# 2011 <br> DMV Annual Report 



BE AN ORGAN, EYE, \& TISSUE DONOR

Dave Heineman, Governor
Beverly Neth, Director

Dave Heineman
Governor

The Department of Motor Vehicles Annual Report is published solely in electronic format. A downloadable copy of the Report, DMV related information, and all DMV forms are available at www.dmv.ne.gov. I encourage you to take the time to visit www.clickDMV.ne.gov the location of the growing number of on-line services.

The Report covers the period of January 1, 2011 to December 31, 2011. It contains an executive summary of the Department, specific accomplishments of the DMV divisions, and a wealth of statistical information concerning Nebraska's vehicles and drivers.

I want to thank Governor Heineman, the state legislators, county officials, members of our advisory boards and task forces, and our partner state agencies for their support. The success of the DMV depends upon the continued support of these individuals.

If you have any questions regarding the information provided in the Annual Report or would like additional information regarding the Department of Motor Vehicles, please feel free to contact us at (402) 471-3900.

Sincerely,


Beverly Neth
Director


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## Nebraska

# Nebraska Department of Motor Vehicles 

Mission Statement<br>To promote public safety through education and regulation of drivers and motor vehicles, and to collect revenues that provide resources for state and local government operations.

Vision Statement Exceptional service delivered by knowledgeable people with integrity, enthusiasm and respect.

## NEBRASKA DEPARTMENT OF MOTOR VEHICLES

 Executive SummaryThe Nebraska Department of Motor Vehicles is composed of seven divisions.
Administration houses the office of the director and oversees the operations of the other six divisions, which includes 190 employees and an annual budget of $\$ 25.4$ million for FY1112. Administration includes the deputy director, budget and human resources officers and support staff. The director serves as the chairperson of the Motor Vehicle Industry Licensing Board.

Beverly Neth, Director
Patricia Phillips, Deputy Director

Gary Ryken, Account and Finance Manager Arnita Endacott, Personnel Manager

Driver and Vehicle Records (DVR): (Betty Johnson, Administrator)
DVR is responsible for the administration of the statewide Vehicle Titling and Registration System (VTR). VTR is used by all 93 counties for the titling and registration of Nebraska's over 2.2 million motor vehicles. VTR is also the system through which all motor vehicle taxes, motor vehicle fees, motor vehicle registration fees, sales tax, wheel tax and other assorted fees are collected. The division is responsible for the state's license plate program, including the budget, inventory control of the 60 types of license plates throughout all 93 counties, and the message and specialty plate programs. The division also administers over 106,000 handicapped parking permits. The division maintains the Motor Vehicle Insurance Database.

DVR is also responsible for the database that maintains the records of 1.4 million licensed drivers and state ID card holders and the Digital Driver License System used by the counties to issue documents. The DVR Help Desk provides technology and business support for county officials and the general public. DVR also houses a Fraud Unit that investigates identity theft, driver license fraud, and title and odometer fraud.

## Driver Licensing Services: (Sara O'Rourke, Administrator)

Driver Licensing Services is responsible for ensuring that individuals meet Nebraska's licensing standards and requirements for issuance of driver permits, licenses and State ID Cards. The division utilizes several systems to effectively administer its programs: the Interactive Driver License System, the Digital Driver License System, Automated Testing System and the CDL 3rd Party Tester Database.

The division certified Driver Training Schools, Driver Safety Schools and Commercial Driver License (CDL) Third Party Testers and Examiners. Driver Training Schools and CDL Third Party Testers are audited annually. During 2011, 51 Driver Safety Schools were audited. There are 97 exam offices and 100 employees located throughout the State who assist individuals obtain nine different types of permits and six types of licenses and State ID cards. Thirteen of the 97 offices are open five days a week. Approximately 522,177 applicants for driver licenses and identification cards are processed each year in the offices. An additional 52,304 were processed via our online driver licensing system.

Motor Carrier Services (MCS): (Cathy Beedle, Administrator)
MCS administers a variety of programs relating to the trucking industry, including the International Registration Plan (IRP) that collects and distributes registration fees between member states (48 States, the District of Columbia and 10 Canadian Provinces). In 2011, the division collected over $\$ 77$ million total IRP fees, (retained $\$ 30$ million in Nebraska) and distributed the balance of $\$ 47$ million to other IRP jurisdictions.

MCS administers the International Fuel Tax Agreement (IFTA) that requires the equitable distribution of fuel tax between member states (48 States, District of Columbia and 10 Provinces). In 2011, the division collected over $\$ 11$ million in fuel tax revenues -- retained $\$ 4.1$ million in Nebraska and distributed $\$ 7.1$ million to other IFTA jurisdictions

The MCS division continues to be a participant in the Unified Carrier Registration (UCR). For 2011, MCS satisfied their UCR entitlement and collected $\$ 742,000$ for the State, while providing another $\$ 1$ million to the UCR depository for distribution to other states.

MCS issues certificates of titles for apportioned vehicles and audits IRP and IFTA returns.

## Legal Division: (Noelie Sherdon, Administrator)

Primary duties of the legal division involve administrative hearings, management of the Administrative License Revocation (ALR) program, legal advice, rules and regulations, legal documents, manufacturer's warranty duties, fifteen-year license revocation reprieves, claims board, and the health advisory board. Legal's largest program is conducting hearings for administrative license revocation. In 2011, the ALR program helped to reduce Nebraska's human and economic consequences of motor vehicle crashes by affirming the administrative revocation of 9,758 drunk drivers.

Financial Responsibility (FR): (Kathy Van Brocklin, Manager)
The Financial Responsibility Division identifies those individuals who do not drive safely and assists them in becoming safe drivers. FR denies driving privileges via disqualification (CDL licenses), suspension or revocation of driver licenses to those who cannot or will not drive safely, and subsequently reinstatement of the driver licenses. In 2011, the division revoked/suspended the driver licenses of 63,968 individuals, reinstated 57,682 driver licenses, and recorded 186,765 traffic violation convictions to driving records. FR staff responded to 84,839 phone inquiries. The Division had 22,951 reinstatements on-line versus 9,604 over-the-counter reinstatements. FR is the point of contact for issuance of employment drive and medical hardship permits, as well as ignition interlock restricted licenses. The division also aids in the collection of traffic fines and child support order payments.

## Information Systems Division (IS): (Keith Dey, Manager)

Responsible for the development, installation, maintenance and support of all DMV related business applications. IS expanded the document imaging system, on-line services, DMV website, administrative support to DMV's main office computer systems (hardware and software), and updated the recall process for drivers and the medical certification process for commercial drivers.

## Administration Division

The Administration Division is the support services office for the Department of Motor Vehicles. The division includes the director, deputy director, accounting and finance manager, human resources manager and support staff. Functions in the Administration Division provide overall assistance to the operations of all sections within the Department of Motor Vehicles. The director also serves as the chairperson of the Motor Vehicle Industry Licensing board.

## Legal Division

The Legal Division performs a variety of tasks within the Department of Motor Vehicles. Primary duties involve administrative hearings, legal advice, legislation, rules and regulations, legal documents, STOP program certification, Ignition Interlock provider certification, defensive driving class certification and administrative license revocation program, manufacturer's warranty duties, fifteen-year license revocation reprieves, claims board and the health advisory board.

## Administrative Hearings

All administrative hearings for the Department are conducted by the Legal Division. Hearings are held for commercial driver license issues such as disqualifications, third party testers and commercial driver instructors; financial issues involving bankruptcies and selfinsurance; and issues relating to Motor Carrier Services, such as protests under the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA); and motor vehicle tax objections. The Legal Division also provides regular ALR training presentations at the Grand Island Law Enforcement Training Center and Omaha Police Academy.

The majority of hearings are for Administrative License Revocations. Law enforcement members have the authority to take the license of a driver who refuses or fails a chemical test. The motorist may contest the automatic revocation by petitioning for a hearing. The Department holds a hearing to decide the merit of the driver's claim. In 2011, there were 11,024 sworn reports received, 5,150 hearings scheduled and 9,758 licenses revoked. Motorists may appeal the DMV decision to the District Court. The Legal Division processed 471 District Court appeals during 2011.

## Rules and Regulations, Contracts, Legal Documents

Rules and Regulations are developed through the Legal Division. New and revised rules and regulations are initiated by changes in statutes, require a public hearing and are reviewed and approved by the Attorney General and the Governor. In 2011, four sets of rules and regulations were promulgated and six hearings were held.


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The Legal Division works with other DMV divisions, the public and other agencies to develop these rules and regulations. In addition, the Legal Division reviews and drafts contracts and other legal documents involving other agencies, outside companies and the public.

## Fifteen-Year License Revocation Reprieves

A person whose license has been revoked for 15 years may file an application for reinstatement after seven years of the revocation have passed. The Legal Division reviews each application and prepares a written recommendation for the Director to provide to the Board of Pardons. In 2011, 35 applications were processed; 16 were granted reprieves.

## Manufacturer's Warranty Duties (Lemon Law)

The Legal Division provides lemon law information to interested consumers. Staff answers telephone inquiries and provides information on the Internet and through brochures. Nebraska is a founding member of the International Association of Lemon Law Administrators, which was organized to facilitate the flow of lemon law information across all jurisdictions on behalf of consumers. Nebraska's lemon law requires manufacturers to make a new vehicle conform to the vehicle's written warranty through either an informal settlement with a consumer or in response to a lawsuit in state court by a consumer.

## Claims Board

All claims filed against the Department of Motor Vehicles are handled by a staff attorney representing the DMV before the Claims Board. The staff attorney coordinates the agency's response to the claim and any arguments made to the Claims Board.

## Other Boards and Councils

When necessary, the Health Advisory Board, composed of medical specialists, is called to make a careful medical review and evaluation to determine whether a person is physically or mentally qualified to hold a driver license. A staff attorney is present at the board meetings.

A staff attorney handles protests under the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA). A member of the Legal Division is designated to attend Federal Bankruptcy Court whenever hearings may be necessary to protest taxes or fees owed to the Department.


Administrative License Revocation (ALR) Statistics

| Year | DUI Arrests Reported | ALR Sworn Reports Received | * \% of <br> Sworn <br> Reports Received Compared to Arrests | Petitions for Hearing Received | ** \% of <br> Sworn <br> Reports <br> Received Petitioning for Hearing | Hearings Scheduled | Dismissals/ All Reasons | *** \% of Dismissals | $\begin{aligned} & \text { ALR } \\ & 1 \text { Year } \\ & \text { Refusal } \end{aligned}$ | $\begin{gathered} \text { ALR } \\ 90 \text { Day } \end{gathered}$ | $\begin{aligned} & \text { ALR } \\ & 1 \text { Year } \end{aligned}$ | \# Total ALR Revocations | ^ \% of Sworn Reports Received Resulting in Revocation | Appeals Filed in District Court | \% of Appeals/ ALR <br> Revocations | Average Blood Alcohol Content |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1993 | 12,140 | 11,122 | 91.6\% | 3,363 | 30.2\% | 2,973 | 680 | 6.1\% | 918 | 7,896 | 240 | 9,054 | 81.4\% | N/A | N/A | 0.174 |
| 1994 | 12,930 | 11,696 | 90.5\% | 3,895 | 33.3\% | 3,568 | 844 | 7.2\% | 1,084 | 8,265 | 813 | 10,162 | 86.9\% | N/A | N/A | 0.171 |
| 1995 | 12,841 | 8,268 | 64.4\% | 3,054 | 36.9\% | 3,014 | 920 | 11.1\% | 835 | 5,433 | 848 | 7,116 | 86.1\% | N/A | N/A | 0.172 |
| 1996 | 12,763 | 10,330 | 80.9\% | 3,231 | 31.3\% | 3,138 | 951 | 9.2\% | 865 | 6,047 | 1,179 | 8,091 | 78.3\% | 217 | 2.7\% | 0.174 |
| 1997 | 13,119 | 11,217 | 85.5\% | 3,971 | 35.4\% | 3,698 | 1,685 | 15.0\% | 985 | 6,497 | 1,586 | 9,068 | 80.8\% | N/A | N/A | 0.170 |
| 1998 | 13,439 | 11,048 | 82.2\% | 4,066 | 36.8\% | 3,748 | 1,577 | 14.3\% | 914 | 6,245 | 1,710 | 8,869 | 80.3\% | N/A | N/A | 0.169 |
| 1999 | 13,422 | 10,881 | 81.1\% | 4,336 | 39.8\% | 4,026 | 1,725 | 15.9\% | 897 | 6,072 | 1,727 | 8,696 | 79.9\% | N/A | N/A | 0.168 |
| 2000 | 11,948 | 9,852 | 82.5\% | 3,958 | 40.2\% | 3,650 | 1,660 | 16.8\% | 834 | 5,268 | 1,802 | 7,904 | 80.2\% | N/A | N/A | 0.169 |
| 2001 | 12,166 | 10,283 | 84.5\% | 4,196 | 40.8\% | 3,883 | 1,675 | 16.3\% | 746 | 5,521 | 1,798 | 8,065 | 78.4\% | 387 | 4.8\% | 0.164 |
| 2002 | 13,154 | 11,718 | 89.1\% | 5,152 | 44.0\% | 4,799 | 2,061 | 17.6\% | 780 | 6,479 | 1,972 | 9,231 | 78.8\% | 430 | 4.7\% | 0.159 |
| 2003 | 13,415 | 12,715 | 94.8\% | 5,744 | 45.2\% | 5,277 | 2,418 | 19.0\% | 811 | 7,052 | 2,253 | 10,116 | 79.6\% | 405 | 4.0\% | 0.156 |
| 2004 | 14,093 | 13,038 | 92.5\% | 6,209 | 47.6\% | 5,518 | 2,414 | 18.5\% | 862 | 7,642 | 2,550 | 11,054 | 84.8\% | 416 | 3.8\% | 0.157 |
| 2005 | 14,525 | 13,321 | 91.7\% | 6,581 | 49.4\% | 6,040 | 2,245 | 16.9\% | 872 | 7,968 | 2,789 | 11,629 | 87.3\% | 436 | 3.7\% | 0.160 |
| 2006 | 13,421 | 12,310 | 91.7\% | 6,097 | 49.5\% | 5,581 | 2,107 | 17.1\% | 881 | 7,401 | 2,555 | 10,837 | 88.0\% | 448 | 4.1\% | 0.158 |
| 2007 | 13,437 | 12,069 | 89.8\% | 5,454 | 45.2\% | 5,217 | 1,968 | 16.3\% | 907 | 7,267 | 2,357 | 10,531 | 87.3\% | 518 | 4.9\% | 0.159 |
| 2008 | 13,660 | 12,712 | 93.1\% | 6,139 | 48.3\% | 5,624 | 1,905 | 15.0\% | 926 | 7,555 | 2,764 | 11,245 | 88.5\% | 594 | 5.3\% | 0.158 |
| 2009 | 13,399 | 12,444 | 92.9\% | 6,195 | 49.8\% | 5,730 | 2,170 | 17.4\% | 842 | 7,317 | 2,656 | 10,815 | 86.9\% | 524 | 4.8\% | 0.159 |
| 2010 | 12,399 | 11,435 | 92.2\% | 5,664 | 49.5\% | 5,165 | 1,836 | 16.1\% | 725 | 6,650 | 2,358 | 9,733 | 85.1\% | 441 | 4.5\% | 0.159 |
| 2011 | N/A | 11,024 | N/A | 5,421 | 49.2\% | 5,150 | 1,599 | 14.5\% | 749 | 6,695 | 2,314 | 9,758 | 88.5\% | 471 | 4.8\% | 0.160 |

$\begin{array}{ll}\text { January 1, 1993 } & \text { - Administrative License Revocation (ALR) Law } \\ \text { January 1, 1994 } & \text {-. .02 BAC (Zero Tolerance) Under } 21 \text { Drivers }\end{array}$
August 28, 1999 . 02 BAC (Zeroiner Law
September 1, 2001 -. 08 BAC Law
September 4, $2005-.16$ BAC Law
July 14, 2006 -. 15 BAC Law
January 1, 2008 - Underage "Dram Shop" Law
January 1, 2009 - Ignition interlock Law

* ALR Sworn Reports Received / DUI Arrests Rep
** ALR Sworn Reports Received / DUI Arrests Reported = Percent of Sworn Reports Received compared to Arrests
** Petitions for Hearing Received / ALR Sworn Reports Received = Percent of Sworn Reports Received Petitioning for Hearing
\# Total ALR Revocations Processed/Refusal, 90 Day, and 1 Year Enhanced; included Automatic Revocations and after Hearings.
$\wedge$ Total ALR Revocations / ALR Sworn Reports Received = Percent of Sworn Reports Received Resulting in Revocation


## NOTE:

$\%$ of dismissals and \% of revocations total more than $100 \%$ due to revocations dismissed pursuant to bypass [60-498.02(5)] and some dismissals on appeal.

Revocations are counted and percentage calculated on the last day of the month the revocation was ordered

Dismissals are counted and percentage calculated 45 days after the last day of the month the revocation was ordered.

NA - Not Available

Provided by: Nebraska Department of Motor Vehicles - Legal Division, 301 Centennial Mall South, Lincoln, NE 68509 Last Date Modified: February 27, 2012

## Information Systems DIvision

The Information Systems Division of the Department of Motor Vehicles provides the tools, expertise and support needed to develop more efficient methods to serve both our internal customers and the citizens of Nebraska.

To meet this goal the division has personnel who specialize in:

- The management of computer systems on the IBM AS/400, IBM Mainframe and Intel platforms.
- Ethernet and wireless networks.
- The development, installation and support of technical solutions and business applications.
- PC support, software installation and troubleshooting.
- Project management.

The focus of the DMV has been to provide customers with easy access to both services and data hosted by the DMV. DMV on-line services are provided through Nebraska.Gov (www.nebraska.gov), NCJIS (Nebraska Criminal Justice Information System) and to the customers of the Department of Motor Vehicles at www.clickdmv.ne.gov.

As the DMV moves towards more accessible services, coordination and cooperation with other state agencies and third-party vendors is critical. Digital technologies are being developed and implemented to maintain and improve the security of our personal identities while making our services and information easily accessible.

Major activities In 2011:
In addition to the regular enhancements, legislated modifications and maintenance of systems:

The IS Division expanded the use of the new enterprise document imaging system. The imaging system was expanded to include service to the Examining Division for both our inhouse and field offices.

Application additions and enhancements were created to interface with federal systems to verify immigration status and US Passport validity. Major changes were also made to update the license recall process for all drivers and the medical certification process for commercial drivers.

The division enhanced the VTR (Vehicle Title and Registration) application to take advantage of forms management and is now capable of producing title applications, duplicate title applications, and Form-6 documents for vehicles and boats.

In partnership with the Intergovernmental Data Services Division of the OCIO (Office of the Chief Information Officer), the IS Division consolidated and relocated 28 county computer systems and 1 state system to a shared system located within the OCIO facility.

The IS Division began the refresh and update of the software and hardware for the AutoTest application used by the Examining Division and the enterprise document imaging application. Completion of these projects will be during the $1^{\text {st }}$ quarter of 2012.

The IS Division converted the DMV to the Microsoft Forefront Enterprise Protection product.

## Motor Carrier Services Division

The Division of Motor Carriers "One-Stop Shop" administers a variety of programs relating to the trucking industry:

- The International Registration Plan (IRP), a vehicle registration program whose purpose is to collect and distribute registration fees between member states
- The International Fuel Tax Agreement (IFTA), an agreement between member states for the purpose of equitable distribution of fuel tax
- The Unified Carrier Registration (UCR) program. All motor carriers, motor private carriers, brokers and freight forwarders are required to pay UCR fees annually
- The issuance of certificates of title, noting of liens and collection of sales tax and tire fee for apportioned vehicles
- The auditing of motor carrier fuel and mileage records, in accordance with the IRP and IFTA agreements

Major activities in 2011:
Three employees retired from the Division during 2011. Their combined years of experience service totaled nearly 93 years! Because of increased efficiencies, only two employees were replaced, both in the audit section.

The division began using the email blast services of "gov.delivery" to notify taxpayers of their quarterly IFTA tax return deadlines. We hope to be able to reduce the cost of tax return mailings by increased use of email notifications in the future.

The division continues to work closely with our Federal partners at FMCSA in several areas, including the Commercial Vehicles Information Systems and Networks (CVISN) project and the Performance Registration Information System Management (PRISM) project. The MCS division also continues to see increased usage of on-line filing options.



Motor Carrier Services Statistics - 2011

| Nebraska Based Carriers |  |
| :---: | :---: |
| IRP Carriers | 3,998 |
| IRP Fleets | 4,091 |
| IFTA Carriers | 4,113 |
| UCR Carriers | 6,915 |
| Nebraska Based Vehicles |  |
| Power Units | 36,174 |
| Trailer Units | 73,167 |
| Total Power/ Trailer Units | 109,341 |
| Nebraska Based Carriers Field Audits |  |
| IRP | 179 |
| IFTA | 143 |
| Audits Processed from other J urisdictions | 5,701 |
| Titles Issued for Apportioned Vehicles | 17,629 |
| Liens Noted | 5,374 |
| Total IFTA Decals Issued | 48,505 |
| International Registration Plan |  |
| Fees \& Refunds Distributed to other IRP States | \$46,883,271 |
| Nebraska IRP Fees to Highway Trust Fund \& MV Tax Fund | \$30,181,926 |
| Total I RP Fees Collected | \$77,065,197 |
| International Fuel Tax Agreement |  |
| Taxable Gallons | 285,478,810 |
| Tax Paid Gallons Paid at Nebraska Retail Outlets | 272,291,652 |
| Net Gallons (calculated) | 13,277,158 |
| Tax Distributed to other IFTA States | \$7,147,098 |
| Nebraska Tax Collected on Returns | \$4,131,981 |
| Total Tax Collected through the IFTA Program | \$11,274,109 |
| Total Fuel Tax Paid by IFTA Carriers (calculated) 285,478,810 x average tax rate (.2635) | \$75,223,666 |
| UCR Fees (Unified Carrier Registration) |  |
| Fees Distributed to other UCR States | \$1,049,457 |
| Nebraska Fees to General Fund | \$741,974 |
| Total UCR Fees Collected | \$1,791,431 |
| Total MCS Fees and Tax Collection |  |
| Fees Distributed to Highway Trust Fund \& MV Tax Fund | \$34,313,907 |
| Fees Distributed to the General Fund | \$741,974 |
| Fees \& Refunds Distributed to other States | \$55,079,826 |
| Total MCS Fees and Taxes Collected | \$90,135,707 |
| IRP on-line Filings |  |
| Renewal filings | 1,940 |
| Temporary Registrations | 59,277 |
| IFTA on-line Filings |  |
| 4th Quarter Return 2008 | 2,311 |
| 1st Quarter Return 2009 | 2,177 |
| 2nd Quarter Return 2009 | 2,314 |
| 3rd Quarter Return 2009 | 2,322 |
| Total Returns Filed Via the Web | 9,124 |

## Financial <br> Responsibility Division

The goal of the Financial Responsibility Division is to identify those individuals who do not drive safely, to assist individuals in becoming safe drivers, or to deny driving privileges to those who cannot or will not drive safely, and aid the courts in collecting traffic violation fines and support order payments.

## Major Activities in 2011:

## Legislative Changes:

## LB 667:

- Changes provisions relating to ignition interlock permits. Effective January 1, 2012, individuals who are first time Administrative License Revocation offenders, and who do not petition for an administrative hearing, may continue to drive with restrictions by installing an ignition interlock system and obtaining an ignition interlock permit. Individuals who are subsequent offenders and do not petition for a hearing will also be eligible to drive with the ignition interlock restrictions after a 45 day no-drive time. First and subsequent offenders who refuse to submit to a substance abuse test will have a 90 day no-drive time before they are eligible to drive with ignition interlock restrictions.
- If the driver is convicted of violating his/her ignition interlock restriction by tampering, circumventing or operating without ignition interlock device, the Administrative License Revocation period and ignition interlock restricted driving is extended for 6 months.
- If a driver decides to petition for an ALR hearing, the ignition interlock restricted driving is not allowed unless ordered by the court for the driving under the influence conviction.
- An employment drive permit is no longer available to individuals that are ALR offenders.
- If provided in the court order, ignition interlock restricted driving is now available for individuals convicted of driving under the influence related Motor Vehicle Homicides.


## LB 675

- Created a new criminal offense for drivers that have already been convicted of felony drunk driving, and are convicted of driving a vehicle with a B.A.C. of .02 and over.

All legislative changes required updates to the ignition interlock and employment drive permit and other general computer applications.

- Customer Service:

In 2011 the Financial Responsibility Staff responded to 84,839 phone inquiries.
Other activities involved in the achievement of our goals include:
$>$ processing driver license suspensions, revocations, and reinstatements which includes data entry on computer work files
$>$ updating drivers' traffic violation records
> responding to phone inquiries and walk-in customers.


Driver License Reinstatements 2011


## DRIVER LICENSE REINSTATEMENT REVENUES

 2011

## Financial Responsibility Statistics 2011

| Traffic Violation Suspensions/Revocations |  |
| :---: | :---: |
| Court-Ordered Suspensions | 12,556 |
| Insurance Cancellation Suspensions | 7,812 |
| Failure to Comply with Traffic Citations Suspensions | 17,279 |
| Point Revocations | 1,348 |
| Administrative License Revocations (ALR) | 9,758 |
| Commercial Driver License (CDL) Disqualifications Revocations | 932 |
| No Proof Insurance Suspensions | 5,285 |
| Accident Suspensions | 2,049 |
| Violate Support Order | 6,171 |
| Underage 21 Driver Fail to Complete Driver Improvement Course | 778 |
| Total Suspensions/Revocations | 63,968 |
| Traffic Violation Reinstatements |  |
| Court-Ordered Suspensions | 11,357 |
| Insurance Cancellations | 7,197 |
| Failure to Comply with Traffic Citations | 17,252 |
| Point Revocation | 1,410 |
| Administrative License Revocations (ALR) | 8,529 |
| Commercial Driver License (CDL) Disqualifications | 906 |
| No Proof Insurance | 4,895 |
| Accident | 1,291 |
| Support Order | 4,083 |
| Underage 21 Driver Fails to Complete Driver Improvement Course | 762 |
| Total Reinstatements | 57,682 |
| Miscellaneous |  |
| Ignition Interlock Permits Issued | 2,332 |
| Employment Driving Permits Issued | 596 |
| Traffic Violation Convictions | 186,765 |

## Driver Licensing Services

The goal of Driver Licensing Services is to ensure that persons who meet Nebraska's identification and licensing requirements are issued a permit, operator license or commercial driver license and that individuals who meet the identification requirements set forth in state statute are issued a State ID Card. It is our goal to provide quality service that is applied fairly and consistently to all applicants in a helpful and friendly manner.

Major activities in 2011:

## Conduct Examinations

During 2011, Driving Licensing Staff processed 522,177 applicants in 97 exam stations statewide. This included new applicants (licensed individuals who moved to Nebraska from another state, individuals who had never been issued a license document before and individuals whose Nebraska license document had been expired over one year) and renewal applicants.

## On-line Renewal

Eligible individuals can renew their Class O (car), Class M (motorcycle) licenses and State ID Cards on-line and obtain duplicates of the same. 2011 On-line Statistics: License Renewals $\quad 48,762 \quad$ License Duplicates 2,813 ID Card Renewals 593 ID Card Duplicates 136

## Training Unit

The Training Unit developed 14 new on-line courses. A new training platform was introduced in September which required the previous 27 on-line courses to be converted to that format. There were 870 students enrolled in 2011 and 9,545 requests to use the various training modules throughout the year.

The Breath Alcohol Testing Program trained 223 individuals in 2011. These individuals represent city, county and state agencies including law enforcement, corrections, probation, military and others. This program was transitioned over to the State Patrol effective 12-3111.

A total of 130 driver license examiners and 562 county treasurer staff completed the Fraudulent Document Recognition Level 1 training in 2011.

The unit also trained 27 newly hired driver license examiners in 2011.

## Renewal Notices

Renewal notices are sent 90 days in advance of the expiration of a driver license or State ID Card. In 2011, the Department sent out 262,028 renewal notices. Of those, 76,240 (22\%) of the applicants presented, as requested, a completed renewal notice to driver licensing staff, an action that greatly expedited the applicant's time spent at the DMV.

Additional activities in the achievement of our goals/accomplishments include:

- Audited 42 CDL Third Party Testers (companies). Auditors also observed 51 skills tests being administered by third party examiners ( 42 overtly and 9 covertly). DMV certified that individuals who work for these companies are authorized to administer skills testing for applicants who desire a commercial driver license. The Federal Motor

Carrier Safety Administration requires the DMV to audit these companies each year. The audit consists of a review of paperwork and sample retesting of drivers that have previously passed.

- Audited 26 Driver Training Schools. Driver Training Schools teach individuals how to drive a motor vehicle. During each audit, the facilities of the school are inspected to make sure all requirements are met as outlined in the rules and regulations.
- Audited 51 DMV approved Driver Safety Courses; two schools were added and five schools dropped their certification. The Department currently has 149 DMV approved Driver Safety Courses. DMV certifies that instructors who work for these courses provide 20 hours of classroom training and 5 hours of behind the wheel training for individuals between the ages of $14-18$. These instructors are also authorized to administer the DMV drive test upon completion of the course. The audit consists of a review of their paperwork and their DMV approved drive test route.
- The Nebraska Driver's Manual and written tests (English and Spanish versions) were updated with legislative changes from the previous year's legislative session.
- The interactive driver license practice test was updated with legislative changes from the previous year's legislative session. This interactive test can be found on the Department's website and assists individuals studying for the written driver license examination. The website is: www.dmv.ne.gov
- State statute allows physicians, law enforcement officers or individuals who are concerned about another individual's capability to operate a motor vehicle safely to request a re-examination of the individual. If the Department's investigation shows that a re-examination is warranted, the individual is required to appear before driver license staff on a specified date and time at a specific driver licensing office. During the re-examination, the applicant must present a medical and vision statement that meets the Department's minimum standards, and pass the written and drive tests. If the applicant is unable to meet the medical and vision minimum standards or pass the written or drive tests, his or her license is cancelled. In 2011, 403 applicants were re-examined. Of those applicants, $15 \%$ retained their license, $9 \%$ voluntarily surrendered their license and $76 \%$ had their license cancelled. A new Recall System was implemented September 2011. No statistic available from September-December.
- On June 6, 2011, the Nebraska DMV compared the residential addresses which reside on the driver licensing database against the U.S. Postal Service Change of Address database. The comparison was comprised of 5 year's worth of data from the U.S. Postal Service. The analysis revealed 127,351 applicants were identified as having changed their addresses through the U.S. Postal Service, but not at the DMV. Postcards were sent to these individuals informing them that State law requires individuals to change their address on licensing documents within 60 days of moving. Thirty-seven percent $(46,276)$ of the individuals complied with the postcard request and changed their addresses. This comparison will be done annually and postcards will be sent to applicants who have not changed their addresses as required by state statute.


## Driver Licensing Services Statistics

Total Applicants Tested in 2011 ..... 522,177
Note: Numbers represent applicants tested, not documents issued
Commercial Driver License (Class A, B \& C) Class A New ..... 17,953
Class A Renewal. ..... 12,949
Class B New ..... 6,364
Class B Renewal. ..... 3,312
Class C New ..... 915
Class C Renewal ..... 404
Restricted Commercial Driver License (Class B \& C)
New ..... 216
Renewal. ..... 34
Learner's Permit Commercial (LPC) ..... 5,612
Seasonal Permits. ..... 367
Operator's License (Class O)
New ..... 92,824
Renewal. ..... 172,517
Motorcycle License (Class M)
New ..... 8
Renewal. .....  0
Motorcycle Endorsement ..... 32,162
Provisional Operator's Permits (POP) ..... 23,985
State Identification Cards. ..... 47,844
Learner's PermitsClass O.51,622
Class M ..... 3,336
School Permits. ..... 4,696
LPE (School Learner's Permit). ..... 6,342
School Bus Permits ..... 7,988
Farm Husbandry Permits (Tractor) ..... 66
Miscellaneous
Reinstatements/cancellations ..... 17,744
Recalls ..... 436
Restriction/Endorsement/Change or Remove ..... 6,300
Duplicate/Replacement Commercial Driver License ..... 4,422
Out of State/Early Renewals ..... 1,344
Corrections ..... 415

## 2011 Driver Licensing Services Document Types

| Document Type/Class | Min. Age | Renewal Times | \& Information | Involved Issuance | Duplicate Issuance | Full Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Operator's License, Class O | 17 | Age 21, then every 5 yrs . | Must have held POP for $1 \mathrm{yr},<3 \mathrm{pts}$ on record | State/County | County | \$26.50 <br> For 5 yr . license |
| Motorcycle License | 17 | Age 21, then every 5 yrs. | Must have held POP for $1 \mathrm{yr},<3$ pts. on record | State/County | County | $\$ 26.50$ <br> For 5 yr . license |
| School Permit (SCP) | 14 | $2 \mathrm{yrs}$. | Must have held LPE or LPD for 2 months Max age 16 and 3 months | State/County | County | \$10.50 |
| Provisional Operator's Permit (POP) | 16 | None | $\begin{aligned} & \text { Must have held LPE, } \\ & \text { SCP or LPD for } 6 \\ & \text { months < } 3 \text { pts on } \\ & \text { record } \\ & \text { Expires on } 18^{\text {th }} \text { birthday } \end{aligned}$ | State/County | County | \$17.50 |
| Learner's Permit (LPD) | 15 | 1 yr . |  | State/County | County | \$10.50 |
| Learner's Permit (LPE) | 14 | 3 mo . | Max age 16 | State/County | County | \$10.50 |
| Farm Husbandry Permit (Special) | 13 | 3 yrs . | Max age 16 | State | State | \$7.50 |
| Farm Husbandry Permit (Temporary) | 13 | 6 mos . | Max age 16 | State | State | \$7.50 |
| School Bus Permit | 18 | 1 yr . | On birthday | State/County | State/County | \$7.50 |
| Commercial Driver's License (CDL) Class B \& C | 18 | $21^{\text {st }}$ birthday, then every 5 years | Intrastate only, and must be eligible for operator's license. | State/County | State/ County | \$57.50 |
| Commercial Driver's License (CDL) Class A | 18 | $21^{\text {st }}$ birthday, then every 5 years | Intrastate only | State/County | State/ County | \$57.50 |
| Commercial Driver's License (CDL) Class A,B,C | 21 | 5 yrs . | Interstate | State/County | State/ County | \$57.50 |
| Restricted CDL (RCDL) | 18 | $21^{\text {st }}$ birthday, then every 5 years | Must have possessed operator's license for at least 1 year prior to issuance. | State/County | State/ County | \$57.50 |
| Commercial Drivers License Permit (CDL) | 18 | 6 mos . | Must be eligible for operator's license. 2 in 2 yrs . | State/County | State/ County | \$12.50 |
| Seasonal Permit | 18 | $21^{\text {st }}$ birthday, then every 5 years | Must have possessed operator's license for at least 1 year prior to issuance. | State/County | State/ County | \$12.50 |
| State Identification Card | 0 | $21^{\text {st }}$ birthday, then every 5 yrs |  | State/County | State/ County | \$26.50 |
| State Work Permit | 16 | 6 mos. | Max 3 yrs. | State/County | State/County | \$47.50 |

The above are also available in "duplicate" format if lost.
Changes outside of renewal periods when turning in a document are considered "replacement" documents. Valid fields that can be changed include: name, address, height, weight, hair and eye color.

NEBRASKA LICENSED DRIVERS BY TYPE OF LICENSE/PERMIT - 2011

| Age | Operator's <br> License - <br> Class 0 | Operator's License Class O/ <br> Motorcycle Class M | Motorcycle License / Class M | Commercial Driver's License |  |  |  |  |  | Learner's Permit |  | School Learner's Permit / SCP | Provisional Operator's Permit / POP | Total Licensed Drivers |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | CDL A | CDL B | CDL C | $\begin{gathered} \text { CDL A } \\ \text { \& } \\ \text { Class } M \end{gathered}$ | $\begin{gathered} \text { CDL B } \\ \text { \& } \\ \text { Class M } \end{gathered}$ | $\begin{gathered} \text { CDL C } \\ \text { \& } \\ \text { Class } M \end{gathered}$ | for School LPE | for POP, Class O \& Class M \& LPD |  |  |  |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 | 0 | 1,138 | 0 | 1,798 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 10,198 | 3,242 | 0 | 13,479 |
| 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,081 | 0 | 14,424 | 20,507 |
| 17 | 1,160 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,726 | 0 | 18,139 | 22,076 |
| 18 | 18,648 | 202 | 0 | 39 | 6 | 0 | 5 | 1 | 0 | 0 | 1,555 | 0 | 0 | 20,456 |
| 19 | 21,534 | 378 | 2 | 108 | 35 | 0 | 14 | 4 | 0 | 0 | 752 | 0 | 0 | 22,827 |
| 20 | 23,036 | 587 | 1 | 196 | 61 | 1 | 37 | 4 | 0 | 0 | 571 | 0 | 0 | 24,494 |
| 21 | 21,376 | 660 | 0 | 277 | 52 | 1 | 51 | 9 | 1 | 0 | 528 | 0 | 0 | 22,955 |
| 22 | 22,497 | 849 | 0 | 373 | 91 | 0 | 74 | 18 | 0 | 0 | 422 | 0 | 0 | 24,324 |
| 23 | 23,614 | 935 | 0 | 424 | 121 | 14 | 122 | 25 | 0 | 0 | 381 | 0 | 0 | 25,636 |
| 24 | 24,707 | 1,123 | 0 | 553 | 162 | 12 | 130 | 24 | 0 | 0 | 338 | 0 | 0 | 27,049 |
| 25 to 29 | 119,012 | 5,655 | 1 | 3,783 | 1,103 | 139 | 885 | 184 | 16 | 0 | 1,307 | 0 | 0 | 132,085 |
| 30 to 34 | 107,049 | 5,926 | 1 | 4,799 | 1,303 | 165 | 1,221 | 251 | 21 | 0 | 751 | 0 | 0 | 121,487 |
| 35 to 39 | 90,521 | 5,936 | 1 | 5,043 | 1,434 | 148 | 1,383 | 333 | 16 | 0 | 491 | 0 | 0 | 105,306 |
| 40 to 44 | 91,394 | 7,240 | 2 | 5,439 | 1,669 | 169 | 1,705 | 369 | 25 | 0 | 416 | 0 | 0 | 108,428 |
| 45 to 49 | 97,001 | 8,629 | 3 | 6,403 | 1,973 | 227 | 2,261 | 489 | 41 | 0 | 297 | 0 | 0 | 117,324 |
| 50 to 54 | 104,192 | 9,815 | 0 | 7,213 | 2,233 | 294 | 2,760 | 577 | 48 | 0 | 287 | 0 | 0 | 127,419 |
| 55 to 59 | 98,507 | 8,616 | 2 | 6,385 | 2,006 | 259 | 2,184 | 538 | 47 | 0 | 177 | 0 | 0 | 118,721 |
| 60 to 64 | 87,535 | 6,077 | 0 | 5,034 | 1,584 | 225 | 1,465 | 351 | 42 | 0 | 109 | 0 | 0 | 102,422 |
| 65 to 69 | 63,946 | 3,370 | 1 | 3,379 | 1,013 | 156 | 724 | 155 | 18 | 0 | 69 | 0 | 0 | 72,831 |
| 70 to 74 | 48,764 | 1,655 | 0 | 1,931 | 641 | 73 | 375 | 72 | 14 | 0 | 24 | 0 | 0 | 53,549 |
| 75 to 79 | 40,446 | 985 | 0 | 1,084 | 297 | 47 | 146 | 30 | 1 | 0 | 8 | 0 | 0 | 43,044 |
| 80 to 84 | 32,354 | 488 | 0 | 335 | 129 | 7 | 30 | 4 | 1 | 0 | 8 | 0 | 0 | 33,356 |
| 85 to 89 | 19,828 | 186 | 0 | 75 | 14 | 6 | 6 | 2 | 0 | 0 | 11 | 0 | 0 | 20,128 |
| 90 to 94 | 6,154 | 33 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,195 |
| 95 to 99 | 1,006 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,013 |
| 100 \& Over | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Total | 1,164,359 | 69,405 | 14 | 52,880 | 15,928 | 1,943 | 15,578 | 3,440 | 291 | 699 | 27,507 | 4,380 | 32,563 | 1,388,987 |

## 2011 NEBRASKA LI CENSED DRI VERS BY COUNTY I ncluding Licensed Drivers with Permits

| County | Licensed Drivers | Licensed <br> Drivers with Permits* | Total Licensed Drivers | County | Licensed Drivers | Licensed <br> Drivers with Permits* | Total Licensed Drivers |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Adams | 22,510 | 1,121 | 23,631 | J efferson | 5,967 | 297 | 6,264 |
| Antelope | 5,281 | 276 | 5,557 | J ohnson | 3,358 | 158 | 3,516 |
| Arthur | 347 | 11 | 358 | Kearney | 4,987 | 273 | 5,260 |
| Banner | 533 | 28 | 561 | Keith | 6,713 | 291 | 7,004 |
| Blaine | 412 | 26 | 438 | Keya Paha | 657 | 32 | 689 |
| Boone | 4,367 | 244 | 4,611 | Kimball | 2,959 | 135 | 3,094 |
| Box Butte | 8,751 | 439 | 9,190 | Knox | 6,516 | 331 | 6,847 |
| Boyd | 1,692 | 81 | 1,773 | Lancaster | 201,779 | 9,492 | 211,271 |
| Brown | 2,546 | 136 | 2,682 | Lincoln | 27,410 | 1,390 | 28,800 |
| Buffalo | 32,916 | 1,668 | 34,584 | Logan | 605 | 28 | 633 |
| Burt | 5,634 | 275 | 5,909 | Loup | 526 | 24 | 550 |
| Butler | 6,468 | 345 | 6,813 | Madison | 25,019 | 1,213 | 26,232 |
| Cass | 19,378 | 1,035 | 20,413 | McPherson | 390 | 26 | 416 |
| Cedar | 6,822 | 400 | 7,222 | Merrick | 5,907 | 334 | 6,241 |
| Chase | 3,009 | 137 | 3,146 | Morrill | 3,846 | 157 | 4,003 |
| Cherry | 4,521 | 211 | 4,732 | Nance | 2,844 | 151 | 2,995 |
| Cheyenne | 8,092 | 327 | 8,419 | Nemaha | 5,297 | 229 | 5,526 |
| Clay | 4,929 | 289 | 5,218 | Nuckolls | 3,664 | 149 | 3,813 |
| Colfax | 6,650 | 343 | 6,993 | Otoe | 11,774 | 605 | 12,379 |
| Cuming | 6,951 | 396 | 7,347 | Pawnee | 2,203 | 114 | 2,317 |
| Custer | 8,705 | 446 | 9,151 | Perkins | 2,328 | 122 | 2,450 |
| Dakota | 14,183 | 805 | 14,988 | Phelps | 7,089 | 377 | 7,466 |
| Dawes | 6,270 | 336 | 6,606 | Pierce | 5,757 | 346 | 6,103 |
| Dawson | 17,132 | 1,035 | 18,167 | Platte | 24,285 | 1,330 | 25,615 |
| Deuel | 1,598 | 57 | 1,655 | Polk | 4,179 | 225 | 4,404 |
| Dixon | 4,404 | 261 | 4,665 | Red Willow | 8,382 | 424 | 8,806 |
| Dodge | 26,702 | 1,224 | 27,926 | Richardson | 6,642 | 300 | 6,942 |
| Douglas | 363,210 | 16,520 | 379,730 | Rock | 1,213 | 50 | 1,263 |
| Dundy | 1,568 | 80 | 1,648 | Saline | 9,367 | 498 | 9,865 |
| Fillmore | 4,670 | 233 | 4,903 | Sarpy | 115,901 | 6,247 | 122,148 |
| Franklin | 2,537 | 138 | 2,675 | Saunders | 15,708 | 903 | 16,611 |
| Frontier | 2,064 | 105 | 2,169 | Scotts Bluff | 27,909 | 1,229 | 29,138 |
| Furnas | 3,779 | 203 | 3,982 | Seward | 12,041 | 654 | 12,695 |
| Gage | 16,781 | 776 | 17,557 | Sheridan | 4,050 | 180 | 4,230 |
| Garden | 1,694 | 72 | 1,766 | Sherman | 2,405 | 108 | 2,513 |
| Garfield | 1,484 | 74 | 1,558 | Sioux | 991 | 50 | 1,041 |
| Gosper | 1,566 | 69 | 1,635 | Stanton | 4,601 | 265 | 4,866 |
| Grant | 549 | 26 | 575 | Thayer | 4,240 | 179 | 4,419 |
| Greeley | 1,881 | 85 | 1,966 | Thomas | 561 | 28 | 589 |
| Hall | 41,147 | 2,174 | 43,321 | Thurston | 3,960 | 160 | 4,120 |
| Hamilton | 7,339 | 458 | 7,797 | Valley | 3,387 | 161 | 3,548 |
| Harlan | 2,816 | 119 | 2,935 | Washington | 15,321 | 913 | 16,234 |
| Hayes | 788 | 46 | 834 | Wayne | 6,062 | 297 | 6,359 |
| Hitchcock | 2,346 | 101 | 2,447 | Webster | 2,889 | 151 | 3,040 |
| Holt | 8,298 | 426 | 8,724 | Wheeler | 647 | 41 | 688 |
| Hooker | 609 | 32 | 641 | York | 10,545 | 528 | 11,073 |
| Howard | 5,028 | 265 | 5,293 | Total | 1,323,838 | 65,149 | 1,388,987 |

## Nebraska School Permit Drivers by County 2011

| County | Permits | County | Permits |
| :---: | :---: | :---: | :---: |
| Adams | 85 | Jefferson | 44 |
| Antelope | 58 | Johnson | 26 |
| Arthur | 2 | Kearney | 37 |
| Banner | 5 | Keith | 34 |
| Blaine | 5 | Keya Paha | 8 |
| Boone | 58 | Kimball | 8 |
| Box Butte | 21 | Knox | 55 |
| Boyd | 19 | Lancaster | 252 |
| Brown | 9 | Lincoln | 126 |
| Buffalo | 99 | Logan | 6 |
| Burt | 42 | Loup | 2 |
| Butler | 68 | Madison | 73 |
| Cass | 126 | McPherson | 8 |
| Cedar | 70 | Merrick | 60 |
| Chase | 20 | Morrill | 24 |
| Cherry | 34 | Nance | 18 |
| Cheyenne | 32 | Nemaha | 24 |
| Clay | 44 | Nuckolls | 31 |
| Colfax | 24 | Otoe | 76 |
| Cuming | 66 | Pawnee | 20 |
| Custer | 65 | Perkins | 30 |
| Dakota | 53 | Phelps | 41 |
| Dawes | 23 | Pierce | 54 |
| Dawson | 81 | Platte | 121 |
| Deuel | 6 | Polk | 48 |
| Dixon | 42 | Red Willow | 36 |
| Dodge | 79 | Richardson | 33 |
| Douglas | 218 | Rock | 10 |
| Dundy | 11 | Saline | 44 |
| Fillmore | 38 | Sarpy | 229 |
| Franklin | 31 | Saunders | 143 |
| Frontier | 21 | Scotts Bluff | 90 |
| Furnas | 43 | Seward | 71 |
| Gage | 90 | Sheridan | 36 |
| Garden | 14 | Sherman | 16 |
| Garfield | 7 | Sioux | 9 |
| Gosper | 12 | Stanton | 46 |
| Grant | 4 | Thayer | 41 |
| Greeley | 13 | Thomas | 3 |
| Hall | 100 | Thurston | 28 |
| Hamilton | 74 | Valley | 24 |
| Harlan | 21 | Washington | 100 |
| Hayes | 11 | Wayne | 47 |
| Hitchcock | 20 | Webster | 22 |
| Holt | 54 | Wheeler | 13 |
| Hooker | 1 | York | 60 |
| Howard | 34 | Total | 4,380 |



## Driver and Vehicle RECORDS

The responsibilities of the Driver and Vehicle Records Division include:

- Updating and maintaining the Nebraska Traffic Safety Database
- Maintaining the Nebraska Vehicle Title and Registration Database
- Updating and maintaining the Nebraska Motor Vehicle Insurance Database
- Managing the Electronic Lien and Title Program (ELT)
- Updating and maintaining the provider and participating lender list for use in the ELT program
- Approval and issuance of specialty license plates
- Providing prompt, reliable and accurate vehicle and driver information
- Ensuring that all standards are met in the driver license, title and registration, and handicapped parking permit issuance processes
- Developing and supplying all related forms, plates, permits and applications
- Investigating fraudulent activities as they relate to driver license, title and registration issuance

Major activities in 2011:

- LB 650, effective January 1, 2011, included the title and registration of minitrucks and titling utility vehicles.
- LB 1030, effective January 1, 2011, modified the Revised Uniform Anatomical Gift Act. The changes that affect DMV include that an applicant for a permit/ID card that is under the age of 16 may not request the organ donation designation.
- LB 712, effective January 1, 2011, included the addition of the use of a transfer on death designation on the certificate of title. As part of the implementation, the certificate of title application form was redesigned.
- Portions of LB 215, effective March 11, 2011, were implemented that include the requirement for military personnel to renew their driver license through an examiner and elimination of the two duplicate limit for driver license documents.
- LB 241, effective February 23, 2011, modified the definition of a parts vehicle and created the Parts Vehicle Bill of Sale.
- New plates were distributed to all vehicle owners during 2011. This required the production and distribution of approximately 4.7 million license plates.
- Portions of LB 163, effective August 27, 2011 and October 1, 2011, that includes the issuance of a second permit to handicapped individuals, a limit of two duplicates per permit, and increasing the expiration cycle of a permanent handicapped permit from three to six years were implemented. Activities also began in preparation for a new permit system that will provide for access to Nebraska licensed medical professionals.
- Activities began for the implementation of portions of LB 178 that include incorporating CDL medical information into the driving record and adding a new restriction onto the CDL documents.
- Activities were completed for implementation of LB 289, effective January 1, 2012. The implementation included the title and registration of low speed vehicles and the collection of a $\$ 75$ fee at time of registration of vehicles powered by an alternative fuel.
- In cooperation with the Nebraska New Car and Truck Dealers and Nebraska Independent Auto Dealers Associations, DMV conducted five title training sessions for licensed dealers across the state. Approximately 450 individuals attended the training. DMV also provided title training to the County Treasurers as part of their Workshop and Convention activities.
- The declaration statement, required as part of the driver license document issuance process, was incorporated into the electronic signature capture tablet. In addition, the issuance certificates printed at the county level were incorporated into the auto import process available in the DMV's document imaging system. These changes provided for the elimination of mailing the documents to the DMV and the back-end scanning process.
- Activities were completed for modification of the Insurance Database reporting requirements. Effective January 1, 2012, insurance companies required to report to the Insurance Database are required to report bi-monthly.
- Availability of the DMV Titling Manual was added to the DMV website for use by all interested persons, dealerships, etc.
- The Creighton University organizational license plate was approved and offered to the public for sale. The Creighton University license plate was the first approved under the organizational license plate process.
- During the course of 2011, the DVR Division incorporated document imaging into the driver license related processes which has taken the place of microfilming.
- Approximately 400 investigative cases of fraudulent activity were opened and actively investigated. These cases include those identified through the current Facial Recognition System (FRS) processes and through a "scrub" of the historical images contained in the database of images captured since February 2003.
- The DVR Fraud Unit has taken the lead on the development of a statewide Identity Theft Task Force. Currently, the Task Force is comprised of representatives from the Fraud Unit and the Nebraska State Patrol.
- The DVR Fraud Unit is utilizing the service of ex-law enforcement officers employed in temporary positions to evaluate the historical images identified through the scrub that was completed to determine if an investigation is warranted. The service of these individuals is being funded by a Federal grant.

Additional activities in the achievement of our goals/accomplishments include:

- Approve and maintain list of self-insured companies in Nebraska.
- Approve providers and participating lenders for the ELT program.
- Compile, maintain and provide a list of lenders for the use in the lien notation process at the county level.
- Process license plate and validation decal orders for 93 counties.
- Complete requests for vehicle and driver records.
- Issue handicapped parking permits.
- Design, order and distribute forms used by county officials in the issuance of driver licenses, titles and registrations.
- Provide vehicle information concerning safety recall campaigns.
- Issuance of message, spirit, organizational, sample, repossession, amateur radio, exprisoner of war, Purple Heart, handicapped, Disabled American Veteran, Pearl Harbor survivor, transporter, boat dealer trailer, antique, and film vehicle license plates.
- Preparation, verification, scanning, and data entry of forms used in the driver license testing and issuance process from all 93 counties.
- Provide Help Desk assistance to County Treasurers and County Clerks in the issuance of driver licenses, titles and registrations.
- Provide assistance to the general public and law enforcement in driver license, title, registration and handicapped parking permit related areas.
- Maintain files on medical and vision rechecks and out-of-state citations.
- Transferring of information from and to other state DMV's.
- Provide clearance and military exemption information.
- Investigate and makes arrests of violations for alleged fraudulent practices relating to identity theft and motor vehicle related documents.
- Create and provide training to staff, agents, and other requesters for identity theft and motor vehicle related document authentication.


## ciligk 〔Get out of line and go ON line.




## HUSKER SPIRIT PLATES



| TOTAL VEHICLES REGISTERED |  |
| :--- | :---: |
| 2011 | $2,261,678$ |
| 2010 | $2,224,101$ |
| 2009 | $2,204,967$ |
| 2008 | $2,184,105$ |
| 2007 | $2,148,061$ |
| 2006 | $2,119,094$ |

## DRIVER AND VEHICLE RECORD STATISTICS - 2011

| Driver Licenses Issued |  | 290,253 |
| :---: | :---: | :---: |
| Driver Permits Issued |  | 65,390 |
| Identification Cards Issued |  | 32,171 |
| Duplicate/Replacement Licenses/Permits Issued |  | 101,255 |
| TOTAL Driver License/ Permits/ ID Cards I ssued |  | 489,069 |
| Driving Records Processed through DMV |  | 15,795 |
| Driving Records Processed through Nebraska Online |  | 959,159 |
| TOTAL Driving Records Processed |  | 974,954 |
| Medical/Vision Recheck Notice Letters |  | 1,167 |
| Medical/Vision Recheck Cancel Warning Letters |  | 287 |
| Medical/Vision Recheck Licenses Cancelled |  | 136 |
| Surrendered Licenses Processed |  | 14,589 |
| Military Letters Processed |  | 231 |
| Monies receipted from the sale of vehicle record information - DMV |  | \$ 144,247.44 |
| Monies receipted from the sale of vehicle record information - Nebraska Online |  | \$ 192,131.00 |
| Monies receipted from driver record monitoring service |  | \$ 314,457.52 |
| Monies receipted from driver header records |  | \$ 15,124.58 |
| Message Plates Processed | New | 5,839 |
|  | Renewal | 49,826 |
| Cornhusker Spirit Plates Processed | New | 4,963 |
|  | Renewal | 8,543 |
| Gold Star Family Plates Processed | New | 62 |
|  | Renewal | 148 |
| License Plates I ssued | Sample License Plates | 41 |
|  | Amateur Radio | 101 |
|  | Ex-Prisoner of War | 1 |
|  | Purple Heart | 83 |
|  | Handicapped | 1,979 |
|  | Handicapped Renewal | 7,154 |
|  | Disabled American Veteran | 263 |
|  | Pearl Harbor | 0 |
| Plates/ <br> Registrations I ssued | Repossession | 65 |
|  | Transporter | 1,569 |
|  | Boat Dealer Trailer | 85 |
|  | Film Vehicle | 0 |
| Titles I ssued | Bonded | 291 |
|  | State | 1,434 |
|  | Duplicate | 45,958 |
|  | Corrected | 5,694 |
|  | Statewide | 630,986 |
|  | Titles Surrendered to Other States | 19,657 |
|  | Titles Marked J unked | 15,605 |
| Liens | Liens Noted ${ }^{1}$ | 148,569 |
|  | Liens Noted - Participating Lenders ${ }^{2}$ | 65,800 |
|  | Number of Participating Lenders as of 12/31/2011 | 564 |
|  | Total Number of Liens Noted (Total of 1 and 2) | 214,369 |
| Misc. Issued | Vehicle Identification Number Plates Issued | 236 |
|  | Hull Identification Number Plates Issued | 46 |
|  | Handicapped Permits Issued | 39,413 |
| Antique Plates/ Registrations I ssued | Motorcycle | 51 |
|  | Motorcycle Vintage | 11 |
|  | Regular | 697 |
|  | Vintage | 591 |
|  | TOTAL Antique Plates | 1,350 |


| NEBRASKA |  |  |  |
| :---: | :---: | :---: | :---: |
| 2011 VEHICLE REGISTRATION |  |  |  |
|  |  |  |  |
| TOTAL VEHICLES REGISTERED IN 2011 |  |  |  |
| 2,261,678 |  |  |  |
|  |  |  |  |
| PASSENGER |  | TRAILER |  |
| Regular | 1,077,842 | Utility | 166,371 |
| Amateur Radio | 1,266 | Farm | 69,936 |
| Message | 38,050 | Fertilizer | 22,729 |
| Spirit | 2,206 | Commercial | 27,791 |
| Spirit Message | 7,260 | Pole \& Reel | 347 |
| Gold Star | 44 | Non-Resident | 248 |
| Gold Star Message | 72 | Semi | 6,213 |
| Organizational | 719 | Message Commercial | 18 |
| Non-Resident | 6,149 | Spirit Message Commercial | 6 |
| Handicapped | 7,285 | Message Farm | 2 |
| Antique | 12,302 | Spirit Commercial | 3 |
| Vintage | 3,102 | Message Utility | 10 |
| Ex-Prisoner of War (ex-pow) | 57 | Spirit Message Utility | 4 |
| Pearl Harbor Survivor | 6 | Apportioned Trailer Units | 73,167 |
| Disabled American Veteran | 1,028 | TOTAL | 366,845 |
| Purple Heart | 925 | DEALER |  |
| Thirty Day | 61 | Passenger | 12,731 |
| TOTAL | 1,158,374 | Personal Use | 459 |
| MOBILE HOME |  | Motorcycle | 447 |
| Recreational | 32,934 | Trailer | 592 |
| Self-Propelled | 7,528 | Snowmobile | 10 |
| Message Recreational | 90 | Boat Dealer Trailer | 149 |
| Message Self-Propelled | 158 | Repossession | 119 |
| Spirit Self-Propelled | 7 | Transporter | 2,611 |
| Spirit Message Recreational | 6 | TOTAL | 17,118 |
| Spirit Message Self-Propelled | 30 | TRUCK |  |
| Gold Star Recreational | 1 | Commercial | 347,579 |
| TOTAL | 40,754 | Farm | 157,286 |
| BUS |  | Non-Resident Commercial | 1,214 |
| Non-Commercial | 1,971 | Local | 678 |
| School | 968 | Minitruck | 140 |
| Commercial | 589 | Message Commercial | 10,585 |
| Non-Resident | 7 | Spirit Commercial | 572 |
| Local | 87 | Spirit Message Commercial | 1,989 |
| TOTAL | 3,622 | Gold Star Commercial | 16 |
| GOVERNMENT |  | Gold Star Message Commercial | 18 |
| Municipal | 14,787 | Message Farm | 1,858 |
| County | 11,195 | Spirit Farm | 54 |
| State | 10,061 | Spirit Message Farm | 290 |
| School District | 8,327 | Gold Star Farm | 1 |
| Municipal Motorcycle | 5 | Gold Star Message Farm | 1 |
| County Motorcycle | 3 | Organizational Commercial | 47 |
| State Motorcycle | 9 | Organizational Farm | 1 |
| TOTAL | 44,387 | Special Mobile Equipment (SME) | 1,086 |
| MOTORCYCLE |  | Soil \& Water | 431 |
| Regular | 50,390 | Farm Semi - Tractor/Trailer | 11,968 |
| Non-Resident | 488 | 10\% Reduction | 216 |
| Message | 2,297 | Apportioned Power Units | 36,174 |
| Spirit | 9 | TOTAL | 572,204 |
| Spirit Message | 128 |  |  |
| Gold Star | 5 | TAX EXEMPT |  |
| Gold Star Message | 6 | TOTAL | 3,772 |
| Antique | 364 |  |  |
| Handicapped | 46 | SNOWMOBILE |  |
| Vintage | 40 | TOTAL | 829 |
| TOTAL | 53,773 |  |  |


| $2011$ <br> COUNTY | No. | PLATE TYPE |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Passenger | Handi cap | MC <br> Hand | $\begin{array}{r} \text { Am. } \\ \text { Radio } \end{array}$ | Mobile <br> Home | $\begin{gathered} \text { Tax } \\ \text { Exmpt } \end{gathered}$ | Message | Spirit | Org |  | $\begin{array}{r} \text { Ex- } \\ \text { POW } \end{array}$ | DAV | Prpl <br> Hrt | $\begin{aligned} & \text { Gold } \\ & \text { Star } \end{aligned}$ | Antiq. | Vin- <br> tage | Motorcycle | $\begin{gathered} \hline \text { Snw- } \\ \text { mobl } \end{gathered}$ | Comm | Apportioned | Farm | Farm <br> Semi | $\begin{aligned} & \hline \text { Mni } \\ & \text { Trk } \\ & \hline \end{aligned}$ | Local | Soil- <br> Wtr | SME | $\begin{array}{\|c\|} \hline 10 \% \\ \text { Red. } \\ \hline \end{array}$ |
| ADAMS | 14 | 18,008 | 148 | 1 | 21 | 860 | 215 | 1,097 | 275 | 3 | - | - | 19 | 18 | 1 | 40 | - | 976 | 3 | 7,318 | - | 2,142 | 221 | 3 | 20 | 5 | 7 | - |
| ANTELOPE | 26 | 4,343 | 21 | - | 11 | 318 | 9 | 215 | 42 | - | - | - | 6 | 6 | - | 21 | - | 338 | 12 | 1,965 | - | 2,598 | 287 | 8 | 3 | 7 | 21 | - |
| ARTHUR | 91 | 238 | 2 | - | 1 | 21 | - | 19 | - | - |  |  | - | - | - | - |  | 7 | - | 60 | - | 298 | 1 | 1 |  | - |  | - |
| BANNER | 85 | 429 | 1 | - | - | 35 | - | 15 | 4 | - |  |  | - | 2 | . | - | - | 24 | . | 85 | - | 643 | 48 | - | - | - | 9 | - |
| BLAINE | 86 | 269 | 3 | . | . | 36 | . | 14 | 2 | - | . | - | - | . | . |  | - | 9 | - | 51 | - | 423 |  | - |  | - | 4 | 3 |
| BOONE | 23 | 3,653 | 8 | - | 8 | 215 | 4 | 195 | 65 | 1 |  | 1 | 4 | 4 |  | 19 |  | 211 | 8 | 1,442 | - | 2,146 | 285 |  |  | 6 | 10 | 1 |
| BOXBUTTE | 65 | 6,977 | 50 | - | 3 | 488 | 24 | 286 | 89 | - |  |  | 5 | 1 | 1 | 47 |  | 665 | 5 | 3,762 | - | 1,952 | 120 | - | 14 |  | 7 | 7 |
| BOYD | 63 | 1,372 | 7 | - | 2 | 97 | 4 | 37 | 7 | - |  |  | . | 1 |  | 9 |  | 123 |  | 450 | - | 922 | 1 | 1 | - | 1 | - | - |
| BROWN | 75 | 1,785 | 17 | - |  | 148 | 3 | 83 | 20 | - | - |  | - | 3 | - | 2 |  | 100 | 5 | 801 | - | 1,220 | 29 | - | 2 | 8 | 18 | - |
| BUFFALO | 9 | 26,664 | 191 | 3 | 29 | 1,183 | 153 | 1,365 | 357 | 7 | 1 | - | 34 | 32 | 3 | 58 | - | 1,481 | 10 | 11,256 | . | 3,370 | 311 | 4 | 8 | - | 68 | 21 |
| BURT | 31 | 4,188 | 28 | - | 5 | 228 | 2 | 319 | 46 | 1 |  | 2 | 6 | 3 | - | 17 | - | 321 | 14 | 1,906 | - | 1,579 | 216 | 2 |  | 5 |  |  |
| BUTLER | 25 | 5,687 | 26 | - | 5 | 287 | 6 | 315 | 56 | 1 | - | 1 | 3 | 10 | 1 | 28 | - | 297 | 3 | 2,177 | - | 2,520 | 231 | 5 | 2 | 10 | 1 | - |
| CASS | 20 | 15,660 | 112 | 2 | 24 | 1,117 | 41 | 1,079 | 195 | 2 | - |  | 23 | 14 | 4 | 30 | - | 1,100 | 23 | 6,841 | - | 2,090 | 149 | - | 3 | 10 | 9 | - |
| CEDAR | 13 | 5,412 | 25 | - | 3 | 318 | 7 | 116 | 43 | 2 | . | . | 2 | 5 | 1 | 14 | - | 278 | 36 | 2,066 | - | 2,680 | 206 | 1 | 1 | 3 | 14 | - |
| CHASE | 72 | 2,257 | 18 | - | 1 | 199 | 3 | 161 | 35 | . | . | 1 | 1 | 1 | - | 2 | . | 126 | . | 1,285 | . | 1,623 | 221 | 1 | 6 | 3 | 11 | 4 |
| CHERRY | 66 | 3,229 | 18 | - | 1 | 234 | 8 | 162 | 35 | - | - |  | 4 | 3 | 2 | 9 | . | 187 | 6 | 1,309 | $\cdot$ | 2,304 | 42 | 1 | 1 | - | 10 | - |
| CHEYENNE | 39 | 6,355 | 32 | - | 6 | 485 | 26 | 198 | 62 | 1 | - |  | 1 | 7 | 2 | 29 | - | 405 | 2 | 2,884 | - | 1,753 | 113 | - | 2 | - | 9 | 2 |
| CLAY | 30 | 3,920 | 29 | - | 2 | 356 | 3 | 260 | 38 | - |  |  | 4 | 1 |  | 25 |  | 239 |  | 2,100 | . | 1,981 | 302 | 3 | 2 | 4 | 16 | 1 |
| colfax | 43 | 6,335 | 17 | - | 9 | 324 | 15 | 295 | 79 | - | - |  | 1 | 1 | . | 18 | - | 258 | 14 | 2,248 | - | 1,802 | 174 | 2 | 12 |  | 12 | - |
| CUMING | 24 | 5,847 | 25 | 1 | 4 | 278 | 43 | 257 | 46 | . | - | 1 | 1 | 9 | . | 16 | . | 242 | 10 | 2,217 | . | 2,468 | 44 | 1 | 11 | 2 |  |  |
| CUSTER | 4 | 6,758 | 34 | - | 10 | 570 | 26 | 339 | 65 | - | - | 1 | 15 | 8 | 2 | 22 | - | 414 | 9 | 2,500 | - | 4,379 | 412 | 3 | 3 | 24 | 52 | 17 |
| DAKOTA | 70 | 12,261 | 102 | - | 11 | 398 | - | 282 | 111 | - | - | 1 | 1 | 10 | - | - | - | 490 | 63 | 4,206 | - | 705 | 97 | 1 | 1 | - | 4 | - |
| dawes | 69 | 4,575 | 42 | - | 16 | 294 | 44 | 162 | 19 | - | 1 | 1 | 9 | 8 | 1 | 6 | . | 348 | 4 | 1,980 | - | 1,421 | 17 | - | 6 | 4 | 33 | 1 |
| DAWSON | 18 | 14,035 | 82 | - | 10 | 666 | 47 | 590 | 161 | - | - | 2 | 3 | 16 | 2 | 36 | - | 620 | 5 | 6,087 | - | 3,081 | 27 | 3 | 3 | 3 | 27 | - |
| DEUEL | 78 | 1,313 | 6 | . | - | 100 | 8 | 42 | 12 | . | - | - | 2 | 1 | - | - | . | 87 | - | 720 | - | 778 | 5 | - | - | 5 | 4 | 3 |
| DIXON | 35 | 3,825 | 26 | - | 2 | 217 | 6 | 173 | 25 | - | - | - | - | 2 | - | 8 | - | 180 | 9 | 1,392 | - | 1,266 | 129 | 2 | 1 | - | 13 | - |
| DODGE | 5 | 21,749 | 146 | 1 | 56 | 966 | 44 | 1,243 | 199 | 4 | - | 1 | 12 | 21 | 2 | 73 | - | 1,312 | 7 | 8,314 | - | 1,830 | 177 | 4 | 15 | - | 9 | 1 |
| DOUGLAS | 1 | 305,214 | 1,868 | 9 | 228 | 4,394 | 1,247 | 13,233 | 3,096 | 596 | 1 | 14 | 108 | 183 | 21 | 444 | - | 9,799 | 94 | 62,885 | - | 504 | 17 | 2 | 173 | - | 11 | 3 |
| DUNDY | 76 | 1,226 | 13 | - | 1 | 79 | 1 | 55 | 19 | - | - | - | 2 | - | - | 2 | - | 71 | - | 571 | - | 1,064 | 77 | 1 | 1 | - | 3 | - |
| FILLMORE | 34 | 3,654 | 34 | . | 2 | 255 | 4 | 225 | 45 | 1 | . | . | 15 | 6 | 1 | 31 | . | 238 | 2 | 1,845 | . | 2,010 | 297 | 6 | 18 | 2 | 61 | . |
| FRANKLIN | 50 | 2,013 | 25 | - | - | 133 | 2 | 82 | 28 | - | - | - | 5 | 2 | - | 15 | - | 88 | - | 821 | - | 1,654 | 157 | - | - | 4 | - | - |
| FRONTIER | 60 | 1,632 | 15 | - | - | 144 | 13 | 75 | 5 | - | - |  | 3 | 2 | - | 5 | - | 85 |  | 752 | - | 1,622 | 127 | 2 | - | 8 | - | - |
| FURNAS | 38 | 3,177 | 33 | - | 7 | 273 | 21 | 156 | 21 | - | - |  | 1 | 2 | - | 13 | - | 190 | 2 | 1,543 | - | 1,435 | 172 | - | 1 | 15 | 5 | 10 |
| GAGE | 3 | 13,376 | 82 | 2 | 12 | 790 | 70 | 622 | 186 | - | - | - | 18 | 13 | 2 | 89 | - | 542 | 42 | 5,947 | - | 3,099 | 186 | - | 11 | 18 | 18 | - |
| GARDEN | 77 | 1,293 | 12 | . | 2 | 83 | . | 56 | 4 | . | - | . | 2 | 2 | - | 6 | . | 69 | 6 | 553 | . | 936 | 23 | . | 2 |  | 1 | 2 |
| GARFIELD | 83 | 1,142 | 8 | - | 3 | 80 | $\cdot$ | 62 | 9 | - |  |  | 2 | 1 | - | - | - | 66 |  | 485 | - | 657 | 27 | - | 2 | - | 12 | 1 |
| GOSPER | 73 | 1,285 | 10 | - | - | 78 | 1 | 109 | 21 | - |  | 1 | 1 | 3 | - | 4 | - | 62 | 2 | 553 | - | 805 | 47 | 2 | - | 6 | 10 | - |
| GRANT | 92 | 319 | 3 | - | - | 31 | 1 | 24 | 1 | - | - | - | - | - | - | - | - | 10 |  | 143 | - | 395 | 5 | - | - | - | 6 | - |
| GREELEY | 62 | 1,611 | 6 | . | 2 | 81 | 2 | 72 | 11 | . | - | 1 | 1 | 2 | 3 | 5 | . | 83 | 1 | 627 | - | 1,065 | 85 | 1 | - | 26 |  | 10 |
| HALL | 8 | 34,403 | 206 | . | 32 | 1,349 | 128 | 1,678 | 394 | 4 | . | 1 | 22 | 19 | 5 | 93 | . | 1,771 | 4 | 13,983 | - | 2,363 | 369 | 1 | 28 | 9 | 35 |  |
| HAMLTON | 28 | 5,805 | 35 | - | 6 | 361 | 11 | 339 | 98 | 2 | - | 1 | 8 | 9 | - | 35 | . | 441 | 3 | 2,620 | - | 2,104 | 353 | 9 | 8 | 3 | 24 | 6 |
| HARLAN | 51 | 2,236 | 18 | - | 3 | 148 | 5 | 105 | 21 | - | - | 1 | 3 | 1 | - |  | - | 145 | 1 | 938 | - | 1,355 | 152 | - | - | 5 | - | - |
| HAYES | 79 | 619 | 2 | - | 1 | 35 | 1 | 12 | 7 | - | - | - | - | 1 | - | - | - | 21 | - | 138 | - | 953 | 75 | 1 | - | - | 7 | - |
| HITCHCOCK | 67 | 1,896 | 9 | - | 1 | 123 | 2 | 51 | 20 | - | - |  | 1 | 2 | - | - | - | 123 |  | 1,010 | - | 1,104 | 37 |  | - | - | 15 | - |
| HOLT | 36 | 6,465 | 25 | 1 | 9 | 448 | 44 | 281 | 84 | 1 | . | 1 | 2 | 10 | 3 | 11 | - | 371 | 41 | 2,504 | . | 3,640 | 126 | 11 | 2 | 2 | 24 | 62 |
| HOOKER | 93 | 543 |  | - | 1 | 32 | 3 | 10 | 1 | - | - | - | - | 1 | - | - | - | 15 | - | 217 | - | 332 | - | - | 1 | 1 | , | - |
| HOWARD | 49 | 4,130 | 24 | - | 1 | 290 | 1 | 258 | 35 | 1 | - | - | 2 | 7 | - | 31 | - | 206 | 12 | 1,744 | - | 1,846 | 146 | 1 | 8 | 18 | 1 | - |
| JEFFERSON | 33 | 4,580 | 28 | - | 10 | 356 | 60 | 225 | 70 | 1 | - | - | 5 | 4 | 1 | 19 | - | 254 | 8 | 2,301 | - | 1,967 | 102 | 2 | 4 |  | 2 | - |
| Johnson | 57 | 2,816 | 15 | - | 1 | 159 | 2 | 117 | 28 | - | - | - | - | 1 | 1 | 22 | - | 124 | 2 | 1,188 | - | 1,089 | 39 | - | - | 7 | 4 | - |
| KEARNEY | 52 | 4,121 | 37 | 1 | 9 | 293 | 31 | 224 | 55 | . | . | . | 2 | 7 | 1 | 23 | - | 260 | 1 | 1,899 | - | 1,846 | 307 | - | - | 9 | 9 | . |
| KEITH | 68 | 5,459 | 66 | - | 13 | 463 | 11 | 288 | 72 | - |  |  | 5 | 9 | 4 | 5 | - | 301 |  | 2,698 | - | 1,542 | 13 | 1 | 1 | 2 | 8 |  |
| KEYAPAHA | 82 | 503 | - | - | - | 35 | 1 | 25 | 5 | - | - | - | - | 1 | - | 4 | - | 23 | - | 129 | - | 605 | 13 | 2 | - |  | 3 | - |
| KIMBALL | 71 | 2,277 | 21 | - | 2 | 186 |  | 110 | 20 | - | - | - | 1 | 2 | 2 | 1 | - | 118 | 1 | 1,041 | - | 896 | 85 | 2 | - | - | 46 | - |
| kNOX | 12 | 5,149 | 33 | - | 6 | 365 | 32 | 197 | 25 | - | $\cdot$ | 1 | 2 | 12 | 3 | 28 | - | 274 | 21 | 2,136 | $\cdot$ | 2,408 | 167 | 4 | 1 | 6 | 9 | - |
| LANCASTER | 2 | 158,955 | 1,008 | 11 | 282 | 3,882 | 390 | 8,357 | 2,114 | 23 | . | 7 | 177 | 125 | 15 | 1,072 | . | 6,738 | 55 | 40,267 | - | 3,177 | 180 | 4 | 119 | , | 9 | 1 |
| LINCOLN | 15 | 21,825 | 234 | 1 | 29 | 1,571 | 32 | 959 | 307 | - | . | 1 | 17 | 20 |  | 41 | - | 1,426 |  | 9,252 | - | 4,112 | 123 | 1 | 6 | 3 | 27 |  |
| logan | 87 | 478 | 4 | - | - | 46 | . | 37 | 14 | - | - | - | 1 | - | - | - | - | 14 | 1 | 125 | - | 496 | 41 | - | - | - | 7 | - |
| LOUP | 88 | 432 | 6 | - | 1 | 40 | - | 24 | 2 | - | - | - | - | - | - | 2 | - | 17 | - | 133 | . | 430 | 6 | 2 | - | 2 | - | 3 |
| MADISON | 7 | 20,642 | 99 | - | 22 | 985 | 161 | 943 | 283 | 1 | - | - | 3 | 24 | 2 | 124 | - | 1,284 | 24 | 8,375 | - | 2,278 | 246 | 2 | 19 | 5 | 17 | - |
| MCPHERSON | 90 | 291 | , | . | 1 | 22 |  | 14 | 5 | - | . | . | - | 1 | - | 1 | - | 9 | 1 | 47 | . | 371 | 6 | 1 |  |  | 7 | . |
| MERRICK | 46 | 4,781 | 32 | - | 3 | 305 | 11 | 268 | 48 | - | 1 | - | 8 | 7 | 3 | 9 | - | 280 | 2 | 2,246 | - | 1,635 | 208 | 1 | - | - | 18 | - |
| MORRILL | 64 | 2,921 | 18 | - | 6 | 181 | 6 | 127 | 30 | - | - | - | - | 4 | - | 17 | - | 191 |  | 1,386 | - | 1,743 | 140 | - | - | 6 | - | 2 |
| NANCE | 58 | 2,279 | 19 | - | 4 | 161 | 7 | 169 | 31 | - | - | - | 3 | 2 | - | 6 | - | 144 | 10 | 1,006 | - | 1,234 | 137 | - | 3 |  | 8 | - |
| NEMAHA | 44 | 4,081 | 50 | - | 8 | 213 | 13 | 149 | 36 | - | - | - | 4 | 5 | 3 | 15 | - | 253 | - | 1,804 | - | 1,380 | 106 | 1 | 3 | 3 | - | - |
| NUCKOLLS | 42 | 2,816 | 49 | . | 5 | 223 | 19 | 113 | 37 | - | - | - | 4 | 6 | 1 | 21 | - | 145 |  | 1,193 | - | 1,784 | 79 | 1 | 1 | 8 | 1 | . |
| OTOE | 11 | 9,578 | 65 | - | 10 | 448 | 12 | 437 | 56 | - | - | - | 12 | 9 | 1 | 50 | - | 519 | 9 | 3,985 | - | 2,273 | 6 | - | 2 | 30 | 3 | - |
| PAWNEE | 54 | 1,828 | 14 | 1 | - | 108 | , | 90 | 15 | - | - | - | - | 3 | 1 | 5 | - | 97 | - | 734 | - | 1,092 | 65 | - | - | 5 | - | - |
| PERKINS | 74 | 1,805 | 17 | - | 2 | 168 | 1 | 118 | 47 | - | - | - | 3 | 3 | - | 4 | - | 100 |  | 915 | - | 1,497 | 218 | 2 | 1 | 1 | 19 | - |
| PHELPS | 37 | 5,581 | 66 | . | 7 | 392 | 31 | 362 | 140 | - | - | - | - | 1 | - | 39 | - | 369 | 1 | 2,956 | - | 2,295 | 381 | - | 7 | 16 | 18 | - |
| PIERCE | 40 | 4,565 | 18 | . | 1 | 358 | - | 231 | 68 | - | . | 2 | . | 6 | - | 18 | . | 376 | 24 | 1,855 | . | 2,033 | 75 | 3 | 2 | 7 | 6 | . |
| PLATTE | 10 | 20,118 | 91 | - | 16 | 916 | 60 | 1,039 | 226 | 4 | - | 1 | 7 | 14 | 4 | 58 | - | 910 | 33 | 8,596 | - | 3,203 | 397 | 6 | 29 | 2 | 18 | - |
| POLK | 41 | 3,309 | 16 | - | 5 | 217 | , | 220 | 48 | - | - | - | 17 | 3 | 2 | 10 | - | 182 | 3 | 1,347 | - | 1,965 | 214 | 1 | 3 | 1 | 8 | - |
| RED WILLOW | 48 | 6,673 | 73 | - | 8 | 413 | 25 | 221 | 68 | - | - | 1 | 3 | 14 | 1 | 12 | - | 462 | 2 | 3,343 | - | 1,635 | 164 | - | 6 | 2 | 41 | - |
| RICHARDSON | 19 | 5,038 | 97 | . | 12 | 223 | 14 | 158 | 43 | - | - | - | 5 | 4 | 10 | 16 | - | 331 | 1 | 2,402 | . | 1,889 | 3 | 1 | 11 | 21 | 17 | - |
| Rock | 81 | 849 | 4 | - | 2 | 68 | 3 | 31 | 8 | - | - | - | - | 1 | - | 4 | . | 39 | 3 | 303 | - | 866 | 36 | - | - | - | 3 | . |
| SALINE | 22 | 8,553 | 37 | - | 11 | 392 | 39 | 333 | 90 | - | - | 3 | 7 | 10 | - | 64 | - | 347 | 1 | 3,499 | - | 2,139 | 179 | - | 2 | - | 5 |  |
| SARPY | 59 | 93,318 | 765 | 8 | 101 | 2,456 | 81 | 5,771 | 1,245 | 95 | - | 3 | 170 | 71 | 27 | 48 | - | 4,282 | 48 | 24,343 | - | 833 | 24 | - | 26 |  | , | 41 |
| SAUNDERS | , | 13,443 | 64 | - | 29 | 728 | 25 | 766 | 141 | 5 | 1 | 2 | 13 | 19 | , | 75 | . | 773 | 13 | 5,599 | - | 3,300 | 294 | 5 | 6 | 8 | 24 | 4 |
| SCOTTS BLUFF | 21 | 21,825 | 186 | 1 | 27 | 1,038 | 87 | 955 | 269 | - | 1 | - | 15 | 19 | 12 | 63 | - | 1,395 | 5 | 10,000 | - | 3,041 | 62 | - | 16 | 1 | 17 | 2 |
| SEWARD | 16 | 10,321 | 47 | 1 | 15 | 577 | 31 | 548 | 124 | - | - | 1 | 23 | 12 | - | 52 | . | 550 | 4 | 3,905 | . | 2,656 | 206 | 1 | , | 1 | 12 | - |
| SHERIDAN | 61 | 3,125 | 28 | - | 4 | 244 | 14 | 104 | 21 | - | - | - | 1 | 9 | 4 | 4 | - | 163 | 15 | 1,291 | - | 2,029 | 94 | 1 | 3 | 8 | 6 | 2 |
| SHERMAN | 56 | 1,892 | 17 | - | 6 | 105 | 77 | 104 | 12 | - | - | 2 | 2 | 3 | - | 8 | - | 95 | 1 | 705 | - | 1,381 | 40 | - | - | - | 4 | - |
| sloux | 80 | 732 | - | - | - | 54 | - | 29 | 4 | - | - | - | 1 | 1 | - | 4 | - | 40 | - | 130 | . | 1,160 | 1 | - | - | - | - | - |
| Stanton | 53 | 3,851 | 17 | 1 | 7 | 256 | - | 197 | 52 | - | - | . | 1 | 4 | 1 | 8 | - | 264 | 13 | 1,383 | - | 1,420 | 87 | - | 1 | 3 | - | 4 |
| THAYER | 32 | 3,245 | 36 | - | 3 | 224 | 15 | 130 | 32 | - | - | 1 | 5 | 3 | - | 29 | - | 152 | - | 1,642 | - | 1,821 | 200 | 3 | 7 | 2 | 30 | - |
| THOMAS | 89 | 416 | 7 | - | 1 | 47 | 17 | 26 | 3 | - | - | - | - | - | - | 1 | - | 31 |  | 150 | - | 391 | - | 2 | - | 1 | 1 | - |
| THURSTON | 55 | 3,272 | 21 | - | - | 138 | 11 | 129 | 65 | 1 | - | - | 1 | 7 | 1 | 4 | - | 137 | 16 | 1,039 | - | 982 | 2 |  | 1 | 4 | - | - |
| VALLEY | 47 | 2,772 | 15 | - |  | 178 | , | 154 | 28 | - | $\cdot$ | - | 1 | 4 | - | 19 | $\cdot$ | 118 | 1 | 1,316 | - | 1,369 | 123 | 2 | - | 13 | 12 | 1 |
| WASHINGTON | 29 | 12,467 | 84 | - | 18 | 677 | 21 | 889 | 163 | 9 |  | . | 4 | 9 | - | 30 | - | 730 | 31 | 5,150 | - | 2,095 | 111 | 3 | - | , | 11 |  |
| WAYNE | 27 | 4,731 | 33 | 1 | 7 | 268 | 20 | 278 | 69 | 1 | . | . | - | 5 | . | 64 | . | 232 | 4 | 1,650 | - | 1,665 | 189 | - | 1 | 9 |  | . |
| WEBSTER | 45 | 2,281 | 24 | - | 3 | 177 | 2 | 93 | 33 | - | - | . | 1 | 1 | - | 8 | . | 69 |  | 1,091 | - | 1,338 | 118 | - | - | 12 | 3 | - |
| WHEELER | 84 | 499 | - | - | - | 35 | - | 37 | 1 | - | - | - | - | 1 | - | 2 | - | 32 | - | 76 | - | 640 | 42 | - | - | - | 10 | - |
| YORK | 17 | 8,137 | 75 | - | 15 | 426 | 93 | 448 | 117 | - | - | - | 152 | 6 |  | 28 | - | 505 | 9 | 3,646 | - | 2,368 | 296 | - | 21 | 5 | 19 | - |
| STATE |  | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9,214 | 3,142 | 1 | 8 | 1 | 36,174 | - | - | - | - | - | - |  |
| TOTAL |  | 1,077,842 | 7,285 | 46 | 1,266 | 40,462 | 3,772 | 53,068 | 12,564 | 767 | 6 | 57 | 1,028 | 925 | 164 | 12,666 | 3,142 | 50,390 | 829 | 347,579 | 36,174 | 157,286 | 11,968 | 140 | 678 | 431 | 1,086 | 216 |


| COUNTY | NO. | NON-RESIDENT |  |  |  |  |  |  | TRAILER |  |  |  |  |  |  | DEALER |  |  |  |  |  |  |  | GOVERNMENT |  |  |  | $\begin{aligned} & 2011 \\ & \text { Total } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Bus | Comm | Bus | MC | Pass. | $\begin{array}{r} \hline 30 \\ \text { Day } \\ \hline \end{array}$ | Trir | Comm. | Utility | Farm | Semi | Fert- <br> lizer | Apportioned | $\begin{array}{\|c\|} \hline \text { Pole } \\ \text { Reel } \\ \hline \end{array}$ | Passenger | Personal | MC | Trailer | Transporter | $\begin{gathered} \text { Boat } \\ \text { Trlr } \end{gathered}$ | Repo | Snow- <br> mobl | State | County | Municipal | School District |  |
| ADAMS | 14 | 87 | - | - | - | - | 3 | - | 896 | 3,033 | 1,016 | 309 | 638 | - | 4 | 244 | 6 | 11 | 17 | - | - | - | - | - | 176 | 336 | 198 | 38,375 |
| ANTELOPE | 26 | - | 2 | - | - | . |  | - | 209 | 1,422 | 1,101 | 112 | 342 | . | 1 | 37 | 2 |  | - | - | - | - | - | . | 123 | 144 | 97 | 13,823 |
| ARTHUR | 91 | - | - | - | - | - | - | - | 9 | 73 | 195 | . | - | - | - | - | - | - |  |  | - | - | - | - | 14 | . | 11 | 956 |
| BANNER | 85 | . | - | - | - | - | . | - | 14 | 84 | 338 | 3 | - | . | - | - | - | - |  | - | - | - | - | - | 30 | - | 18 | 1,782 |
| BLAINE | 86 | . | . | . | . | . | . | . | 11 | 28 | 290 | . | . | . | . | 3 | 1 | - | - | - | - | - | - | . | 29 | 1 | 29 | 1,206 |
| BOONE | 23 | - | 1 | - | - | - | - | - | 149 | 901 | 987 | 107 | 383 | - | 5 | 44 | 1 | 1 | 1 | - | $\cdot$ | - | - | - | 92 | 101 | 58 | 11,117 |
| BOXBUTTE | 65 | 11 | 1 | - | - | 1 | 1 | - | 285 | 1,790 | 823 | 32 | 251 | - | 2 | 38 | 4 | - | - | - | - | - | - | - | 100 | 153 | 53 | 18,048 |
| BOYD | 63 | 1 | - | - | - | - | . | - | 38 | 290 | 532 | 2 | 36 | - | 2 | 7 | - | - | - | - | - | - | - | - | 51 | 21 | 44 | 4,058 |
| brown | 75 | 2 | - | - | - | - | - | - | 140 | 621 | 624 | 19 | 154 | - | 6 | 37 | 2 | - | 2 | - | - | - | - | - | 90 | 67 | 15 | 6,023 |
| BUFFALO | 9 | 122 | 4 | . | . | 2 | 3 | 4 | 862 | 6,210 | 1,498 | 398 | 494 | . | 6 | 318 | 9 | 9 | 44 | . | . | . | - | . | 231 | 293 | 194 | 57,310 |
| BURT | 31 | 1 | - | - | . | - | - | - | 92 | 1,171 | 546 | 27 | 251 | - | 2 | 41 | 1 | 3 | 2 | - | - | - | - | . | 87 | 119 | 75 | 11,309 |
| BUTLER | 25 | 23 | - | - | - | 1 | . | - | 161 | 1,452 | 1,031 | 194 | 480 | - | 3 | 22 | 2 | 2 | 5 | - | - | - | - | - | 180 | 90 | 64 | 15,382 |
| CASS | 20 | 47 | 75 | 2 | 13 | 159 | . | 27 | 295 | 4,143 | 616 | 56 | 92 | . | 5 | 195 | 8 | 5 | 8 | - | - | - | - | - | 181 | 175 | 126 | 34,756 |
| CEDAR | 13 | 12 | - | - | - | - | - | - | 154 | 1,537 | 945 | 75 | 123 |  | 3 | 43 | - | 1 | 5 | - | - | - | - | - | 85 | 139 | 98 | 14,453 |
| CHASE | 72 |  | - | - | . | - | 1 | . | 112 | 903 | 776 | 61 | 371 | . |  | 53 | . | 1 | 5 | . | . | . | - | . | 81 | 92 | 69 | 8,484 |
| CHERRY | 66 | 20 | 1 | - | - | - | - | - | 120 | 987 | 1,591 | 20 | - | - | 2 | 37 | 2 | 3 | 4 | - | - | - | - | - | 233 | 68 | 37 | 10,690 |
| CHEYENNE | 39 | 11 | 4 | - | - | 1 | - | - | 139 | 1,823 | 504 | 30 | 78 | - | 5 | 73 | 4 | 7 | 6 | - | - | - | - | - | 120 | 163 | 103 | 15,445 |
| CLAY | 30 | - | 3 | - | - | - | 2 | - | 208 | 1,176 | 823 | 84 | 1,028 | - |  | 48 | 2 | 1 | 6 | - | - | - | - | - | 67 | 152 | 72 | 12,958 |
| COLFAX | 43 | 5 | - | - | - | - | - | - | 208 | 960 | 669 | 160 | 419 | - | - | 55 | 4 | 2 | 1 | - | - | - | - | - | 64 | 131 | 71 | 14,365 |
| CUMING | 24 | 2 | . | . | . | . | - | . | 261 | 1,390 | 971 | 32 | 260 | . | 4 | 48 | 1 | - | 4 | . | - | - | - | - | 41 | 111 | 65 | 14,713 |
| CUSTER | 4 | 1 | 3 | - | - | . | - | - | 403 | 1,669 | 2,207 | 100 | 307 | - | 12 | 56 | 1 | 1 | 7 | - | $\cdot$ | - | - | $\cdot$ | 222 | 157 | 121 | 20,930 |
| DAKOTA | 70 | 31 | - | - | - | - | - | - | 386 | 2,068 | 301 | 184 | 17 | - | - | 215 | 4 | 8 | 13 | $\cdot$ | - | - | - | 1 | 105 | 191 | 75 | 22,343 |
| DAWES | 69 | 8 | - | - | - | 1 | - | - | 143 | 1,131 | 745 | 15 | 1 | - | 2 | 135 | 6 | 7 | 9 | - | - | - | - | 1 | 130 | 128 | 41 | 11,495 |
| DAWSON | 18 | 9 | - | - | - |  | . | - | 798 | 3,433 | 1,513 | 21 | 505 | . |  | 171 | 1 | 2 | 10 | - | - | - | - | - | 172 | 283 | 158 | 32,582 |
| DEUEL | 78 | - | - | - | . | . | 1 | . | 58 | 405 | 340 | . | 293 | - | - | 1 | . | - | . | - | . | - | - | . | 36 | 51 | 26 | 4,297 |
| DIXON | 35 | - | - | - | - | - | - | - | 65 | 915 | 519 | 43 | 45 | - | - | 7 | 1 | - | 1 | - | - | . | - | - | 53 | 119 | 58 | 9,102 |
| DODGE | 5 | 60 | - | - | - | 5 | . | 1 | 476 | 3,989 | 658 | 114 | 345 | - | 2 | 410 | 21 | 20 | 31 | - | - | - | - | - | 83 | 471 | 144 | 43,016 |
| DOUGLAS | 1 | 1,704 | 78 | - | 44 | 530 | 15 | 13 | 2,897 | 17,275 | 103 | 295 | 1 | - | 52 | 4,434 | 104 | 118 | 90 | - | - | - | 8 | 47 | 1,255 | 2,253 | 884 | 436,344 |
| DUNDY | 76 | - | - | - | - | - | 1 | - | 67 | 286 | 480 | 6 | 6 | - | 5 | 7 | - | - | - | - | - | - | - | - | 59 | 33 | 44 | 4,180 |
| FILLMORE | 34 | 13 | - | - | . | . | - | - | 211 | 1,020 | 772 | 69 | 618 | . |  | 17 | 4 | - | 2 | . | . | . | - | - | 66 | 117 | 59 | 11,720 |
| FRANKLIN | 50 | 2 | - | - | - |  |  |  | 59 | 545 | 624 | 11 | 279 | - | 4 | 2 | 1 | - |  | - | - | - | - | 1 | 59 | 84 | 29 | 6,729 |
| FRONTIER | 60 | - | - | - | - | - | - | - | 58 | 555 | 734 | 30 | 128 | - | 2 | 1 | - | - | - | - | - | - | - | - | 86 | 28 | 67 | 6,179 |
| FURNAS | 38 | - | - | - | - |  | - | - | 217 | 1,080 | 603 | 27 | 531 | - | 2 | 58 | 1 | 2 | 5 | - | - | - | - |  | 86 | 135 | 94 | 9,918 |
| GAGE | 3 | 54 | 2 | - | - | 1 | - | 4 | 516 | 2,857 | 986 | 96 | 298 | - | 5 | 205 | 13 | 5 | 16 | - | - | - | - | - | 149 | 273 | 182 | 30,787 |
| GARDEN | 77 | 5 | . | . | . | . | . | . | 32 | 451 | 496 | 18 | 91 | . | . | 3 | . | . | 1 | . | . | . | . | . | 100 | 10 | 17 | 4,276 |
| GARFIELD | 83 | 6 | . | - | - | . | - | - | 79 | 420 | 390 | 31 | - | - | - | 4 | - | - | - | - | - | . | - | - | 59 | 34 | 9 | 3,589 |
| GOSPER | 73 | - | - | - | - | - | - | - | 69 | 550 | 460 | 5 | 107 | - | - | 10 | 5 | - | $\cdot$ | - | - | - | - | - | 59 | 7 | 12 | 4,284 |
| GRANT | 92 | - | - | - | - | - | - | - | 21 | 176 | 228 | 7 | - | - | 2 | 1 | - | - | 3 | - | - | - | - | - | 45 | 5 | 14 | 1,440 |
| GREELEY | 62 | 2 | - | - | - | - | $\cdot$ | - | 86 | 354 | 552 | 57 | 115 | - | 1 | 4 | - | - | - | - | - | - | - | - | 72 | 60 | 52 | 5,050 |
| HALL | , | 138 | 10 | - | 1 | 6 | 1 | 2 | 1,124 | 5,928 | 904 | 409 | 986 | . | 26 | 638 | 19 | 30 | 30 | - | - | . | - | . | 238 | 432 | 257 | 68,077 |
| HAMLTON | 28 | - | - | - | - | 1 | 1 | 2 | 387 | 1,604 | 963 | 57 | 768 | - | - | 22 | - | - | 9 | - | - | - | . | - | 112 | 107 | 88 | 16,402 |
| HARLAN | 51 | 1 | - | - | - |  | - |  | 79 | 886 | 544 | 12 | 138 | - | 1 | 22 | 1 | - | - | - | - | - | - | - | 47 | 47 | 23 | 6,940 |
| HAYES | 79 | - | - | - | - | - | - | - | 20 | 172 | 408 | 3 | 27 | - | 2 | - | - | - | - | - | - | - | - | 1 | 46 | 3 | 22 | 2,577 |
| HiTCHCOCK | 67 | - | - | - | - | - | - | - | 127 | 724 | 573 | , | 209 | - | 4 | 9 | - | - | $\cdot$ | - | - | - | - | - | 36 | 94 | 33 | 6,212 |
| HOLT | 36 | 14 | - | - | - | - | . | . | 305 | 2,044 | 2,335 | 112 | 230 | . | 5 | 97 | 6 | . | 17 | . | . | - | - | . | 165 | 175 | 61 | 19,734 |
| HOOKER | 93 | 4 | - | - | - | - | - | - | 51 | 138 | 204 | 1 | - | - | 4 | - | - | - | - | - | - | - | 2 | - | 34 | 18 | 21 | 1,645 |
| HOWARD | 49 | 1 | - | - | - | - | - | - | 87 | 1,410 | 760 | 69 | 268 | - | 2 | 73 | - | 1 | 7 | - | - | - | - |  | 109 | 70 | 50 | 11,669 |
| JEFFERSON | 33 | 22 | 2 | - | - | - | 1 | 1 | 184 | 1,113 | 877 | 14 | 620 | - | 5 | 43 | 6 | 3 | 3 | - | - | - | - | - | 144 | 96 | 90 | 13,229 |
| JOHNSON | 57 | 1 | - | - | - |  | - | 1 | 98 | 555 | 501 | 12 | 166 | - | 3 | 37 | 5 |  | 3 | - | - | . | . | - | 90 | 40 | 50 | 7,177 |
| KEARNEY | 52 | - | - | . | . | . | 1 | - | 110 | 1,284 | 697 | 51 | 790 | . | - | 29 | 1 | . | 3 | . | - | - | . | . | 83 | 91 | 72 | 12,347 |
| KEITH | 68 | 2 | 1 | - | - | - | - | - | 244 | 2,513 | 904 | 6 | 113 | . | 1 | 49 | 12 | 2 | 2 | - | - | . | - | - | 91 | 116 | 54 | 15,071 |
| KEYAPAHA | 82 | 8 | - | - | - | - | - | - | 15 | 248 | 349 | - | - | - | - | - | - | - | - | - | - | - | - | - | 40 | 2 | 4 | 2,015 |
| KIMBALL | 71 | 1 | - | - | - | - | 1 | - | 121 | 595 | 391 | 10 | 46 | - | - | 31 | 5 | - | 1 | - | - | - | - | - | 73 | 70 | 33 | 6,189 |
| knox | 12 | 22 | - | - | - | - | - | - | 179 | 1,584 | 1,184 | 37 | 80 | - | 2 | 56 | 14 | 2 | 1 | - | - | - | - | - | 97 | 182 | 81 | 14,400 |
| LANCASTER | , | 520 | 15 | - | 4 | 50 | 13 | 5 | 3,154 | 14,485 | 1,329 | 320 | 206 | . | , | 1,410 | 54 | 53 | 42 | - | . | - | . | . | 642 | 1,632 | 627 | 251,542 |
| LINCOLN | 15 | 46 | 1 | - | 1 | 10 | 1 | 1 | 611 | 6,469 | 2,199 | 53 | 225 | - | 1 | 181 | 17 | 15 | 16 | - | - | - | - | - | 279 | 364 | 219 | 50,696 |
| logan | 87 | - | - | - | - | - | - | - | 38 | 125 | 332 | 15 | 48 | - | 1 | - | - | - |  | - | - | - | - | - | 21 | 6 | 18 | 1,868 |
| LOUP | 88 | 7 | - | - | - |  | - | 1 | 19 | 201 | 266 | , | - | - |  | 5 | . | - | 1 | - |  | - | - |  | 25 | 3 | 17 | 1,652 |
| MADISON | 7 | 37 | - | - | - |  | 1 | - | 639 | 4,398 | 856 | 184 | 188 | - | 15 | 278 | 12 | 23 | 30 | $\cdot$ | - | - | - | - | 190 | 320 | 362 | 43,072 |
| MCPHERSON | 90 | - | - | . | - | - | - | . | 15 | 64 | 280 | - | . | . | - | - | - | - | - | - | - | . | . | . | 20 | - | 8 | 1,167 |
| MERRICK | 46 | 13 | - | - | - | - | 1 | - | 253 | 1,303 | 723 | 81 | 355 | - | 4 | 43 | 5 | - | - | - | - | - | - | - | 58 | 123 | 54 | 12,882 |
| MORRILL | 64 | 4 | - | - | - |  | - | - | 159 | 774 | 806 | 59 | 270 | - | 6 | 14 |  | 2 | 4 | - | - | - | - | - | 99 | 84 | 55 | 9,117 |
| NANCE | 58 | 2 | - | - | - |  | - | - | 71 | 558 | 562 | 31 | 171 | - | 4 | 19 | - | - | 2 | - | - | - | - | - | 37 | 48 | 57 | 6,785 |
| NEMAHA | 44 | 1 | - | - | - | - | - | - | 65 | 991 | 387 | 9 | 88 | - | - | 34 | - | 2 | 2 | - | - | - | - | - | 94 | 101 | 60 | 9,961 |
| NUCKOLLS | 42 | - | - | - | - | . | . | - | 104 | 736 | 1,029 | 15 | 498 | - | 3 | 35 | . | 3 | 2 | . | . | - | . | . | 78 | 119 | 62 | 9,190 |
| OTOE | 11 | 12 | - | - | - | - | - | - | 428 | 1,828 | 1,032 | - | 113 | - | - | 58 | - | 4 | 3 | - | - | - | - | - | 105 | 179 | 82 | 21,357 |
| PAWNEE | 54 | 2 | - | - | - | - | - | - | 71 | 331 | 462 | 7 | 16 | - | - | 11 | - | - | - | - | - | - | - | - | 51 | 34 | 48 | 5,095 |
| PERKINS | 74 | 1 | - | - | - | - | 1 | - | 153 | 601 | 631 | 74 | 743 | - | 4 | 16 | - | - | 2 | - | - | - | - | - | 89 | 61 | 40 | 7,337 |
| PHELPS | 37 | 12 | - | - | - | - | - | - | 467 | 1,729 | 927 | 174 | 160 | - | 4 | 85 | 2 | 1 | 1 | - | - | - | - | - | 97 | 148 | 81 | 16,550 |
| PIERCE | 40 | 2 | - | . | - | . | - | - | 291 | 1,365 | 975 | 57 | 159 | . | 1 | 27 | 1 | 7 | 6 | . | . | . | . | - | 55 | 130 | 65 | 12,789 |
| PLATTE | 10 | 8 | - | - | - |  | 1 | - | 920 | 3,557 | 1,480 | 340 | 843 | - | 16 | 218 | 2 | 13 | 13 | - | - | - | - | - | 195 | 215 | 120 | 43,689 |
| POLK | 41 | 1 | - | - | - | - | - | - | 123 | 876 | 882 | 63 | 395 | - | 2 | 38 | - | - | 1 | - | - | - | - | - | 54 | 74 | 68 | 10,157 |
| RED WILLOW | 48 | 31 | 1 | - | - | - | 1 | - | 215 | 1,928 | 615 | 46 | 187 | $\cdot$ | 6 | 109 | 1 | 12 | 1 | - | - | - | - | - | 126 | 140 | 110 | 16,696 |
| RICHARDSON | 19 | 5 | - | - | - | - | - | - | 179 | 1,167 | 696 | - | 25 | - | 3 | 56 | 5 | 3 | - | - | - | - | - | - | 140 | 120 | 75 | 12,770 |
| ROCK | 81 | - | - | - | - | . | . | - | 79 | 204 | 581 | 22 | 71 | . | - | - | - | - | - | - | - | . | - | - | 76 | 12 | 13 | 3,278 |
| SALINE | 22 | 41 | - | - | - | - | - | - | 176 | 1,535 | 866 | 85 | 650 | - | - | 66 | 2 | 1 | 3 | - | - | - | - | - | 120 | 248 | 67 | 19,571 |
| SARPY | 59 | 161 | 1,006 | 5 | 424 | 5,369 | 6 | 179 | 1,648 | 8,678 | 150 | 126 | 106 | - | 21 | 686 | 22 | 22 | 35 | - | - | - | - | - | 300 | 580 | 396 | 153,684 |
| SAUNDERS | , | 13 | 1 | - | 1 | 8 | - | 1 | 546 | 3,337 | 1,227 | 122 | 241 | - | , | 120 | 8 | 4 |  | . | - | - | - | 2 | 222 | 189 | 121 | 31,507 |
| SCOTTS BLUFF | 21 | 37 | 1 | - | - | 2 | 1 |  | 922 | 4,194 | 1,132 | 43 | 464 | - | - | 297 | 27 | 21 | 21 | - | - | - | - | - | 369 | 439 | 248 | 47,257 |
| SEWARD | 16 | 32 |  | . | . |  | - | . | 264 | 2,472 | 990 | 66 | 654 | . |  | 72 | 5 | 2 | 4 | . | . | . | - | - | 121 | 232 | 176 | 24,182 |
| SHERIDAN | 61 | 1 | - | - | - | 2 | - | - | 45 | 1,056 | 1,006 | 30 | 186 | - | 8 | 35 | 1 | 1 | 1 | - | - | - | - | - | 136 | 87 | 44 | 9,809 |
| SHERMAN | 56 | 18 | - | - | - | - | - | - | 88 | 566 | 629 | 18 | 31 | - | - | 19 | - | 1 | 3 | - | - | - | - | - | 68 | 47 | 50 | 5,992 |
| sloux | 80 | 1 | - | - | - | - | - | - | 50 | 106 | 658 | 1 | 1 | - | 1 | - | - | - | - | - | - | - | - | - | 50 | 7 | 7 | 3,038 |
| STANTON | 53 | - | - | - | - | - | - | - | 116 | 1,004 | 603 | 93 | 69 | - | 1 | 14 | 2 | 1 | 3 | - | - | - | - | - | 66 | 41 | 26 | 9,609 |
| THAYER | 32 | 6 | . | . | . | . | . | - | 183 | 952 | 858 | 46 | 690 | . |  | 20 | - | 1 | 4 | . | . | . | . | . | 97 | 138 | 47 | 10,627 |
| THOMAS | 89 | - | - | - | - | - | - | - | 65 | 104 | 261 | 1 | - | - | 1 | - | $\cdot$ | - | - | - | - | - | - | - | 51 | 2 | 16 | 1,595 |
| THURSTON | 55 | 21 | - | - | - | - | - | - | 123 | 469 | 465 |  | - | - | - | 26 | 1 | - | 1 | - | - | - | - | - | 64 | 86 | 65 | 7,155 |
| VALLEY | 47 | 4 | - | - | - | - | 1 | - | 153 | 793 | 655 | 93 | 123 | - | 3 | 18 | - | 2 | 4 | - | - | - | - | - | 80 | 90 | 37 | 8,191 |
| WASHINGTON | 29 | 4 | 1 | - | - | - | 2 | 4 | 469 | 3,345 | 804 | 62 | 143 | - | 5 | 357 | 8 | 4 |  | - | - | - | - | - | 101 | 125 | 95 | 28,034 |
| WAYNE | 27 | 84 | 1 | - | - | . | - | - | 168 | 1,018 | 593 | 58 | 55 | . | 6 | 55 | 1 | - | - | . | . | - | - | - | 99 | 64 | 57 | 11,486 |
| WEBSTER | 45 | 28 | - | - | - | - | - | - | 85 | 623 | 535 | 14 | 227 | - | - | 13 | - | - | - | - | $\cdot$ | - | - | - | 104 | 45 | 11 | 6,939 |
| WHEELER | 84 | 7 | - | - | - | - | - | - | 14 | 128 | 355 | 14 | 19 | - | - | - | - | - | - | - | - | - | - | - | 35 | 2 | 6 | 1,955 |
| YORK | 17 | - | - | - | - | - | - | - | 487 | 2,330 | 918 | 132 | 781 | - | 8 | 106 | - | 2 | 11 | - | - | - | - | - | 181 | 102 | 89 | 21,517 |
| STATE |  | . | - | $\cdot$ | - | - | - | - |  |  |  |  | - | 73,167 |  | - | - | - |  | 2,611 | 149 | 119 | $-$ | 10,017 | 27 | 17 | 6 | 134,682 |
| TOTALS |  | 3,615 | 1,214 |  | 488 | 6,149 | 61 | 248 | 27,791 | 166,371 | 69,936 | 6,213 | 22,729 | 73,167 | 347 | 12,731 | 459 | 447 | 592 | 2,611 | 149 | 119 | 10 | 10,070 | 11,198 | 14,792 | 8,327 | 2,261,678 |



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