tracks non-conforming pursuits to identify patterns and areas for improvement. By documenting these concerns, ETD can implement targeted, scenario-based training designed to address the specific challenges revealed during pursuit reviews. This approach reduces risks associated with pursuits,

such as accidents, injuries, or policy violations, and ensures troopers are well-prepared to handle these situations safely and effectively.

The message is clear that commanders and supervisors play a key role in ensuring policy compliance. ETD personnel also play a crucial role in the training process, and non-supervisory personnel must take personal responsibility for educating themselves on the vehicle pursuit policy. Self-accountability is critical to ensuring that everyone, not just supervisors, is engaged in understanding and adhering to the policy. Broad participation in policy education and self-accountability is essential to sustaining and improving the progress made and embedding correct pursuit practices at all levels of the agency.

In rapidly evolving incidents such as pursuits, human factors are always at play. Strong supervision, continuous self-study, and data-driven analysis contribute to safer outcomes and help mitigate risk to the public, troopers, and the subject of the pursuit. Transparency remains a key factor in maintaining public trust, and the use of data supports a balanced approach to policy development, training, and public safety across both traffic and criminal enforcement.

This update reflects a positive trend while emphasizing the importance of ongoing education, accountability, and supervision at every level of the department to maintain or further reduce non-compliant pursuits.