



Driving Texans to Debt: The Use of Texas' Failure to Appear/Pay Program in El Paso¹

January 2024

The state's Failure to Appear/Pay (FTAP) Program allows participating municipal and justice of the peace courts to place a hold on a person's ability to renew their driver's license if they are unable to pay the fines and fees associated with low-level, fine-only offenses (e.g., traffic tickets). Among Texas cities, El Paso is one of the heaviest users of the FTAP Program (aka the "OmniBase Program," so named after the private vendor that operates it – OmniBase Services of Texas (OST)).² OST manages a database of holds, as well as a searchable online tool that the Department of Public Safety (DPS) directs residents to use to find hold information.³ Each hold costs \$10 to lift, \$6 of which goes to OST, while the remaining \$4 goes to the court.⁴

When a person's license with an OmniBase hold (or holds – as they can accumulate across failed appearances) expires, they cannot renew it until all holds are lifted. Usually, courts require that *all* court debt is completely paid off before lifting said holds. For just *one* speeding ticket from the City of El Paso, one's debt could range from \$266 to \$786.⁵ Courts can exercise discretion to lift these holds once an individual has made other arrangements (e.g., payment plan, community service) with the court.⁶ Again, however, it is rare for a court to do so before *all* court debt is completely paid off. Additionally, payment alternatives are rarely used to close out cases.

The El Paso Municipal Court has almost 70,000 active holds on people's driver's licenses.⁷ Combined with over 1,500 holds from El Paso County Justice of the Peace courts and the thousands of holds from the municipal court, low-income El Paso residents shoulder a massive burden from the FTAP Program.⁸ The residents impacted are overwhelmingly people of color (see Figure 1 and Table 1). **On average, a person with holds from the El Paso Municipal Court has three OmniBase holds - meaning three unresolved tickets for which fines and fees are owed before each hold is lifted.**⁹ These individuals may have additional holds with other courts as well. This extra debt, added warrants, and new OmniBase license holds exacerbate people's financial distress for the foreseeable future.

Debt-based holds prohibit license renewals due to financial hardship, not due to dangerous driving. Because driving is essential for daily needs such as commuting to work, school, and medical appointments, many individuals are forced to drive with an invalid license to make ends meet, putting them at risk of receiving more tickets for driving with an invalid license. Each unpaid ticket can result in additional debt, warrants, and license holds – all of which trap people in a cycle of debt and poverty with no time restrictions.

To sustain a vibrant regional economy, the city must eliminate counterproductive employment barriers that exacerbate racial and economic injustice. **Thus, El Paso should cancel the city's contract to participate in the state's FTAP Program, just like the cities of Austin, Dallas, and Harris County have all voted to do over the last three years.**

The FTAP Program is a Major Barrier to Low-Income El Paso Residents Getting a Job and Keeping a Job

Debt-based license restrictions frequently establish a direct pathway from a single traffic ticket to long-term unemployment.¹⁰ The data shows that thousands of residents are being subjected to this pathway in El Paso. The people harmed by these programs do not have money to pay their fines and fees, rendering them in high need of employment. Enacting *driving*-related penalties for nonpayment of court debt compounds this financial distress and makes it more difficult for people to drive to their jobs. This isn't very sensible, given that a driver's license is essential to get to work and is often a prerequisite to apply in many sectors of our economy.

In El Paso, most of the city's residents drive to work alone (76%) or with others (12%).¹¹ The lack of a valid license is a significant barrier to both holding an existing job and obtaining a new one. This barrier is prevalent in industries like construction, healthcare, and manufacturing – jobs that often pay above minimum wage and may help families escape poverty. The FTAP program makes it impossible for these individuals to legally drive to work until their court debt is paid off, leading to a loss of jobs and slower economic recovery for the city. On the other hand, restoring driver's licenses can contribute to economic growth. Research shows that having a driver's license makes it twice as likely for a person to have earnings above the poverty level.¹²

The FTAP Program Most Heavily Burdens Low-Income El Paso Communities and Black Residents

In-depth analyses of local data from Dallas, Houston, and San Antonio show that OmniBase holds are overwhelmingly concentrated in low-income zip codes.¹³ El Paso is no exception. Data from the El Paso Municipal Court indicates that OmniBase holds are most heavily concentrated in zip codes where the median income is far below the city's median income. The median household income of the seven zip codes with the highest holds rates is \$34,778, while the median household income for El Paso is \$53,424.¹⁴ Note that the map represents a snapshot of all outstanding holds as of the date data was requested in June 2023, regardless of how old the hold was (see Figure 1 and Table 1). It is possible that more holds have been placed or past holds have been cleared between the date of request and the publication of this brief.

While Black people represent only 11% of licensed drivers in Texas, they represent 28% of drivers whose licenses are invalid and cannot be renewed because of OmniBase holds.¹⁵ Like other jurisdictions analyzed, **Black residents are also disproportionately represented in El Paso's Municipal Court hold data - representing roughly 6% of all holds but only 3% of the population.** OmniBase holds examined in the Dallas and Houston areas were also found to be more heavily concentrated in lower-income neighborhoods and disproportionately impacting people of color.¹⁶

Fig. 1: El Paso Driver’s License Holds and Median Household Income by Zip Code¹⁷

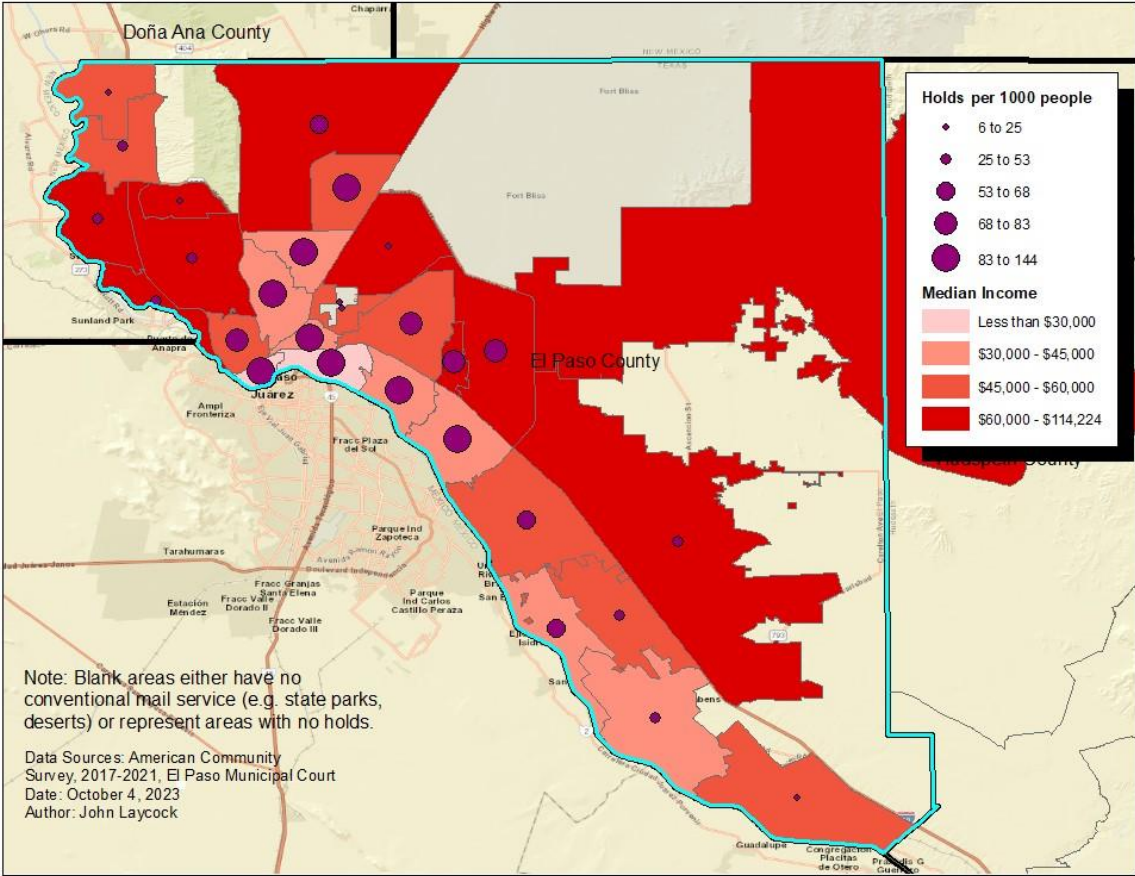


Table 1: Top Seven Zip Codes with Highest Rate of OmniBase Holds from El Paso Municipal Court

Zip Code	Active Holds	Population	Median Household Income	Hold Rate per 1,000 people
79901	1,229	8,518	\$ 22,951.00	144.28
79905	2,694	21,953	\$ 26,331.00	122.72
79915	4,439	36,505	\$ 39,540.00	121.60
79924	7,150	59,420	\$ 53,722.00	120.33
79930	3,223	26,787	\$ 43,459.00	120.32
79907	5,931	50,696	\$ 42,563.00	116.99
79903	1,841	15,849	\$ 42,321.00	116.16

The FTAP Program Traps El Paso Residents in a Cycle of Debt

The state's FTAP Program leads to people being unable to drive legally. Yet, many must continue to do so to provide for their families and themselves (e.g., driving to work, taking children to childcare and school, going to medical appointments, and so on). As a result, people who do drive with holds risk more tickets for driving without a valid license. Each new ticket can come with additional court debt, warrants, and renewal holds under the FTAP Program, trapping people in a cycle of debt.

OST's administration of the FTAP Program is also rife with inefficiencies. Attorneys representing drivers attempting to restore licenses report that information and holds may not be lifted in a timely manner, even after the court has directed OST to do so. Discrepancies between the data maintained by OST and that maintained by DPS make it difficult for drivers to determine the steps necessary to resolve their fines/fees and lift their holds.¹⁸ As court debt mounts and attorneys grapple with OST's inefficiencies, many people lose hope of ever getting their license back.

Holdings through the FTAP program are frequently issued for failure to appear in court or for failure to pay fines. However, it is essential to remember that "failure to appear" is *de facto* "failure to pay" in fine-only cases. **About 52% of the El Paso Municipal Court holds are for failure to appear in court, while 13% are for failure to pay fines.**¹⁹ License holders can pay a fine online or by mail before a court date to avoid appearing in court for a fine-only offense. FTAP holds arise because a resident has not paid the fine before a court date or after a court appearance during which a resident is convicted and ordered to pay a fine. Drivers often fail to appear in court because of an inability to pay or fear of the alternatives (i.e., fear of being arrested and taken to jail for failure to pay/appear) or due to other poverty-related factors, such as lack of transportation, lack of childcare, or the inability to miss work.²⁰ Ultimately, punishing people for failing to pay drives them further into debt rather than helping them resolve their debts.

The FTAP Program Leads to Further Involvement with the Criminal Legal System Due to Poverty, Not Public Safety

A second Driving While License Invalid (DWLI) offense is a Class B jailable misdemeanor in Texas.²¹ Texans are being arrested and jailed for driving without a valid license, even if the only reason their license was invalid was that they were too poor to pay their fines and court costs. The El Paso Police Department does not frequently arrest people for DWLI. However, most other jurisdictions do, meaning people with holds from El Paso who are traveling in other counties will be at risk of arrest if stopped. Slightly more than 20% of people prosecuted for a Class B Driving While License Invalid or Suspended are sentenced to jail across Texas, a total of more than 1,400 people in 2022 alone.²² A driver may also receive a citation for Failure to Maintain Responsibility (FTMR) (i.e., driving without insurance) because it is more complex and expensive to obtain insurance without a valid license, as well as for Failure to Register a Vehicle (FRV) because nonpayment of fines also prevents drivers from registering their vehicles as required by law.²³

Given the disproportionate burden that the FTAP Program puts on low-income residents and the unjust risk it creates for license holds, arrest, and incarceration due to financial hardship, the use of it must be eliminated. Additionally, ending the program would significantly reduce the number of people without valid licenses and insurance on the road.

Participation in the FTAP Program Does Not Improve Collection Rates or Decrease the Use of Warrants

The main argument used to support the use of this Program is that it ensures the collection of fines/fees owed to a jurisdiction and as an alternative to issuing warrants for arrest. However, an analysis of El Paso warrant data reveals that the El Paso Municipal Court issues *capias* and Class C warrants at a rate of 4.9 and 2.8 times higher than the statewide average of courts that do not use the program.²⁴ **Additional analyses also show no significant difference in the amount collected per criminal case between municipal courts using the FTAP Program and those that do not.**²⁵ Both Harris County and the City of Austin voted to end their contracts with OmniBase Services of Texas in 2020; in neither place did court collections decrease.²⁶ Furthermore, from 2018 to 2021, the El Paso Justice Courts collected an average of \$68 per case, and the El Paso Municipal Court collected an average of \$98 per case.²⁷ During this same time frame, Cameron County Justice Courts and the City of Brownsville Municipal Court, who do not contract with OmniBase, collected an average of \$116 and \$170 per case, respectively.²⁸ This research shows that there is no financial or procedural incentive to continue to use the program. Lifting these holds could save thousands of hours of law enforcement time, instead allowing police to focus on actual safety risks.²⁹

Alternative Methods are Empirically Shown to Decrease Failure to Appear (FTA) Rates

According to OST, their completion rate sits at 33% over a one-to-two-year period.³⁰ This means that through this program, local courts across the state are sitting at a failure to appear (FTA) rate of 67%.³¹ Several studies have tested the effectiveness of non-debt-based mechanisms in decreasing FTA rates. Researchers in Nebraska studied the effect of **text messages** on FTA rates, finding that iteration of sanctions for failure to appear produces the lowest FTA rate in comparison to no reminder, simple reminders, and reminders that include procedural justice sentiments.³² This study also found that misdemeanor defendants who appear in court have more confidence in the courts than those who do not appear.³³ Additionally, New York City took a proactive approach to reduce FTA rates for low-level offenses by **redesigning court summons forms** to highlight pertinent information at the top of the forms.³⁴ The courts also sent text messages to fine holders to reiterate court information in the days leading up to hearings. Both measures were deemed successful, as the **redesigned summons forms and text messages reduced FTA rates by 36% within a shorter time frame.**³⁵ The benefits of switching to a non-debt-based mechanism, such as court form redesigns and text message reminders, are profound. One large municipal court found that the number of warrants avoided by implementing these alternatives was between 20,800 and 31,300 in one year alone.³⁶

The state of Texas has already taken steps to implement one of these best practices: text message reminders. In the 87th regular legislative session, the Texas legislature passed HB 4293, which created a statewide court text messaging reminder system that is supposed to be made available to the municipal courts for a small fee and at no cost to county courts.³⁷ In the 88th regular legislative session, \$2.2 million was allocated to the Office of Court Administration in the state budget to facilitate the implementation of this system. The agency has estimated that this system will be up and running in 2025.³⁸

The Solution: El Paso Should Cancel the City's Contract to Participate in the OmniBase/FTAP Program and Lift All Existing Holds

Given the counterproductive nature of debt-based driver's license restrictions, many municipalities and states have eliminated driving consequences for nonpayment of court debt.³⁹ Until the Texas Legislature acts to stop this program statewide, cities and counties must step in to protect their residents from the devastation it brings. Thus, the City of El Paso should terminate its contract with OST, cease participation in the state's FTAP Program, and lift all existing holds.

The City should instead implement research- and evidence-based policies that help people *quickly* resolve debt and avoid long-term financial distress. For instance, tickets from the city of El Paso are often written in legal language that can be difficult to decipher by a layperson.⁴⁰ Some evidence-based alternatives include redesigning court summons forms,⁴¹ using text messages or other reminders for court dates, prioritizing the tailoring of fines to one's income level, allowing for community service to be completed in lieu of payment, applying time served credit to the amount owed, and dismissing older cases and forgiving the associated debt. To ensure these alternatives are effective, the municipal court should plan to collect, analyze, and report on their use of these methods and the impact on their intended outcomes (e.g., failure to appear rates, clearance rates, frequency of alternative methods applied).

Debt-based driver license restriction programs, like the OmniBase Program, are counterproductive and harmful, leading to higher unemployment rates, lost wages, and fractured communities. It is illogical to erect barriers for people working due to unpaid court debt, as the practice perpetuates a vicious cycle of hardship. Ending license holds for court debt is a commonsense reform that has generated diverse support from bipartisan national leaders and organizations.⁴² Recently, the cities of Dallas, Austin, and Harris County voted to cancel their OmniBase contracts, acknowledging the harm the program does to their most vulnerable residents. Other jurisdictions and courts do not participate in the program, and there is no positive correlation between a court's collections and participation.⁴³ **The El Paso City Council should exit OmniBase and clear all outstanding holds, removing this hurdle to financial stability for their residents and impediment to economic recovery for the city.**

For more information, please contact:

- Cole Meyer, MPAff
Policy Analyst, Criminal Justice Project
cmeyer@texasappleseed.org
- Jennifer Carreon, PhD
Director, Criminal Justice Project
jcarreon@texasappleseed.org

References & Endnotes

¹ Special thanks go out to Cole Meyer (author), Jennifer Carreon (co-author/editor), Farah Merchant (formatting), Jessi Stafford (data analysis), and John Laycock (data analysis) for the role they played in helping produce this brief. To find out more about our team, please visit our staff webpage, <https://www.texasappleseed.org/staff>

² Established pursuant to Chapter 706 of the Texas Transportation Code, the program is officially called the “Failure to Appear/Pay Program.” The Texas Department of Public Safety has contracted with a private vendor, OmniBase Services of Texas, to work with courts to administer the holds, leading to the program commonly referred to as the “OmniBase Program.”

³ See <https://www.texasfailuretoappear.com/>

⁴ See, e.g., Interlocal Cooperation Contract, Failure to Appear Program, City of El Paso, Texas, and Texas Department of Public Safety, signed March 18, 2020.

⁵ According to the City of El Paso’s speeding ticket schedule, the lowest speeding ticket is \$159 (regular zone, 1mph over) and the highest speeding ticket is \$558.50 (school zone, construction zone, 20 mph over). If a defendant has not paid off their speeding ticket nor appeared in court by their assigned date, a warrant will be activated and a \$50 warrant fee will be assessed on top of the original fine. If a commitment or warrant is not paid within 60 calendar days from the date it is activated, it will be placed with the City’s collection agency. In compliance with the Texas Code of Criminal Procedure, Chapter 103, Article 103.0031(b), once the commitment, warrant, or parking citation is placed with the City’s collection agency, an additional 30% collection fee will be added to the amount owed on the case. Further, a defendant must pay a \$10 reimbursement fee to lift an OmniBase hold once the entirety of the debt is paid, per the Interlocal Cooperation Contract between the City of El Paso and the Texas Department of Public Safety. Thus, the aggregate debt accumulated is as follows: lowest speeding ticket - \$159 (speeding ticket) + \$50 (warrant fee) + \$47.70 (collections fee on speeding ticket) + \$10 (hold fee) = \$266.70; highest: \$558.50 (speeding ticket) + \$50 (warrant fee) + \$167.55 (collections fee on speeding ticket) + \$10 (hold fee) = \$786.05. For more information on City of El Paso speeding violations, see <https://www.elpasotexas.gov/municipal-courts/payment-methods-and-violation-fees/>.

⁶ Tex. Transp. Code. § 706.005

⁷ Data obtained from the El Paso Municipal Court and Texas Department of Public Safety, on file with author. The number reflected here indicates the number of active holds on licenses as of June 2023. As the number of holds can vary greatly between time periods it’s possible that this number is no longer the number on record at the time of publication. For example, the last time El Paso data was examined by Texas Appleseed the number of holds were near 47,000, and that was in April of 2022. The number provided to Texas Appleseed in June of 2023, reflects a near 50% increase in the number of holds applied by El Paso Municipal court in over a year’s period.

⁸ Data obtained from the Department of Public Safety, 2021 and 2022, on file with the author. At the end of 2021 El Paso JP Courts had a total of 2,451 holds on record, in 2022, that number dropped to 622. Because the placement of holds can vary greatly throughout the year, it’s not uncommon to see a change in the number of holds from one year to the next, though this drop is indeed quite noticeable. The average between these two years is 1,537, thus the “over 1,500 holds” statistic. Additionally, El Paso County is home to 18 cities, a review of only four of those cities – Anthony (17 holds), Clint (47), Horizon City (1,437) and Socorro (3,048) – shows that thousands of holds are being placed in the surrounding areas of El Paso.

⁹ Data obtained from the El Paso Municipal Court, on file with author.

¹⁰ Free to Drive: National Campaign to End Debt-Based License Restrictions (2022). Fines & Fees Justice Center. Retrieved from <https://finesandfeesjusticecenter.org/campaigns/national-drivers-license-suspension-campaign-free-to-drive/>

¹¹ U.S. Census Bureau, American Community Survey (ACS), 2022 1-Year Estimates, Table DP03. Retrieved from <https://data.census.gov/table/ACSDP1Y2022.DP03?q=dp03&q=160XX00US4824000Year+Estimates+Data+Profiles&tid=ACSDP1Y2021.DP03>.

¹² John Pawasarat & Frank Stetzer, *The EARN (Early Assessment and Retention Network) Model for Effectively Targeting WIA and TANF Resources to Participants*, U. OF WIS. EMP. & TRAINING INST., 2007, available at <https://www4.uwm.edu/eti/2007/EARNModel.pdf>. See also Jon A. Carnegie & Alan M. Voorhees, Transportation Center at Rutgers, State Univ. of New Jersey, *Driver’s License Suspensions, Impacts & Fairness* (2007), available at <https://www.nj.gov/transportation/business/research/reports/FHWA-NJ-2007-020-V1.pdf> (Large study of drivers with suspended licenses in New Jersey found that 42% lost their jobs when their license was suspended, and the impact was even greater on drivers with household incomes below \$30,000: 64% of these drivers lost their jobs and 51% could not find another job).

¹³ Texas Appleseed & Texas Fair Defense Project, *Driven by Debt Dallas*. (2019). Retrieved from <https://www.texasappleseed.org/sites/default/files/Driven%20By%20Debt%20Dallas.pdf>; see also Texas Appleseed & Texas Fair Defense Project, *Driven by Debt Houston*. (2020). Retrieved from <https://www.texasappleseed.org/sites/default/files/DrivenByDebt-Houston-July2020.pdf>; see also Texas Appleseed & Texas Fair Defense Project, *San Antonio Should Exit the OmniBase Program*. (2022). Retrieved from <https://www.texasappleseed.org/sites/default/files/San%20Antonio%20Should%20Exit%20the%20OmniBase%20Program.pdf>.

¹⁴ US Census Bureau, Quick Facts, El Paso City, Texas, Median Household Income (in 2021 dollars), 2017-2021. Retrieved from <https://www.census.gov/quickfacts/fact/table/elpasocitytexas/INC110221>.

¹⁵ Data obtained from the Texas Department of Public Safety, on file with author.

¹⁶ Texas Appleseed & Texas Fair Defense Project, Driven by Debt Houston. (2020). Retrieved from <https://www.texasappleseed.org/sites/default/files/DrivenByDebt-Houston-July2020.pdf>.

¹⁷ Holds from the El Paso Municipal Court are the only holds represented in this data. The holds impact people not just in El Paso, but throughout El Paso County. Therefore, the map illustrates all holds placed by the El Paso Municipal Court throughout El Paso County. Holds placed by the El Paso Municipal Court on residents not living in El Paso County (representing less than 3% of all holds) are not represented on his map.

¹⁸ Both the Department of Public Safety and OmniBase maintain different systems to track driver's license holds. Unfortunately, there is a consistent lack of communication between these entities, resulting in uneven information on aggregate numbers of license holds *and* individuals' hold statuses. For instance, an individual may have squared away ALL their fines and fees (including the \$10 hold fee). However, that change may only be reflected on the court's end and never relayed to OmniBase for their data system. This lack of communication causes a duplication of services on DPS' end, as the work required to verify hold lifts becomes a task placed on DPS operators, rather than the vendor who is contracted to operate the program.

¹⁹ Data obtained from the El Paso Municipal Court, on file with author. As discussed in footnote 3, the total number of holds is up by 22,000 to almost 70,000. However, according to data from the Department of Public Safety, there are only 5,976 new FTA cases and 1,889 new guilty or guilty by judge cases. Other categories by disposition increasing are dismissed (7,240), not guilty (2,512), and time served (3,725). These three categories only accounted for 2,600 open holds in 2022 and 16,128 in 2023. There was only 1 Not Guilty case in 2022 and now there are 2,513. There were only 62 Time Served cases in 2022 and now there are 3,787. A cross-check took place on DPS' list of closed cases to make sure closed cases were not being included in the open data, and they are not. The rapid increase in various dispositions may mean that people have had their cases dismissed but did not have their holds resolved.

²⁰ One North Carolina study found that poverty was predictive of not just failure to pay but also failure to appear in traffic cases, suggesting those who do not appear fail to do so for reasons related to poverty, like inability to take time off work and no transportation to court. William E. Crozier & Brandon L. Garrett, Driven to Failure: An Empirical Analysis of Driver's License Suspensions in North Carolina, 69 Duke L. J. 1585 (Apr. 2020).

²¹ Texas Transportation Code § 521.457 (f)

²² Texas Office of Court Administration, Annual Statistical Report FY 2020, County-Level Courts Misdemeanor Case Activity Detail, *available at* https://www.txcourts.gov/media/1450292/misdemeanor_activity_detail-2020.pdf.

²³ Texas Transportation Code § 601.191, § 601.195, § 601.231, & § 502.045.

²⁴ 2021 Capias and Class C warrant data collected from the Office of Court Administration, datasets on file with the author. (The capias warrant difference was statistically significant while the class C warrant difference was not.)

²⁵ Texas Appleseed & Texas Fair Defense Project, Driven by Debt: The Failure of the OmniBase Program. (2021). Retrieved from <https://www.texasappleseed.org/sites/default/files/OmniBaseRevenueReport-Aug11-Final.pdf>.

²⁶ *Ibid.* The graphs on page 4 of the Driven by Debt report show that revenue per criminal case increased slightly after eliminating the contract with OmniBase. Retrieved from <https://www.texasappleseed.org/sites/default/files/OmniBaseRevenueReport-Aug11-Final.pdf>.

²⁷ 2018-2021 Municipal court and JP court data collected from the Office of Court Administration, datasets on file with the author.

²⁸ *Ibid.*

²⁹ One Washington state amnesty program for drivers with suspended licenses saved 4,500 hours of patrol officers' time (see <https://www.acslaw.org/wp-content/uploads/2019/03/License-Suspension-Issue-Brief-Final.pdf>). A Florida study estimated that adjudicating cases involving debt-based license suspensions cost Florida state courts more than \$40 million annually, resulting in a "costly debtor's prison" (see <https://finesandfeesjusticecenter.org/content/uploads/2019/11/florida-fines-fees-drivers-license-suspension-driving-on-empty.pdf>).

³⁰ Statistics were obtained from a memo to the Texas House Committee on Homeland Security and Public Safety from Alcorta Law Firm PLLC, which represents OmniBase Services of Texas. Note on file with the author.

³¹ *Ibid.* According to OST, their completion rate sits at 33% over a one-to-two-year period. The failure to appear rate (67%) was calculated by subtracting the completion rate (33%) from the total cases (100%).

³² Bornstein, B. H., Tomkins, A. J., Neeley, E. M., Herian, M. N., & Hamm, J. A. (2013). Reducing courts' failure-to-appear rate by written reminders. *Psychology, Public Policy, and Law*, 19(1), 70.

³³ *Ibid.*

³⁴ Cooke, B., Dip, B. Z., Fishbane, A., Hayes, J., Ouss, A., & Shah, A. (2018) Using behavioral science to improve criminal justice outcomes. *University of Chicago Crime Lab Report*.

³⁵ *Ibid.*

³⁶ *Ibid.*

³⁷ HB 4293 was passed during Texas' 87th Regular Legislative Session—enrolled bill text retrieved from <https://capitol.texas.gov/tlodocs/87R/billtext/pdf/HB04293F.pdf#navpanes=0>.

³⁸ HB 1 was passed during Texas' 88th Regular Legislative Session. Allocation #13 on page 570 (or IV-28) of this bill displays the funding allocation for the Office of Court Administration. Enrolled bill text retrieved from <https://capitol.texas.gov/tlodocs/88R/billtext/pdf/HB00001F.pdf#navpanes=0>; see also testimony from Megan LaVoie, Director of the Office of Court Administration in a February 23, 2023 Texas House Appropriations Subcommittee

(Articles I, II, IV) hearing, showcasing support for court text message reminder systems and providing cost-estimates on the program's construction and maintenance. Retrieved from https://tlchouse.granicus.com/MediaPlayer.php?view_id=78&clip_id=23854 (LaVoie's remarks on the state's court text message reminder program can be found at timestamp 1:13:30-1:14:40).

³⁹ Free to Drive: National Campaign to End Debt-Based License Restrictions (2022). Fines & Fees Justice Center. Retrieved from <https://finesandfeesjusticecenter.org/campaigns/national-drivers-license-suspension-campaign-free-to-drive/>

⁴⁰ A sample citation for the City of El Paso PD on file with the author was received via PIR on 11/27/2023.

⁴¹ Here is an example of a redesigned summons form that Harris County has created in partnership with Ideas42: https://www.ideas42.org/project/increasing-harris-county-court-appearances-by-adapting-tested-solutions/?utm_source=Safety+%26+Justice+%7C+ideas42&utm_campaign=208a2462aa-EMAIL_CAMPAIGN_2023_11_02_02_00&utm_medium=email&utm_term=0_-208a2462aa-%5B%5D%5D&mc_cid=208a2462aa&mc_eid=9adee68691.

⁴² The conservative Texas Public Policy Foundation discusses its opposition to the OmniBase Program on its website at <https://www.texaspolicy.com/court-fees-and-fines-unjustly-burden-debtors/>. See also ALEC Resolution In Support of Limiting Driver's License Suspensions to Violations Involving Dangerous Driving, available at <https://www.alec.org/model-policy/resolution-in-support-of-limiting-drivers-license-suspensions-to-violations-that-involve-dangerous-driving/>. For a list of diverse organizations supportive of ending driver's license suspensions and driving-related consequences for court debt, visit the Free to Drive Coalition's website at <https://www.freetodrive.org/about/#page-content> (last visited Sept. 7, 2023).

⁴³ For more information, see our report, *Driven By Debt: Failure of the OmniBase Program* (2021), available at <https://www.texasappleseed.org/sites/default/files/OmniBaseRevenueReport-Aug11-Final.pdf>