



SACRAMENTO POLICE DEPARTMENT

GENERAL ORDERS



521.01 PURSUIT OF VEHICLES 09-09-2026

PURPOSE

The purpose of this order is to provide peace officers involved in vehicle pursuits with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law.

POLICY

It shall be the policy of the Sacramento Police Department (SPD) to balance the importance of apprehending suspects who unlawfully flee from law enforcement against the risks associated with vehicle pursuits.

PROCEDURE

A. DEFINITIONS

1. INTERVENTION TACTICS - Specific operational tactics (e.g., pursuit intervention/immobilization technique [PIT], tire deflation device, other application of technology, etc.) involving the use or presence of a physical force, intended to end a vehicle pursuit by disabling a fleeing vehicle or otherwise preventing further flight or escape.
2. PRIMARY UNIT – The law enforcement unit, typically the initiating unit, responsible for controlling a vehicle pursuit.
3. PURSUIT INTERVENTION TECHNIQUE (PIT) - A low-speed tactic intentionally applied to cause the suspect vehicle to spin out and terminate the pursuit.
4. SECONDARY UNITS – Additional law enforcement units assisting the primary unit and directly involved in a vehicle pursuit.
5. SURVEILLANCE MODE - A response in which an air unit is used as an observation platform for continued surveillance of a motor vehicle after a pursuit has been terminated at the direction of a supervisor.
6. TIRE DEFLATION DEVICE - A device that extends across the roadway designed to puncture the tires of the pursued vehicle, sometimes referred to as spike strips or stop-sticks.
7. TERMINATE - To discontinue a pursuit or stop chasing fleeing vehicles.
8. TRACKING SOFTWARE – A web-based software that allows employees to enter vehicle pursuit incident information into a computer database.
9. TRAIL - Following the path of the pursuit at a safe speed while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing vehicle will maintain sufficient distance from the pursuit vehicles so as to clearly indicate an absence of participation in the pursuit
10. VEHICLE PURSUIT - An event involving one or more law enforcement officers attempting to apprehend a suspect, who is attempting to avoid arrest while operating a motor vehicle by using high-speed driving or other evasive tactics, such as driving off a highway, turning suddenly, or driving in a legal manner but willfully failing to yield to a peace officer's signal to stop.

B. OFFICER RESPONSIBILITIES

1. It shall be the policy of the SPD that a vehicle pursuit shall only be conducted using SPD emergency vehicles that are equipped with and displaying emergency lighting and sirens as required by Vehicle Code § 21055.
 - a. Officers operating vehicles not equipped with emergency lighting and sirens are prohibited from initiating or joining in any pursuit.



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2. Vehicle Code § 21055 authorizes the driver of an emergency vehicle to disregard certain provisions of Division 11, "Rules of the Road," while engaged in rescue operations, in pursuit of an actual or suspected violator, or when responding to an emergency.
 - a. In accordance with Vehicle Code § 21056, the "Rules of the Road" exemption does not relieve the driver of an authorized emergency vehicle from the:
 - (1) Duty to drive with due regard for the safety of all persons.
 - (2) Consequences of an arbitrary exercise of the provision.
3. Peace officers involved in a vehicle pursuit shall immediately:
 - a. Activate their vehicle's emergency lights to include a forward-facing solid red light.
 - b. Continuously sound the vehicle's siren.
4. Available in-car camera (ICC) and body-worn camera (BWC) systems shall be activated whenever a peace officer is involved in a vehicle pursuit.
 - a. Officers shall not deactivate their ICC or BWC until the investigative or enforcement activity has concluded in accordance with General Order 525.07 and General Order 525.03.
 - b. If an officer is unable to activate the ICC or BWC system, or the system fails to record all or part of the vehicle pursuit, the officer shall immediately contact their supervisor and note the reason that a recording was not made on the call history and in the associated general offense report.

C. WHEN TO INITIATE A PURSUIT

1. Peace officers are authorized to initiate a pursuit when the officer reasonably believes that a suspect, who has been given a signal to stop by a law enforcement officer, is attempting to evade arrest or detention by fleeing in a vehicle.
2. Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances.
3. The following factors shall be considered in deciding whether to initiate a pursuit:
 - a. The seriousness of the known or reasonably suspected crime and its relationship to community safety.
 - b. The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists, and others.
 - c. The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones), and the speed of the pursuit relative to these factors.
 - d. The pursuing officers' familiarity with the area of the pursuit, the quality of radio communications between the pursuing officers and the dispatcher, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
 - e. Weather, traffic, and road conditions that unreasonably increase the danger of the pursuit when weighed against the risk of the suspect's escape.
 - f. Whether the identity of the suspect has been verified.
 - g. The performance capabilities of the vehicles used in the pursuit in relation to the speeds and other conditions of the pursuit.
 - h. Emergency lighting and siren limitations on unmarked police department vehicles that may reduce visibility of the vehicle, such as visor or dash-mounted lights, concealable or temporary emergency lighting equipment, and concealed or obstructed siren positioning.
 - i. Suspect and law enforcement vehicle speeds.
 - j. Other persons in or on the pursued vehicle (e.g., passengers, co-offenders, hostages).
 - k. The availability of other resources such as air support or vehicle locator or deactivation technology.



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- I. The police unit is carrying passengers other than police officers.
 - (1) Officers should not engage or participate in pursuits while transporting prisoners, victims, or members of the public, except for ride-alongs who have signed an "Indemnity and Hold Harmless" agreement (SPD 579).

D. CONTINUATION OR TERMINATION OF A PURSUIT

1. Pursuits should be terminated whenever the totality of objective circumstances known, or which reasonably ought to be known to the peace officer or supervisor during the pursuit indicates that the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.
2. The factors listed in this order on when to initiate a pursuit will apply equally to the decision to continue or terminate a pursuit. Peace officers and supervisors must objectively and continuously weigh the apparent need for immediate capture against the potential danger to innocent motorists, themselves, and the public when electing to continue a pursuit to protect the public.
3. In addition to the factors that govern when to initiate a pursuit, the following factors shall also be considered individually and collectively in deciding whether to continue or terminate a pursuit:
 - a. The distance between the pursuing vehicle and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
 - b. The pursued vehicle's location is no longer definitely known.
 - c. The pursuing vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
 - d. The pursuing vehicle's emergency lighting equipment or siren becomes partially or completely inoperable.
 - e. The danger that the continued pursuit poses to the public, the officers, or the suspect, balanced against the risk of allowing the suspect to remain at large.
 - f. The identity of the suspect is known, and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit.
 - g. Extended pursuits of violators for misdemeanors not involving violence, risk of serious harm, or weapons (independent of the pursuit) are generally discouraged.
4. When the pursuit has been terminated, all officers involved in the pursuit shall immediately enter a "Miscellaneous" message on the pursuit related Computer Aided Dispatch (CAD) call, to include actions taken, location, vehicle number, and other pertinent information. Officers will make themselves available for service.
5. Only the supervisor who ordered a pursuit to be terminated, or a higher authority, may authorize the resumption of the pursuit.

E. UNMARKED VEHICLES AND POLICE MOTORCYCLES:

1. If involved in a pursuit, unmarked emergency vehicles or police motorcycles should be replaced by marked emergency vehicles as soon as practical.
 - a. Officers in unmarked vehicles or on motorcycles shall:
 - (1) Broadcast their involvement in a pursuit, specifically identifying their vehicle as unmarked or a motorcycle.
 - (2) Discontinue their involvement in the pursuit when sufficient marked units are in position to take over the pursuit.
 - b. Emergency vehicles that do not have the word "Police" prominently displayed on the front doors and rear of the vehicle shall be considered unmarked.

F. NUMBER OF UNITS AUTHORIZED TO PARTICIPATE IN A PURSUIT

1. Vehicle pursuits should be limited to four emergency vehicles, a primary unit and three secondary units, however the number of units involved may vary with the circumstances, and additional units may become involved in the pursuit with supervisor approval.



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- a. Additional units may be authorized to join a pursuit if it reasonably appears that the number of officers involved may be insufficient to safely arrest the suspects, considering factors such as:
 - (1) The number of suspects in the fleeing vehicle.
 - (2) The nature of the violation or suspected offense.
 - (3) Officer safety, to include information concerning the presence or use of firearms, an overt threat of force or another unusual hazard.
- b. All other officers should stay out of the pursuit but should remain alert to its progress and location.
- c. Any officer who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

G. PURSUIT UNIT RESPONSIBILITIES

1. Primary pursuit unit:
 - a. The initial pursuing peace officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless the officer is unable to remain reasonably close to the suspect's vehicle or is re-directed by the supervisor controlling the pursuit.
 - b. The primary responsibility of the officer initiating the pursuit is balancing the need for the immediate apprehension of the suspect against the risk to officers, innocent motorists, and others to protect the public.
 - c. The primary unit should notify the dispatcher, that a vehicle pursuit has been initiated, and as soon as practicable broadcast information including but not limited to:
 - (1) The location, direction of travel, and estimated speed of the suspect's vehicle.
 - (2) The description of the suspect's vehicle including license plate number, if known.
 - (3) The reason for the pursuit.
 - (4) Known or suspected weapons, threats of force, violence, injuries, hostages, or other unusual hazards.
 - (5) The suspected number of occupants and identity or description.
 - (6) The weather, road, and traffic conditions.
 - (7) The need for any additional resources or equipment.
 - (8) If other law enforcement agencies are involved in the pursuit.
 - d. Until relieved by a secondary unit, the officer(s) in the primary unit is responsible for the broadcasting of the progress of the pursuit, and shall provide updates on:
 - (1) The location, direction of travel and estimated speed of the suspect's vehicle.
 - (2) The weather, traffic, and road conditions.
 - (3) Pertinent dangerous driving, and/or dangerous conditions (e.g., high speeds, running stop signs and/or red lights, wrong-way driving, pedestrian traffic)
 - e. Unless circumstances reasonably indicate otherwise, the primary pursuing officer should, as soon as practicable, relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit joining the pursuit to minimize distractions and allow the primary pursuing officer to concentrate foremost on safe pursuit tactics.
2. Secondary pursuit unit:
 - a. The second peace officer in the pursuit will be designated as the secondary unit and is responsible for:
 - (1) Immediately notifying the dispatcher of entry into the pursuit.
 - (2) Remaining a safe distance behind the primary unit unless directed to assume the role of primary pursuit vehicle or if the primary pursuit vehicle is unable to continue the pursuit.
 - (3) Broadcasting the progress, updating known or critical information, and providing changes in the pursuit, unless the situation indicates otherwise.
 - (4) Identifying the need for additional resources or equipment as appropriate.



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- (5) Serving as backup to the primary pursuing officer once the suspect has been stopped.
- (6) Broadcasting if other law enforcement agencies are involved in the pursuit.

3. Passenger responsibilities:

a. Officers involved in a vehicle pursuit as a passenger should:

- (1) Provide navigational support.
- (2) Handle radio communications.
- (3) Advise the driver of any risks that they observe including:
 - (a) Road conditions.
 - (b) Traffic density.
 - (c) Presence of pedestrians.
 - (d) Actions or behavior of the pursued vehicle and its occupants.
 - (e) Excessive speeds by the pursued vehicle or police vehicles involved in the pursuit.
 - (f) Potential hazards.

H. PURSUIT DRIVING TACTICS

- 1. The decision to use specific driving tactics requires the same assessment of the factors the officer considered when determining whether to initiate, continue and/or terminate a pursuit. The following are tactics for units involved in the pursuit:
 - a. Peace officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
 - b. Because intersections can present increased risks, the following tactics should be considered:
 - (1) Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
 - (2) Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.
 - c. As a general rule, officers should not pursue a vehicle driving (wrong way) against traffic. In the event that the pursued vehicle does so, the following tactics should be considered:
 - (1) Terminating the pursuit.
 - (2) Requesting assistance from available air support.
 - (3) Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the roadway.
 - (4) Requesting other units to observe exits available to the suspects.
 - d. Notifying the California Highway Patrol (CHP) or other law enforcement agencies if it appears that the pursuit may enter their jurisdiction.
 - e. Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise, or they are requested to do so by the primary unit and with a clear understanding of the maneuver process between the involved units.

I. PURSUIT TRAILING

In the event the initiating peace officer from the SPD either relinquishes control of the pursuit to another unit or jurisdiction, that initiating officer may, with permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspects and reporting the incident.

J. AIR SUPPORT ASSISTANCE

- 1. When available, air support assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, the air unit should provide information to supervisor(s) and ground unit(s) for continuous assessment of risk to the public, officer(s), and suspect(s).
- 2. The primary and secondary ground units, or involved supervisor, will maintain operational control but



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should consider whether the participation of air support warrants the continued close proximity or involvement of ground units in the pursuit.

3. The air unit should coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road hazards, or other pertinent information to evaluate whether to continue or modify ground unit response
4. Once the air unit is in position, the supervisor, in the interest of safety, shall evaluate the tactical involvement of ground units in the pursuit.
 - a. Consideration shall be given to terminating the ground pursuit and having the aircraft conduct aerial surveillance of the suspect vehicle in surveillance mode for later apprehension.
 - b. When operating in surveillance mode officers on the ground will work in conjunction with the air unit to remain in the area of the suspect vehicle until the suspect stops.
5. If ground units are not within visual contact of the pursued vehicle and the air support unit determines that it is unsafe to continue the pursuit, the air unit should recommend terminating the pursuit.
6. An aircraft is not defined as an authorized emergency vehicle in the California Vehicle Code and should not be described as a pursuit vehicle.

K. SUPERVISORY CONTROL AND RESPONSIBILITIES

Supervisory responsibility shall include management and control of a pursuit, assessment of risk factors associated with a pursuit, and when to terminate a pursuit.

1. District Supervisor Responsibilities:

- a. The district supervisor where the pursuit originated or if unavailable, the nearest field supervisor, will be responsible for:
 - (1) Immediately notifying the involved unit and the dispatcher via the radio that the supervisor copies the pursuit.
 - (2) Exercising management and control of the pursuit by:
 - (a) Ensuring that no more than the required number of units are involved in the pursuit under the guidelines set forth in this order.
 - (b) Directing that the pursuit be terminated if, in the supervisor's judgment, it is unreasonable to continue the pursuit under the guidelines of this order.
 - (c) Ensuring that assistance from air support, canines, or additional resources is requested, if available and appropriate.
 - (d) Ensuring that the proper radio channel is being used.
 - (e) Ensuring that the watch commander is notified of the pursuit as soon as practicable.
 - (f) Ensuring the notification and coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this department.
 - (g) Controlling and managing SPD units when a pursuit enters another jurisdiction.
 - (h) Ensuring that department vehicles damaged or subjected to severe use are taken to a Public Safety Garage to be inspected in accordance with GO 420.01 (Use of Police Vehicles).
 - (i) Completing a vehicle pursuit incident tracking software entry to be routed to the watch commander responsible for the pursuit and copied to the Emergency Vehicle Operations Center (EVOC) sergeant.
 - i. The pursuit incident tracking software entry shall provide a summary of steps taken to review the incident and identify any of the supervisor's concerns related to the pursuit.
 - ii. The application of any pursuit intervention tactics shall be documented in the pursuit incident tracking software entry.
 - (j) Completing a CHP 187A (Allied Agency Pursuit Report) and attaching it to the tracking software entry.



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(k) If the apprehension of the suspect results in a reportable use of force other than the application of pursuit intervention tactics a separate use of force incident tracking software entry is required.

(3) Responding to the scene of any fatality, severe injury, or property damage, that occurs as a result of the pursuit, and ensure:

(a) All necessary police reports are completed.

(b) Crime Scene Investigators respond takes photographs.

(4) In the event that the district supervisor is involved in the pursuit, the watch commander shall supervise the pursuit and follow the provisions outlined in section K.1.

a. District supervisors shall discontinue their involvement in the pursuit when marked units are in position to take over as the primary/secondary units and resume responsibility of supervising the pursuit.

2. Watch Commander Responsibilities:

a. Upon becoming aware that a pursuit has been initiated, the watch commander should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this order.

b. Once notified, the watch commander has the final responsibility for the coordination, control, and termination of a vehicle pursuit and shall be in overall command.

c. Notify traffic investigators, PIO, and the area command captain of fatalities or severe injuries. The area command captain will notify their deputy chief or designee of fatalities or severe injuries.

d. The Professional Standards Unit (PSU) and the EVOG sergeant are notified of fatalities, severe injuries, or major property damage.

e. The watch commander shall review the tracking software pursuit incident entry completed by the district sergeant then route the entry to the captain of the patrol district in which the pursuit was initiated.

(1) The watch commander shall provide a summary of steps taken to review the incident, discuss with the district supervisor the best course of action for any concerns, and identify any additional concerns that were located.

L. COMMUNICATIONS CENTER

Radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor.

1. Communications center responsibilities:

a. Upon notification or becoming aware that a pursuit has been initiated, the dispatcher is responsible for:

(1) Rebroadcasting the initial pursuit information and periodically updating the pursuit progress to all units on all channels.

(a) If conditions during the pursuit prevent immediate broadcast due to heavy radio traffic or other operational priorities, the broadcast should be made as soon as the dispatcher is reasonably able.

(2) Activating the Emergency in Progress (EIP) signal and indicating so on the incident history.

(3) Advising the district sergeant and Radio Coordinator (RC) of the pursuit.

(a) The RC is responsible for notifying the watch commander.

(4) Dispatching secondary units, as necessary.

(5) Accurately reflecting the units involved status utilizing the appropriate CAD command. The "Miscellaneous" command shall not be used for this purpose as it does not accurately reflect unit status.

(6) Requesting air units and canine assistance in the pursuit as appropriate.



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- (7) Include miscellaneous pertinent information on the incident history to include, but not limited to:
 - (a) Permission to use PIT.
 - (b) Location of items thrown from the suspect vehicle.
 - (c) Location of any spike strip used.
 - (d) All Code 4 information.
 - (8) Notifying and coordinating with other involved or affected agencies via the Hotline, as practicable.
 - (9) The radio channel used when the pursuit was initiated shall remain as the primary channel until termination of the pursuit.
 - (10) If a pursuit crosses district boundaries, the dispatcher, when feasible, should patch the affected channels and broadcast that the channels are patched.
 - (11) If the pursuit leaves the jurisdiction of this department or allied agencies become involved in the incident, the Radio Coordinator shall coordinate a Comm Link at the direction of the Watch Commander.

M. LOSS OF PURSUED VEHICLE

1. When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating suspects.
2. The primary unit or supervisor will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

N. INTERJURISDICTIONAL CONSIDERATIONS

1. The "Sacramento (Regional) County Law Enforcement Inter-Agency Pursuit Guidelines" provide that allied agencies are prohibited from joining a pursuit unless specifically requested by the agency whose officers are in pursuit or directly ordered by a district supervisor, except when a single unit of the initiating agency requires assistance for officer safety.
2. Requests for outside agency assistance shall be per the Inter-Agency Pursuit Guidelines.
 - a. District supervisors shall ensure its provisions are followed.
 - b. Notification of an outside agency pursuit in progress should not be construed as a request to join the pursuit.
 - c. Requests to or from another agency to assume a pursuit should be specific.
 - d. If there is a conflict between its provisions and this G.O., this G.O. shall prevail.
3. Assumption of Pursuit by Another Agency:
 - a. SPD officers will relinquish control of the pursuit when another agency has assumed the pursuit unless the continued assistance of the SPD is requested by the agency assuming the pursuit.
 - b. Upon relinquishing control of the pursuit, the involved SPD officers may proceed, with supervisory approval, to the termination point of the pursuit to assist in the investigation. The supervisor should coordinate such assistance with the assuming agency and obtain any information that is necessary for any reports.
4. SPD Pursuits extending into outside agency jurisdiction:
 - a. When an SPD pursuit enters another agency's jurisdiction, the primary officer or supervisor, taking into consideration distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit.
 - b. It is generally recommended that the primary officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.
5. Outside agency pursuits extending into SPD jurisdiction:
 - a. The agency that initiates a pursuit is responsible for conducting the pursuit. SPD units should not join a pursuit unless specifically requested to do so by the pursuing agency and with approval from



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the affected district supervisor.

- b. The exception to this is when a single unit from the initiating agency is in pursuit in accordance with the Inter-Agency Pursuit Guidelines. Under this circumstance, the district supervisor may authorize SPD units to join the pursuit until sufficient units from the initiating agency join the pursuit or until additional information is provided allowing withdrawal of the pursuit.
- c. As soon as practicable, the watch commander should review a request for assistance from another agency. The watch commander shall consider the factors outlined in this general order under Section C – WHEN TO INITIATE A PURSUIT in deciding whether to assist or take over a pursuit that has entered SPD jurisdiction. The watch commander may decline to assist in or assume the other agency's pursuit. If the watch commander is not available, the district supervisor can review the request from another agency.
- d. Assistance to a pursuing allied agency by SPD officers will terminate at the city limits provided that the pursuing officers have sufficient assistance from other sources. Ongoing participation by SPD officers may continue only until sufficient assistance is present.
- e. In the event that a pursuit from another agency terminates within the city limits, SPD officers should provide appropriate assistance to officers from the allied agency, including but not limited to, scene control, coordination and completion of supplemental reports, and any other reasonable assistance requested or needed.

O. PURSUIT INTERVENTION TACTICS

1. Use of pursuit intervention tactics should be employed only with the approval of a supervisor.
2. In deciding whether to use pursuit intervention tactics, officers and supervisors should balance the risks of allowing the pursuit to continue against the potential hazards to the public arising from the use of each tactic, the officers, and persons in or on the pursued vehicle to determine which, if any, intervention tactic may be reasonable.
3. Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public, or anyone in or on the vehicle being pursued.
4. The application of pursuit intervention tactics is considered to be a level III use of force and is subject to the guidelines in General Order 580.02 (Use of Force).
5. Officers should consider these facts and requirements prior to deciding how, when, where, and if an intervention tactic should be employed.
6. SPD Approved Intervention Tactics:
 - a. Pursuit Intervention Technique (PIT):
 - (1) The PIT shall only be used after giving consideration to the following:
 - (a) The use of the PIT may constitute lethal force if not used as instructed.
 - (b) The PIT shall only be used by officers who have received training in the technique, including speed restrictions.
 - (c) The maximum speed during application of the PIT shall not exceed 35 miles per hour.
 - (d) Supervisory approval should be obtained before using the technique.
 - (e) The need to immediately stop the suspect vehicle reasonably appears to outweigh the risks of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
 - (f) It reasonably appears the technique will terminate the pursuit.
 - (g) The PIT shall not be used when the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials, or a bus transporting passengers, except in extraordinary circumstances and with watch commander approval.
 - b. Tire Deflation Devices:
 - (1) Tire deflation devices shall only be used after giving consideration to the following:



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- (a) The use of tire deflation devices MAY constitute lethal force if not used as instructed.
 - (b) Tire deflation devices shall only be used by officers who have received training in their use.
 - (c) Supervisory approval should be obtained before using tire deflation devices.
 - (d) The need to immediately stop the suspect vehicle reasonably appears to outweigh the risks of injury or death to occupants of the suspect vehicle, officers, or other members of the public.
 - (e) It reasonably appears the use will terminate or prevent the pursuit.
 - (f) Tire deflation devices shall not be used when the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials, or a bus transporting passengers, except in extraordinary circumstances and with watch commander approval.
- (2) Due to the increased risk to officers deploying tire deflation devices, such deployment should be communicated to all involved personnel.

P. CAPTURE OF SUSPECTS

1. Officers shall consider the safety of the public and the involved officers as an important factor when formulating plans for containing and capturing the suspect or setting up perimeters.
2. The officer or supervisor at the scene should determine whether there are sufficient units on scene to safely handle the apprehension and if so, restrict uninvolved units from responding to the termination point.
3. Refer to the following General Orders when appropriate:
 - a. General Order 580.02 (Use of Force).
 - b. General Order 580.06 (De-Escalation and Planned Response).
 - c. General Order 580.13 (Foot Pursuit).
 - d. General Order 580.14 (Use of Canines).

Q. REPORTING AND POST PURSUIT ANALYSIS

1. Officer Responsibilities:
 - a. Primary unit officers shall write a comprehensive crime report documenting the pursuit, to include:
 - (1) The reason for initiating the pursuit.
 - (2) The elements of Vehicle Code §§ 2800.1, 2800.2, 2800.3, or 2800.4.
 - (3) Any additional criminal violations.
 - (4) The distance and route of the pursuit.
 - (5) The use of pursuit intervention tactics.
 - (6) The circumstances of the termination of the pursuit.
 - b. Secondary unit officers shall write supplemental reports to include:
 - (1) Their role in the pursuit and apprehension.
 - (2) Observations related to offenses of Vehicle Code §§ 2800.1, 2800.2, 2800.3, or 2800.4.
 - (3) Any additional relevant observations.
 - c. Officers not involved in the pursuit shall write supplemental reports when needed to document:
 - (1) Any evidence collected.
 - (2) Assistance at the conclusion of the pursuit.
 - (3) Other relevant activity that needs to be documented.
 - d. All officers involved in the pursuit shall enter a "Miscellaneous" message on the pursuit related Computer Aided Dispatch (CAD) call as noted in Section D.4.
2. Supervisor Responsibilities:
 - a. Ensure completion of reports by officers by the end of the officers' shift.
 - b. If a PIT is used, ensure a City of Sacramento Vehicle Accident Report (RM2 - blue border form) with officer and supervisor narratives is completed and photographs of the involved vehicles are taken.



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- c. Review body worn and in car camera video pertinent to the vehicle pursuit.
- d. Complete a tracking software entry when an SPD officer is involved in a vehicle pursuit as a primary or secondary unit.
 - (1) The tracking software entry shall be routed, for post-pursuit review and follow-up, to the watch commander responsible for the pursuit.
 - (a) A copy of the tracking software entry shall be sent to the Emergency Vehicle Operations Course (EVOC) sergeant.
 - (2) Tracking software entries shall be completed within ten days.
 - (a) Extensions may be granted by the watch commander in increments of five days.
- 3. Watch Commander Responsibilities:
 - a. The watch commander having responsibility over the pursuit shall be responsible for reviewing tracking software entries related to the pursuit and providing post-pursuit analysis and review.
 - b. The watch commander shall forward the tracking software entry to the area captain where the pursuit was initiated for final review.
 - c. For pursuits initiated outside of the city limits, the tracking software entry shall be forwarded to the area captain in closest proximity to where the pursuit was initiated
- 4. Area Captain Responsibilities:
 - a. The area captain where the pursuit was initiated shall be responsible for post-pursuit review and policy analysis.
 - b. The area captain shall review the incident and document whether the pursuit was within policy.
 - c. The area captain, or designee, shall provide feedback to the officers involved in the pursuit.
- 5. EVOC Sergeant Responsibilities:
 - a. The EVOC sergeant shall:
 - (1) Review all pursuit tracking software entries and, if requested by a reviewing lieutenant or area captain, provide post-pursuit analysis, review, and feedback.
 - (2) Forward a copy of the CHP 187A Pursuit report to the CHP not later than 30 days following the pursuit in compliance with Vehicle Code § 14602.1.
 - (3) Submit quarterly statistical reports to the Deputy Chief, Office of Operations (OOO).

R. PURSUIT POLICY TRAINING, PROMULGATION, AND CERTIFICATION

- 1. In addition to initial and supplementary Peace Officer Standards and Training (POST) training on pursuits required by Penal Code § 13519.8, Vehicle Code § 17004.7(d), and 11 CCR 1081, all peace officers employed by the SPD shall participate in department training for vehicular pursuits.
 - a. Peace officers shall participate in annual pursuit policy training (per POST requirements) and in biennial skills training in pursuit driving. Training shall include a review of this order and the importance of vehicle safety, protecting the public, and the need to balance the known offense and the need for immediate capture against the risk to the public, the offender, and the pursuing officers.
- 2. All peace officers employed by the SPD shall annually certify in writing that they have received, read, and understand this order initially, upon any amendments, and whenever training on this order is provided.
- 3. The POST attestation form, or an equivalent form, may be used to document the compliance and should be retained in the peace officer's training file.

S. APPLICATION OF VEHICLE PURSUIT POLICY

This policy is expressly written and adopted pursuant to the provisions of Vehicle Code § 17004.7 and Penal Code § 13519.8(b), with additional input from the POST California Law Enforcement 2022 Vehicle Pursuit Guidelines.