

MAR 23 2017

In Reply Refer To: HCR-20
DOT#2017-0133

(b) (6)

Subject: Case DOT# 2017-0133 (b) (6) v. Jackson County Sheriff's Department

Dear (b) (6)

This letter is in reference to your Title VI Complaint dated December 22, 2016 and received by the Federal Highway Administration (FHWA) Office of Civil Rights on January 4, 2017, alleging that the Jackson County Sheriff's Office discriminated and retaliated against you on the basis of your National Origin regarding your identification documents while driving.

FHWA is responsible for investigating individual complaints of discrimination involving violations of Title VI under its jurisdiction. After a thorough review of your allegations, we have determined that these allegations are not within FHWA's jurisdiction. The U.S. Department of Justice (DOJ) Civil Rights Section is the appropriate Federal Agency to process your allegations, because the allegations describe enforcement of driver's license laws that are best investigated by the DOJ. Therefore, FHWA has forwarded your complaint to the DOJ Federal Coordination and Compliance Section – Civil Rights Division for processing at the following address:

Federal Coordination and Compliance Section – NWB
Civil Rights Division
U.S. Department of Justice
950 Pennsylvania Avenue, N.W.
Washington, D.C. 20530

This concludes the processing of your case by the FHWA Office of Civil Rights. If you have any questions, please contact Kevin Resler at 202-366-2925 or kevin.resler@dot.gov

Sincerely,



Irene Rico
Associate Administrator for Civil Rights

**cc: James Christian, Division Administrator, FHWA, Florida Division
David Hawk, Chief Operating Officer, FHWA, Florida Division
Carey Shepherd, Civil Rights Specialist, FHWA, Florida Division
Lisa MacPhee, Senior Attorney-Advisor, FHWA Office of Chief Counsel
Yvette Rivera, Associate Director, Office of the Secretary of Transportation, Equal
Employment Opportunity Programs Division**

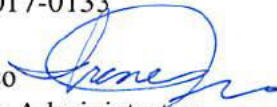


U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: ACTION: (b) (6) v. Jackson
County Sheriff's Department
DOT# 2017-0133

Date: MAR 23 2017

From: Irene Rico 
Associate Administrator
Office of Civil Rights

In Reply Refer To:
HCR-20

To: Department of Justice
Federal Coordination & Compliance Section – NWB
Civil Rights Division
950 Pennsylvania Avenue, NW
Washington, DC 20530

The attached case is being forwarded to your office for appropriate action. The issues raised in the case allege that the Jackson County Sheriff's Office has discriminated against (b) (6) on the basis of race and/or national origin. (b) (6) has been advised of this referral to your office. Please find the attached letter that constitutes the entirety of this case.

Attachment

State of Florida Department of Transportation
Title VI / Nondiscrimination Program
Complaint of Discrimination

278-010-10
EQUAL OPPORTUNITY OFFICE
03-07

(b) (6)

Name and Address of Agency, Institution, or Department Whom You Alleged Discriminated Against You:

Jackson County Sheriff Deputy J. Weathersbee Badge J48, Foreign Agent
Marianna FL 32448

(b) (6)

Discrimination Because Of: Race Color National Origin Sex Age Handicap/Disability Income Status Religion Other

Date of Alleged Discrimination: December 12, 2016

Please list the name(s) and phone number(s) of any person, if known, that the Florida Department of Transportation could contact for additional information to support or clarify your allegation(s).
DMV (b) (6) Jackson County Sheriff Office

Please explain as clearly as possible how, why, when and where you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.

Please See Affidavit and Attachments
25 pages Total.

2016 DEC 29 AM 7:59
EQUAL OPPORTUNITY OFFICE

(b) (6)

Signature: December 22, 2016

AFFIDAVIT

My name is (b) (6) I am a Choctaw Indian according to my mother, (b) (6) which attend school an Indian Industrial School in Alabama, Oakwood School, College and University in Choctaw county during the 1950's.

Before this West Florida was legislated into existance this was the Mississippi Terrority for Choctaw Indians family. Although a bedtime story about the Trail of Tears, has been used to create other groups in other locations, our people have somewhat been written out by foreign agents using false legal constructs.

When we are asked for identifying information we proudly tell them our nationality and our documents are reflective of this identity as well, such any record on file at DMV clearly states American Indian or Indian or Aboriginal. As well as letters on file at Sheriff office for that same purpose.

There is no law giving any Bureau of Indian Affairs authority to federal recognize Indians period, according to congress.

However it appears foreign agents that live among the Choctaw Indians at Jackson county believes they can identify me as a legal construct for what they want. This is done to many Indigenous people around this country.

These legal construct is not a law and should not be used to identify people that know what there nationality.

We are well aware of the law, if you dont have any law for that legal construct that foreign agent will not have any respect for the rights, priveleges and prerogatives inherent in the law. SEE Public Law 90-284, April 11, 1968, 82 STAT.

That is why I am writing this today about the misconduct and fraud on the court and Identity theft, discriminate, intimidate and retaliate, by (b) (6) (b) (6) that occured December 12, 2016.

This was reported to (b) (6) at Jackson county Sheriff Office, the December 13, 2016. Per our conversation (b) (6) was made aware that the law had been violated by (b) (6) and the Supreme court ralings had been provided previously to them about drivers rights and priveleges and the same went to the Headoffice Commander for the Troopers and DMV. A email was sent back they would respect that ruling and not discriminate, as long as I did not speed and followed the traffic signs. SEE the Florida DHSMV Title VI Program.

Page 2

Nearing three years no one has stop me or harrassment or intimidated from 2014 regarding my vehicle that is my household goods, non-commercial property.

Here recently we have been in court about land fraud intruders on our original entry homestead. We had to file an Abuse of Service against these Intruders (b) (6) This deputy (b) (6) and others deputies know me and my military family very well for her to write a fraudulent presentment is beneath me.

As well as (b) (6) comments regarding he will only enforce the STATE OF FLORIDA, statutes which at legislators creations not rooted in the law per Supreme court rulings and case law and laws attached. And to use my name and date of birth using an identity other than Indian which is on my credentials at DMV, saddens me and gives me depression and anxiety these are things are GENOCIDE by foreigners and foreign agents towards Indigenous people anywhere and everywhere we are.

I can no longer support these foreign agent contractors disrespect to my aboriginal title. SEE FOREIGN CORRUPT PRACTICES ACT

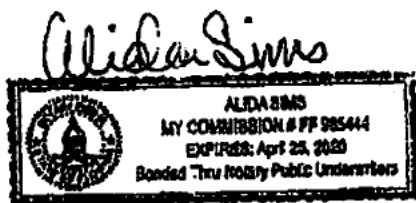
So this is my feather and pen to have these crimes address and leave be given since they are attempting to destroy our community mis-identifying Indians with Intentional Mallice for a profit and a promotion. This Voorhis Act -18 U.S.C 2386.

Thank you for care, concern, protect my rights and relief.

(b) (6)

Choctaw Indian.

(b) (6)



page 3

(b) (6)

Jackson County Traffic Court

(b) (6)

v.

State of Florida

2016-027147

ALJAZE

These are the Federal and States laws regarding my rights to drive, travel and no requirements to license, register or tag any automobile that is not commercial.

This information was also provide to (b) (6) at Jackson county Sheriff Office, DMV and State Trooper Head office commander.

These are the laws that protect my rights on and off any road, highway, interstate, by-way, over-pass, underground and street.

SEE ATTACHED

DESPITE ACTIONS OF POLICE AND LOCAL COURTS, HIGHER COURTS HAVE RULED THAT AMERICAN CITIZENS HAVE A RIGHT TO TRAVEL WITHOUT STATE PERMITS.

For years professionals within the criminal justice system have acted on the belief that traveling by motor vehicle was a privilege that was given to a citizen only after approval by their state government in the form of a permit or license to drive. In other words, the individual must be granted the privilege before his use of the state highways was considered legal. Legislators, police officers, and court officials are becoming aware that **there are court decisions that disprove the belief that driving is a privilege and therefore requires government approval in the form of a license.** Presented here are some of these cases:

CASE #1: "The use of the highway for the purpose of travel and transportation is not a mere privilege, but a common fundamental right of which the public and individuals cannot rightfully be deprived." Chicago Motor Coach v. Chicago, 169 NE 221.

CASE #2: "The right of the citizen to travel upon the public highways and to transport his property thereon, either by carriage or by automobile, is not a mere privilege which a city may prohibit or permit at will, but a common law right which he has under the right to life, liberty, and the pursuit of happiness." Thompson v. Smith, 154 SE 579. It could not be stated more directly or conclusively that citizens of the states have a common law right

Page 4

to travel, without approval or restriction (license), and that this right is protected under the U.S Constitution.

CASE #3: "The right to travel is a part of the liberty of which the citizen cannot be deprived without due process of law under the Fifth Amendment." Kent v. Dulles, 357 US 116, 125.

CASE #4: "The right to travel is a well-established common right that does not owe its existence to the federal government. It is recognized by the courts as a natural right." Schactman v. Dulles 96 App DC 287, 225 F2d 938, at 941.

As hard as it is for those of us in law enforcement to believe, there is no room for speculation in these court decisions. American citizens do indeed have the inalienable right to use the roadways unrestricted in any manner as long as they are not damaging or violating property or rights of others. Government—in requiring the people to obtain drivers licenses, and accepting vehicle inspections and DUI/DWI roadblocks without question—is restricting, and therefore violating, the people's common law right to travel.

Is this a new legal interpretation on this subject? Apparently not. This means that the beliefs and opinions our state legislators, the courts, and those in law enforcement have acted upon for years have been in error. Researchers armed with actual facts state that case law is overwhelming in determining that to restrict the movement of the individual in the free exercise of his right to travel is a serious breach of those freedoms secured by the U.S. Constitution and most state constitutions. That means it is unlawful. The revelation that the American citizen has always had the inalienable right to travel raises profound questions for those who are involved in making and enforcing state laws. The first of such questions may very well be this: If the states have been enforcing laws that are unconstitutional on their face, it would seem that there must be some way that a state can legally put restrictions—such as licensing requirements, mandatory insurance, vehicle registration, vehicle inspections to name just a few—on a citizen's constitutionally protected rights. Is that so?

For the answer, let us look, once again, to the U.S. courts for a determination of this very issue. In *Hertado v. California*, 110 US 516, the U.S Supreme Court states very plainly:

"The state cannot diminish rights of the people."
And in *Bennett v. Boggs*, 1 Baldw 60,

"Statutes that violate the plain and obvious principles of common right and common reason are null and void."

Would we not say that these judicial decisions are straight to the point—that there is no lawful method for government to put restrictions or limitations on rights belonging to the people? Other cases are even more straight forward:

"The assertion of federal rights, when plainly and reasonably made, is not to be defeated under the name of local practice."

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Davis v. Wechsler, 263 US 22, at 24

"Where rights secured by the Constitution are involved, there can be no rule making or legislation which would abrogate them." *Miranda v. Arizona*, 384 US 436, 491.

"The claim and exercise of a constitutional right cannot be converted into a crime." *Miller v. US*, 230 F 486, at 489.

There can be no sanction or penalty imposed upon one because of this exercise of constitutional rights." *Sherer v. Cullen*, 481 F 946

We could go on, quoting court decision after court decision; however, the Constitution itself answers our question – Can a government legally put restrictions on the rights of the American people at anytime, for any reason? The answer is found in Article Six of the U.S. Constitution:

"This Constitution, and the Laws of the United States which shall be made in Pursuance thereof, shall be the supreme Law of the Land; and the Judges in every State shall be bound thereby, any Thing in the Constitution or laws of any State to the Contrary not one word withstanding." In the same Article, it says just who within our government that is bound by this Supreme Law:

"The Senators and Representatives before mentioned, and the Members of the several State Legislatures, and all executive and judicial Officers, both of the United States and of the several States, shall be bound by Oath or Affirmation, to support this Constitution..."

Here's an interesting question. Is ignorance of these laws an excuse for such acts by officials? If we are to follow the letter of the law, (as we are sworn to do), this places officials who involve themselves in such unlawful acts in an unfavorable legal situation. For it is a felony and federal crime to violate or deprive citizens of their constitutionally protected rights. Our system of law dictates that there are only two ways to legally remove a right belonging to the people. These are:

by lawfully amending the constitution, or
by a person knowingly waiving a particular right.

Some of the confusion on our present system has arisen because many millions of people have waived their right to travel unrestricted and volunteered into the jurisdiction of the state. Those who have knowingly given up these rights are now legally regulated by state law and must acquire the proper permits and registrations. There are basically two groups of people in this category:

Citizens who involve themselves in commerce upon the highways of the state. Here is what the courts have said about this: "...For while a citizen has the right to travel upon the public highways and to transport his property thereon, that right does not extend to the use of the highways...as a place for private gain. For the latter purpose, no person has a vested right to use the highways of this state, but it is a privilege...which the (state) may

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grant or withhold at its discretion..." State v. Johnson, 245 P 1073. There are many court cases that confirm and point out the difference between the right of the citizen to travel and a government privilege and there are numerous other court decisions that spell out the jurisdiction issue in these two distinctly different activities. However, because of space restrictions, we will leave it to officers to research it further for themselves.

The second group of citizens that is legally under the jurisdiction of the state are those citizens who have voluntarily and knowingly waived their right to travel unregulated and unrestricted by requesting placement under such jurisdiction through the acquisition of a state driver's license, vehicle registration, mandatory insurance, etc. (In other words, by contract.) We should remember what makes this legal and not a violation of the common law right to travel is that they knowingly volunteer by contract to waive their rights. If they were forced, coerced or unknowingly placed under the state's powers, the courts have said it is a clear violation of their rights. This in itself raises a very interesting question. What percentage of the people in each state have applied for and received licenses, registrations and obtained insurance after erroneously being advised by their government that it was mandatory?

Many of our courts, attorneys and police officials are just becoming informed about this important issue and the difference between privileges and rights. We can assume that the majority of those Americans carrying state licenses and vehicle registrations have no knowledge of the rights they waived in obeying laws such as these that the U.S. Constitution clearly states are unlawful, i.e. laws of no effect — laws that are not laws at all. An area of serious consideration for every police officer is to understand that the most important law in our land which he has taken an oath to protect, defend, and enforce, is not state laws and city or county ordinances, but the law that supersedes all other laws—the U.S. Constitution. If laws in a particular state or local community conflict with the supreme law of our nation, there is no question that the officer's duty is to uphold the U.S. Constitution.

Every police officer should keep the following U.S. court ruling—discussed earlier—in mind before issuing citations concerning licensing, registration, and insurance:

"The claim and exercise of a constitutional right cannot be converted into a crime."
Miller v. US, 230 F 486, 489.

And as we have seen, traveling freely, going about one's daily activities, is the exercise of a most basic right.

Source: By Jack McLamb (from Aid & Abet Newsletter)

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A "Statute" is not a Law," (Flournoy v. First Nat. Bank of Shreveport, 197 La. 1067, 3 So.2d 244, 248).

A "Code" or Statute" is not a Law," (Flournoy v. First Nat. Bank of Shreveport, 197 La. 1067, 3 So.2d 244, 248).

A "Code" is not a Law," (In Re Self v Rhay Wn 2d 261), in point of fact in Law).

A concurrent or 'joint resolution' of legislature is not "Law," (Koenig v. Flynn, 258 N.Y. 292, 179 N. E. 705, 707; Ward v State, 176 Okl. 368, 56 P.2d 136, 137; State ex rel. Todd v. Yelle, 7 Wash.2d 443, 110 P.2d 162, 165).

All codes, rules, and regulations are for government authorities only, not human/Creators in accord with God's Laws. "All codes, rules, and regulations are unconstitutional and lacking due process of Law." (Rodrigues v. Ray Donovan, U.S. Department of Labor, 769 F.2d 1344, 1348 (1985)); ...lacking due process of law, in that they are 'void for ambiguity' in their failure to specify the statutes' applicability to 'natural persons,' otherwise depriving the same of fair notice, as their construction by definition of terms aptly identifies the applicability of such statutes to "artificial or fictional corporate entities or 'persons', creatures of statute, or those by contract employed as agents or representatives, departmental subdivisions, offices, officers, and property of the government, but not the 'Natural Person' or American citizen immune from such jurisdiction of legalism.

"The Common Law is the real law, the Supreme Law of the land. The codes, rules, regulations, policy and statutes are "not the law." (Self v. Rhay, 61 Wn 2d 261). They are the law of government for internal regulation, not the law of man, in his separate but equal relation and natural state, a sovereign foreign with respect to government generally.

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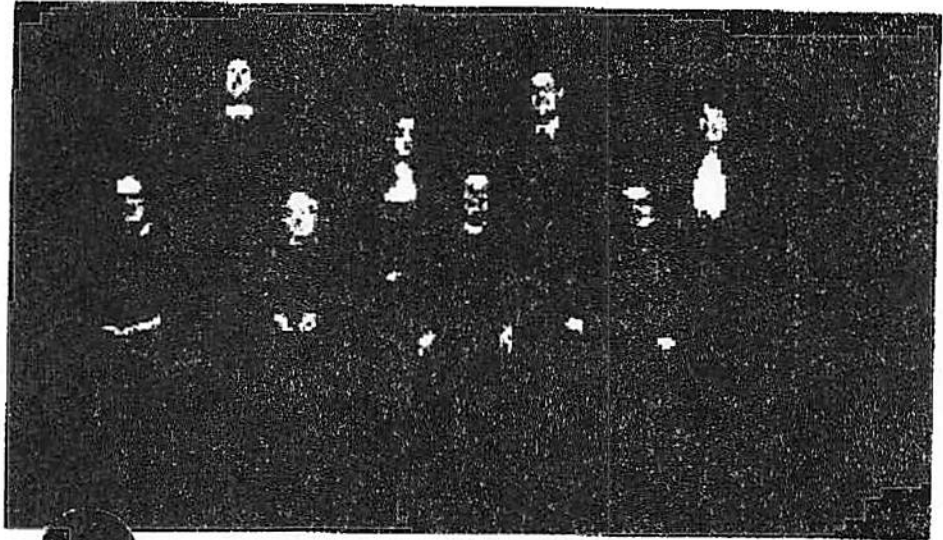
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U.S. SUPREME COURT AND OTHER HIGH COURT CITATIONS PROVING THAT NO LICENSE IS NECESSARY FOR NORMAL USE OF AN AUTOMOBILE ON COMMON WAYS

"The right of a citizen to travel upon the public highways and to transport his property thereon, by horsedrawn carriage, wagon, or automobile, is not a mere privilege which may be permitted or prohibited at will, but a common right which he has under his right to life, liberty and the pursuit of happiness. Under this constitutional guaranty one may, therefore, under normal conditions, travel at his inclination along the public highways or in public places, and while conducting himself in an orderly and decent manner, neither interfering with nor disturbing another's rights, he will be protected, not only in his person, but in his safe conduct."

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Thompson v. Smith, 154 SE 579, 11 American Jurisprudence, Constitutional Law in section 329, page 1135 "The right of the Citizen to travel upon the public highways and to transport his property thereon, in the ordinary course of life and business, is a common right which he has under the right to enjoy life and liberty, to acquire and possess property, and to pursue happiness and safety. It includes the right, in so doing, to use the ordinary and usual conveyances of the day, and under the existing modes of travel, includes the right to drive a horse drawn carriage or wagon thereon or to operate an automobile thereon, for the usual and ordinary purpose of life and business." -

Thompson vs. Smith, supra.; Teche Lines vs. Danforth, Miss., 12 S.2d 784 "... the right of the citizen to drive on a public street with freedom from police interference... is a fundamental constitutional right" -White, 97 Cal.App.3d.141, 158 Cal.Rptr. 562, 566-67 (1979) "citizens have a right to drive upon the public streets of the District of Columbia or any other city absent a constitutionally sound reason for limiting their access."

Candisha Mills v. D.C. 2009 "The use of the automobile as a necessary adjunct to the earning of a livelihood in modern life requires us in the interest of realism to conclude that the RIGHT to use an automobile on the public highways partakes of the nature of a liberty within the meaning of the Constitutional guarantees. . ."

Berberian v. Lussier (1958) 139 A2d 869, 872, See also: Schecter v. Killingsworth, 380 P.2d 136, 140; 93 Ariz. 273 (1963). "The right to operate a motor vehicle [an automobile] upon the public streets and highways is not a mere privilege. It is a right of liberty, the enjoyment of which is protected by the guarantees of the federal and state constitutions."

Adams v. City of Pocatello, 416 P.2d 46, 48; 91 Idaho 99 (1966). "A traveler has an equal right to employ an automobile as a means of transportation and to occupy the public highways with other vehicles in common use."

Campbell v. Walker, 78 Atl. 601, 603, 2 Boyce (Del.) 41. "The owner of an automobile has the same right as the owner of other vehicles to use the highway." * * A traveler on foot has the same right to the use of the public highways as an automobile or any other vehicle."

Simeone v. Lindsay, 65 Atl. 778, 779; Hannigan v. Wright, 63 Atl. 234, 236. "The RIGHT of the citizen to DRIVE on the public street with freedom from police interference, unless he is engaged in suspicious conduct associated in some

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manner with criminality is a **FUNDAMENTAL CONSTITUTIONAL RIGHT**, which must be protected by the courts." *People v. Horton* 14 Cal. App. 3rd 667 (1971)

"The right to make use of an automobile as a vehicle of travel long the highways of the state, is no longer an open question. The owners thereof have the same rights in the roads and streets as the drivers of horses or those riding a bicycle or traveling in some other vehicle."

House v. Cramer, 112 N.W. 3: 134 Iowa 374; *Farnsworth v. Tampa Electric Co.* 57 So. 233, 237, 62 Fla. 166. "The automobile may be used with safety to others users of the highway, and in its proper use upon the highways there is an equal right with the users of other vehicles properly upon the highways. The law recognizes such right of use upon general principles.

Brinkman v Pacholike, 84 N.E. 76a, 764, 41 Ind. App. 662, 666. "The law does not denounce motor carriages, as such, on public ways. They have an equal right with other vehicles in common use to occupy the streets and roads. It is improper to say that the driver of the horse has rights in the roads superior to the driver of the automobile. Both have the right to use the easement."

Indiana Springs Co. v. Brown, 165 Ind. 463, 468. U.S. Supreme Court says No License Necessary To Drive Automobile On Public Highways/Streets No License Is Necessary Copy and Share Plessly YHVH.name 2 2 "A highway is a public way open and free to any one who has occasion to pass along it on foot or with any kind of vehicle." *Schlesinger v. City of Atlanta*, 129 S.E. 861, 867, 161 Ga. 148, 159;

Holland v. Shackelford, 137 S.E. 2d 298, 304, 220 Ga. 104; *Stavola v. Palmer*. 73 A.2d 831, 838, 136 Conn. 670 "There can be no question of the right of automobile owners to occupy and use the public streets of cities, or highways in the rural districts." *Liebrecht v. Crandall*, 126 N.W. 69, 110 Minn. 454, 456 "The word 'automobile' connotes a pleasure vehicle designed for the transportation of persons on highways."

-*American Mutual Liability Ins. Co., vs. Chaput*, 60 A.2d 118, 120; 95 NH 200
Motor Vehicle: 18 USC Part 1 Chapter 2 section 3: definitions: "(6) Motor vehicle.
- The term "motor vehicle" means every description of carriage or other contrivance propelled or drawn by mechanical power and used for commercial purposes on the highways..." 10) The term "used for commercial purposes" means the carriage of persons or property for any fare, fee, rate, charge or other consideration, or directly or indirectly in connection with any business, or other undertaking intended for profit. "A motor vehicle or automobile for hire is a

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motor vehicle, other than an automobile stage, used for the transportation of persons for which remuneration is received." Sign In

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U.S. Supreme Court says No License Necessary To Drive Automobile On Public
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-International Motor Transit Co. vs. Seattle, 251 P. 120 The term 'motor vehicle' is different and broader than the word 'automobile.'

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-City of Dayton vs. Delbrosse, 23 NE.2d 647, 650; 62 Ohio App. 232 "Thus self-driven vehicles are classified according to the use to which they are put rather than according to the means by which they are propelled" - Ex Parte Hoffert, 148 NW 20 "

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The Supreme Court, in Arthur v. Morgan, 112 U.S. 495, 5 S.Ct. 241, 28 L.Ed. 825, held that carriages were properly classified as household effects, and we see no reason that automobiles should not be similarly disposed of."

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Hillhouse v United States, 152 F. 163, 164 (2nd Cir. 1907). "...a citizen has the right to travel upon the public highways and to transport his property thereon..." State vs. Johnson, 243 P. 1073; Cummins vs. Homes, 155 P. 171; Packard vs. Banton, 44 S.Ct. 256; Hadfield vs. Lundin, 98 Wash 516, Willis vs. Buck, 263 P. 1 982;

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Barney vs. Board of Railroad Commissioners, 17 P.2d 82 "The use of the highways for the purpose of travel and transportation is not a mere privilege, but a common and fundamental Right of which the public and the individual cannot be rightfully deprived."

Trump delays press conference on the future of his businesses; Chipotle's co-CEO steps down.

Chicago Motor Coach vs. Chicago, 169 NE 22; Ligare vs. Chicago, 28 NE 934; Boon vs. Clark, 214 SSW 607; 25 Am.Jur. (1st) Highways Sect.163 "the right of the Citizen to travel upon the highway and to transport his property thereon in the ordinary course of life and business... is the usual and ordinary right of the Citizen, a right common to all." -

Most PEOPLE get FIRED for cause ! Tragedy of the modern world

Ex Parte Dickey, (Dickey vs. Davis), 85 SE 781 "Every Citizen has an unalienable RIGHT to make use of the public highways of the state; every Citizen has full freedom to travel from place to place in the enjoyment of life and liberty." People v. Nothaus, 147 Colo. 210. "No State government entity has the power to allow or deny passage on the highways, byways, nor waterways... transporting his vehicles and personal property for either recreation or business, but by being subject only to local regulation i.e., safety, caution, traffic lights, speed limits, etc. Travel is not a privilege requiring licensing, vehicle registration, or forced insurances."

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Chicago Coach Co. v. City of Chicago, 337 Ill. 200, 169 N.E. 2d 222. "Traffic infractions are not a crime." People v. Battle "Persons faced with an unconstitutional licensing law which purports to require a license as a prerequisite to exercise of right... may ignore the law and engage with impunity in exercise of such right."

Shuttlesworth v. Birmingham 394 U.S. 147 (1969). U.S. Supreme Court says No License Necessary To Drive Automobile On Public Highways/Streets No License Is Necessary Copy and Share Freely YHVH.name 3 "The word 'operator' shall not include any person who solely transports his own property and who transports no persons or property for hire or compensation."

Statutes at Large California Chapter 412 p.83 "Highways are for the use of the traveling public, and all have the right to use them in a reasonable and proper manner; the use thereof is an inalienable right of every citizen." Escobedo v. State 35 Cal 2d 870 in 8 Cal Jur 3d p.27 "RIGHT -- A legal RIGHT, a constitutional RIGHT means a RIGHT protected by the law, by the constitution, but government does not create the idea of RIGHT or original RIGHTS; it acknowledges them. . . . Bouvier's Law Dictionary, 1914, p. 2961. "Those who have the right to do something cannot be licensed for what they already have right to do as such license would be meaningless."

City of Chicago v Collins 51 NE 907, 910. "A license means leave to do a thing which the licensor could prevent." Blatz Brewing Co. v. Collins, 160 P.2d 37, 39; Cal. A. 2d 639. "The object of a license is to confer a right or power, which does not exist without it."

Payne v. Massey (19__) 196 SW 2nd 493, 145 Tex 273. "The court makes it clear that a license relates to qualifications to engage in profession, business, trade or calling; thus, when merely traveling without compensation or profit, outside of business enterprise or adventure with the corporate state, no license is required of the natural individual traveling for personal business, pleasure and transportation."

Wingfield v. Melder 2d Ca. 3d 213 (1972). "If [state] officials construe a vague statute unconstitutionally, the citizen may take them at their word, and act on the assumption that the statute is void."

Shuttlesworth v. Birmingham 394 U.S. 147 (1969). "With regard particularly to the U.S. Constitution, it is elementary that a Right secured or protected by that

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U.S. Supreme Court says No License Necessary To Drive Automobile On Public

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document cannot be overturned or impaired by any state police authority," *Donnolly vs. Union Sewer Pipe Co.*, 184 US 640; *Lafarier vs. Grand Trunk R.R. Co.*, 24 A. 848; *O'Neil vs. Providence Amusement Co.*, 108 A. 887. "The right of travel (called the right of free ingress to other states, and egress from them) is so fundamental that it appears in the Articles of Confederation, which governed our society before the Constitution."

(*Paul v. Virginia*). "[T]he right to travel freely from State to State ... is a right broadly assertable against private interference as well as governmental action. Like the right of association, it is a virtually unconditional personal right, guaranteed by the Constitution to us all." (U.S. Supreme Court,

Shapiro v. Thompson). EDGERTON, Chief Judge: "Iron curtains have no place in a free world. ... 'Undoubtedly the right of locomotion, the right to remove from one place to another according to inclination, is an attribute of personal liberty, and the right, ordinarily, of free transit from or through the territory of any State is a right secured by the Constitution.'

Williams v. Fears, 179 U.S. 270, 274, 21 S.Ct. 128, 45 L.Ed. 186. "Our nation has thrived on the principle that, outside areas of plainly harmful conduct, every American is left to shape his own life as he thinks best, do what he pleases, go where he pleases." *Id.*, at 197.

Kent vs. Dulles see Vestal, Freedom of Movement, 41 Iowa L.Rev. 6, 13-14. "The validity of restrictions on the freedom of movement of particular individuals, both substantively and procedurally, is precisely the sort of matter that is the peculiar domain of the courts." Comment, 61 Yale L.J. at page 187. "a person detained for an investigatory stop can be questioned but is "not obliged to answer, answers may not be compelled, and refusal to answer furnishes no basis for an arrest." Justice White, *Hibel* "Automobiles have the right to use the highways of the State on an equal footing with other vehicles."

Cumberland Telephone & Telegraph Co. v. Yaiser 141 Kentucky 15. "Each citizen has the absolute right to choose for himself the mode of conveyance he desires, whether it be by wagon or carriage, by horse, motor or electric car, or by bicycle, or astride of a horse, subject to the sole condition that he will observe all those requirements that are known as the law of the road."

Swift v City of Topeka, 43 U.S. Supreme Court says No License Necessary To Drive Automobile On Public Highways/Streets No License Is Necessary Copy and

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Share Freely YHVH.name 4 Kansas 671, 674. The Supreme Court said in *U.S. v. Mersky* (1960) 361 U.S. 431: An administrative regulation, of course, is not a "statute." A traveler on foot has the same right to use of the public highway as a person in an automobile or any other vehicle.

Cecchi v. Lindsay, 75 Atl. 376, 377, 1 Boyce (Del.) 185. Automotive vehicles are lawful means of conveyance and have equal rights upon the streets with horses and carriages.

Chicago Coach Co. v. City of Chicago, 337 Ill. 200, 205; See also: *Christy v. Elliot*, 216 Ill. 31; *Ward v. Meredith*, 202 Ill. 66; *Shinkle v. McCullough*, 116 Ky. 960; *Butler v. Cabe*, 116 Ark. 26, 28-29. ...automobiles are lawful vehicles and have equal rights on the highways with horses and carriages. *Daily v. Maxwell*, 133 S.W. 351, 354.

Matron v. Dawson, 178 N.W. 2d 588, 591. A farmer has the same right to the use of the highways of the state, whether on foot or in a motor vehicle, as any other citizen.

Draffin v. Massey, 92 S.E.2d 38, 42. Persons may lawfully ride in automobiles, as they may lawfully ride on bicycles. *Doherty v. Ayer*, 83 N.E. 677, 197 Mass. 241, 246;

Molway v. City of Chicago, 88 N.E. 485, 486, 239 Ill. 486; *Smiley v. East St. Louis Ry. Co.*, 100 N.E. 157, 158. "A soldier's personal automobile is part of his 'household goods[.]'"

U.S. v. Bumar, C.A.5(Tex.), 8 F.3d 226, 235" 19A Words and Phrases - Permanent Edition (West) pocket part 94. "[I]t is a jury question whether ... an automobile ... is a motor vehicle[.]"

United States v. Johnson, 718 F.2d 1317, 1324 (5th Cir. 1983). Other right to use an automobile cases: -

EDWARDS VS. CALIFORNIA, 314 U.S. 160 -

TWINING VS NEW JERSEY, 211 U.S. 78 - WILLIAMS VS. PEARLS, 179 U.S. 270, AT 274 - CRANDALL VS. NEVADA, 6 WALL. 35, AT 43-44 - THE PASSENGER CASES, 7 HOWARD 287, AT 492 - U.S. VS. GUEST, 383 U.S. 745, AT 757-758 (1966) -

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GRIFFIN VS. BRECKENRIDGE, 403 U.S. 88, AT 105 (1971) - CALIFANO VS. TORRES, 435 U.S. 1, AT 4, note 6 -

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SHAPIRO VS. THOMPSON, 394 U.S. 618 (1969) - CALIFANO VS. AZNAVORIAN, 439 U.S. 170, AT 176 (1978) Look the above citations up in American Jurisprudence. Some citations may be paraphrased.

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Trump delays press conference on the future of his businesses; Chipotle's ex-CEO steps down.

One of the fundamental maxims of law is "He who slumbers on his rights, has none." The problem is, MOST average people have made no effort to comprehend "the law," especially with regard to political and legal jurisdiction. It is clear to me that state governments, which are municipal corporations incorporated under the laws of the United States, do not have the right to convert my rights into a privilege and charge a fee for the use of said "privilege." However, since most people, including those who choose careers in "law enforcement" blindly believe whatever their "superiors" tell them, without researching for themselves what is true, we have a system of government that derives its "just Powers from the Consent of the Governed," to

Best PEOPLE get FIRED for cause! Tragedy of the modern world.

extract huge profits from those consenting governed people. One reason that you cant go to court with a print out of all the above quotes from other cases and expect to "win" is that you are going to court, voluntarily consenting to the jurisdiction of the court, and voluntarily accepting the judgment of the court which is made up of people who are on the payroll of the plaintiff. Say, for example, one is traveling on the land of Pennsylvania, and gets pulled over by a local small town municipal cop for a "code violation." The code one is accused of violating is basically one of the corporate by-laws of the legal entity known as COMMONWEALTH OF PENNSYLVANIA. The thing is, unless one has a contract with COMMONWEALTH OF PENNSYLVANIA or THE STATE OF NEW JERSEY, THE STATE OF CALIFORNIA, or THE STATE OF (any other state incorporated under the laws of the UNITED STATES), one has no liability to abide by the by-laws of that corporation. However, as many of us have learned first hand, you cant win in THEIR courts with respect to THEIR LAWS. The other reason you cant expect to win is because you cant win as a DEFENDANT! So, the appropriate way to solve this problem is to make a claim against the offending party....the

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CHAP. I PUBLIC LANDS

Section 302. (a) The
any State not having
Indians as to
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25 U.S. Code § 1322 - Assumption by State of civil jurisdiction

Current through Pub. L. 114-38. (See Public Laws for the current Congress.)

US Code

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(a) CONSENT OF UNITED STATES; FORCE AND EFFECT OF CIVIL LAWS

The consent of the United States is hereby given to any State not having jurisdiction over civil causes of action between Indians or to which Indians are parties which arise in the areas of Indian country situated within such State to assume, with the consent of the tribe occupying the particular Indian country or part thereof which would be affected by such assumption, such measure of jurisdiction over any or all such civil causes of action arising within such Indian country or any part thereof as may be determined by such State to the same extent that such State has jurisdiction over other civil causes of action, and those civil laws of such State that are of general application to private persons or private property shall have the same force and effect within such Indian country or part thereof as they have elsewhere within that State.

(b) ALIENATION, ENCUMBRANCE, TAXATION, USE, AND PROBATE OF PROPERTY

Nothing in this section shall authorize the alienation, encumbrance, or taxation of any real or personal property, including water rights, belonging to any Indian or any Indian tribe, band, or community that is held in trust by the United States or is subject to a restriction against alienation imposed by the United States; or shall authorize regulation of the use of such property in a manner inconsistent with any Federal treaty, agreement, or statute, or with any regulation made pursuant thereto; or shall confer jurisdiction upon the State to adjudicate, in probate proceedings or otherwise, the ownership or right to possession of such property or any interest therein.

(c) FORCE AND EFFECT OF TRIBAL ORDINANCES OR CUSTOMS

Any tribal ordinance or custom heretofore or hereafter adopted by an Indian tribe, band, or community in the exercise of any authority which it may possess shall, if not inconsistent with any applicable civil law of the State, be given full force and effect in the determination of civil causes of action pursuant to this section.

(Pub. L. 90-284, title IV, § 402, Apr. 11, 1968, 82 Stat. 79.)

25 U.S. Code § 1324 - Amendment of State constitutions or statutes to remove legal impediment; effective date

Current through Pub. L. 114-38. (See Public Laws for the current Congress.)

US Code

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Notwithstanding the provisions of any enabling Act for the admission of a State, the consent of the United States is hereby given to the people of any State to amend, where necessary, their State constitution or existing statutes, as the case may be, to remove any

legal impediment to the assumption of civil or criminal jurisdiction in accordance with the provisions of this subchapter. The provisions of this subchapter shall not become effective with respect to such assumption of jurisdiction by any such State until the people thereof have appropriately amended their State constitution or statutes, as the case may be. (Pub. L. 90-284, title IV, § 404, Apr. 11, 1968, 82 Stat. 79.)

25 U.S. Code § 450a - Congressional declaration of policy

Current through Pub. L. 114-38. (See Public Laws for the current Congress.)

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Notes

Authorities (CFR)

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(a) RECOGNITION OF OBLIGATION OF UNITED STATES

The Congress hereby recognizes the obligation of the United States to respond to the strong expression of the Indian people for self-determination by assuring maximum Indian participation in the direction of educational as well as other Federal services to Indian communities so as to render such services more responsive to the needs and desires of those communities.

(b) DECLARATION OF COMMITMENT

The Congress declares its commitment to the maintenance of the Federal Government's unique and continuing relationship with, and responsibility to, individual Indian tribes and to the Indian people as a whole through the establishment of a meaningful Indian self-determination policy which will permit an orderly transition from the Federal domination of programs for, and services to, Indians to effective and meaningful participation by the Indian people in the planning, conduct, and administration of those programs and services. In accordance with this policy, the United States is committed to supporting and assisting Indian tribes in the development of strong and stable tribal governments, capable of administering quality programs and developing the economies of their respective communities.

(c) DECLARATION OF NATIONAL GOAL

The Congress declares that a major national goal of the United States is to provide the quantity and quality of educational services and opportunities which will permit Indian children to compete and excel in the life areas of their choice, and to achieve the measure of self-determination essential to their social and economic well-being.

(Pub. L. 93-638, § 3, Jan. 4, 1975, 88 Stat. 2203; Pub. L. 100-472, title I, § 102, Oct. 5, 1988, 102 Stat. 2285.)

25 U.S. Code § 194 - Trial of right of property; burden of proof

Current through Pub. L. 114-38. (See Public Laws for the current Congress.)

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FOREIGN CORRUPT PRACTICES ACT

An Overview

The Foreign Corrupt Practices Act of 1977, as amended, 15 U.S.C. §§ 78dd-1, et seq. ("FCPA"), was enacted for the purpose of making it unlawful for certain classes of persons and entities to make payments to foreign government officials to assist in obtaining or retaining business. Specifically, the anti-bribery provisions of the FCPA prohibit the willful use of the mails or any means of instrumentality of interstate commerce corruptly in furtherance of any offer, payment, promise to pay, or authorization of the payment of money or anything of value to any person, while knowing that all or a portion of such money or thing of value will be offered, given or promised, directly or indirectly, to a foreign official to influence the foreign official in his or her official capacity, induce the foreign official to do or omit to do an act in violation of his or her lawful duty, or to secure any improper advantage in order to assist in obtaining or retaining business for or with, or directing business to, any person.

Since 1977, the anti-bribery provisions of the FCPA have applied to all U.S. persons and certain foreign issuers of securities. With the enactment of certain amendments in 1998, the anti-bribery provisions of the FCPA now also apply to foreign firms and persons who cause, directly or through agents, an act in furtherance of such a corrupt payment to take place within the territory of the United States.

The FCPA also requires companies whose securities are listed in the United States to meet its accounting provisions. See 15 U.S.C. § 78m. These accounting provisions, which were designed to operate in tandem with the anti-bribery provisions of the FCPA, require corporations covered by the provisions to (a) make and keep books and records that accurately and fairly reflect the transactions of the corporation and (b) devise and maintain an adequate system of internal accounting controls.

For particular FCPA compliance questions relating to specific conduct, you should seek the advice of counsel as well as consider using the Department of Justice's FCPA Opinion Procedure, found [here](#).

CONTACT US REGARDING THE FCPA

By Mail

Correspondence relating to the Foreign Corrupt Practices Act (FCPA) may be sent to:

U.S. Department of Justice
Criminal Division
Fraud Section
ATTN: FCPA Coordinator
Bond Building, 4th Floor
10th and Constitution Ave. NW
Washington, DC 20530-0001

By Fax

Facsimile - 202-514-7021

By E-Mail

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U.S. Attorneys » Resources » U.S. Attorneys' Manual » Criminal Resource Manual » CRM 2000 - 2500 » Criminal Resource Manual 2001-2099

2067. Voorhis Act—18 U.S.C. § 2386

The Voorhis Act (18 U.S.C. § 2386) requires registration with the Attorney General of certain organizations, the purpose of which is to overthrow the government or a political subdivision thereof by the use of force and violence. The rules and regulations promulgated thereunder are set forth in 28 C.F.R. § 10.1 *et seq.*

< 2066. Federal Regulation Of Lobbying Act UP
- 2 U.S.C. 261 Et Seq.

2068. Registration Of Persons With
Knowledge Of Espionage - 50 U.S.C. 851
To 857 >

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What is Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d). Title VI does not ordinarily provide protection against employment discrimination, under certain circumstances, when a primary purpose of a funding program or activity is employment, Title VI may apply to employment discrimination claims. Since the passage by Congress of the Civil Rights Act of 1964, additional related Nondiscrimination authorities have been promulgated. The Florida Department of Highway Safety and Motor Vehicles (DHSMV) has developed and is implementing a Title VI Program that includes the following protected groups: race, color, national origin, sex, age, disability, income-level and limited English proficiency (LEP).

Title VI Policy

The Florida DHSMV is committed to ensuring that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability, including income-level and LEP.

The Department of Highway Safety & Motor Vehicles as a recipient of federal financial assistance will ensure full compliance with Title VI of the Civil Rights Act of 1964, as amended, and related Nondiscrimination authorities in all DHSMV programs and activities.

Any person who believes that he or she has been subjected to discrimination or retaliation based on their race, color, national origin, sex, age, or disability, including income-level and LEP, may file a Title VI complaint. Complaints may be filed directly to DHSMV. Complaints must be filed in writing and signed by the complainant or a

representative and should include the complainants name, address, and telephone number or other means by which the complainant can be contacted. Complaints must be filed within 180 days of the date of the alleged discriminatory act.

What discrimination is prohibited by the Florida DHSMV Title VI Program

Discrimination under our Title VI program is an act (action or inaction) whether intentional or unintentional, through which a person or group, solely because of race, color, national origin, sex, age, disability, income-level, or LEP has been otherwise subjected to unequal treatment or impact, under any program or activity receiving financial assistance from the United States Department of Transportation (USDOT).

In operating USDOT-assisted programs, a recipient cannot discriminate either directly or through contractual or other means by:

- Denying programs services, financial aid, or other benefits;
- Providing different program services, financial aids or other benefits, or providing them in manner different from that provided to others;
- Segregating or separately treating individuals or groups in any matter related to the receipt of any program service, financial aid or benefit;
- Restricting in any way the enjoyment of any advantage or privilege enjoyed by others receiving any program service, financial aid or other benefits;
- Denying person(s) the opportunity to participate as a member of a planning, advisory or similar body;
- Denying person(s) the opportunity to participate in the program through the provision of services, or affording the opportunity to do so differently from those afforded others.

Additional Resources

FMCSA Title VI Program Assurance (<http://www.flhsmv.gov/pdf/titlevi/compliance-plan-2016.pdf>)

Title VI and Related Nondiscrimination Authorities Program
(<http://www.flhsmv.gov/pdf/titlevi/signed-policy-2016.pdf>)

Title VI and Related Nondiscrimination Authorities Training Program
(http://www.flhsmv.gov/pdf/titlevi/titlevi-program-and-other-related-nondiscrimination-authorities-training_20160816.pdf)

Poster (<http://www.flhsmv.gov/pdf/titlevi/poster.pdf>) (Español
(<http://www.flhsmv.gov/pdf/titlevi/spanish-poster.pdf>), Kreyol
(<http://www.flhsmv.gov/pdf/titlevi/creole-poster.pdf>))

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