



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



Subject: Vehicular Pursuits		Policy Number: OPR: 08
Revision Number: 14	Effective Date: 12/08/2025	Original Issue Date: 01/01/1991

1) PURPOSE

- a) The purpose of this policy is to establish clear and comprehensive guidelines for law enforcement officers when making decisions regarding vehicular pursuits. This policy ensures that pursuits are conducted in a manner that prioritizes public safety, minimizes unnecessary risks, and aligns with legal and departmental standards.

2) POLICY

- a) It is the policy of the Department of Public Safety (DPS) to conduct vehicular pursuits in the safest manner possible and within the guidelines established in the New Mexico Law Enforcement Safe Pursuit Act (29-20-4). DPS recognizes vehicular pursuits as a necessary law enforcement function but acknowledges their inherent risks.

3) APPLICABILITY

- a) This policy is applicable to all commissioned officers and Public Safety Telecommunicators of the Department of Public Safety/ New Mexico State Police.

4) REFERENCES

- a) DPS Policy - OPR: 05 Pursuit Intervention Technologies
- b) DPS Policy - ADM: 04 Internal Investigations
- c) §29-20-1 to §29-20-4, Law Enforcement Safe Pursuit Act, NMSA 1978
- d) §66-7-6, Authorized Emergency Vehicle, NMSA 1978

5) DEFINITIONS

- a) **Administrative Review** – A documented review of an incident or occurrence prepared by or for the Chief or his/her designee. The review should indicate whether policy, training, equipment or disciplinary issues should be addressed.



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- b) **Tactical Flight Crew**- Includes the pilot and tactical flight officers responsible for operating the aircraft and providing aerial monitoring, tactical observation, communication, and support during law enforcement operations.
- c) **Aircraft Monitoring** – The continuous observation and coordinated tracking of a suspect vehicle during a pursuit, providing real-time updates to ground units to support effective law enforcement operations.
- d) **Law Enforcement Balancing Test** – A decision-making framework used by officers to determine whether to initiate, continue, or terminate a vehicular pursuit. It involves weighing the **need for immediate apprehension** against the **potential risks to public safety**.
- e) **Boxing-In** – A coordinated tactic in which a pursued vehicle is surrounded by police units and/or privately owned vehicles that are gradually slowed to bring a suspect vehicle to a stop. This technique shall only be used when the officer has probable cause to believe there is an imminent risk of death or great bodily harm, which may include a known or observed medical condition. Each incident will be evaluated on a case-by-case basis.
- f) **Channelization** – The deliberate directing of a vehicle onto another roadway or traveling surface using stationary objects (pylons, barricades, vehicles), placed in its current path of travel. Channelization may also include situations requiring a vehicle to continue and maintain a particular direction of travel. In situations such as this, stationary objects are strategically placed, prohibiting the vehicle from changing the direction of travel. This technique requires supervisory authority, unless the situation requires the officer to take immediate action to prevent injury.
- g) **Commander** – The designated authority responsible for overseeing all personnel involved in a pursuit, typically the district commander. The Commander is accountable for ensuring that all pursuit operations are conducted in compliance with established policy and procedures, and is responsible for the overall management, coordination, and review of pursuit activities within their district or command area.
- h) **Department Aircraft** – A department-owned helicopter or fixed-wing aircraft serves as an aerial monitoring platform during vehicle pursuits. Department aircraft are not classified as pursuit or primary pursuit vehicles and are not considered motor vehicles for pursuit purposes. Their role is to monitor fleeing suspects from above and provide real-time updates—including



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



vehicle description, direction of travel, and driving behavior—to ground units, dispatch, and supervisors.

- i) **Force Investigation Unit** – Statewide Unit within the Standards Bureau specifically trained to investigate DPS/NMSP related Use of Force/Vehicular Pursuit incidents including, but not limited to, vehicular pursuits, officer involved shootings, other deadly force, retaliatory force, and in custody deaths.
- j) **Violent Felony- Violent felonies for the purpose of this policy are as follows:**
 - i) Murder
 - ii) Manslaughter
 - iii) Kidnapping/ false imprisonment
 - iv) Criminal Sexual penetration
 - v) Robbery
 - vi) Aggravated assault with a deadly weapon
 - vii) Aggravated battery with a deadly weapon
 - viii) Shooting at or from a motor vehicle
 - ix) Homicide by vehicle
 - x) Abuse of a child resulting in great bodily harm or death
 - xi) Assault or battery on a peace officer
 - xii) Violent acts of terrorism
 - xiii) A Pursuit initiates as a result of an officer-involved shooting.
 - xiv) A felony warrant is not automatically classified as a violent felony.

However, if an active warrant is issued for a violent crime, as defined in this section, it is considered a violent felony and authorized to pursue.

- k) **Pursuit** - An active attempt by a law enforcement officer to apprehend one or more occupants of another moving vehicle occurs when the driver of the fleeing vehicle is aware of the officer's attempt and actively resists being stopped. This resistance may be shown by ignoring the officer's attempt to pull the vehicle over or by displaying driving behaviors that clearly indicate awareness of the officer and the pursuit.
- l) **Primary Pursuit Officer** – The officer who initiates the pursuit, unless relieved by another unit, and who assumes immediate field command of the incident. The Primary Pursuit Officer is the lead unit in the pursuit and is responsible for providing updates and ensuring adherence to pursuit policy and procedures. In the absence of an assigned pursuit supervisor, the



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



Primary Pursuit Officer assumes temporary supervisory responsibilities until relieved.

- m) **Pursuit Critique** – A constructive critique of the pursuit by employees involved, the supervisory chain, and the commander. This critique is mandatory after every pursuit. It is to be held within 7 days of the pursuit.
- n) **Pursuit Packet** – An entry in the department's database containing the details of a pursuit. The entry includes supporting documentation, photographs, and any audio/video recordings that are not otherwise stored in the department's video management database. A copy of all submitted materials shall be retained in the district as well.
- o) **Pursuit Supervisor** – A commissioned officer, typically holding the rank of sergeant, assigned as the shift supervisor at the time a pursuit is initiated. The Pursuit Supervisor serves as the central command authority during the course of a pursuit, responsible for overseeing its initiation, continuation, and termination in accordance with department policy. In the absence of an assigned ranking supervisor or until such time as one assumes control, the responsibilities of the Pursuit Supervisor are temporarily delegated to the Primary Pursuit Officer.
- p) **Pursuit Intervention Technique (PIT Maneuver)** is the controlled use of a law enforcement vehicle to immobilize a fleeing vehicle. It involves a "Forced 180° Non-Compliance Vehicle Stop" designed to give law enforcement an alternative way to end a pursuit safely and in a relatively controlled manner after considering all other options. This is not vehicle ramming.
- q) **Marked Patrol Vehicles** – A vehicle displaying an official New Mexico State Police license plate and designated as an authorized emergency vehicle by the New Mexico State Police Chief. This vehicle must be equipped with red flashing lights and a siren.
- r) **Unmarked Patrol Vehicle** – A vehicle displaying a standard State of New Mexico registration license plate and designated by the New Mexico State Police Chief as an authorized emergency vehicle. The vehicle shall be equipped with red flashing lights and a siren and shall not have any decals affixed to the exterior.
- s) **Objectively Reasonable** – A reasonable amount of force used to bring a situation or resistive subject under control, given the totality of the circumstances, and considering that officers are often forced to make split-second decisions in situations that are tense, uncertain, and rapidly evolving. The officer has a reasonable belief, based on articulable facts, that



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



the subject displays the intent, ability, means, and opportunity to be actively resistant, assaultive, or otherwise endanger someone.

Reasonableness "must be assessed in light of the particular circumstances against the standard of whether a man of reasonable caution is warranted in believing that the action taken was appropriate." - Terry v. Ohio.

- t) **Roadblock Class "A"** – Approved driver's license, registration check, DWI roadblock, or escaped fugitive checkpoint.
- u) **Roadblock Class "B"** – A blockage of the road accomplished with material or equipment, i.e., lightweight road barricade devices, pylons, flares, stop sticks, etc., causing little or no damage to any vehicle striking it. Refer to *OPR: 05 Pursuit Intervention Technologies* for additional information.
- v) **Roadblock Class "C"** – A physical blockage of a roadway with material or equipment, which prohibits any avenue of escape upon the roadway. This is done for the purpose of stopping an individual posing an immediate threat of great bodily injury or death to officers, other motorists, or pedestrians. State-owned equipment shall be used for this technique. Privately owned material or equipment may only be used as a last resort in an immediate emergency.
- w) **Secondary Pursuit Officer** – Second or following unit in the pursuit; backs up primary pursuit officer, takes over communications once involved in the pursuit, and provides updated information to dispatch.
- x) **Subject Matter Expert** – Subject matter expert or SME is a person with bona-fide expert knowledge about what it takes to do a particular job. SME responsibility is to ensure the facts and details are correct so that the projects/programs deliverable(s) will meet the needs of the stakeholders, legislation, policies, standards, and best practices.
- y) **Tactical Flight Officer (TFO)** – Tactical Flight Officers are commissioned New Mexico State Police officers who are assigned to the aircraft section and are trained to provide law enforcement-oriented aviation support.
- z) **Termination** – Department term describing the decision by the Primary Pursuit Officer or the order from a Pursuit Supervisor to discontinue an active pursuit. Upon termination, all pursuing units shall deactivate emergency equipment and either stop, resume the posted speed limit, or disengage by turning around.

6) OPERATIONAL PROCEDURES



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- a) Commissioned personnel may initiate a pursuit to apprehend a suspect who poses a clear and immediate threat of death or serious injury to others or who the officer has probable cause to believe poses a clear and immediate threat to the safety of others that is ongoing and that existed prior to the high-speed pursuit. This includes circumstances in which the suspect has committed or is committing a violent felony and allowing escape would put the public in immediate danger of great bodily harm and or death, or when the suspect's manner of driving prior to law enforcement contact demonstrates a preexisting dangerous driving condition that poses an immediate and ongoing threat to the safety of others.
- i) A preexisting dangerous driving condition refers to sustained or repeated driving behavior, observed or reliably reported prior to law enforcement contact, that clearly demonstrates an immediate and ongoing risk of death or serious bodily injury to others through the manner of vehicle operation alone. Such conduct may include:
 - (1) Prolonged extreme speed combined with disregard for traffic conditions, such as weaving through occupied lanes, passing on shoulders, or forcing other vehicles to take evasive action;
 - (2) Wrong-way driving on divided highways or roadways with active opposing traffic;
 - (3) Repetitive violations of traffic control devices (e.g., running multiple red lights or stop signs within a short distance) in areas with cross-traffic or pedestrians;
 - (4) Loss of vehicle control creating imminent hazard, such as skidding, fishtailing, or entering opposing lanes repeatedly; or
 - (5) Demonstrated inability to maintain lane or reasonable control in a manner posing clear danger to other motorists or pedestrians.

A single isolated infraction, such as one red-light violation, a single instance of excessive speed in light or no traffic conditions or conduct not reasonably expected to result in immediate injury, does not meet this standard. Officers must be able to articulate specific facts showing that the manner of driving presented a continuing and imminent threat to public safety before engagement.
- ii) The decision to engage in a pursuit must be made by weighing the risk to the public, officers, and the fleeing driver against any need for immediate apprehension of the fleeing driver or other occupants.



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- iii) The decision-making process must be continuously evaluated during the entire duration of the pursuit.
- iv) Commissioned personnel may only make their decisions about pursuits based on the information reasonably known or observed at the time. Fleeing for an unknown reason does not provide any additional need or importance for the pursuit to continue.
- v) At the initiation of any pursuit, preference should be given to quickly applying a Pursuit Intervention Technology when available.
- vi) Grappler Operators and police vehicles equipped with GPS taggers have a limited allowance to engage in pursuits for lesser offenses, for the exclusive purpose of deploying the grapppler to end the pursuit or GPS tag the fleeing vehicle. The goal is to quickly stop dangerous driving by a suspect, thereby reducing risk to the public. If the operator cannot quickly attempt an intervention with the Grappler or GPS within one mile, or if their attempt is unsuccessful, they must then adhere to the agency's overall pursuit policy.
- vii) Once the officer initiates a pursuit, the officer may continue the pursuit until:
 - (1) Relieved by another officer.
 - (2) The aircraft takes over monitoring of the pursued vehicle, and the ability of the ground units/officers to continue following the pursued vehicle is not safe or feasible.
 - (3) The violator voluntarily stops.
 - (4) The violator is forcibly stopped.
 - (5) The pursuit is terminated by the officer or pursuit supervisor.
 - (6) Deployment of a vehicle tracking device, or other approved technology, shall be utilized to maintain continuous monitoring of the suspect vehicle when active pursuit is terminated or deemed unsafe.
- b) Unless approved by the pursuit supervisor, only two (2) pursuit units shall be used. This does not prevent officers who are not directly involved in the pursuit from positioning themselves at strategic locations along the expected route to be available or from following units creating a traffic break from the pursuit location on a major highway or interstate.
- c) When pursuing a wrong-way driver, commissioned personnel are discouraged from driving their patrol vehicles the wrong way on any divided



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



highway unless articulable circumstances and exigent circumstances make it necessary to do so (i.e., initiating vehicle-to-vehicle contact), and the action can stop the wrong-way driver immediately. Otherwise, commissioned personnel should pursue in the correct lane of travel.

- d) A pursuit shall not be initiated or participated in if non-commissioned personnel are passengers or if a person is in custody inside the patrol vehicle, except when the passenger is a New Mexico State Police recruit.

- e) **Upon initiating a pursuit - General:**

- i) Shall activate and continuously operate the patrol vehicle's emergency lights, siren, BWC, and in-car video recording system until the pursuit has ended or is abandoned.
- ii) The operator of an unmarked unit may initiate a pursuit only if the unit is equipped with a siren and red flashing lights. The operator must immediately request a marked unit to take over the pursuit. When a marked unit becomes available, the unmarked unit shall withdraw from the primary pursuit position and assume a secondary pursuit role. Once a second marked unit joins the pursuit, the unmarked unit must withdraw right away, allowing the two marked units to actively pursue.
- iii) Motorcycle units shall not initiate a pursuit unless the officer has probable cause to believe the offender poses an imminent threat of death or great bodily harm to other motorists or the public. When starting a pursuit, the motorcycle operator will immediately request a marked unit to take over. Once a marked unit becomes available, the motorcycle unit shall withdraw from the primary pursuit position and assume a secondary position. When a second marked unit joins the pursuit, the motorcycle unit will immediately withdraw, allowing the two marked units to actively pursue. Due to the inherent dangers of motorcycle operations, motorcycle operators will exercise due diligence during pursuit operations.

- f) **Jurisdiction**

- i) **Pursuits crossing into adjacent states**

- (1) An officer/agent who is in fresh pursuit is authorized to pursue the suspect across any state boundary line marking the territorial limit of the pursuing officers authority to stop, arrest, or issue a summons and/or complaint.



**DEPARTMENT OF PUBLIC SAFETY
POLICIES & PROCEDURES**



(2) Officer/agent shall notify dispatch upon crossing into another state.

ii) Tribal Lands

(1) Personnel may enter tribal lands without prior permission when:

- (a) The pursuit originated in state jurisdiction.
- (b) The pursuit is continuous and immediate.
- (c) The entry into Tribal Lands is permitted under federal and state law.

iii) Personnel shall:

- (1) Not initiate pursuit if violation originated out of state. Unless the circumstances meet the criteria listed below under; iv) Exigent Circumstances.
- (2) Notify dispatch immediately upon crossing inter/intra-jurisdictions.
- (3) Immediately disengage if ordered to do so.

iv) Exigent Circumstances

- (1) Personnel may enter without prior approval when:
 - (a) There is an immediate threat to life (such as an active shooter, violent felon in progress)
 - (b) Delay would result in serious bodily injury or death.

g) Initial actions to be taken upon initiating a pursuit – Primary Pursuit Officer

- i) Give the initial reason for the stop.
- ii) Shall assume a pursuit supervisor's responsibilities until relieved of those duties.
- iii) Shall request that a supervisor be notified of the pursuit.
- iv) Shall provide dispatch with the following pertinent information regarding the pursuit:
 - v) Existence of any information concerning the presence/use of firearms, overt threat of force, or other unusual hazards
 - vi) The location, direction, and speed of the pursuit.
 - vii) Description of the pursued vehicle, including the license plate number, if known. Description and number of occupants.
- viii) Update dispatch as often as possible, as to direction, speed, location, presence of other traffic and dangerous activity by the pursued driver, and any other factors that could be dangerous to the public or pursuit participants.
- ix) The number of patrol vehicles engaged in the pursuit, including the number of patrol vehicles from other police departments.



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



h) Secondary Pursuit Officer

- i) In pursuits initiated by DPS, the following actions shall be taken:
 - (1) When actively participating in a pursuit, shall activate and continuously operate the patrol vehicle's emergency lights, siren, and in-car video recording system until the pursuit has terminated or is abandoned.
 - (2) Assume the primary communications role and regularly update dispatch with all relevant information, such as direction, speed, location, dangerous activity by the pursued driver, and any other factors that could pose a risk to the public or pursuit personnel.
 - (3) Notify dispatch of your presence and involvement. Assist the primary unit in apprehension of the fleeing vehicle. Should the primary unit experience equipment failure, the secondary unit may continue the pursuit.
 - (4) Assist with high-risk or felony stop.

i) Public Safety Telecommunicator / Dispatch Responsibilities

- i) **Initiate Pursuit Communications:** Clear the air to maintain uninterrupted radio traffic, announce the active pursuit, and assign a dedicated radio channel if necessary. Notify units to resume normal traffic once the pursuit ends.
- ii) **Support Unit Coordination:** Identify and dispatch a secondary or backup unit to assist the primary pursuing officer.
- iii) **Supervisor Notification:** Immediately inform a supervisor and provide key pursuit details, including involved units, suspect vehicle description, and location.
- iv) **Interagency Alerts:** Notify law enforcement agencies in the path of the pursuit to support coordination and officer safety.
- v) **Vehicle Information Checks:** Run registration, license plate, and file checks on the suspect vehicle and report findings to field units.
- vi) **Ongoing Updates:** Monitor and repeat critical pursuit information—such as location, speed, direction, and any hazards—to keep all responding units and supervisors informed.
- vii) If a vehicle pursuit is ended, dispatch must quickly notify local law enforcement agencies through teletype, radio, or other communication methods available. This notice should include detailed information about



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



the pursuit, such as why it was ended, a description of the suspect vehicle, the last known direction of travel, and any other relevant intelligence needed for situational awareness or potential apprehension efforts.

- viii) If a GPS tracking device is deployed by Officers, dispatch shall advise officers of updated location information on the tagged target vehicle.

j) Pursuit Supervisor

- i) Avoid active involvement in the pursuit whenever possible. Takes overall responsibility for managing the pursuit tactics, including, but not limited to:
- (1) Actively monitor and manage the pursuit
 - (2) Requesting additional information or updates
 - (3) Deciding whether the pursuit should continue or be terminated
 - (4) The safety of the public, officers, and suspects is being continuously assessed.
 - (5) No more than the necessary number of units is involved.
 - (6) If feasible, request that aircraft and monitoring technology be requested.
 - (7) Consider assigning other available resources to assist as applicable.
 - (8) Assess the need for pursuit intervention technologies and employ them only when justified.
 - (9) Assess and document the need for establishing roadblocks; roadblocks shall only be implemented when justified by the circumstances and authorized according to department policy.
 - (10) Ordering other units to assist in the pursuit or discontinue the pursuit, as the situation dictates. Should the pursuit be terminated, ensure dispatch has informed surrounding law enforcement agencies.
- ii) The supervisor shall terminate the pursuit if it is believed the continuation will be more dangerous to the public, officers, and or the person being pursued than the necessity to capture the suspect.

k) Department Aircraft

- i) If the aircraft is used in a pursuit, the Tactical Flight Crew will notify the appropriate communications center once they are in position to follow the pursued vehicle. The Tactical Flight Crew may assist in any way possible. At no point will department aircraft be considered pursuit vehicles. Their role



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



during any incident is to monitor, report, and provide frequent updates to support ground operations.

- ii) Once the aircraft has responded and has visual contact with the pursued vehicle and pursuing units, the Tactical Flight Crew shall monitor and relay the progress of the pursued vehicle to all ground units unless pursuing ground units are in a more advantageous position to continue the pursuit. This applies only to pursuits that meet department policy and have been authorized by an on-duty supervisor.
- iii) Once the aircraft takes over primary communications during an active pursuit, ground units may reduce or turn off emergency equipment, slow emergency driving, and stop active pursuit. Ground units may still use Tactical Flight Crew broadcasts to assist in suspect apprehension.
- iv) Based on the information from the Tactical Flight Crew, the supervisor will determine the number of units needed to track the vehicle.
- v) Aircraft, with the help of a ground supervisor, may use its overhead view to guide and control ground units in a way that gradually tightens the perimeter around the vehicle to apprehend the suspects.
- vi) The aircraft will track and transmit the offender's movement direction.
- vii) The aircraft will notify the supervisor in charge if available if units are still pursuing the suspect vehicle. The police units pursuing the vehicle will be identified by unit number/call sign, by aircraft when possible.
- viii) If an officer is attempting to stop a vehicle that he/she knows is involved in a criminal act, and the circumstances of the situation do not comply with this policy (not a pursuit), and an aircraft is available, the officer may request the aircraft to monitor the vehicle for the officer to have an opportunity to apprehend the offenders. The officer should pull back a sufficient degree so that the officer is not a factor in the driving behavior of the offender.
- ix) Aircraft will broadcast specific directions of travel and frequent updates on activity. Aircraft will notify the original officer or supervisor of where the vehicle stops. The notified officer or supervisor will determine the appropriate response.

I) Assists to Other Agencies

- i) Officers shall not assist another agency in a pursuit and must end their involvement if the actions of the other agency would require the NMSP officer to act against this policy.



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- ii) Officers must perform the same balancing test when deciding whether to assist another agency with a pursuit.
- iii) The department initiating the pursuit will stay in control and be accountable for the outcome.
- iv) Officers will refrain from assuming the role of primary pursuit officer in pursuits originating from other agencies unless specifically authorized by a supervisor.
- v) Officers must continually assess the evolving situation to decide if the risks faced during agency assistance justify ongoing involvement.

m) Forcible Stops

- i) Officers may use forcible stops and pursuit intervention technology designed to direct a pursued vehicle's direction, forcibly stop and immobilize the pursued vehicle's ability to continue, or remotely track the suspect vehicle, based upon the officer's available equipment, training, ability, and experience.
- ii) Refer to *OPR: 05 – Pursuit Intervention Technologies* and *OPR: 01 – Use of Force* for information.

n) Pursuit Termination

i) The Balancing Test

- (1) At all times, any officer involved in the pursuit shall weigh the risk of the pursuit against the need to apprehend the suspect.
- (2) Officers must evaluate relevant risk factors when deciding to initiate a pursuit and must keep assessing as the incident progresses.
 - (a) The seriousness of the offense
 - (b) Existence of vehicles and pedestrian traffic
 - (c) Known information on the suspect
 - (d) Road configuration (e.g., interstate, divided highway, work zone)
 - (e) Physical location and population density (e.g., residential area, school zone, business district)
 - (f) Lighting and visibility
 - (g) Weather and environmental conditions
 - (h) Performance capabilities of the pursuit vehicle and the vehicle being pursued
 - (i) Officer training and experience



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- (j) Availability, both in time and distance, of support units, both ground and air, technology, and tagging and/or tracking capability
 - (k) Speed and evasive tactics employed by the suspect
 - (l) Presence of minors and/or other individuals in the suspect vehicles
 - (m) Existence of any other condition or situation that would create an unreasonable risk
- (3) All personnel will terminate a pursuit when:
- (a) The danger to the public, officers, or the suspect from continued pursuit outweighs the benefit of apprehending the suspect.
 - (b) Ordered to do so by a supervisor.
 - (c) The driver's identity is confirmed, allowing for future apprehension.
 - (d) Weather and/or traffic conditions significantly increase the risk of pursuit beyond the value of apprehending the suspect.
 - (e) Visual contact with the suspect vehicle has been lost and it is unlikely that contact will be re-established immediately.
 - (f) The actions of any commissioned officers, including those from other law enforcement agencies, involved in the pursuit are against this policy.
- (4) Upon termination, all pursuing units shall deactivate emergency equipment and either stop, resume the posted speed limit, or disengage by turning around.
- (5) When a pursuit is voluntarily terminated or an officer is instructed by the supervisor to stop the pursuit, the officer will disengage and cease actively following the suspect vehicle. All emergency equipment will be turned off. The officer will fully disengage by changing direction or coming to a complete stop. Officers will not exceed posted speed limits or break any other traffic laws to regain contact with the suspect vehicle.
- (6) Ending a pursuit does not prevent follow-up investigations, which should be carried out whenever a subject evades law enforcement, to identify, locate, and apprehend the suspect through legal means.

o) ADMINISTRATIVE PROCEDURES

i) Reporting Requirements – Primary and Secondary Pursuit Officer

- (1) Reporting requirements for Primary Pursuit Officer
 - (a) Shall complete an offense/incident report within three (3) days.



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



- (b) Entry of the pursuit into the department database within three (3) days of the pursuit.
- (2) Reporting requirements for Secondary Pursuit Officer
 - (a) The secondary pursuit officer shall complete a supplemental offense/incident report within three (3) days of the pursuit.
 - (b) This will be incorporated into the department database entry prepared by the Primary Pursuit Officer within three (3) days.

ii) Reporting Requirements – Supervisor

- (1) At the end of a pursuit, the supervisor will ensure that the pursuit entry is entered into the department database and that all supporting documentation is attached. This should include:
 - (a) All police reports related to the pursuit.
 - (b) CAD logs
 - (c) Recording of all radio transmissions during the pursuit (if applicable).
 - (d) Copies of all audio and video recordings that capture the pursuit and/or forcible stop and arrest.
 - (e) A summary of the incident and findings in the comments section of the department's database entry, providing all relevant information concerning the pursuit and whether the supervisor was notified immediately or not.
 - (f) Entry of the pursuit into the department's database.
 - (g) Entry of any force used in the department's database (if applicable).
- (2) Use of Force Packets must be completed and submitted according to DPS policy *OPR: 01 Use of Force*.

iii) Reporting Requirements for Assists to Other Agencies

- (1) When assisting in pursuits initiated by another law enforcement agency, officers will adhere to the secondary pursuit officer procedures listed in this policy but will take alternative reporting actions.
- (2) If the officer actively participates in the pursuit conducted by other agencies, the following items must be completed for the pursuit and recorded in the department database:
 - (a) An offense/incident report detailing their involvement in the other agency's pursuit and entry of the pursuit into the department database within three (3) days. The department database entry will



DEPARTMENT OF PUBLIC SAFETY POLICIES & PROCEDURES



contain all information available to the secondary pursuit officer. The name of the agency being assisted will be noted in the comments section.

- (b) All DPS audio, video and dispatch recordings of the incident.
- (c) A summary of the findings in the comments section of the department database pursuit entry by a supervisor.
- (d) If the officer attempts to assist another agency with their pursuit, but never actively becomes involved (pursuit terminated prior to their involvement, etc.) then no reporting is necessary other than documentation on the CAD.
- (e) The timeline for pursuit critiques and a pursuit submission to zone commanders will remain the same as for DPS-initiated pursuits.

iv) Investigations Bureau.

- (1) The Investigations Bureau is responsible for the criminal investigation of all use-of-deadly-force incidents involving departmental personnel and/or vehicles in which the application of deadly force has, or reasonably could have, resulted in a physical injury or death to any person, or as directed by the Chief of the New Mexico State Police. For further information, refer to *OPR: 29 Investigation of Use of Force Incidents Resulting in Death or Great Bodily Harm*.

v) Standards Bureau Force Investigations Unit

(1) Reporting

- (a) Standards Bureau Force Investigations Unit shall review all Vehicular Pursuits directly from district/bureau supervisors. The Force Investigations Unit SME's will thoroughly review each incident to document policy/procedural violations, secondary shortfalls and other officer safety/training discrepancies.
- (b) District/Bureau Personnel will complete the Pursuit Blue Team, within 10 days of the incident and send directly to the force investigator assigned to their district / bureau. The Standards Bureau will complete the pursuit review within 45 days. Commanders will receive the policy review from the Standards Bureau Commander for the handling of the corrective action. The District/Bureau Commander will send the Standards Bureau Commander a detailed response to the policy review for closing of the case. Each case shall be closed out within 60 days of the



**DEPARTMENT OF PUBLIC SAFETY
POLICIES & PROCEDURES**



incident, unless circumstances exist to prolong the case, which will be noted.

p) Departmental Training

- i) Every officer shall be given documented initial training on pursuits, including but not limited to the Safe Pursuit Act, and DPS Pursuit Policy - including Pursuit Intervention Technologies.
- ii) Every officer shall be given documented annual refresher training on pursuits, including but not limited to the Safe Pursuit Act, the DPS Pursuit Policy - including Pursuit Intervention Technologies.

7) ATTACHMENTS

- a) **NONE**

8) APPROVAL

APPROVED BY:  DATE: 12-8-25
DPS Cabinet Secretary