## 2012

## DMV Annual Report



Dave Heineman, Governor Rhonda K. Lahm, Director

Dave Heineman

## State of Nebraska

April 2013

This last year has been an exciting and productive year for the Department of Motor Vehicles. We have continued to leverage the use of technology to better serve the citizens of Nebraska. This annual report contains information on specific accomplishments of the divisions within the department as well as statistical information concerning Nebraska's vehicles and drivers.

The report covers the period of January 1, 2012 through December 31, 2012, and is published solely in electronic format. A downloadable copy of the 2012 Annual Report, information related to the department, and all Department of Motor Vehicle forms are available at www.dmv.ne.gov. I urge you to take advantage of the growing list of on-line services offered by visiting www.clickDMV.ne.gov.

I would like to take this opportunity to thank Governor Heineman, the state legislators, county officials, our fellow state agencies, and members of our advisory boards and task forces for their support. The success of our department hinges on the continued support of these partners. In addition, as the year of 2012 came to a close, the department was preparing for the departure of Director Mev Neth. I would like to acknowledge the thirteen years of service provided to the Department of Motor Vehicles and the citizens of this state by Director Neth.

If you have any questions regarding the information provided in the 2012 Annual Report, or would like addition information regarding the Department of Motor Vehicles, please feel free to contact us at (402) 471-3900.

Sincerely,


Rhonda K. Lahm
Director

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## TM|l|lenase <br> Nebraska Department of Motor Vehicles

## VISION STATEMENT

The vision of the Nebraska Department of Motor Vehicles is to provide exceptional service delivered by knowledgeable people with integrity, enthusiasm, and respect.
We would like to create an agency that all Nebraskan's can be proud of. We are confident that by working together we can accomplish it. Utilizing this vision has provided guidance and clarity and it will continue to provide a path to bring safety, security, and service to the citizens of Nebraska in the future.

## MISSION STATEMENT

The mission of the Department of Motor Vehicles is to promote road safety through education and regulation of drivers and motor vehicles, and to collect revenue that provides resources for state and local government operations.

The Nebraska Department of Motor Vehicles has a special and unique directive: to ensure the safety of Nebraska's citizens as they travel the state's roadways. To fulfill this mandate, DMV is charged with the responsibility for educating, regulating, and enforcing motor vehicle operator and vehicle requirements. DMV ensures that licensed Nebraska drivers meet the eligibility requirements of operating a motor vehicle and that those vehicles are properly titled and registered. A secondary purpose is to generate and collect revenues that support not only the services offered by DMV but also of other government service agencies.

NEBRASKA DEPARTMENT OF MOTOR VEHICLES Executive Summary

The 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 $\$ 20.8$ million for FY1213. 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.

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 62 types of license plates throughout all 93 counties, and the message and specialty plate programs. The division also administers over 109,000 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 (DLS): (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 2012, 47 Driver Safety Schools were audited. There are 97 exam offices and 114 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 597,878 applicants for driver licenses and identification cards are processed each year in the offices. An additional 80,228 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 2012, the division collected over $\$ 76$ million total IRP fees, (retained $\$ 30$ million in Nebraska) and distributed the balance of $\$ 46$ 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 2012, the division collected over $\$ 9$ million in fuel tax revenues, (retained $\$ 4.5$ million in Nebraska) and distributed $\$ 5$ million to other IFTA jurisdictions.

The MCS division continues to be a participant in the Unified Carrier Registration (UCR). For 2012, MCS satisfied their UCR entitlement and collected $\$ 742,000$ for the State, while providing nearly $\$ 1$ million to the UCR depository for distribution to other states.

MCS issues certificates of titles for apportioned vehicles and audits UCR, 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 2012, the ALR program helped to reduce Nebraska's human and economic consequences of motor vehicle crashes by affirming the administrative revocation of 10,015 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 the reinstatement of the driver licenses. In 2012, the division revoked/suspended the driver licenses of 62,849 individuals, reinstated 57,500 driver licenses, and recorded 176,852 traffic violation convictions to driving records. FR staff responded to 86,240 phone inquiries. The Division had 24,071 reinstatements on-line versus 8,530 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)
The Information Systems (IS) Division is 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 made extensive modifications to the VTR system interfaces to expand and enhance the transfer of data between state and county systems.

## 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, 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; Motor Carrier Services issues, 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. On January 1, 2012, LB 667 went into effect which allowed drivers subject to an Administrative License Revocation to obtain an ignition interlock permit and use an interlock device to drive during revocation. In 2012, there were 9,943 sworn reports received, 595 hearings scheduled and 10,015 licenses revoked. Motorists may appeal the DMV decision to the District Court. The Legal Division processed 82 District Court appeals during 2012.

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 2012, three sets of rules and regulations were promulgated and three hearings were held.


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 2012, 50 applications were processed; 17 were granted reprieves.

## Manufacturer's Warranty Duties (Lemon Law)

The Legal Division provides lemon law information to interested consumers. Staff answers telephone inquiries and provide 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.


[^0]Administrative License Revocation (ALR) Statistics

| Year | DUI Arrests Reported | ALR <br> Sworn <br> Reports <br> 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 | $\begin{aligned} & \text { ALR } \\ & \text { 1 Year } \\ & \text { Refusal } \end{aligned}$ | $\begin{gathered} \text { ALR } \\ 90 \text { Day } \\ \hline \end{gathered}$ | $\begin{gathered} \text { ALR } \\ 1 \text { Year } \\ \hline \end{gathered}$ | \# Total ALR Revocations | ^ \% of <br> Sworn Reports Received Resulting in Revocation | Appeals Filed in District Court | \% of Appeals/ ALR Revocations |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 12,034 | 11,024 | 91.6\% | 5,421 | 49.2\% | 5,150 | 1,599 | 14.5\% | 749 | 6,695 | 2,314 | 9,758 | 88.5\% | 471 | 4.8\% | 0.160 |
| 2012 | N/A | 9,943 | N/A | 404 | 4.1\% | 595 | 679 | 6.8\% | 823 | 6,750 | 2,442 | 10,015 * | 100.7\% |  | 0.8\% | 0.161 |
| January 1, 1993 - Administrative License Revocation (ALR) Law |  |  |  |  |  |  |  | * Includes persons arrested in 2011 but did not have hearings until after 1/1/2012 |  |  |  |  |  |  |  |  |
| January 1, 1994 -. 02 BAC (Zero Tolerance) Under 21 Drivers |  |  |  |  |  |  |  | ** Appeals to district court - 82 ( 64 appeals were filed in January and February 2012, after that 18) |  |  |  |  |  |  |  |  |
| August 28, 1999 |  | - Open Container Law |  |  |  |  |  |  |  |  |  | NOTE: |  |  |  |  |
| September 1, 2001 |  | -. 08 BAC Law |  |  |  |  |  |  |  |  |  | \% of dismissals and \% of revocations total more than 100\% due to revocations dismissed pursuant to bypass [60-498.02(5)] |  |  |  |  |
| September 4, 2005 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| July 14, 2006 |  | -. 15 BAC Law |  |  |  |  |  |  |  |  |  | due to revocations dismissed pursu and some dismissals on appeal. |  |  |  |  |
| January 1, 2008 |  | Underage "Dram Shop" Law |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| January 1, 2009 - |  | - Ignition Interlock Law |  |  |  |  |  |  |  |  |  | evocations are cou | ed and percen | age calcula | d on the |  |
| January 1, 2012 |  | Enhanced Ignition Interlock Law |  |  |  |  |  |  |  |  |  | last day of the month the revocation was ordered. |  |  |  |  |
| * 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 Petit <br> *** Dismissal - All Reasons /ALR Sworn Reports = Percent of Dismissals |  |  |  |  |  |  |  |  |  |  |  | Dismissals are counted and percentage calculated 45 days after the last day of the month the revocation was ordered. |  |  |  |  |
| \# Total ALR Revocations Processed/Refusal, 90 Day, and 1 Year Enhanced; included Automatic Revocations and after Hearings.A Total ALR Revocations / ALR Sworn Reports Received = Percent of Sworn Reports Received Resulting in Revocation |  |  |  |  |  |  |  |  |  |  |  | NA - Not Available |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

## Information Systems Division

The Information Systems (IS) Division of the Department of Motor Vehicles provides the technological 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.
- The development, installation training and support of technical solutions and business applications.
- Wired and wireless networks.
- Server installation and support.
- 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. Direct system to system interfaces are supported by the DMV and the Office of the Chief Information Officer staff.

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 2012:
In addition to the regular hardware updates, application 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 Driver Licensing Services Division for both our in-house and field offices.
- Examining 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.
- Expanded on-line driver services to include the issuance of school permits, provisional operator permits and first-time licenses issued to drivers under the age of 21.
- 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.
- Extensive modifications were made to the VTR system interfaces to expand and enhance the transfer of data between state and county systems.
- The IS Division completed the refresh and update of the software and hardware for the AutoTest application, used by the Driver Licensing Services Division.
- The DMV relocated the file and print servers to the OCIO's (Office of the Chief Information Officer) virtual facility.
- The DMV began sharing vehicle sales tax information with the Department of Revenue electronically.


## 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, IFTA and UCR agreements.

Major activities in 2012:
The MCS Audit Division began conducting UCR compliance audits as directed by the UCR Board of Directors. The Audit Division completed 37 audits resulting in $\$ 46,305$ additional UCR fees collected.

Two large motor carriers entered into an agreement with the Motor Carrier Services (MCS) division that enables them to print their own registration certificates. Uniquely numbered license plates are assigned to these carriers which allow them to maintain their own inventory of plates. This provides these carriers with the flexibility to pay their registration fees and immediately print and assign a plate to a truck increasing their efficiency and allowing the MCS division to focus their service on other motor carriers.

The NE MCS Division continues to play a significant role in the various agreements and cooperative programs to which they are associated; including committee representatives serving on both IRP and IFTA committees and boards and active participation with our Federal partners in the Commercial Vehicles Information Systems and Networks (CVISN) and Performance Registration Information System Management (PRISM) projects.



Motor Carrier Services Statistics - 2012

| Nebraska Based Carriers |  |
| :---: | :---: |
| IRP Carriers | 4,066 |
| IRP Fleets | 4,158 |
| IFTA Carriers | 4,172 |
| UCR Carriers | 7,022 |
| Nebraska Based Vehicles |  |
| Power Units | 36,625 |
| Trailer Units | 73,656 |
| Total Power/ Trailer Units | 110,281 |
| Nebraska Based Carriers Field Audits |  |
| IRP | 239 |
| IFTA | 141 |
| Audits Processed from other J urisdictions | 5,537 |
| Titles Issued for Apportioned Vehicles | 18,551 |
| Liens Noted | 7,268 |
| Total IFTA Decals Issued | 48,790 |
| International Registration Plan |  |
| Fees \& Refunds Distributed to other IRP States | \$45,927,984 |
| Nebraska IRP Fees to Highway Trust Fund \& MV Tax Fund | \$30,476,311 |
| Total IRP Fees Collected | \$76,404,295 |
| International Fuel Tax Agreement |  |
| Taxable Gallons | 291,792,133 |
| Tax Paid Gallons Paid at Nebraska Retail Outlets | 281,777,411 |
| Net Gallons (calculated) | 10,014,722 |
| Tax Distributed to other IFTA States | \$5,059,351 |
| Nebraska Tax Collected on Returns | \$4,544,398 |
| Total Tax Collected through the IFTA Program | \$9,603,749 |
| Total Fuel Tax Paid by IFTA Carriers (calculated) 291,792,133 x average tax rate (.2645) | \$77,179,019 |
| UCR Fees (Unified Carrier Registration) |  |
| Fees Distributed to other UCR States | \$962,089 |
| Nebraska Fees to General Fund | \$741,974 |
| Total UCR Fees Collected | \$1,704,063 |
| Total MCS Fees and Tax Collection |  |
| Fees Distributed to Highway Trust Fund \& MV Tax Fund | \$35,020,709 |
| Fees Distributed to the General Fund | \$741,974 |
| Fees \& Refunds Distributed to other States | \$50,987,335 |
| Total MCS Fees and Taxes Collected | \$86,750,018 |
| IRP on-line Filings |  |
| Renewal filings | 2,024 |
| Temporary Registrations | 59,962 |
| IFTA on-line Filings |  |
| 4th Quarter Return 2011 | 2,498 |
| 1st Quarter Return 2012 | 2,350 |
| 2nd Quarter Return 2012 | 2,455 |
| 3rd Quarter Return 2012 | 2,510 |
| Total Returns Filed Via the Web | 9,813 |

## Financial

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 2012:

## Legislative Changes

LB 751 -

- Changed provision relating to ignition interlock permits for juveniles. Effective, July 19, 2012, juveniles who are under age 18 are not eligible for an ignition interlock permit.
- The bill also eliminated the requirement for the Department to send license revocation and suspension orders by certified mail. Changing to first class mail has reduced the amount of mail returned as unclaimed and the postage costs.
- Effective October 27, 2013 the bill provides for a serious violation for commercial drivers for texting while operating a commercial motor vehicle.
LB 1039 -
- Changed the violation for passing a stopped school bus from a 1 point to a 3 point assessment effective July 19, 2012.
LB 1030 -
- Provided for a violation for every driver of a vehicle to leave a safe distance of no less than three feet clearance when applicable to pedestrians, bicycles and any electric personal assistive mobility device.

All legislative changes required updates to the interlock and other general computer applications.

## Customer Service

Financial Responsibility Staff responded to 86,240 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 a drivers traffic violation records
$>$ responding to phone inquiries and walk-in customers


Driver License Reinstatements 2012

## DRIVER LICENSE REINSTATEMENTS



## DRIVER LICENSE REINSTATEMENT REVENUES

2012


Financial Responsibility Statistics 2012

| Traffic Violation Suspensions/Revocations |  |
| :---: | :---: |
| Court-Ordered Suspensions | 12,334 |
| Insurance Cancellation Suspensions | 8,350 |
| Failure to Comply with Traffic Citations Suspensions | 16,628 |
| Point Revocations | 1,268 |
| Administrative License Revocations (ALR) | 10,015 |
| Commercial Driver License (CDL) Disqualifications Revocations | 985 |
| No Proof Insurance Suspensions | 5,333 |
| Accident Suspensions | 1,538 |
| Violate Support Order | 5,764 |
| Underage 21 Driver Fail to Complete Driver Improvement Course | 634 |
| Total Suspensions/Revocations | 62,849 |
| Traffic Violation Reinstatements |  |
| Court-Ordered Suspensions | 11,386 |
| Insurance Cancellations | 7,953 |
| Failure to Comply with Traffic Citations | 16,999 |
| Point Revocation | 1,299 |
| Administrative License Revocations (ALR) | 7,937 |
| Commercial Driver License (CDL) Disqualifications | 574 |
| No Proof Insurance | 4,898 |
| Accident | 1,249 |
| Support Order | 4,476 |
| Underage 21 Driver Fails to Complete Driver Improvement Course | 729 |
| Total Reinstatements | 57,500 |
| Miscellaneous |  |
| Ignition Interlock Permits Issued | 4,859 |
| Employment Driving Permits Issued | 226 |
| Traffic Violation Convictions | 176,852 |

## 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 2012:

## Conduct Examinations

During 2012, Driving Licensing Staff processed 597,878 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), renewal applicants, and applicants requesting replacement and duplicate documents.

## 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.

2012 On-line Statistics:
License Renewals 74,449 License Duplicates 4,758
ID Card Renewals 823 ID Card Duplicates 198

## Training Unit

The Training Unit developed the following content for DMV employees in 2012:

| Curriculum | 32 | Videos | 6 |
| :--- | :--- | :--- | ---: |
| Postings | 50 | Tests | 11 |

Online Courses 12
The Breath Alcohol Training Program was transitioned to the Nebraska Law Enforcement Training Center. However, the content developed by the Department of Motor Vehicles is still being utilized.

A total of 56 employees were trained in Fraud Detection and Remediation Level I Online Training, 115 were trained in Fraud Detection and Remediation Level II Online and 16 were trained in the live, instructor led Fraud Detection and Remediation Level II training.

The unit also trained 20 newly hired driver license examiners in 2012.

## Renewal Notices

Renewal notices are sent 90 days in advance of the expiration of a driver license or State ID Card. In 2012, the Department sent out 284,187 renewal notices. Of those, 79,839 (19\%) 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 41 CDL Third Party Testers (companies). Auditors also observed 39 skills tests being administered by third party examiners (27 overtly and 12 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 27 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 47 DMV approved Driver Safety Courses; three schools were added and one school dropped their certification. The Department currently has 151 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 2012, 751 applicants were re-examined. Of those applicants, $18 \%$ retained their license, and $82 \%$ had their license cancelled.
- In January 2012, the Nebraska DMV implemented a new program to become compliant with a federal law requiring all CDL holders to self certify as to what type of commercial motor vehicle they operate. All CDL drivers are required to comply with this requirement no later than January 30, 2014. In 2012, 52,874 Nebraska commercial drivers self certified at a driver licensing office or by mail.
- On March 1, 2012, 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 one year's worth of data from the U.S. Postal Service. The analysis revealed 55,843 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. Forty-one percent $(23,108)$ 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 2012 ..... 597,878
Note: Numbers represent applicants tested, not documents issued
Commercial Driver License (Class A, B \& C)
Class A New ..... 17,263
Class A Renewal ..... 13,581
Class B New ..... 6,707
Class B Renewal ..... 3,308
Class C New ..... 840
Class C Renewal ..... 429
Restricted Commercial Driver License (Class B \& C)
New ..... 252
Renewal. ..... 31
Learner's Permit Commercial (LPC) ..... 6,447
Seasonal Permits. ..... 390
Operator's License (Class O)
New ..... 101,551
Renewal. ..... 168,028
Motorcycle License (Class M)
New ..... 16
Renewal ..... 1
Motorcycle Endorsement ..... 36,726
Provisional Operator's Permits (POP) ..... 26,281
State Identification Cards ..... 52,280
Learner's Permits
Class O ..... 51,377
Class M ..... 3,007
School Permits ..... 5,555
LPE (School Learner's Permit). ..... 6,456
School Bus Permits ..... 8,549
Farm Husbandry Permits (Tractor) ..... 53
Miscellaneous
Reinstatements/cancellations ..... 17,087
Recalls ..... 751
Restriction/Endorsement/Change or Remove ..... 11,302
Duplicate/Replacement Commercial Driver License ..... 5,220
Out of State/Early Renewals ..... 1,871
Corrections ..... 480
NON CDL Replacements ..... 26,719
NON CDL Duplicates ..... 21,872
CDL Recalls ..... 3,666

## 2012 Driver Licensing Services Document Types

| Document Type/Class | Min. Age | Renewal Times | Renewal 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 $1 \mathrm{yr},<3 \mathrm{pts}$. 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 | Must have held LPE, SCP or LPD for 6 months < 3 pts on record Expires on $18^{\text {th }}$ birthday | 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.

## NEBRASKA LICENSED DRIVERS BY TYPE OF LICENSE/PERMIT - 2012

| Age | Operator's <br> License Class 0 | Operator's <br> License - <br> Class O/ <br> Motorcycle <br> Class M | Motor-cycleLicense 1Class M | Commercial Driver's License |  |  |  |  |  | Learner's Permit |  | School <br> Learner's <br> Permit / SCP | Provisional <br> Operator's <br> Permit / <br> POP | Total Licensed Drivers |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | CDL A | CDL B | CDL C | CDL A \& Class M | $\begin{gathered} \hline C D L ~ B \\ \& \text { Class } \\ M \end{gathered}$ | CDL C <br> \& Class <br> M | for <br> School LPE | for POP. <br>  <br>  <br> LPD |  |  |  |
| 14 | 0 |  | 0 | 0 | O | 0 | 0 |  | 0 | 559 | 0 | 1,234 | 0 | 1,793 |
| 15 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 9,704 | 3,194 | 0 | 12,945 |
| 16 |  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,097 | 0 | 14,206 | 20,305 |
| 17 | 1,156 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,672 | 0 | 18,013 | 21,894 |
| 18 | 18,275 | 239 | 0 | 32 | 4 | 0 | 7 | 1 | 0 | 0 | 1,513 | 0 | 0 | 20,071 |
| 19 | 21,290 | 359 | 0 | 122 | 31 | 0 | 13 | 2 | 0 | 0 | 843 | 0 | 0 | 22,660 |
| 20 | 22,410 | 536 | 3 | 203 | 58 | 2 | 33 | 11 | 0 | 0 | 623 | 0 | 0 | 23,879 |
| 21 | 20,817 | 720 | 0 | 278 | 51 | 3 | 50 | 7 | 0 | 0 | 497 | 0 | 0 | 22,423 |
| 22 | 23,016 | 814 | 1 | 385 | 82 | 2 | 70 | 15 | 2 | 0 | 457 | 0 | 0 | 24,844 |
| 23 | 23,623 | 1,021 | 0 | 481 | 137 | 2 | 108 | 26 | 1 | 0 | 384 | 0 | 0 | 25,783 |
| 24 | 24,745 | 1,079 | 0 | 534 | 151 | 21 | 146 | 27 | 1 | 0 | 320 | 0 | 0 | 27,024 |
| 25 to 29 | 118,032 | 5,905 | 1 | 3,716 | 1,044 | 133 | 913 | 183 | 13 | 0 | 1,362 | 0 | 0 | 131,302 |
| 30 to 34 | 109,251 | 6,099 | 1 | 4,790 | 1,270 | 156 | 1,238 | 259 | 22 | 0 | 824 | 0 | 0 | 123,910 |
| 35 to 39 | 91,922 | 6,050 | 1 | 5,038 | 1,378 | 136 | 1,411 | 315 | 17 | 0 | 519 | 0 | 0 | 106,787 |
| 40 to 44 | 91,466 | 7,378 | 3 | 5,453 | 1,615 | 156 | 1,691 | 398 | 19 | 0 | 433 | 0 | 0 | 108,612 |
| 45 to 49 | 93,027 | 8,422 | 2 | 5,972 | 1,792 | 196 | 2,200 | 441 | 37 | 0 | 310 | 0 | 0 | 112,399 |
| 50 to 54 | 103,963 | 10,111 | 1 | 7,208 | 2,172 | 272 | 2,839 | 579 | 41 | 0 | 282 | 0 | 0 | 127,468 |
| 55 to 59 | 99,019 | 9,106 | 2 | 6,436 | 1,992 | 252 | 2,394 | 560 | 49 | 0 | 204 | 0 | 0 | 120,014 |
| 60 to 64 | 89,476 | 6,631 | 0 | 5,221 | 1,573 | 204 | 1,565 | 387 | 44 | 0 | 117 | 0 | 0 | 105,218 |
| 65 to 69 | 68,087 | 4,001 | 1 | 3,452 | 992 | 149 | 856 | 163 | 24 | 0 | 58 | 0 | 0 | 77,783 |
| 70 to 74 | 50,800 | 1,925 | 0 | 2,003 | 646 | 68 | 400 | 72 | 17 | 0 | 23 | 0 | 0 | 55,954 |
| 75 to 79 | 40,661 | 1,066 | 0 | 1,108 | 286 | 39 | 154 | 40 | 2 | 0 | 15 | 0 | 0 | 43,371 |
| 80 to 84 | 31,751 | 533 | 0 | 345 | 88 | 9 | 44 | 4 | 1 | 0 | 14 | 0 | 0 | 32,789 |
| 85 to 89 | 19,251 | 209 | 0 | 76 | 16 | 3 | 6 | 0 | 0 | 0 | 24 | 0 | 0 | 19,585 |
| 90 to 94 | 6,043 | 45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,096 |
| 95 to 99 | 958 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 964 |
| 100 \& Over | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Total | 1,169,107 | 72,310 | 16 | 52,860 | 15,379 | 1,803 | 16,138 | 3,490 | 290 | 606 | 27,295 | 4,428 | 32,219 | 1,395,941 |

## 2012 NEBRASKA LI CENSED DRI VERS BY COUNTY I ncluding Licensed Drivers with Permits

| County | Licensed Drivers | Licensed Drivers with Permits* | Total Licensed Drivers | County | Licensed Drivers | Licensed Drivers with Permits* | Total Licensed Drivers |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Adams | 22,586 | 1,107 | 23,693 | J efferson | 5,942 | 274 | 6,216 |
| Antelope | 5,218 | 265 | 5,483 | J ohnson | 3,310 | 161 | 3,471 |
| Arthur | 354 | 19 | 373 | Kearney | 4,976 | 234 | 5,210 |
| Banner | 544 | 27 | 571 | Keith | 6,728 | 324 | 7,052 |
| Blaine | 409 | 29 | 438 | Keya Paha | 651 | 37 | 688 |
| Boone | 4,335 | 230 | 4,565 | Kimball | 2,955 | 123 | 3,078 |
| Box Butte | 8,752 | 433 | 9,185 | Knox | 6,461 | 351 | 6,812 |
| Boyd | 1,653 | 83 | 1,736 | Lancaster | 203,758 | 9,429 | 213,187 |
| Brown | 2,515 | 119 | 2,634 | Lincoln | 27,389 | 1,342 | 28,731 |
| Buffalo | 33,236 | 1,652 | 34,888 | Logan | 594 | 23 | 617 |
| Burt | 5,517 | 256 | 5,773 | Loup | 524 | 26 | 550 |
| Butler | 6,437 | 378 | 6,815 | Madison | 25,188 | 1,165 | 26,353 |
| Cass | 19,386 | 1,049 | 20,435 | McPherson | 384 | 24 | 408 |
| Cedar | 6,731 | 386 | 7,117 | Merrick | 5,941 | 324 | 6,265 |
| Chase | 2,987 | 134 | 3,121 | Morrill | 3,782 | 176 | 3,958 |
| Cherry | 4,532 | 195 | 4,727 | Nance | 2,830 | 146 | 2,976 |
| Cheyenne | 8,057 | 351 | 8,408 | Nemaha | 5,256 | 232 | 5,488 |
| Clay | 4,869 | 246 | 5,115 | Nuckolls | 3,636 | 164 | 3,800 |
| Colfax | 6,682 | 330 | 7,012 | Otoe | 11,646 | 611 | 12,257 |
| Cuming | 6,877 | 369 | 7,246 | Pawnee | 2,160 | 120 | 2,280 |
| Custer | 8,681 | 415 | 9,096 | Perkins | 2,325 | 113 | 2,438 |
| Dakota | 14,288 | 821 | 15,109 | Phelps | 7,129 | 349 | 7,478 |
| Dawes | 6,250 | 298 | 6,548 | Pierce | 5,726 | 332 | 6,058 |
| Dawson | 17,170 | 1,035 | 18,205 | Platte | 24,465 | 1,321 | 25,786 |
| Deuel | 1,559 | 64 | 1,623 | Polk | 4,149 | 225 | 4,374 |
| Dixon | 4,373 | 246 | 4,619 | Red Willow | 8,381 | 427 | 8,808 |
| Dodge | 26,723 | 1,207 | 27,930 | Richardson | 6,637 | 254 | 6,891 |
| Douglas | 366,750 | 16,577 | 383,327 | Rock | 1,209 | 49 | 1,258 |
| Dundy | 1,551 | 73 | 1,624 | Saline | 9,328 | 492 | 9,820 |
| Fillmore | 4,599 | 228 | 4,827 | Sarpy | 118,116 | 6,271 | 124,387 |
| Franklin | 2,543 | 130 | 2,673 | Saunders | 15,809 | 902 | 16,711 |
| Frontier | 2,060 | 106 | 2,166 | Scotts Bluff | 27,952 | 1,202 | 29,154 |
| Furnas | 3,773 | 189 | 3,962 | Seward | 12,095 | 660 | 12,755 |
| Gage | 16,646 | 765 | 17,411 | Sheridan | 4,020 | 178 | 4,198 |
| Garden | 1,692 | 56 | 1,748 | Sherman | 2,380 | 105 | 2,485 |
| Garfield | 1,483 | 80 | 1,563 | Sioux | 993 | 53 | 1,046 |
| Gosper | 1,566 | 66 | 1,632 | Stanton | 4,560 | 262 | 4,822 |
| Grant | 535 | 27 | 562 | Thayer | 4,198 | 176 | 4,374 |
| Greeley | 1,853 | 89 | 1,942 | Thomas | 562 | 18 | 580 |
| Hall | 41,612 | 2,206 | 43,818 | Thurston | 3,980 | 176 | 4,156 |
| Hamilton | 7,347 | 457 | 7,804 | Valley | 3,345 | 172 | 3,517 |
| Harlan | 2,782 | 129 | 2,911 | Washington | 15,327 | 837 | 16,164 |
| Hayes | 784 | 44 | 828 | Wayne | 5,990 | 270 | 6,260 |
| Hitchcock | 2,321 | 91 | 2,412 | Webster | 2,844 | 158 | 3,002 |
| Holt | 8,262 | 415 | 8,677 | Wheeler | 648 | 43 | 691 |
| Hooker | 612 | 31 | 643 | York | 10,586 | 462 | 11,048 |
| Howard | 5,036 | 252 | 5,288 | Total | 1,331,393 | 64,548 | 1,395,941 |

[^1]Nebraska School Permit Drivers by County
2012

| County | Permits | County | Permits |
| :---: | :---: | :---: | :---: |
| Adams | 88 | Jefferson | 46 |
| Antelope | 57 | Johnson | 28 |
| Arthur | 4 | Kearney | 36 |
| Banner | 5 | Keith | 27 |
| Blaine | 7 | Keya Paha | 6 |
| Boone | 47 | Kimball | 13 |
| Box Butte | 21 | Knox | 59 |
| Boyd | 16 | Lancaster | 239 |
| Brown | 13 | Lincoln | 101 |
| Buffalo | 100 | Logan | 6 |
| Burt | 44 | Loup | 6 |
| Butler | 74 | Madison | 70 |
| Cass | 126 | McPherson | 8 |
| Cedar | 78 | Merrick | 58 |
| Chase | 10 | Morrill | 23 |
| Cherry | 33 | Nance | 28 |
| Cheyenne | 23 | Nemaha | 34 |
| Clay | 47 | Nuckolls | 37 |
| Colfax | 32 | Otoe | 75 |
| Cuming | 70 | Pawnee | 24 |
| Custer | 74 | Perkins | 16 |
| Dakota | 48 | Phelps | 43 |
| Dawes | 14 | Pierce | 56 |
| Dawson | 83 | Platte | 113 |
| Deuel | 8 | Polk | 45 |
| Dixon | 46 | Red Willow | 45 |
| Dodge | 69 | Richardson | 34 |
| Douglas | 248 | Rock | 9 |
| Dundy | 14 | Saline | 49 |
| Fillmore | 45 | Sarpy | 258 |
| Franklin | 24 | Saunders | 142 |
| Frontier | 20 | Scotts Bluff | 77 |
| Furnas | 46 | Seward | 76 |
| Gage | 83 | Sheridan | 33 |
| Garden | 14 | Sherman | 17 |
| Garfield | 17 | Sioux | 9 |
| Gosper | 16 | Stanton | 49 |
| Grant | 6 | Thayer | 32 |
| Greeley | 19 | Thomas | 5 |
| Hall | 106 | Thurston | 29 |
| Hamilton | 69 | Valley | 33 |
| Harlan | 18 | Washington | 101 |
| Hayes | 12 | Wayne | 30 |
| Hitchoock | 22 | Webster | 23 |
| Holt | 47 | Wheeler | 11 |
| Hooker | 2 | York | 60 |
| Howard | 44 | Total | 4,428 |



## 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.
- 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 2012:

- Portions of LB 163, 2011 that included the development and implementation of an electronic system for accepting and processing applications for handicapped parking permits from allowed health care providers was completed. The new system was deployed internal to the DMV in May 2012, while the online service was opened to license medical professionals in August 2012, after a successful pilot by Lincoln Orthopaedic Center.
- LB 289, effective January 1, 2012, included the title and registration of low speed vehicles and the collection, at time of registration, of an alternative fuel fee.
- LB 751, effective July 19, 2012, modified the requirements for location of application for the following motor vehicle certificate of title processes: repossession, duplicate, surrender of junked vehicle titles, and Affidavit of Affixture for a Mobile Home. Also, the definition of "body" that is used as part of the assembled vehicle title process was modified to eliminate the need for an assembled vehicle title when the bed or box of a truck is replaced.
- LB 898, effective January 1, 2012 included a change in the definition of a minitruck to increase the size of the engine allowed.
- Effective January 1, 2012, insurance companies are now required to report to the Insurance Database bi-monthly instead of the previous monthly reporting.
- The Friends of the Union Pacific Railroad Museum organizational license plate was approved and offered to the public for sale.
- The project that incorporated the capability for printing a completed certificate of title application, duplicate certificate of title application, and the Department of Revenue Form 6 (sales tax) was completed with the implementation of a nightly data transfer from the Vehicle Title and Registration (VTR) system to the Department of Revenue. This nightly data transfer includes all transactions conducted statewide that include sales tax collection.
- Activities were completed for implementation of LB 216, effective January 1, 2013. LB 216 created a type of license plate that is available for special interest motor vehicles.
- 416 investigative cases of fraudulent activity were opened and actively investigated, which resulted in 48 arrests. 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 completed a project with the assistance of the Nebraska Commission on Law Enforcement and Criminal Justice, which incorporated facial images captured during the mug shot process at jails across the state into the facial recognition database. These images are now part of the daily procedures that identify potential fraud in the driver license issuing process.
- The DVR Fraud Unit has utilized 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 was funded by a Federal grant. The last of the 120,000 images were reviewed in May 2012. Since that time, these temporary positions have remained a part of the staff to assist with the cases generated through the daily facial recognition process.

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

- Approve and maintain a 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.
- Review potential matches returned as part of daily driver license facial recognition process to determine if further investigation is needed prior to issuance of a driver license document.
- Create and provide training to staff, agents, and other requesters for identity theft and motor vehicle related document authentication.



## Disabled Driver Parking Permit Online Requests

The Nebraska Department of Motor Vehicles is proud to offer an online Handicap Parking Permit service to medical professionals across Nebraska. By submitting your patient's handicap parking permit applications online at no cost to you or your patient, you avoid an inconvenient and time consuming paper process.

Go to ClickDMV.ne.gov now to view a demonstration of the service or start using it today!
For the Eliminates a cumbersome process that was burdensome for the patient. After a trip to your Patient office the permit will simply arrive in the mail.

[^2]Eliminates the need for re-production of forms if lost or misplaced.
Eliminates your mailing costs if you mailed completed forms to your patient or the DMV.
Easy to get started, no enrollment process is necessary!



Reinstate Your License


Renew Your Driver License


Renew Your License Plates


## HUSKER SPIRIT PLATES



## TOTAL VEHICLES REGISTERED



DRIVER AND VEHICLE RECORDS STATISTICS - 2012

| Driver Licenses Issued |  | 318,760 |
| :---: | :---: | :---: |
| Driver Permits Issued |  | 67,269 |
| Identification Cards Issued |  | 32,052 |
| Duplicate/Replacement Licenses/Permits Issued |  | 99,293 |
| TOTAL Driver License/ Permits/ I D Cards I ssued |  | 517,374 |
| Driving Records Processed through DMV |  | 12,998 |
| Driving Records Processed through Nebraska Online |  | 927,408 |
| TOTAL Driving Records Processed |  | 940,406 |
| Medical/Vision Recheck Notice Letters |  | 747* |
| Medical/Vision Recheck Cancel Warning Letters |  | 150* |
| Medical/Vision Recheck Licenses Cancelled |  | 68* |
| Surrendered Licenses Processed |  | 20,220 |
| Military Letters Processed |  | 233 |
| Monies receipted from the sale of vehicle record information - DMV |  | \$ 139,729.64 |
| Monies receipted from the sale of vehicle record information - Nebraska Online |  | \$ 167,830.00 |
| Monies receipted from driver record monitoring service |  | \$ 322,641.54 |
| Monies receipted from driver header records |  | \$ 23,026.19 |
| Message Plates Processed | New | 4,468 |
|  | Renewal | 49,687 |
| Cornhusker Spirit Plates Processed | New | 2,991 |
|  | Renewal | 12,087 |
| Gold Star Family Plates Processed | New | 32 |
|  | Renewal | 163 |
| Organizational Plates Processed | New | 969 |
|  | Renewal | 954 |
| License Plates Issued | Sample License Plates | 30 |
|  | Amateur Radio | 71 |
|  | Ex-Prisoner of War | 0 |
|  | Purple Heart | 56 |
|  | Handicapped | 790 |
|  | Handicapped Renewal | 6,891 |
|  | Disabled American Veteran | 259 |
|  | Pearl Harbor | 0 |
| Plates/ <br> Registrations Issued | Repossession | 76 |
|  | Transporter | 1,905 |
|  | Boat Dealer Trailer | 94 |
|  | Film Vehicle | 41 |
| Titles Issued | Bonded | 289 |
|  | State | 1,159 |
|  | Duplicate | 47,785 |
|  | Corrected | 6,180 |
|  | Statewide | 649,366 |
|  | Titles Surrendered to Other States | 26,585 |
|  | Titles Marked J unked | 16,355 |
| Liens | Liens Noted ${ }^{1}$ | 157,929 |
|  | Liens Noted - Participating Lenders ${ }^{2}$ | 68,641 |
|  | Number of Participating Lenders as of 12/31/2012 | 729 |
|  | Total Number of Liens Noted (Total of 1 and 2) | 226,570 |
| Misc. Issued | Vehicle Identification Number Plates I ssued | 244 |
|  | Hull Identification Number Plates Issued | 76 |
|  | Handicap Permits Processed Online (Starting 8/2012) | 2,600 |
|  | Handicap Permits Processed In-House | 42,409 |
| Antique Plates/Registrations Issued | Motorcycle | 64 |
|  | Motorcycle Vintage | 22 |
|  | Regular | 589 |
|  | Vintage | 595 |
|  | Total Antique Plates | 1,277 |

*Transferred to Driver Licensing Services Effective 12/1/2012

## 2012 VEHICLE REGISTRATION

TOTAL VEHICLES REGISTERED 2,278,670

| PASSENGER |  | TRAILER |  |
| :---: | :---: | :---: | :---: |
| Regular | 1,078,645 | Utility | 169,927 |
| Amateur Radio | 1,258 | Farm | 72,448 |
| Low Speed Vehicle | 9 | Fertilizer | 22,329 |
| Message | 37,658 | Commercial | 29,468 |
| Spirit | 2,303 | Pole \& Reel | 335 |
| Spirit Message | 8,478 | Non-Resident | 227 |
| Gold Star | 48 | Semi | 6,339 |
| Gold Star Message | 85 | Message Utility | 14 |
| Organizational | 1,402 | Spirit Message Utility | 7 |
| Non-Resident | 6,075 | Organizational Utility | 2 |
| Handicapped | 7,372 | Message Farm | 5 |
| Antique | 12,514 | Spirit Message Farm | 2 |
| Vintage | 3,546 | Message Commercial | 16 |
| Ex-Prisoner of War (ex-pow) | 44 | Spirit Commercial | 2 |
| Pearl Harbor Survivor | 4 | Spirit Message Commercial | 11 |
| Disabled American Veteran | 1,211 | Organizational Commercial | 1 |
| Purple Heart | 916 | Spirit Message Pole \& Reel | 1 |
| Thirty Day | 61 | Message Semi | 2 |
| TOTAL | 1,161,629 | Spirit Message Semi | 2 |
| MOBILE HOME |  | Apportioned Trailer Units | 73,656 |
| Recreational | 34,183 | TOTAL | 374,794 |
| Self-Propelled | 7,374 | DEALER |  |
| Message Recreational | 93 | Passenger | 10,563 |
| Message Self-Propelled | 167 | Personal Use | 343 |
| Spirit Self-Propelled | 8 | Motorcycle | 381 |
| Spirit Message Recreational | 8 | Trailer | 552 |
| Spirit Message Self-Propelled | 35 | Snowmobile | 11 |
| Oganizational Recreational | 1 | Boat Dealer Trailer | 87 |
| Organizational Self-Propelled | 1 | Repossession | 70 |
| TOTAL | 41,870 | Transporter | 1,967 |
| BUS |  | TOTAL | 13,974 |
| Non-Commercial | 2,033 | TRUCK |  |
| School | 923 | Commercial | 349,791 |
| Commercial | 656 | Farm | 158,737 |
| Non-Resident | 78 | Non-Resident Commercial | 1,185 |
| Local | 72 | Local | 614 |
| Organizational Commercial | 1 | Minitruck | 158 |
| TOTAL | 3,763 | Message Commercial | 10,446 |
| GOVERNMENT |  | Spirit Commercial | 604 |
| Municipal | 15,067 | Spirit Message Commercial | 2,351 |
| County | 11,369 | Gold Star Commercial | 15 |
| State | 10,196 | Gold Star Message Commercial | 17 |
| School District | 8,375 | Organizational Commercial | 221 |
| Municipal Motorcycle | 5 | Message Farm | 1,853 |
| County Motorcycle | 3 | Spirit Farm | 51 |
| State Motorcycle | 10 | Spirit Message Farm | 344 |
| TOTAL | 45,025 | Gold Star Farm | 2 |
| MOTORCYCLE |  | Gold Star Message Farm | 1 |
| Regular | 51,928 | Organizational Farm | 7 |
| Non-Resident | 483 | Special Mobile Equipment (SME) | 1,107 |
| Message | 2,340 | Soil \& Water | 443 |
| Spirit | 8 | Farm Semi - Tractor/Trailer | 12,661 |
| Spirit Message | 155 | 10\% Reduction | 221 |
| Gold Star | 5 | Film Vehicle | 41 |
| Gold Star Message | 11 | Apportioned Power Units | 36,625 |
| Organizational | 5 | TOTAL | 577,495 |
| Antique | 414 | TAXEXEMPT |  |
| Handicapped | 51 | TOTAL | 3,823 |
| Vintage | 61 | SNOWMOBILE |  |
| TOTAL | 55,461 | TOTAL | 836 |


| 2012 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | PLATE | E TYPE |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| COUNTY | NO. | Passenger | LSV | Handi cap | $\begin{gathered} \text { MC } \\ \text { Hand } \end{gathered}$ | $\begin{array}{r} \text { Am. } \\ \text { Radio } \\ \hline \end{array}$ | Mobile <br> Home | $\begin{gathered} \text { Tax } \\ \text { Exmpt } \end{gathered}$ | Message | Spirit | Org | $\begin{aligned} & \text { PH } \\ & \text { Sur } \end{aligned}$ | $\begin{array}{r} \mathrm{Ex}- \\ \text { POW } \end{array}$ | DAV | $\begin{aligned} & \text { Prol } \\ & \text { Hrt } \end{aligned}$ | Gold <br> Star | Antiq. | Vintage | Motorcycle | Snw mobl | Comm | Apportioned | Farm | Farm Semi | $\begin{array}{\|l\|} \hline \text { Mni } \\ \text { Trk } \end{array}$ | Local | SoilWtr | SME | $\begin{array}{l\|} \hline 10 \% \\ \text { Red. } \end{array}$ |
| ADAMS | 14 | 18,015 |  | 144 | 1 | 22 | 886 | 219 | 1.119 | 323 | 5 |  |  | 25 | 22 | 2 | 38 |  | 1,000 | 2 | 7,471 |  | 2,149 | 257 | 5 | 18 | 5 | 6 |  |
| ANTEIOPE | 26 | 4,270 | - | 21 | - | 10 | 336 | 8 | 215 | 55 | 1 | - |  | 6 | 5 |  | 21 |  | 340 | 8 | 1,958 |  | 2,675 | 298 | 8 | 3 | 7 | 22 |  |
| ARTHUR | 91 | 236 | - | 2 | - | 1 | 23 |  | 19 | 1 |  | - |  |  |  | - |  |  | 3 | 3 | 56 |  | 306 | 3 |  |  |  | 6 | . |
| BANNER | 85 | 422 | - | 2 | - |  | 42 | - | 14 | 5 | - | - | . |  | 2 | 1 | - | - | 24 | - | 77 |  | 633 | 46 | - |  | - | 8 | - |
| BLAINE | 86 | 265 | . | 2 | . | - | 34 | - | 13 | 5 | - | - | - |  | - | - |  |  | 10 | - | 50 | - | 431 |  |  |  | . | 4 | 2 |
| BOONE | 23 | 3,617 | - | 9 | - |  | 222 | 6 | 187 | 73 | 1 | - | 1 | 5 | 3 |  | 19 |  | 211 | 6 | 1,480 |  | 2,117 | 303 |  |  | 6 | 9 | 1 |
| BOX BUITE | 65 | 6,900 | - | 44 | - | 4 | 490 | 20 | 288 | 104 |  | - |  | 4 | 2 | 1 | 47 |  | 679 | 6 | 3,707 |  | 2,023 | 116 |  | 14 |  | 6 | 4 |
| BOYD | 63 | 1,349 | - | 8 | - | 2 | 107 | 4 | 34 | 9 | - | - |  |  | 1 |  | 9 |  | 121 | - | 446 |  | 952 | 3 | 1 |  | 1 |  |  |
| BROWN | 75 | 1,777 | 2 | 18 | - | 1 | 143 | 3 | 75 | 23 | - | - | . | 1 | 3 | - | 2 |  | 101 | 5 | 839 |  | 1,231 | 34 |  | 2 | 8 | 18 |  |
| BUFFALO | 9 | 26,894 | - | 186 | 3 | 30 | 1,240 | 144 | 1,311 | 401 | 15 | - | . | 44 | 29 | 3 | 58 | - | 1,547 | 7 | 11,356 | . | 3,377 | 340 | 5 | 7 |  | 68 | 25 |
| BURT | 31 | 4,154 | - | 26 |  | 7 | 238 | 2 | 315 | 59 | 1 | - | 2 | 8 | 3 |  | 17 |  | 343 | 9 | 1,950 |  | 1,562 | 230 | 2 | 3 | 5 |  |  |
| BUTLER | 25 | 5,624 | - | 25 | - | 5 | 310 | 6 | 311 | 60 | 3 | - |  | 2 | 8 | 1 | 28 |  | 299 | 3 | 2,180 |  | 2,535 | 240 | 6 | 1 | 13 | 1 | . |
| CASS | 20 | 15,541 | - | 116 | 1 | 23 | 1,122 | 41 | 1,095 | 236 | 17 | - |  | 29 | 17 | 3 | 30 | - | 1,157 | 22 | 6,777 |  | 2,046 | 150 | 1 | 1 | 9 | 8 | - |
| CEDAR | 13 | 5,302 | - | 22 | - | 3 | 326 | 7 | 118 | 45 | 2 | - | - | 2 | 5 | 1 | 14 | - | 287 | 34 | 2,057 |  | 2,716 | 219 | 2 | 2 | 4 | 20 | - |
| CHASE | 72 | 2,237 | . | 21 | . | 1 | 189 | 5 | 169 | 43 | 1 | . | 1 | 1 | 1 |  | 2 | . | 154 | 1 | 1,334 | . | 1,651 | 221 | 3 | 6 | 3 | 11 | 3 |
| CHERRY | 66 | 3,226 | - | 19 | - | 1 | 234 | 9 | 152 | 43 | 1 | - |  | 5 | 3 | 2 | 9 |  | 176 | 7 | 1,294 |  | 2,359 | 47 | 1 |  |  | 11 |  |
| CHEYENNE | 39 | 6,376 | - | 32 | - | 6 | 485 | 27 | 211 | 70 | 5 | - |  | 3 | 8 | 2 | 29 |  | 421 | 2 | 2,930 |  | 1,765 | 122 |  | 2 | - | 9 | 4 |
| CLAY | 30 | 3,903 | - | 31 |  | 2 | 353 | 2 | 259 | 52 |  | - |  | 5 | 1 |  | 25 |  | 245 |  | 2,196 |  | 2,007 | 328 | 2 | 1 | 4 | 16 | 1 |
| COLFAX | 43 | 6,365 | . | 16 | - | 8 | 349 | 17 | 289 | 81 | 3 | - | - | 1 | 1 | - | 18 |  | 275 | 16 | 2,291 |  | 1,794 | 184 | 2 | 10 | - | 13 | - |
| CUMING | 24 | 5,813 | . | 24 | 1 | 4 | 289 | 43 | 253 | 49 | 1 | . | 1 | 2 | 9 | . | 16 | - | 249 | 10 | 2,252 | . | 2,459 | 60 | 1 | 11 | 1 |  |  |
| CUSTER | 4 | 6,712 | - | 29 |  | 10 | 606 | 26 | 343 | 67 | 1 | - | 1 | 19 | 8 | 2 | 22 |  | 428 | 8 | 2,563 |  | 4,459 | 470 | 4 | 3 | 24 | 45 | 14 |
| DAKOTA | 70 | 12,365 | - | 111 | - | 9 | 408 | 1 | 260 | 125 |  | - | 1 | 3 | 11 |  | - | - | 517 | 46 | 4,263 |  | 708 | 93 | 1 | 1 |  | 4 |  |
| DAWES | 69 | 4,541 | - | 45 | $\cdot$ | 16 | 306 | 45 | 154 | 21 | - | 1 | 1 | 9 | 8 | 1 | 6 |  | 348 | 10 | 1,972 |  | 1,459 | 16 |  | 5 | 4 | 37 | . |
| DAWSON | 18 | 13,979 | . | 81 | 1 | 7 | 693 | 46 | 562 | 173 | 5 | - | 2 | 6 | 16 | 2 | 35 |  | 647 | 5 | 6,170 |  | 3,130 | 34 | 3 | 3 | 3 | 28 | . |
| DEUE1 | 78 | 1,288 | . | 6 | - | - | 103 | 6 | 44 | 13 | . | . | . | 4 | 1 | - | . | - | 85 |  | 726 |  | 733 | 15 |  |  | 5 | 4 | 1 |
| DXON | 35 | 3,823 | - | 27 | - | 3 | 237 | 6 | 172 | 32 | - | - | - |  | 2 |  | 8 |  | 200 | 13 | 1,336 |  | 1,283 | 124 | 2 | 1 |  | 13 |  |
| DODGE | 5 | 21,671 | - | 149 | 2 | 52 | 986 | 42 | 1,225 | 242 | 15 | - | 1 | 21 | 22 | 3 | 72 |  | 1,295 | 10 | 8,390 |  | 1,843 | 174 | 4 | 13 |  | 10 | 1 |
| DOUGLAS | 1 | 304,316 | - | 1,893 | 10 | 229 | 4,501 | 1,286 | 13,182 | 3,468 | 1,101 | 1 | 6 | 117 | 175 | 30 | 435 |  | 10,052 | 112 | 62,468 |  | 515 | 19 | 2 | 157 | - | 9 | 1 |
| DUNDY | 76 | 1,211 | - | 12 | - | 1 | 89 | 1 | 59 | 23 |  | - | - | 3 |  |  | 2 |  | 70 | - | 546 |  | 1,070 | 91 | 1 |  | - | 7 | - |
| FlLIMORE | 34 | 3,597 | . | 36 | . | 2 | 261 | 4 | 213 | 45 | 1 | . | . | 16 | 7 | 1 | 31 | - | 248 | 3 | 1,843 |  | 2,032 | 318 | 6 | 17 | 2 | 56 |  |
| FRANKLIN | 50 | 1,953 | - | 25 | - |  | 147 | 2 | 90 | 40 |  | - |  | 6 | 2 | - | 13 |  | 97 | - | 804 |  | 1,699 | 172 |  |  | 4 |  | - |
| FRONTIER | 60 | 1,641 | - | 10 | - |  | 143 | 14 | 80 | 7 | - | - |  | 3 | 2 |  | 5 |  | 94 |  | 681 |  | 1,642 | 136 | 2 |  | 8 |  | - |
| FURNAS | 38 | 3,184 | - | 31 | - | 7 | 271 | 20 | 157 | 24 | 4 | - |  | 1 | 1 |  | 13 |  | 214 |  | 1,604 |  | 1,429 | 175 |  | 1 | 16 | 6 | 14 |
| GAGE | 3 | 13,306 | - | 73 | 2 | 12 | 781 | 74 | 613 | 202 | 1 | - | - | 23 | 13 | 2 | 89 |  | 584 | 42 | 5,935 |  | 3,105 | 199 | 1 | 9 | 17 | 17 |  |
| GARDEN | 77 | 1,299 | . | 12 | . | 2 | 90 | . | 62 | 3 | . | . | . | 2 | 1 | - | 6 | . | 68 | 3 | 560 |  | 934 | 25 |  | 1 |  | 6 | 2 |
| GARFIEID | 83 | 1,142 | - | 10 | - | 3 | 97 | - | 59 | 6 | - | - |  | 1 | 1 | - | - |  | 61 | 1 | 493 |  | 667 | 28 |  | 2 |  | 12 | 1 |
| GOSPER | 73 | 1,267 | - | 6 | - |  | 85 | 1 | 106 | 24 | - | - | 1 | 1 | 6 | - | 4 |  | 65 | 1 | 577 |  | 817 | 53 | 2 |  | 8 | 10 |  |
| GRANT | 92 | 321 | - | 3 | - |  | 35 | 1 | 26 | 1 | - | - |  |  |  | - |  |  | 12 |  | 146 |  | 397 | 9 |  |  |  | 6 |  |
| GREPEY | 62 | 1,584 | . | 7 | - | 2 | 89 | 2 | 76 | 15 |  | - | 1 | 1 | 2 | 3 | 5 |  | 77 | 1 | 618 |  | 1,088 | 89 | 1 |  | 28 |  | 10 |
| HALL | 8 | 34,811 | . | 212 | - | 33 | 1,373 | 130 | 1,690 | 478 | 13 | . | - | 28 | 19 | 4 | 93 | . | 1,791 | 9 | 14,152 | . | 2,414 | 380 | 1 | 24 | 11 | 36 | 1 |
| HAMLLTON | 28 | 5,746 | - | 34 | - | 6 | 380 | 10 | 341 | 98 | 2 | - | 1 | 7 | 9 | - | 34 |  | 423 | 3 | 2,696 |  | 2,129 | 372 | 2 | 5 | 4 | 23 | 6 |
| HARLAN | 51 | 2,194 | - | 21 | - | 2 | 142 | 5 | 100 | 23 | - | - |  | 3 | 1 | - | 2 |  | 157 | 2 | 968 |  | 1,373 | 158 |  |  | 5 |  |  |
| HAYES | 79 | 588 | - | 2 | - | 1 | 40 | 1 | 9 | 10 | - | - |  |  | 1 | - |  |  | 19 | - | 142 |  | 990 | 82 | 1 |  |  | 5 | - |
| HTCHCOCK | 67 | 1,872 | - | 10 | $\cdot$ | 1 | 136 | 2 | 48 | 17 | $\cdot$ | - | $\cdot$ | 1 | 2 | - |  |  | 117 | - | 1,021 |  | 1,108 | 35 | 1 |  | - | 12 |  |
| HOLT | 36 | 6,449 | . | 23 | 1 | 8 | 459 | 46 | 274 | 86 | 1 | . | 1 | 5 | 9 | 3 | 11 | - | 379 | 39 | 2,592 |  | 3,692 | 145 | 12 | 2 | 2 | 20 | 64 |
| HOOKER | 93 | 519 | - | 2 | - | 1 | 33 | 3 | 10 | 1 | - | - |  |  | 1 | - |  |  | 14 |  | 223 |  | 339 |  | - |  | 1 |  |  |
| HOWARD | 49 | 4,115 | - | 25 | - | 1 | 291 | 1 | 261 | 45 | 1 | - |  | 1 | 7 | - | 31 |  | 224 | 18 | 1,809 |  | 1,890 | 162 | 1 | 8 | 19 | 8 | - |
| JEFFERSON | 33 | 4,592 | - | 29 | - | 10 | 350 | 58 | 228 | 76 | 1 | - |  | 5 | 4 | 1 | 19 |  | 252 | 5 | 2,300 |  | 1,981 | 106 | 2 | 4 | , | 2 | - |
| JOHNSON | 57 | 2,807 | - | 17 | - | 1 | 161 | 1 | 114 | 28 | - | - | - |  | 1 | 1 | 21 | , | 138 | . | 1,172 |  | 1,068 | 44 | - |  | 9 | 5 |  |
| KEARNEY | 52 | 4,072 | . | 32 | . | 7 | 293 | 25 | 228 | 60 | - | . | . | 3 | 4 | 1 | 23 | - | 270 | . | 1,901 |  | 1,887 | 333 |  | - | 11 | 9 | 3 |
| KETH | 68 | 5,576 | - | 67 | - | 12 | 510 | 10 | 285 | 78 | 3 | - |  | 3 | 8 | 5 | 5 |  | 295 |  | 2,747 |  | 1,557 | 11 | 2 | 1 | 2 | 10 |  |
| KEYA PAHA | 82 | 490 | - | 1 | - |  | 36 | 1 | 25 | 5 | - | - |  |  | 1 | - | 4 | - | 24 | - | 128 |  | 625 | 14 | 2 |  |  | 2 | . |
| KIMBALL | 71 | 2,201 | - | 24 | - | 2 | 187 |  | 98 | 18 |  | - |  | 1 | 1 | 2 | 1 |  | 121 |  | 1,063 |  | 894 | 84 | 4 |  |  | 44 | - |
| KNOX | 12 | 5,119 | - | 32 | . | 5 | 361 | 14 | 204 | 30 | 1 | - | 1 | 3 | 10 | 3 | 28 |  | 282 | 14 | 2,119 |  | 2,430 | 172 | 5 | 1 | 5 | 10 |  |
| LANCASTER | 2 | 159,762 | 1 | 1,024 | 12 | 283 | 3,884 | 393 | 8,178 | 2,432 | 33 | . | 6 | 226 | 119 | 19 | 1,067 | - | 6,854 | 50 | 40,332 | - | 3,155 | 181 | 4 | 105 | 4 | 14 | 1 |
| LINCOLN | 15 | 21,763 | - | 237 | 1 | 30 | 1,627 | 39 | 949 | 351 | 61 | - | 1 | 18 | 21 |  | 40 |  | 1,504 | 2 | 9,352 |  | 4,197 | 117 | 2 | 5 | 3 | 22 |  |
| LOGAN | 87 | 488 | - | 4 | - |  | 52 | - | 33 | 15 | 1 | - |  | 1 | - | - | - |  | 17 | 1 | 132 |  | 525 | 42 |  |  |  | 8 | - |
| LOUP | 88 | 417 | - | 6 | - | 1 | 48 | - | 21 | 3 | 1 | - |  |  |  | - | 2 | - | 18 |  | 124 |  | 441 | 5 | 1 |  | 2 |  | 3 |
| MADISON | 7 | 20,720 | - | 94 | - | 21 | 1,026 | 174 | 927 | 345 | 4 | - | - | 3 | 23 | 2 | 124 | - | 1,358 | 23 | 8,623 |  | 2,271 | 244 | 2 | 17 | 4 | 17 | - |
| MCPHERSON | 90 | 283 |  | 3 |  | 1 | 21 |  | 14 | 3 |  | - | - |  | 1 |  | 1 | . | 10 | 1 | 47 |  | 370 | 6 | 1 |  |  | 6 |  |
| MERRICK | 46 | 4,858 | - | 30 | - | 3 | 308 | 12 | 260 | 57 | - | 1 | - | 10 | 7 | 3 | 9 |  | 287 | 2 | 2,290 |  | 1,674 | 220 | 1 | 1 |  | 19 |  |
| MORRILL | 64 | 2,871 | . | 17 | - | 5 | 196 | 7 | 114 | 29 | 2 | - | - | 1 | 5 |  | 17 | - | 211 |  | 1,413 |  | 1,780 | 135 |  |  | 6 | 1 | 1 |
| NANCE | 58 | 2,263 | 1 | 18 | - | 3 | 153 | 10 | 168 | 36 | 1 | - |  | 4 | 2 | - | 5 |  | 152 | 15 | 1,008 |  | 1,246 | 143 |  | 3 |  | 7 | - |
| NEMAHA | 44 | 4,019 | - | 50 | 1 | 6 | 214 | 14 | 147 | 49 | 1 | - | - | 4 | 4 | 3 | 15 | - | 267 | - | 1,785 |  | 1,372 | 112 | 2 | 3 | 2 |  | - |
| NUCKOLLS | 42 | 2,802 | . | 49 | - | 4 | 230 | 19 | 120 | 39 | - | . | - | 4 | 5 | 1 | 20 | . | 153 | - | 1,179 | - | 1,809 | 86 | 1 | 1 | 7 | 1 |  |
| OTOE | 11 | 9,666 | - | 69 | - | 10 | 482 | 13 | 425 | 66 | 1 | - |  | 16 | 9 |  | 49 |  | 548 | 13 | 4,054 |  | 2,243 | 6 |  | 2 | 30 | 3 |  |
| PAWNEE | 54 | 1,778 | - | 14 | 1 | 1 | 97 | 4 | 91 | 25 | - | - | - |  | 1 | 2 | 4 |  | 90 | - | 720 |  | 1,088 | 73 | - |  | 4 |  | - |
| PERKINS | 74 | 1,803 | - | 15 |  | 2 | 169 | 1 | 117 | 50 |  | - |  | 2 | 3 |  | 4 |  | 90 |  | 917 |  | 1,539 | 241 | 3 |  |  | 20 | - |
| PHELPS | 37 | 5,523 | - | 69 | - | 8 | 396 | 29 | 349 | 160 | - | - | - | 1 | 1 | - | 39 |  | 390 | 1 | 2,943 |  | 2,330 | 404 |  | 5 | 18 | 24 | . |
| PIIRCE | 40 | 4,597 | - | 18 | . | 1 | 381 | 8 | 221 | 83 | - | - | 2 | 1 | 6 | - | 18 | - | 386 | 22 | 1,872 | . | 2,073 | 85 | 3 | 2 | 7 | 6 | . |
| PLATTE | 10 | 20,148 | - | 87 | - | 15 | 979 | 61 | 1,040 | 264 | 9 | $-$ | 1 | 11 | 12 | 4 | 54 |  | 949 | 38 | 8,763 |  | 3,236 | 409 | 7 | 28 | 2 | 20 |  |
| POLK | 41 | 3,298 | - | 14 | - | 8 | 223 | 8 | 230 | 56 | - | - | - | 16 | 3 | 2 | 10 | - | 187 | , | 1,379 |  | 1,962 | 227 | 2 | 2 | 1 | 9 | . |
| RED WILLOW | 48 | 6,634 | - | 75 | - | 7 | 402 | 28 | 226 | 82 | 1 | - | 1 | 3 | 16 | 1 | 12 | - | 519 | 1 | 3,445 |  | 1,657 | 176 |  | 6 | 1 | 42 | - |
| RICHARDSON | 19 | 4,962 | - | 99 | 1 | 10 | 232 | 20 | 161 | 50 | - | - | - | 5 | 6 | 10 | 16 |  | 331 | 1 | 2,457 |  | 1,888 | 2 | 1 | 11 | 19 | 17 |  |
| ROCK | 81 | 852 |  | 4 |  | 2 | 76 | 2 | 30 | 8 | - | . | $\cdot$ |  | 1 |  | 4 | - | 37 | 4 | 313 |  | 888 | 36 |  |  |  | 3 | 4 |
| SALINE | 22 | 8,549 | - | 34 | - | 10 | 408 | 44 | 322 | 101 |  | - | 3 | 13 | 11 | 1 | 64 |  | 359 | 1 | 3,521 |  | 2,151 | 196 |  | 2 |  | 5 |  |
| SARPY | 59 | 94,871 | 1 | 802 | 8 | 106 | 2,548 | 73 | 5,752 | 1,438 | 270 | - | 2 | 201 | 77 | 26 | 47 | - | 4,450 | 44 | 24,490 |  | 824 | 25 | - | 23 | - | 10 | 41 |
| SAUNDERS | 6 | 13,544 | 1 | 69 | - | 28 | 747 | 24 | 750 | 158 | 11 | 1 | 2 | 21 | 18 | 5 | 72 | - | 790 | 14 | 5,592 |  | 3,291 | 292 | 8 | 7 | 12 | 24 |  |
| SCOTTS BLUFF | 21 | 21,935 | 1 | 195 | - | 29 | 1,064 | 97 | 949 | 302 | 11 | - | - | 11 | 19 | 12 | 61 | - | 1,460 | 12 | 10,141 |  | 3,100 | 69 | - | 14 | - | 19 | 2 |
| SEWARD | 16 | 10,264 | 1 | 47 | 1 | 15 | 594 | 30 | 545 | 142 | 1 | . | 1 | 25 | 13 | 1 | 52 | - | 587 | 4 | 3,983 | . | 2,666 | 220 | 1 | 2 | 1 | 13 |  |
| SHERIDAN | 61 | 3,069 | - | 30 | 1 | 4 | 245 | 13 | 112 | 24 |  | - |  | 1 |  | 5 | 4 |  | 171 | 16 | 1,289 |  | 2,080 | 114 | 1 |  | 6 | 7 | 2 |
| SHERMAN | 56 | 1,894 | - | 18 | - | 6 | 104 | 78 | 101 | 18 | 1 | - | 2 | 1 | 2 | - | 8 | . | 93 | - | 753 | - | 1,354 | 36 | - |  |  | 4 | - |
| SIOUX | 80 | 738 | . | - | - |  | 55 |  | 31 | 6 |  | - |  | 1 | 1 | - | 4 |  | 39 | - | 124 |  | 1,184 | 1 | - |  |  |  | - |
| STANTON | 53 | 3,836 | - | 16 | 1 | 7 | 270 | - | 207 | 56 | 1 | - | $\cdot$ | 1 | 4 | 1 |  | - | 263 | 15 | 1,405 |  | 1,425 | 87 | 1 | 2 | 4 | $\cdot$ | 5 |
| THAYER | 32 | 3,302 | . | 37 | - | 3 | 231 | 16 | 130 | 43 | - | . | 1 | 6 | 4 | - | 28 | - | 162 | - | 1,688 | - | 1,845 | 221 | 6 | 5 | 2 | 32 | . |
| THOMAS | 89 | 412 | - | 7 | - | 1 | 48 | 10 | 26 |  | - | - |  |  | - | - | 1 |  | 19 | - | 150 |  | 406 | - | 2 |  | 1 | 1 | - |
| THURSTON | 55 | 3,214 | - | 20 | - |  | 139 | 10 | 132 | 87 | 1 | - | . | 1 | 6 | 1 | 4 | - | 149 | 8 | 1,047 | - | 983 | 2 | 3 | 1 | 4 |  | - |
| VALLEY | 47 | 2,754 | - | 15 | - | 3 | 193 | 4 | 144 | 32 | 2 | - |  | 1 | 4 | - | 19 | - | 125 | 1 | 1,326 |  | 1,407 | 116 | 1 |  | 13 | 14 | 1 |
| WASHINGTON | 29 | 12,486 | 1 | 93 | 1 | 18 | 698 | 22 | 885 | 190 | 18 | - | - | 8 | 11 | - | 30 |  | 749 | 35 | 5,121 |  | 2,107 | 127 | 3 |  | 1 | 12 | - |
| WAYNE | 27 | 4,699 |  | 33 | 1 | 6 | 283 | 23 | 272 | 80 | 2 |  |  |  | 5 |  | 64 | - | 226 | 10 | 1,702 | . | 1,687 | 186 |  | 1 | 9 |  | . |
| WEBSTER | 45 | 2,255 | - | 19 | - | 3 | 172 | 2 | 95 | 35 | 1 | - |  | 1 | 1 | - | 8 |  | 76 | - | 1,083 |  | 1,318 | 122 | $\cdot$ |  | 15 | 3 | - |
| WHEPER | 84 | 490 | - | 1 | - |  | 33 | - | 35 |  | - | . | - |  | 1 | - | 2 |  | 29 | - | 82 | - | 613 | 50 | - |  |  | 10 | - |
| YORK | 17 | 8,164 | - | 75 | - | 15 | 431 | 88 | 440 | 131 | 1 | - | - | 153 | 7 | 4 | 27 | - | 512 | 6 | 3,716 | - | 2,377 | 307 | 1 | 23 | 5 | 14 | - |
| STATE |  | 25 | . | - | - |  |  | - |  | - | - | - | - | - | - | - | 9,515 | 3,607 | 1 | 7 | 1 | 36,625 | - | - | - | - | - | - |  |
| TOTAL |  | 1,078,645 | 9 | 7,372 | 51 | 1,258 | 41,557 | 3,823 | 52,594 | 14,370 | 1,641 |  |  | 1,211 | 916 | 184 | 12,928 | 3,607 | 51,928 | 836 | 349,791 | 36,625 | 158,737 | 12,661 | 158 | 614 | 443 | 1,107 | 221 |


| COUNTY | NO. | Bus | NON-RESIDENT |  |  |  |  |  |  | TRAILER |  |  |  |  |  |  | DEALER |  |  |  |  |  |  |  | GOVERNMENT |  |  |  | $\begin{aligned} & 2012 \\ & \text { Total } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Comm | Bus | MC | Pass | Film | $\begin{array}{r} 30 \\ \text { Day } \\ \hline \end{array}$ | Trir | Comm. | Utility | Farm | Semi | Fert- <br> lizer | Apport- | Pole | Passenger |  | MC | Trir | Trans porter |  | Rep | $\begin{gathered} \mathrm{Snw} \\ \mathrm{mbl} \end{gathered}$ | State | County | $\begin{aligned} & \hline \text { Muni- } \\ & \text { cipal } \end{aligned}$ | School |  |
| ADAMS | 14 | 90 | - | - | . | . | - | - | - | 964 | 3,057 | 1,050 | 312 | 633 | - | 5 | 225 | 5 | 12 | 18 | - | - | - | - | - | 178 | 347 | 200 | 38,830 |
| ANTEIOPE | 26 | . | 2 | - | . | - | - | - | - | 227 | 1,522 | 1,114 | 122 | 346 | - | 1 | 33 | 5 | 1 | 3 | - | - | $\cdot$ | $\cdot$ | - | 122 | 144 | 103 | 14,012 |
| ARTHUR | 91 | . |  | . | - |  | - | - | - | 9 | 72 | 199 |  |  | - | - |  |  | - |  |  |  |  |  |  | 14 | . | 11 | 964 |
| BANNER | 85 | - | - | - | - | - | - | - | $\cdot$ | 17 | 93 | 359 | 3 | - | $\cdot$ | $\cdot$ |  | - | $\cdot$ | - | - | $\cdot$ | - | - | . | 31 | $\cdot$ | 17 | 1,796 |
| BLAINE | 86 | . |  | . | . | . | . | . |  | 16 | 22 | 303 |  |  | . |  | 3 | 1 |  |  | - | - | . |  | . | 33 | 1 | 29 | 1,224 |
| BOONE | 23 | - | 1 | - | - | - | $\cdot$ | - | - | 154 | 892 | 1,003 | 107 | 332 | - | 5 | 35 | 1 | 1 | 1 | - | - | - | - | . | 91 | 102 | 57 | 11,066 |
| BOX BUITE | 65 | 8 | 1 | - | - | 1 | - | 1 | . | 334 | 1,791 | 891 | 30 | 234 |  | 2 | 36 | 2 | - | 1 | . |  |  |  |  | 100 | 160 | 53 | 18,104 |
| BOYD | 63 | 1 | - | - | - | - | - | - | - | 35 | 308 | 579 | 2 | 38 |  | 3 |  | - | - | - |  |  |  | - |  | 55 | 21 | 42 | 4,138 |
| BROWN | 75 | 4 |  | - | - |  | - | - | - | 149 | 600 | 663 | 26 | 155 |  | 6 | 36 | 2 | - | 3 | . | - | - |  |  | 92 | 69 | 15 | 6,106 |
| BUFFALO | 9 | 108 | 6 | . | . | 2 | . | 3 | 4 | 894 | 6,316 | 1,573 | 386 | 502 | . | 6 | 305 | 8 | 8 | 34 | - | . | . | - | . | 230 | 307 | 195 | 57,977 |
| BURT | 31 | 1 | . | . | - |  | . | - | - | 90 | 1,238 | 563 | 26 | 252 | . | 2 | 34 | 1 |  | 2 | . | - | - | - |  | 84 | 121 | 75 | 11,428 |
| BUTLER | 25 | 25 | - | - | $\cdot$ |  | $\cdot$ | - | $\cdot$ | 168 | 1,444 | 1,076 | 193 | 482 | - | 3 | 22 | 2 | 1 | 4 | - | - | - | - | . | 185 | 87 | 64 | 15,417 |
| CASS | 20 | 44 | 66 | 2 | 17 | 157 | - | - | 27 | 312 | 4,195 | 621 | 62 | 3 | - | 5 | 179 | 5 | 3 | 8 | - | - | $\cdot$ | - | . | 184 | 173 | 127 | 34,632 |
| C-DAR | 13 | 14 | - | - | - | . |  | 1 | - | 165 | 1,593 | 983 | 68 | 123 | . | 3 | 40 | - | 1 | 5 | - | - | $\cdot$ | - | - | 92 | 141 | 97 | 14,514 |
| CHASE | 72 | - | . | . | . | . |  |  | . | 144 | 933 | 817 | 58 | 370 | . |  | 54 |  | 1 | 4 | . | . |  | . | . | 79 | 109 | 70 | 8,697 |
| CHERRY | 66 | 22 | - | - | - | - | - | - | - | 127 | 1,024 | 1,627 | 21 | $\cdot$ |  | 2 | 37 | 3 | 3 | 6 |  |  |  | . |  | 241 | 69 | 38 | 10,819 |
| CHEYENNE | 39 | 15 | 4 | - | - | . | - | - | - | 143 | 1,909 | 515 | 29 | 78 | - | 5 | 64 | 2 | 5 | 7 | . | - | - | - |  | 121 | 165 | 105 | 15,676 |
| CLAY | 30 | - | 3 | - | - | . | - | $\cdot$ | $\cdot$ | 228 | 1,181 | 852 | 93 | 1,029 | - | - | 49 | 2 | 1 | 4 | - | - | - | - |  | 74 | 153 | 71 | 13,173 |
| COLFAX | 43 | 6 |  | - | - | . | - | $\cdot$ | - | 215 | 998 | 696 | 177 | 424 |  | , | 53 | 2 | - | 1 | - | - | - | - |  | 66 | 131 | 76 | 14,578 |
| CUMING | 24 | 2 | . | . | . | . | . | 1 | . | 279 | 1,410 | 984 | 40 | 256 | - | 4 | 43 | . | - |  | . | - | . | - | . | 42 | 111 | 67 | 14,791 |
| CUSTER | 4 | 1 | 4 | - | . | - | $\cdot$ |  | . | 378 | 1,720 | 2,308 | 107 | 306 | - | 12 | 52 | 1 | 1 | 5 | - | - | - | - |  | 222 | 167 | 123 | 21,271 |
| DAKOTA | 70 | 36 | 1 | - | - | . | - | 2 | - | 411 | 2,103 | 313 | 180 | 17 | $\cdot$ | - | 215 | 3 | 7 | 11 | - | - | - | - | 1 | 109 | 191 | 84 | 22,611 |
| DAWES | 69 | 6 |  | - | . | 1 | - | 1 | - | 148 | 1,158 | 778 | 20 | 1 |  | 2 | 142 | 4 | 8 | 11 | - |  | - |  | 1 | 131 | 129 | 41 | 11,587 |
| DAWSON | 18 | 11 | . | - | $\cdot$ | - | - | 3 | - | 836 | 3,465 | 1,548 | 28 | 462 | - | - | 180 | 1 | 2 | 11 | - | - | . | $\cdot$ | . | 169 | 287 | 156 | 32,790 |
| DEUE | 78 |  |  | . | . |  | . |  | . | 57 | 417 | 346 | 4 | 295 | . | . | 1 |  |  |  | . |  |  |  |  | 39 | 56 | 27 | 4,276 |
| DXON | 35 | - | - | - | - |  | $\cdot$ | - | - | 90 | 988 | 535 | 43 |  | - | - | 7 |  | - | 1 |  |  | - |  |  | 54 | 121 | 59 | 9,180 |
| DODGE | 5 | 58 |  | - |  | 4 |  | 1 | 1 | 517 | 4,115 | 687 | 105 | 353 |  | 2 | 410 | 12 | 21 | 32 |  |  |  |  |  | 88 | 477 | 151 | 43,277 |
| DOUGLAS | 1 | 1,698 | 78 | 1 | 54 | 548 | . | 24 | 11 | 3,002 | 17,302 | 110 | 286 | 1 | - | 47 | 2,474 | 63 | 86 | 52 | - | - | - | 9 | 55 | 1,256 | 2,327 | 888 | 434,457 |
| DUNDY | 76 |  |  | - | - |  | . | - | - | 77 | 298 | 497 | 9 | 6 | . | 6 | 7 |  | - |  | - | - | - |  |  | 62 | 33 | 45 | 4,226 |
| FLLLMORE | 34 | 13 | . | . | . | . | . | . | - | 216 | 1,051 | 812 | 75 | 604 | - | - | 21 | 2 | . | 2 | - | - | . | - | . | 66 | 118 | 56 | 11,775 |
| FRANKLIN | 50 | 3 |  |  |  |  |  |  |  | 65 | 550 | 649 | 11 | 286 | - |  | 2 | 1 | - |  |  |  |  |  | 1 | 60 | 87 | 29 | 6,802 |
| FRONTIER | 60 | - | . | - | . | - | - | - | - | 57 | 568 | 762 | 28 | 126 | - | 2 | 1 | - | $\cdot$ | - | - | - | - | - |  | 86 | 29 | 66 | 6,193 |
| FURNAS | 38 | $\cdot$ | - | - | - | . | - | 1 | $\cdot$ | 227 | 1,093 | 621 | 17 | 576 | - | 2 | 54 | 2 | - | 6 | - | - | - |  |  | 88 | 133 | 92 | 10,084 |
| GAGE | 3 | 57 | 1 | . | $\cdot$ | - | $\cdot$ | 1 | 5 | 530 | 2,910 | 1,043 | 88 | 302 | - | 5 | 137 | 8 | 4 | 15 | - | $\cdot$ | - | - | . | 150 | 278 | 187 | 30,821 |
| GARDEN | 77 | 5 | . | . | . | . | . | 1 | . | 31 | 498 | 513 | 17 | 102 | . | - | , | - | . | , | . | . | - | . | . | 102 | 9 | 18 | 4,378 |
| GARFIEL | 83 | 6 | - | - | $\cdot$ | - | - | - | - | 83 | 428 | 396 | 31 | - | - | - | 4 | - | - | - | - | - | - | . | . | 59 | 34 | 9 | 3,634 |
| GOSPER | 73 | - | - | - | - | - | - | . | - | 76 | 573 | 462 | 5 | 120 | - | - | 10 | 4 | - | $\cdot$ | - | - | - | - | . | 59 | 6 | 13 | 4,362 |
| GRANT | 92 | - | - | - | - | . | - | - | - | 19 | 186 | 230 | 7 | - | - | 2 | 1 | - | - | 2 | . | - | $\cdot$ | - | . | 44 | 5 | 14 | 1,467 |
| GR#l\|EY | 62 | 2 | - | $\cdot$ | $\cdot$ | $\cdot$ | - | - | $\cdot$ | 94 | 372 | 569 | 57 | 115 | - | 1 | 7 | - | $\cdot$ |  | - | - | - |  | . | 72 | 62 | 54 | 5,104 |
| HALL | 8 | 160 | 6 | . | 2 | 4 | . | - | 2 | 1,199 | 5,952 | 934 | 404 | 993 | . | 25 | 630 | 13 | 27 | 36 | . | - | - | - | . | 247 | 440 | 250 | 69,027 |
| HAMLTON | 28 | - | - | - | - | 1 | . | - | 1 | 442 | 1,614 | 1,003 | 54 | 761 | - | 1 | 25 | - | - | 5 | - | - | - |  |  | 111 | 106 | 85 | 16,540 |
| HARLAN | 51 | 1 | - | - | - | - | . | - | - | 82 | 938 | 567 | 10 | 142 | - | 1 | 21 | 1 | - | - | . | - | - |  |  | 47 | 50 | 24 | 7,040 |
| HAYES | 79 | - | . | - | - | . | - | - | - | 15 | 187 | 396 | 3 | 27 | - | 1 |  |  | - | - | - | - | - |  | 1 | 47 | 3 | 23 | 2,594 |
| HTCHCOCK | 67 | $\cdot$ | - | - | - | - | - | $\cdot$ | - | 135 | 737 | 594 | 11 | 155 | - | 4 | 3 | - | - | - | . | . | - | - |  | 36 | 94 | 34 | 6,186 |
| HOLT | 36 | 14 |  | - | . | . | . | 1 |  | 328 | 2,114 | 2,383 | 119 | 227 | . | 5 | 97 | 6 | . | 14 | . | . | . |  | . | 169 | 177 | 61 | 20,038 |
| HOOKER | 93 | 4 | - | - | - | - | - | - | - | 52 | 143 | 203 | 1 |  | - | 2 |  |  | - |  | - | - | $\cdot$ | 2 |  | 35 | 19 | 20 | 1,639 |
| HOWARD | 49 | 2 | - | - | - |  | - | - | - | 109 | 1,434 | 784 | 74 | 270 | - | 2 | 68 | 1 | 2 | 6 |  | - | - |  |  | 106 | 70 | 52 | 11,898 |
| JEFFERSON | 33 | 22 | 2 | - | - | - | - | - | 2 | 199 | 1,131 | 914 | 12 | 616 | - | 4 | 42 | 6 | 5 | 3 | . | . | . | - | . | 143 | 99 | 85 | 13,316 |
| JOHNSON | 57 | 2 | - | . | . | . | - | - | - | 88 | 554 | 507 | 10 | 166 | - | 3 | 36 | 3 | - | 3 | - | - | . | - | . | 96 | 43 | 49 | 7,148 |
| KEARNEY | 52 | 1 | . | . | . | - | - | - | . | 126 | 1,307 | 712 | 58 | 798 | . | - | 27 | 2 | - | 3 | $\cdot$ | - | - | . | . | 83 | 90 | 76 | 12,445 |
| KETH | 68 | 2 | 1 | - | . | - | - | $\cdot$ | $\cdot$ | 299 | 2,592 | 923 | 3 | 113 | - | 1 | 46 | 8 | 3 | 2 | 2 | - | - | - | - | 96 | 119 | 55 | 15,452 |
| KEYA PAHA | 82 | 8 | - | - | - | - | - | - | - | 14 | 247 | 355 |  | - | - | - |  | - | $\cdot$ | - | - | . | - | $\cdot$ |  | 42 | , | 4 | 2,030 |
| KIMBALL | 71 | 1 | . | - | - | - | $\cdot$ | $\cdot$ | - | 116 | 586 | 410 | 10 | 42 | - | - | 30 | 3 | - | 1 | - | - | - | $\cdot$ | . | 73 | 70 | 33 | 6,120 |
| kNOX | 12 | 21 | . | $\cdot$ | - | - | - | - | - | 196 | 1,665 | 1,252 | 35 | 81 | - | 2 | 49 | 10 | 1 | 1 | - | - | - | - | - | 98 | 184 | 84 | 14,528 |
| LANCASTER | 2 | 524 | 17 | . | 4 | 45 | . | 6 | 5 | 3,261 | 14,471 | 1,352 | 312 | 184 | . | 8 | 1,344 | 41 | 48 | 40 | . | . | . | - | . | 673 | 1,670 | 624 | 252,768 |
| LINCOLN | 15 | 43 | 1 | - | 2 | 2 | - | 2 |  | 647 | 6,680 | 2,306 | 54 | 225 |  |  | 185 | 15 | 12 | 17 |  |  |  |  |  | 278 | 365 | 221 | 51,398 |
| LOGAN | 87 | , | - | - | - | . | . | - | - | 37 | 130 | 336 | 17 | 48 | - | 1 |  | - | 12 | - | - | - | - | - | . | 25 | 6 | 19 | 1,940 |
| LOUP | 88 | 7 |  | - | - | . | - | - | 1 | 17 | 214 | 278 | 6 |  | - |  | 5 |  | - | 1 | . | - | - |  |  | 24 | 3 | 18 | 1,667 |
| MADISON | 7 | 45 | . | - | 1 | - | - | $\cdot$ | - | 684 | 4,557 | 890 | 180 | 188 | - | 14 | 290 | 9 | 21 | 30 | - | - | - | - | - | 194 | 328 | 366 | 43,819 |
| MCPHERSON | 90 |  | . | . | . | - | . | . | . | 15 | 72 | 280 |  | . | - | - |  |  | - |  | . | . | . | . | . | 20 | . | 8 | 1,163 |
| MERRICK | 46 | 12 | - | $\cdot$ | - | - | $\cdot$ | - | $\cdot$ | 286 | 1,352 | 755 | 103 | 331 | - | 4 | 41 | 3 | 2 | $\cdot$ | - | $\cdot$ | $\cdot$ | - |  | 59 | 121 | 54 | 13,175 |
| MORRILL | 64 | 4 | . | $\cdot$ | $\cdot$ | - | $\cdot$ | - | $\cdot$ | 178 | 796 | 843 | 58 | 265 | $\cdot$ | 6 | 8 |  | 1 | 2 | - | $\cdot$ | - | - |  | 98 | 85 | 57 | 9,212 |
| NANCE | 58 | 2 | - | $\cdot$ |  | . | $\cdot$ | 1 | - | 66 | 570 | 570 | 29 | 146 | - | 4 | 16 |  | - | 1 | - | - | $\cdot$ | - | - | 38 | 47 | 59 | 6,787 |
| NEMAHA | 44 | 1 | . | - | $\cdot$ | - | - | - | - | 69 | 1,046 | 402 | 9 | 88 | - | - | 28 | . | 2 | 2 | . | - | . | - | . | 98 | 104 | 62 | 9,981 |
| NUCKOLLS | 42 |  | . | . | . | . | - | - | . | 113 | 775 | 1,071 | 14 | 510 | - | 3 | 36 | . | 3 | 3 | . | . | . | - | . | 78 | 120 | 64 | 9,320 |
| OTOE | 11 | 11 | - | $\cdot$ | $\cdot$ | - | - | 1 | $\cdot$ | 437 | 1,952 | 1,032 |  | 112 | - | 7 | 64 | - | 4 | 4 | - | $\cdot$ | - | - |  | 113 | 177 | 82 | 21,702 |
| PAWNEE | 54 | 2 | . | $\cdot$ | - | - | - | - | - | 72 | 348 | 464 | 5 | 16 | - | - | 13 | - | - | - | - | - | - | - | . | 50 | 36 | 47 | 5,046 |
| PERKINS | 74 | 2 | - | - | - | - | - | 1 | - | 166 | 634 | 651 | 72 | 596 | - | 4 | 16 | - | - | 3 | - | - | - | - | . | 89 | 61 | 40 | 7,311 |
| PHEEPS | 37 | 14 | . | - | $\cdot$ | - | $\cdot$ | - | - | 489 | 1,838 | 937 | 184 | 210 | - | 6 | 88 | 4 | 1 | 1 | - | $\cdot$ | - | - | - | 101 | 151 | 78 | 16,792 |
| PIERCE | 40 | 1 | . | . | . | $\cdot$ | . | . | . | 315 | 1,395 | 1,008 | 61 | 158 | - | 1 | 25 | - | 5 | 4 | - | - | - | - | . | 54 | 130 | 67 | 13,017 |
| PLATEE | 10 | 12 | - | $\cdot$ | $\cdot$ | 1 | - | $\cdot$ | - | 961 | 3,665 | 1,523 | 350 | 851 | - | 15 | 222 | 2 | 11 | 15 | - | - | - | - | - | 201 | 215 | 121 | 44,302 |
| POLK | 41 | 1 | . | - | $\cdot$ | - | - | - | - | 137 | 902 | 921 | 54 | 394 | $\cdot$ | 2 | 37 | - | - | 1 | - | - | - | - |  | 53 | 77 | 70 | 10,288 |
| RED WILLOW | 48 | 32 | . | - | - | . | - | 1 | - | 258 | 2,008 | 624 | 59 | 183 | - |  | 116 | 3 | 9 | 1 | - | - | - | - | . | 136 | 142 | 110 | 17,023 |
| RICHARDSON | 19 | 7 | . | - | - | . | - | 1 | - | 176 | 1,234 | 737 |  | 25 |  |  | 55 | 4 | 3 | 1 | . | - | - | - | . | 140 | 124 | 75 | 12,884 |
| ROCK | 81 | - | . | . | . | - | - | - | . | 74 | 192 | 608 | 22 | 71 | . | - | 3 | . | - | - | . | . | . | - | - | 76 | 13 | 13 | 3,336 |
| SALINE | 22 | 36 |  | - | - |  | - | - | $\cdot$ | 188 | 1,569 | 906 | 87 | 649 | - | - | 62 | 2 | 1 | 3 | - | - | - |  |  | 121 | 251 | 68 | 19,738 |
| SARPY | 59 | 160 | 988 | 75 | 403 | 5,299 | - | 6 | 164 | 1,840 | 8,825 | 162 | 180 | 104 | - | 19 | 726 | 25 | 14 | 27 | - | - | - | - | - | 306 | 594 | 392 | 156,438 |
| SAUNDERS | 6 | 18 | 1 | - | - | 7 | - | - | 1 | 569 | 3,480 | 1,290 | 120 | 245 | - | 4 | 115 | 4 | 3 | 2 | - | - | - | - | 2 | 227 | 192 | 126 | 31,890 |
| SCOTTS BLUFF | 21 | 67 | 1 | . | - | 2 | . | 1 | , | 931 | 4,344 | 1,206 | 39 | 472 | - | - | 294 | 19 | 21 | 28 | - | - | - | - | - | 364 | 436 | 228 | 47,958 |
| SENARD | 16 | 38 |  | . | . | - | - | - | - | 299 | 2,528 | 1,032 | 67 | 655 | - | 3 | 70 | 4 | 2 | 8 | . | - | . | . | . | 124 | 235 | 176 | 24,450 |
| SHERRAN | 61 | 2 | - | $\cdot$ | $\cdot$ | 1 | . | $\cdot$ | - | 43 | 1,072 | 1,053 | 31 | 183 | $\cdot$ | 8 | 35 | 1 | 1 | 1 |  | $\cdot$ | $\cdot$ |  |  | 136 | 90 | 45 | 9,907 |
| SHERMAN | 56 | 19 |  | - | - |  | - | - | $\cdot$ | 105 | 596 | 660 | 16 | 33 | - | - | 21 |  | 1 | 3 | . | - | - | . | . | 76 | 47 | 50 | 6,100 |
| SIOUX | 80 | 1 | . | - | - | - | - | - | - | 45 | 108 | 707 | 2 | 1 | - | 1 |  | - | - | - | - | - | - | - | - | 47 | 7 | 7 | 3,110 |
| STANTON | 53 | - | . | - | - | - | - | - | - | 125 | 994 | 621 | 85 | 36 | - | 1 | 13 | 1 | 1 | 3 | - | - | - | - | . | 63 | 42 | 26 | 9,626 |
| THAYER | 32 | 5 | . | . | . | . | . | . | . | 202 | 973 | 915 | 52 | 679 | - | 5 | 19 | . | 1 | 5 | - | - | . | - | . | 98 | 141 | 48 | 10,905 |
| THOMAS | 89 | - | - | $\cdot$ | $\cdot$ | - | - | $\cdot$ | - | 73 | 115 | 255 |  | - | - | 1 |  | - | - |  | $\cdot$ | - | - | - | - | 52 | 3 | 14 | 1,599 |
| THURSTON | 55 | 18 | - | - | - | - | - | - | - | 126 | 500 | 481 | $\cdot$ | $\cdot$ | $\cdot$ | - | 22 | 1 | $\cdot$ | 1 | - | $\cdot$ | - | $\cdot$ | - | 63 | 87 | 75 | 7,186 |
| VALLEY | 47 | 4 | - | - | - | - | - | $\cdot$ | $\cdot$ | 170 | 818 | 690 | 89 | 123 | - | 3 | 12 | - | 1 |  | - | - | $\cdot$ | - | - | 86 | 87 | 38 | 8,299 |
| WASHINGTON | 29 | 4 | - | - | - | . | - | - | 1 | 483 | 3,383 | 825 | 64 | 142 | - | 5 | 351 | 4 | 4 | 2 | - | - | - | - | - | 103 | 129 | 98 | 28,214 |
| WAYNE | 27 | 77 | 1 | . | . | . | - | . | - | 185 | 1,080 | 605 | 62 | 65 | . | 6 | 53 | 2 | . | . | . | - | . | . | . | 101 | 65 | 60 | 11,651 |
| WEBSTER | 45 | 33 | - | . | $\cdot$ | - | $\cdot$ | - | - | 84 | 640 | 546 | 12 | 228 | - | - | 12 | - | . | - | - | $\cdot$ | - | . | - | 103 | 46 | 11 | 6,924 |
| WHEPIER | 84 | 8 | . | - | - | - | - | - | - | 16 | 120 | 366 | 14 | 19 | - | - |  | - | - | - | - | - | $\cdot$ | . | - | 34 | 2 | 6 | 1,932 |
| YORK | 17 | - | - | - | - | . | - | - | - | 542 | 2,357 | 956 | 153 | 774 | - | 6 | 105 | 4 | 2 | 12 | - | - | $\cdot$ | $\cdot$ | - | 185 | 101 | 87 | 21,781 |
| STATE |  | . |  | $\cdot$ | . | . | 41 | . | $\cdot$ |  |  |  |  | - | 73,656 |  |  |  | - | - | 1,965 | 87 | 70 |  | 10,145 | 26 | 16 | 6 | 135,793 |
| TOTALS |  | 3,684 | 1,185 | 78 | 483 | 6,075 | 41 | 61 | 227 | 29,468 | 169,927 | 72,448 | 6,339 | 22,329 | 73,656 | 335 | 10,563 | 343 | 381 | 552 | 1,967 | 87 | 70 | 11 | 10,206 | 11,372 | 15,072 | 8,375 | 2,278,670 |



An Affirmative Action/Equal Employment Opportunity Agency


[^0]:    *2012 was a transitional year between old law and LB 667 that was effective J anuary 1, 2012.

[^1]:    *Includes all permits (LPE, LPD, SCH, POP)

[^2]:    For the Allows you to go paperless! Eliminating the paper application and time spent completing by Medical Professional hand and photocopying.

    Provides a record keeping process that will interface with your electronic records system.

