



Steven A. Hall
SHERIFF

Office of the Sheriff

St. Mary's County, Maryland

Headquarters
23150 Leonard Hall Drive
Leonardtown, MD 20650
301-475-4200 Ext. *1900
301-475-4047 Fax

Detention and Rehabilitation Center
41880 Baldrige Street
Leonardtown, MD 20650
301-475-4200 Ext. *3200
301-475-4095 Fax



An Internationally
Accredited Agency

February 9th, 2026

TO: Sheriff Steven A. Hall, St. Mary's County, Maryland

SUBJECT: Analysis of Vehicle Pursuits for January-December 2025

The following is an analysis for Vehicle Pursuit incidents involving deputy sheriffs with the St. Mary's County Sheriff's Office (SMCSO) during the period of January 1st, 2025, through December 31st, 2025. The Sheriff's Office established a comprehensive Emergency Driving Policy in July 1996, as well as a Vehicle Pursuit Review report. Statistical data for this report was derived from the Vehicle Pursuit Reviews completed by the involved officer's immediate supervisor and submitted through the Chain of Command via Blue Team for final approval. Upon final approval, the report is forwarded to the Office of Professional Responsibilities where it is reviewed once again and placed into the IAPro database software. Enclosed below is the 2025 pursuit incident data, obtained from the IAPro database, which has subsequently been compared against the 2023 and 2024 data:

	<u>2025</u>	<u>2024</u>	<u>2023</u>
• Total Number of Pursuits	7	8	10
• Number of Pursuits Initiated by SMCSO	7	6	10
• Pursuits Documented by In Car Camera	7	8	10
• Suspected DWI as Reason for Pursuit	2	1	2
• Number of Pursuits Aborted	1	0	3
• Number of Involved Officers	27	26	23
• Avg. Number of Officers per Pursuit	3.8	3.2	2.3
• Pursuits Not Within Policy	0	0	1
• Avg. Length of Pursuit (miles)	8.7	11.4	4.2
• Stop Device Utilized	3	4	2
• Accident Occurred During Pursuit	1	4	4
• Injuries During Pursuit	0	2	2

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In accordance with Sheriff’s Office policy, a comprehensive annual analysis of all vehicle pursuits conducted in 2025 has been completed. This analysis involved a detailed review of each individual pursuit, the systematic compilation of relevant data into the designated categories, and a comparative assessment against data from previous calendar years.

The total number of pursuits decreased modestly from eight (8) in 2024 to seven (7) in 2025. Notably, all pursuits in 2025 were initiated by Sheriff’s Office personnel, whereas two (2) pursuits in 2024 were initiated by external agencies. Documentation compliance remained consistent, with all pursuits in both years captured by in-car camera systems. No pursuits in either reporting period were determined to be outside established policy parameters.

The number of involved officers increased slightly in 2025, resulting in a modest increase in the average number of officers involved per pursuit. While the average length of pursuits in 2025 increased when compared to 2023, it decreased substantially from 11.4 miles in 2024 to 8.7 miles in 2025, indicating shorter pursuit durations overall. Driving under the influence was more frequently identified as an initiating factor in 2025; however, the increase was modest, and the overall frequency remained limited.

Further analysis of the 2025 pursuit incidents identified two pursuits exceeding ten (10) miles in length, a figure that mirrored the 2024 reporting period. One of these pursuit incidents extended into Charles County and was initiated after the occupants of the vehicle were identified as having been involved in multiple commercial burglaries, which occurred prior to the observation of the violator’s vehicle. The total pursuit distances associated with these two extended pursuit incidents were calculated at 16.87 miles and 23.2 miles, respectively, which served as the primary basis for the average pursuit length reflected in the statistical analysis.

Analysis of each 2025 pursuit incident revealed SMCSO personnel’s involvement in pursuing and/or deploying tire deflation devices during the pursuit of the violator vehicle(s) aligned with Sheriff’s Office policy.



Joshua Krum #260
Lieutenant
Office of Professional Responsibilities

Agree

Yes () No, see indorsement.

Major:  Date 3-12-26

Yes () No, see indorsement.

Sheriff:  Date 3/12/26