




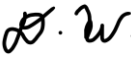
August 29, 2025

**FISCAL AND POLICY NOTE**

TO: Colette R. Gresham, Esq.  
Acting Council Administrator

Karen T. Zvakos  
Associate Council Administrator

THRU: Josh Hamlin   
Director of Budget and Policy Analysis

FROM: David Williams   
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement  
CB-061-2025 Police Vehicle Pursuits Conduct and Reporting- Zoey's Law

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**CB-061-2025** (Proposed by: Council Vice Chair Oriadha)

Assigned to the Health, Human Services, and Public Safety (HHSPS) Committee

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AN ACT CONCERNING POLICE -VEHICLE PURSUITS CONDUCT AND REPORTING-ZOEY'S LAW for the purpose of clarifying the circumstances under which Prince George's County Police Officers may engage in vehicle pursuits; encouraging officers to minimize pursuits; and requiring annual reporting on vehicle pursuit data.

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**Fiscal Summary**

**Direct Impact**

*Expenditures:* Minimal additional expenditures may be required.

*Revenues:* No anticipated revenue impact.

**Indirect Impact**

Potential favorable indirect impact.

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### **Legislative Summary:**

CB-061-2025<sup>1</sup>, proposed and sponsored by Council Vice Chair Oriadha, was presented on June 17, 2025, and referred to the Health, Human Services, and Public Safety (HHSPS) Committee. This bill restricts Prince George's County Police Department (PGPD) officers from engaging in vehicular pursuits that do not meet specified criteria. This bill mandates that officers make an attempt to engage in deferred enforcement or apprehend suspects at a later time, to prevent engaging in vehicular pursuits while maintaining all privileges bestowed upon emergency vehicle operators as per the Maryland State law. Additionally, CB-061-2025 mandates that PGPD create a pursuit review board to evaluate all vehicular pursuits to ensure compliance with this legislation. The Department will also be charged with annual reporting requirements on police pursuit data to the Council.

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### **Background/Current Law:**

In January 2022, the Maryland State Senate introduced Senate Bill 551 (SB0551)<sup>2</sup>. This bill outlined parameters for fresh pursuits to reduce the risk pursuits pose to the public. The language within the bill stipulates that an officer cannot engage in a fresh pursuit unless:

- They know that the suspect has committed a dangerous act;
- The suspect poses an imminent danger to the public;
- The officer knows or has reason to know that the suspect cannot be pursued using any other methods; or
- The Officer has received supervisory approval from a supervisor not involved in the fresh pursuit.

This bill also contains parameters for the conduct of officers during a fresh pursuit, such as speed restrictions in commercial and residential areas, protocols for multi police vehicle pursuits, and individual officer conduct. This bill did not make it out of committee, but it serves as a template for fresh pursuit regulation in the state. The Maryland state statute for fresh pursuits can be found under Title 2, Subtitle 3, Section 2-301.<sup>3</sup> Some argue that police officers should prioritize the safety of citizens in the surrounding environment over the apprehension of a suspect in their decision matrix.

On March 7, 2025, 3-year-old Zoey Harrison was killed in a vehicular accident on South Addison Road in District Heights, when she and her mother were struck by a reckless driver fleeing police.<sup>4</sup> Around the same time frame, two other individuals were killed when suspects attempting to flee police collided with the victims. These events and the residual public response prompted the introduction of this legislation.

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### **Resource Personnel:**

<sup>1</sup> Prince George's County- [CB-061-2025](#)

<sup>2</sup> Maryland General Assembly- [SB0551](#)

<sup>3</sup> Maryland Code, Criminal Procedure, [Section 2-301](#)

<sup>4</sup> NBC Washington- [Zoey Harrison incident](#)

- Tiffany Hannon, Chief of Staff, Council District 7
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### **Discussion/Policy Analysis:**

Police pursuit restrictions stem from a public safety outcry to reduce collateral damage. One of the unintended consequences of police pursuits is additional casualties. Police pursuit deaths have created a cause for national concern. This concern prompted Congress to direct the National Highway Traffic Safety Administration (NHTSA) to conduct a study to assess the problem.<sup>5</sup> The study showed police pursuit fatalities on a steady trend upward, and as per the Fatality Analysis Reporting System<sup>6</sup>, between 2015 and 2020, there were an average of 370.5 fatal crashes per year due to police pursuits. This bill adds restrictions to the ability of PGPD to engage in vehicle-borne pursuits, encourages deferred enforcement, mandates the department establish a body of administrative review, and establishes annual reporting requirements. Under Subtitle 18. Division 5. Subdivision 2. Section 18-175 to 18-176, this bill establishes vehicle pursuit requirements dictating that officers may engage in a vehicle-borne pursuit if:

- The suspect has committed a felony or violent misdemeanor; or
- Poses an imminent threat of death or serious bodily injury to another person

Officers are encouraged to utilize methods of deferred enforcement, or apprehending the suspect at a later time, without a vehicle pursuit. The bill mandates that the Police Department create the internal Pursuit Review Board, which will review all pursuit-related crashes to determine whether the Department followed all current procedures and regulations related to pursuit. This bill does not infringe upon the privileges granted to emergency vehicle operators under the Maryland Transportation statute, Title 21. Subtitle 1. Section 21-106.<sup>7</sup> Lastly, the Chief of Police shall present an annual report no later than September 1<sup>st</sup> of each year. This report will be comprised of assessments of the vehicle pursuits that occurred within the previous fiscal year. The report shall include, but not be limited to:

- Total number of vehicle pursuits
- Reason for the vehicle pursuit
- The number of vehicle pursuits that were ceased after initiation
- The number of vehicle pursuits that resulted in a collision
- The number of vehicle pursuits that resulted in death or injury to an officer or citizen
- The number of vehicle pursuits that were found to be within or outside of Department policy
- Summarized data regarding location, length, and duration of vehicle pursuits; suspect demographics; and collision damage and injuries

Vehicle-related police pursuits have caused several fatalities within the County in recent months. One pedestrian was killed while walking along East-West Highway in Chillum.<sup>8</sup> And another citizen was killed in a collision with a suspect fleeing police in Landover.<sup>9</sup> Law enforcement issues have been a consistent public safety challenge within the County. Police efforts to interdict and mitigate automobile

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<sup>5</sup> Vehicular Pursuits- [NHTSA](#)

<sup>6</sup> Fatality Analysis Reporting System- [Fatality data](#)

<sup>7</sup> Maryland Code, Transportation, [Section 21-106](#)

<sup>8</sup> Daily Voice- [Pedestrian killed](#)

<sup>9</sup> MSN- [Patricia Riddick incident](#)

theft and other crimes can result in high-risk vehicle pursuits, which present additional public safety challenges. The District of Columbia imposes pursuit restrictions on officers via Section 5-365.02.<sup>10</sup> It very closely mirrors that of the proposed bill CB-061-2025, putting additional responsibility on officers to ensure pursuits are only undertaken in the event that there are no other options for apprehension.

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**Fiscal Impact:**

- *Direct Impact*

Enactment of CB-061-2025 may have a minor direct adverse impact on County expenditures related to the formation and administration of the internal Pursuit Review Board, as well as compliance with the annual reporting requirement. Any additional expenses are unlikely to be significant, and may be able to be absorbed under the Department's current appropriation.

- *Indirect Impact*

Enactment of CB-061-2025 may have a positive indirect impact by enhancing data on pursuit-related collisions provided to the Council to improve public safety outcomes. This bill may also result in a decrease in police pursuits through reliance on deferred enforcement, resulting in enhanced public safety and fewer adverse civil decisions against the County.

- Appropriated during the Current Fiscal Year Budget:

No.

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**Effective Date:**

CB-061-2025 shall be effective (45) calendar days after it becomes law.

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If you require additional information or have questions about this fiscal impact statement, please email me.

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<sup>10</sup> Council of District of Columbia- [§5-365.02](#)