

Metropolitan Police Academy



12.4 License, Registration, and Proof of Insurance

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12.4.1 Outline the permit requirements for operating a motor vehicle in the District of Columbia

One part of functioning as a police officer is having an understanding of the definitions that relate to vehicular offenses as they contain the information on who is legally allowed to have a government-issued license or permit to operate a motor vehicle within the District of Columbia. Another part of functioning as a police officer is having the foundational knowledge to understand the elements of certain crimes that relate to infractions committed by drivers.

In order to operate a motor vehicle within the District of Columbia, a person must have a driver's license, learner's permit, provisional permit, or motorcycle endorsement that is in good standing and has not been suspended or revoked.

Driver's License

A driver's license that has been **suspended** has been temporarily withdrawn or taken away from the individual due to traffic violations or unpaid traffic fines, or after the person accumulated more than eight (8) points on his or her driver's license. An individual obtains points on his or her driver's license (or learner's permit) when issued one or more NOIs for traffic violations. The point value is pre-assigned for each violation.

Suspension is different from **revocation**. An individual that has been penalized by revocation has had his or her driving privileges terminated because he or she accumulated more than twelve (12) points, committed reckless and flagrant traffic violations, was involved in the commission of a felony utilizing a motor vehicle, or caused danger to the public through the use of a vehicle. The person must serve a period of revocation and may then reapply to get a driver's license. Revocation is thus different from suspension because once the term of the suspension has been served, the individual still retains his or her driver's license and does not have to reapply for one.

Learner's Permit

A DC DMV **learner's permit** is a license issued to a person who is **at least sixteen (16) years old** that allows him or her to operate a specific type of motor vehicle on public roadways for a period not to exceed one (1) year, though it can be renewed for an additional year. In addition, the person cannot drive a vehicle if he or she is not accompanied by someone who is twenty-one (21) years of age or older who is also a licensed driver.

An individual with a learner's permit who is under the age of eighteen (18) cannot by law:

- Operate a motor vehicle that is not a passenger vehicle, motorcycle, or motorized bicycle.
- Drive any vehicle for compensation.
- Operate a vehicle between the hours of 2100-0600.

Provisional Permits

The DC DMV **provisional permit** is a license issued to a person who is **at least seventeen (17) years old** that allows him or her to operate a specific type of motor vehicle on public roadways for a period not to exceed one (1) year, though it can be renewed for an additional year. Unlike a learner's permit, the DC DMV provisional permit grants a bit more freedom with regard to the hours during which a person may operate a motor vehicle. As opposed to the learner's permit which prohibits the operation of a vehicle during 2100-0600 hours, a person who has a provisional permit is granted an additional two (2) hours and is only prohibited in their operation of a motor vehicle between the hours 2300-0600. The person is also not required to have a licensed driver within the vehicle when he or she is driving.

Motorcycles

If you happen to conduct a traffic stop on a person who is operating a motorcycle, his or her DC driver's license must have an endorsement that certifies that he or she has a motorcycle permit. A **motorcycle endorsement** is a permit that can be applied for if person already has a driver's license and passes the DC DMV motorcycle knowledge test. Without this endorsement, the person is not operating the motorcycle legally.

Whenever you conduct a traffic stop, you should request a WALES check on the permit or license number for the individual who is driving the vehicle. You have to confirm whether the permit or license is valid. If the permit or license is expired for more than ninety (90) days, then under the law the person is viewed as not having a valid permit or license and can be placed under arrest for **Driving with No Permit**. We will cover the elements of that offense later in this lesson.

During your career as a police officer, you will conduct countless traffic stops and may find yourself coming in contact with a driver who is a member of the US military. When this happens, it is important that you understand that *the Metropolitan Police Department does not recognize permits issued by the military* that allow its personnel to operate their personal motor vehicles. Active-duty military personnel need valid driver's licenses to operate personal vehicles.

Some active-duty service members with whom you come into contact may present you a driver's license from an outside jurisdiction that has expired. When this happens, *do not* issue the individual a Notice of Infraction (NOI) for not having a valid license or place them under arrest for having no permit. The leniency offered active-duty military personnel with expired driver's licenses from jurisdictions outside of the District of Columbia *does not*, however, extend to military personnel who live within DC as they should not encounter the same difficulties with renewal as their military counterparts who are not stationed within the same jurisdiction that issued the driver's license. Active-duty military personnel who reside in the District of Columbia will instead be held to the same requirements as all other DC residents.

12.4.2 Outline the registration requirements for operating a motor vehicle within the District of Columbia

Just as there are laws in place that regulate who may have a driver's license or permit, there are also regulations that dictate what type of vehicles can be driven on the roads within the District of Columbia and the types of registration necessary to operate those vehicles. Every vehicle operated within the city must be registered and display a current and valid registration on the vehicle as it is unlawful to operate a motor vehicle with tags or a registration that is expired.

You have probably at some point seen a vehicle being operated on a public road in which a sheet of paper or cardboard is placed in the back window showing a license plate number and no other form of vehicle identification is visible in the legally sanctioned places at the rear and front of the vehicle. The driver of the vehicle may have an explanation for this, such as perhaps the tag is lost or stolen, but that fact does not exempt the driver from having to display a government-issued vehicle identification tag.

If you were to initiate a traffic stop or come into contact with the owner of a vehicle on the scene of a crash who has a hand-written vehicle tag number posted in the window and the driver informs you that the tags are lost or stolen, you have discretion when deciding how you choose to enforce this regulation. In other words, it is not a Notice of Infraction that must be mandatorily issued.

If someone informs you that the reason they have displayed a non-government issued vehicle identification tag is because their tags were lost or stolen, you should do what you can to verify the information they have given you. You may ask the driver if he or she has report numbers for the lost or stolen tags.

Whenever you conduct a traffic stop or investigate a traffic crash, drivers must be able to present you with the registration for the vehicle they were driving and any trailer they were towing behind their vehicle.

NOTE: There are additional regulations that govern the registration of vehicles in the District of Columbia and their operation.

Additional Regulations for Registration and Tags

- A vehicle that is registered within the District of Columbia is required to have two (2) current identification tags, also known as license plates, displayed on the vehicle: one in front and the other on the rear of the vehicle *unless* the motor vehicle is a motorcycle, trailer, or a vehicle that has a dealer's tag identification. In those instances, only one (1) identification tag is required and it has to be placed on the *rear* of the vehicle.
- It is unlawful for an individual to knowingly drive or tow any vehicle within the District of Columbia or allow a vehicle to be driven or towed by another person when the vehicle is not registered *unless* the unregistered vehicle being towed is suspended in the air in such a manner that the front or rear wheels do not come into contact with any street or highway within the District of Columbia and remain so for the duration of the vehicle's movement.
- Personalized or vanity plates are allowed but *only* on private passenger vehicles.
- A vehicle identification tag or registration can only be utilized in conjunction with the vehicle for which it is issued.

If you encounter a vehicle from outside the District of Columbia and you wish to verify the laws for that jurisdiction with regard to registration and vehicle tags, the MDTn your scout car has internet access. You can use to locate the government-regulated Department of Motor Vehicles website for the person's jurisdiction, where you will be able to locate the motor vehicle laws for that jurisdiction.

12.4.3 Outline the insurance requirements for operating a motor vehicle within the District of Columbia

In addition to having a valid permit or driver's license and a lawfully registered vehicle in order to operate a motor vehicle within the District of Columbia, a driver must also have current insurance for the vehicle in question. The legal requirement for all vehicles operated within the District of Columbia to be insured can be found within the DC Code.

Findings and Purpose (§ 31–2401)

In 1982, the Council of the District of Columbia found that:

- (1) "Motorists, motor vehicle passengers, and pedestrians in the District are not adequately protected, by the law and practice of the time, from the consequences of motor vehicle crashes.

(2) If a person suffers personal injuries because of a crash involving a motor vehicle in the District, he or she is unlikely to recover the amount of his or her actual losses.

(A) Approximately 50% of the victims do not satisfy the prerequisites to compensation under the present law;

(B) Approximately 40% of the operators in the District do not maintain any motor vehicle insurance or have other financial resources sufficient to pay losses;

(C) The average motor vehicle insurance policy in the District will pay only up to \$10,000 for the personal injuries of any 1 victim, a sum that is insufficient to compensate adequately a victim with serious injuries; and

(D) Satisfaction of the prerequisites to compensation under the present law is time-consuming and expensive to policyholders because a victim must establish that the accident was the fault of another person; that the person injured was free from contributory fault; and that the injuries suffered were the natural and probable consequences of the accident.

(3) Far greater protection to victims of motor vehicle accidents is available at a lower price than that afforded for coverage currently available.”

Required Insurance (§ 31–2403)

Following these findings, the Council of the District of Columbia codified the maintenance of insurance for a motor vehicle a law under The Compulsory/No-fault Motor Vehicle Insurance Act of 1982, stating that:

- “Each owner of a motor vehicle which is required to be registered or for which a reciprocity sticker is required in the District shall maintain insurance,” and
- “This insurance shall be in effect continuously during the motor vehicle’s period of registration or reciprocity.”

The insurance requirement extends to those who are not residents of Washington, DC as well. The law goes on the further state:

A person who is not a resident of the District who owns a motor vehicle shall not operate the motor vehicle, or permit the motor vehicle to be operated in the District, unless insurance ... is provided and maintained during the time that the motor vehicle is present in the District.

Any operator of a motor vehicle within the District of Columbia must provide proof of the vehicle’s insurance when asked by any law enforcement officer.

A person who does not have insurance for his or her vehicle faces a substantially higher penalty when he or she is issued an NOI for not being in compliance with the law. The individual, however, does not have to have a paper copy of proof of insurance on his or her person if he or she is able to verify the existence of the insurance in some other way, such as pulling up the proof on a smartphone.

There are two NOIs that *must* be issued together to a driver who fails to have insurance on a vehicle:

- **Failure to Provide Proof of Insurance (T333) - \$30 fine**
- **Failure to Have Insurance (T711) - \$500 fine**

When you issue the citation, inform the driver that he or she can take the tickets to the Department of Motor Vehicles Adjudication Services and that the NOI for failing to have insurance (the NOI with the \$500 fine) will be dismissed if he or she can prove that, in fact, he or she does have insurance. In that situation, though, the person will still be responsible for the fine in relation to the NOI for failing to provide proof of insurance at the time of the stop (a \$30 fine).

12.4.4 Classify civil violations of vehicle operation requirements in the District of Columbia

When you are patrolling and come across a person who is operating an uninsured or unregistered vehicle, there are ramifications for such actions. We have already discussed the ways an individual must remain in compliance with the law when operating a vehicle within the District of Columbia. Enforcement of these infractions of the law, can be handled by arrest in specific circumstances outlined in DC Code that we will cover shortly or with the issuance of a Notice of Infraction that we are now about to discuss.

When encountering a person who has a vehicle that is not registered, you can issue either of the following NOIs depending on the how long the vehicle has been unregistered:

- **Unregistered Vehicle, 30 Days or Less (T400) - \$100 fine**
- **Unregistered Vehicle, More than 30 Days (T404) - \$200 fine**

You also have the option to request that a vehicle that is unregistered for more than thirty (30) days be towed or impounded, but you must first ensure that you take into consideration the totality of the circumstances. Consider the following:

- What reason has the individual provided for not having the vehicle registered?
- How might impounding the vehicle after having issued an NOI affect this person once you no longer have interaction with him or her?
- How long has the vehicle been unregistered?

As a police officer, you also enforce and recognize the vehicle registration laws of certain other jurisdictions as the Metropolitan Police Department engages in reciprocity with some jurisdictions. It is reciprocity that ensures that a driver who has had his or her driver's license suspended for DUI in one jurisdiction is unable to get a license in another jurisdiction. Reciprocity also ensures that a driver can have his or her license revoked in a differing jurisdiction following the commission of a DUI offense within the District of Columbia.

Some states only require that an individual secure a license tag, or plate, to the rear of the vehicle without making it mandatory that one also be placed on the front of the car. When the operator of a vehicle from an outside jurisdiction is utilizing the vehicle in accordance with the registration law of the home state (i.e., the jurisdiction where the vehicle is registered does not require both a front and rear tag), you cannot issue the driver an NOI for failing to have a front tag while operating in the District.

When the person is supposed to have two (2) vehicle tags secured horizontally to the front or rear of the vehicle but has only one (1) tag displayed, the vehicle is in violation of the laws of the jurisdiction in which the vehicle is registered. In that situation, you would issue an NOI for the appropriate infraction:

- **No Front Tag (T745) - \$50 fine**
- **No Rear Tag (T746) - \$50 fine**

An NOI can also be issued when an individual fails to properly display his or her vehicle license or tag. If the tag is placed on the dashboard or a seat, taped to a window, or displayed in any manner that is not secured horizontally at a height not less than twelve (12) inches from the ground, the NOI to be issued is:

- **Improper Display of Tags (T227) - \$50 fine**

Safety is always a priority while you patrol, and one of the most important aspects of safety when conducting a traffic stop is to tell the dispatcher the description of the vehicle you have stopped. Doing so gives your fellow officers an instantaneous look-out were you to be injured during the course of the stop.

When the tags on a vehicle are obstructed so that you are unable to identify the state, letters, or numbers, even if the information is only partially obstructed, it is still a safety concern for you. This is because when you notify the dispatcher of the stop, you will be unable to inform him or her of the tag information. In addition, you will be unable to run the information yourself. This means you cannot know if the vehicle is stolen or could be potentially linked to additional offenses.

If the tags on the vehicle are covered by glass, plastic, or any type of material or substance that prevents the deciphering of the numbers or letters in any capacity, then you would issue an NOI for:

- **Covered Tags (T150) - \$500 fine**

If portions of the tag numbers, letters, or name of the state are obstructed because of a plate frame or other decorative item but are readable, then you *shall not* issue the driver an NOI. However, if the tag is partially obscured and you are unable to decipher the numbers, state, or letters, then the NOI issued would be for:

- **Obstructed Tag (T747) - \$50 fine**

Check for Understanding: If you pull over a driver from North Carolina who does not have a front tag on the vehicle but who informs you that a front tag is not required in North Carolina, can you issue the driver a citation for No Front Tag? Why or why not? How would you attempt to verify what the driver has told you?

You could make an effort to look up the North Carolina vehicle tag requirements on the NC DMV official government website. If it is found that front tags are not required in North Carolina, then you could not issue the driver an NOI for No Front Tag.

12.4.5 Issue an NOI for eligible vehicle operation requirements violations in the District of Columbia

(Guided Practice)

12.4.6 Classify the elements of offenses involving the operation of motor vehicles

While NOI's are used for many violations, there are certain traffic offenses where an arrest would be warranted.

Counterfeit Tags – § 50–1501.04

This law states that it is unlawful for “the owner of any motor vehicle to knowingly use or permit the use of any motor vehicle with a counterfeit, stolen, or otherwise fraudulent temporary identification tag.” In order to make an arrest for the offense Counterfeit Tags, you could not simply observe the fact that a person is using counterfeit, stolen, or fraudulent tags on the vehicle. You have to articulate how you came to know during the course of your preliminary investigation that the person in question *knowingly* did so. This means the driver used tags or allowed another person to use tags for a vehicle that a reasonable person would know were not legitimate.

The narrative you would write for Counterfeit Tags would have to provide more than just, “S-1 was operating a vehicle with counterfeit tags on the 3300 block of Wisconsin Ave, NW at 1800 hours.” You need to describe how you knew the tags were counterfeit, whether this came about because you ran the tags through the WALES system within your vehicle and the return from the system alerted you to the fact that the tags either did not match the vehicle you see before you, or because of statements made to you by the driver after you had reason to conduct a stop. If you happen to know from simply looking at the tags of the vehicle that they are fraudulent, you must articulate how a person without law enforcement experience, such as the driver of the vehicle, should have known the tags to be fraudulent prior to driving the vehicle.

Counterfeit Tags is a misdemeanor punishable by up to thirty (30) days in jail and/or a fine of up to \$1,000.

Failure to Display Permit upon Demand – §50.1401.01(c)

You may also encounter a driver that is unable to present you with a permit that allows him or her to operate a motor vehicle. If a driver is not able to produce a license or permit but insists that he or she has one, you are to attempt to verify the existence of a permit through the WALES system. You can do this yourself or via the dispatcher. If the return verifies that the driver has a valid license or permit, then you are to issue them an NOI for Failure to Display Permit upon Demand.

Failure to Display Permit upon Demand is punishable by a fine of not less than \$10 nor more than \$50.

No Permit – §50.1401.01(d)

If, however, you are unable to verify the existence of a permit for the driver, he or she is to be placed under arrest for No Permit. You must also make an arrest of a person unable to present a driver's license or permit if:

- You verify that no permit has been issued to the individual.

- The permit has been expired more than 90 days (DC residents only).

No Permit is a misdemeanor that is punishable by up to 90 days in jail or a fine.

Expired Permit

If the driver displays a license that has expired within a ninety-day period, then you simply issue an NOI for:

- **Expired within 90 days - \$75 fine**

NOTE: You allow this type of driver to continue on his or her way and you do **not** place him or her under arrest.

Operating a Motor Vehicle after Suspension or Revocation – § 50–1503.01

There are times when the District of Columbia will suspend or revoke an individual’s license for reasons we have discussed previously within the lesson. When this happens and the person drives a vehicle, he or she could be arrested for Operating a Motor Vehicle after Suspension or Operating a Motor Vehicle after Revocation, both of which are probable cause misdemeanors. DC Code states that, “Any individual found guilty of operating a motor vehicle in the District during the period for which the individual’s license is revoked or suspended, or for which his right to operate is suspended or revoked, shall, for each such offense, be fined or imprisoned for not more than 1 year, or both.”

Prior to making an arrest for operating after suspension or revocation, you must verify that the license or permit has indeed been suspended or revoked. This verification is done in the same manner in which you would attempt to verify the existence of a license when someone is unable to produce one for you to view. If the WALES return comes back and the individual was operating the vehicle after suspension or revocation, you must then place them under arrest.

Check for Understanding: You are 10-99, utilizing call sign 2071, when you are dispatched to the 1800 block of M St. NW for a 10-50. The dispatcher informs you that the involved vehicle is a black Mitsubishi Eclipse. As you enter the block, you see a vehicle matching that description with its hazard lights on. You pull up behind the vehicle and angle your scout car in a manner that will shield you against incoming traffic.

You approach a man standing next to the vehicle. As you walk towards him, he says, “Officer! Hey, I’m the one that called. I don’t know how I did this, but when I was backing up, I hit the fire hydrant.” He points to a hydrant a few feet away from the car and you see water streaming from the front of the hydrant and black paint matching the same shade as the paint on his car. He continues, “I just thought I should call and let someone know.”

You thank him for calling, and request his license, registration, and insurance, which he provides. Once you have the license, you note that it is a DC driver’s license as you request a WALES check through the dispatcher. After a few moments, the dispatcher raises you.

“2071,” the dispatcher says.

“2071, bye.”

“Is your radio secure?”

You take a few steps away from the individual, and readjust your earpiece, “I’m secure.”

“WALES is coming back 10-30 T-Time. The license has been suspended. I’m sending an additional unit to your location.”

“Copy,” you reply. “Thank you.”

Can you place the man who called you to report striking the fire hydrant under arrest? If you can, for what offense(s)? If you cannot, why not?

The man cannot be placed under arrest as operating after suspension is not a probable cause misdemeanor and he does not meet any of the three probable cause misdemeanor exceptions. Based on the information provided by the man, you can attempt to get a warrant for his arrest. You must also inform him that his license has been suspended and that he cannot move the vehicle or operate another motor vehicle within the District of Columbia until the suspension has been lifted.

Though you can check the status of or for the existence of a license without dispatcher assistance, when you are going to make an arrest take the step of going over the air and asking the dispatcher to check the status of the driver. This not only acts as a double-check to ensure that you have taken every possible step to verify the status of the person’s driver’s license, but it is also a safeguard for you as the return and all transmissions are recorded.

When you make an arrest of an individual for driving while utilizing a permit that has been suspended or revoked, the charge Operating after Suspension (OAS) or Operating after Revocation (OAS) is *only* applicable to a person who has a District of Columbia permit. If the person is driving on a suspended or revoked license but the license was issued by an outside jurisdiction, then the charge in that case would be No Permit.

Leaving After Colliding – § 50–2201.05c

There will be times when you will be called to the scene of a traffic crash and upon your arrival you will be informed by an individual that the person who struck his or her vehicle has left the scene without making their identity known. Such an action is unlawful within the District of Columbia.

The Leaving after Colliding statute states that:

- (a) “Any person who operates or who is in physical control of a vehicle within the District who knows or has reason to believe that his or her vehicle has been in a collision shall immediately stop, and
 - (1) Where another person is injured, call or cause another to call 911 or call or cause another to call for an ambulance or other emergency assistance, if necessary, remain on the scene until law enforcement arrives, and provide identifying information to law enforcement and to the injured person;
 - (2) Where real or personal property belonging to another is damaged or a domestic animal is injured, provide identifying information to the owner or operator of the property or the owner of the domestic animal or, where the owner or operator of the property or the owner of the domestic animal is not present, provide or cause another to provide identifying information and the location of the collision, to law enforcement or 911; or
 - (3) Where real or personal property or a wild or domestic animal, as a result of the collision, poses a risk to others, call or cause another to call 911 and provide identifying

information, the location of the collision, and a description of the nature of the risk posed to others.”

The person who leaves the scene following a crash must do so *without* making their identity known for the charge to apply. If you get to the scene of a crash and are informed that the other party has left but the individual with whom you are speaking tells you that he or she was given contact information and name of the other individual, then the offense Leaving after Colliding has not occurred as the identity of the other party is *known*.

However, if the name and contact information of the other driver has not been provided, first ascertain that the person to whom you are speaking is not injured and does not need medical assistance. Then get information about the striking vehicle from the complainant so that you might give a lookout to your fellow officers who can begin assisting in a canvas for the other vehicle that was involved in the crash. This means you need the following information, if available:

- Make
- Model
- Year
- Color
- Tag
- Location of potential damage on the vehicle
- Description of the other driver

After completing a traffic crash report, you will also be required to complete an offense report for the charge of Leaving After Colliding. These two reports are separate and need to be submitted by the end of your shift. The same CNN will be used and RMS will link the two reports.

Leaving after Colliding is a misdemeanor punishable by up to 180 days in jail and/or a \$1,000 fine.

Reckless Driving – § 50–2201.04

As driving is a privilege extended by the government to individuals within the United States , including the District, there are safety restrictions placed upon drivers and their operation of the vehicle. The DC Code states that:

(b) “A person shall be guilty of reckless driving if the person drives a vehicle upon a highway carelessly and heedlessly in willful or wanton disregard for the rights or safety of others, or without due caution and circumspection and at a speed or in a manner so as to endanger or be likely to endanger a person or property.

(b-1) A person shall be guilty of aggravated reckless driving if the person does one or more of the following:

- (1) Operates the vehicle at a rate of speed at or greater than 30 miles per hour over the stated speed limit;
- (2) Causes bodily harm or permanent disability or disfigurement to another; or
- (3) Causes property damage in excess of \$1,000.”

When you make an arrest for Reckless Driving, the burden falls upon you to articulate how the individual's driving was so wantonly, willfully, and brazenly hazardous as to cause danger to another person or another individual's property. An egregious form of reckless driving would be someone who, not wanting to wait at a long light, crosses the double line and drives towards oncoming traffic in an effort to bypass other vehicles waiting at the light.

A common rule of thumb to assist in articulation of reckless driving is that you witnessed the driver commit three or more vehicular infractions for which an NOI could be written. You do *not* need three other infractions to make an arrest for reckless driving, however, as long as you are able to describe how the driver's actions meet the elements set forth within the Speeding and Reckless Driving statute.

Reckless Driving is a misdemeanor punishable by up to 90 days in jail and/or a \$500 fine.

Unauthorized Use of Motor Vehicles – § 22–3215

While on patrol, you may run a vehicle's tag and find out that the vehicle has been reported stolen. If this happens when you are on the scene of a traffic crash, request additional units to your scene as you may have a potential arrest situation. If you discover this information during a traffic stop, you should have already requested units to assist with the stop, but if you feel that you need additional officers, never be afraid to request more units to your scene. You can place the driver, after verifying that he or she is not the owner of the vehicle, under arrest for Unauthorized Use of Motor Vehicle (UUV).

The DC Code states that:

(b) "A person commits the offense of unauthorized use of a motor vehicle under this subsection if, without the consent of the owner, the person takes, uses, or operates a motor vehicle, or causes a motor vehicle to be taken, used, or operated, for his or her own profit, use, or purpose.

(c) A person commits the offense of unauthorized use of a motor vehicle under this subsection if, after renting, leasing, or using a motor vehicle under a written agreement which provides for the return of the motor vehicle to a particular place at a specified time, that person knowingly fails to return the motor vehicle to that place (or to any authorized agent of the party from whom the motor vehicle was obtained under the agreement) within 18 days after written demand is made for its return..."

Unauthorized Use of Motor Vehicle is a felony typically punishable by up to 5 years in jail and/or a \$12,500 fine. A greater penalty applies if the vehicle was used in a crime of violence or the offender has certain prior convictions.

The passenger within a vehicle could also be charged under this statute if you are able to articulate how he or she should have reasonably known that the driver did not have the owner's permission to take, use, or operate the vehicle.

If you stop a vehicle and have a UUV arrest for the driver, be sure to visually inspect the vehicle. Is a window broken? Does the window frame show damage consistent with a vehicular break-in? Do the tags and registration come back to the vehicle you see before you? Is the ignition punched in to allow the vehicle to be started without a key? These types of evidence are not all inclusive. They will lend strength to your articulation of the facts about the vehicle and how the passenger should have reasonably known the vehicle was being operated without permission.

This law protects not only individuals, but businesses, such as rental car companies, against the theft of its vehicles as they, too, can be complainants in a report for an offense.

12.4.7 Complete an Offense Report and Arrest Report for the offenses encountered in this instructional unit

(Guided Practice)

Summary

As a police officer, in order to perform your job effectively, you must understand the offenses related to the operation of a motor vehicle and your role in ensuring adherence to the laws of the District of Columbia. During this lesson you have learned how to detect when an individual is operating a vehicle with counterfeit tags and the difference between charging a person with operating a motor vehicle after revocation and charging them with no permit. You have also gained an understanding of the key terms related to the operation of a motor vehicle and how knowing them can lead to better articulation within your reports.

REFERENCES

GO 303.01	Traffic Enforcement	04/30/1992
DCMR Title 18-305	Loss of all Operating Privileges and Surrender of License	11/25/2016
DCMR Title 18-301	Mandatory Revocations	06/08/2013
DCMR Title 18-302	Suspension and Revocation for Traffic Offenses	06/08/2013
DCMR Title 18-102	Driving Under Instruction: Learner Permit & Provisional Permit	01/23/2015
DCMR Title 18-421	Registration Card to be Carried and Exhibited on Demand	
	The Compulsory/No-Fault Motor Vehicle Insurance Act of 1982	1982
	Official DC Code	