

**From:** [Sunset Advisory Commission](#)  
**To:** [Trisha Linebarger](#)  
**Subject:** FW: Public Input Form for Agencies Under Review (Public/After Publication)  
**Date:** Friday, May 25, 2018 3:15:08 PM

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-----Original Message-----

From: sundrupal@capitol.local [<mailto:sundrupal@capitol.local>]  
Sent: Friday, May 25, 2018 2:40 PM  
To: Sunset Advisory Commission <Sunset@sunset.texas.gov>  
Subject: Public Input Form for Agencies Under Review (Public/After Publication)

Agency: DEPARTMENT PUBLIC SAFETY DPS

First Name: Preston

Last Name: Juvenal

Title: Operations Manager. Rider Coach

Organization you are affiliated with: Motorcycle Training Center

Email:

City: Dallas

State: Texas

Your Comments About the Staff Report, Including Recommendations Supported or  
Opposed:

Opposed to moving the MSU under TDLR

Opposed to further budget cuts

The state of Texas took a significant step forward in mandating all motorcyclists be required to complete a one or two day safety course to legally operate all two and three wheeled vehicles on public roads.

The audit is a snapshot in time and fails to get the big picture or the context and history of Motorcycle Safety Program in the state of Texas.

I've been an instructor in this program for nearly 10 years and the Operations Manager for the largest sponsor in the state for the past 6 years.

MSU operates the program with the highest professional standards, regularly evaluating Sponsors, Coaches, Equipment, Administration and Marketing of the Course. The ongoing financial support is only method that will control costs for the Sponsors and the riding public. The fact that funds are held back from those dedicated to this program is deplorable and inconsistent with the purpose of fees paid by motorcyclists, for motorcyclists. Continuing to collect these fees and not use them appropriately should be considered fraud.

Note that as of 2017, the Instructor pool had shrunk by 20% and the number of sponsors has dropped over the past 3 years from 96 to 76. Unless funding is reinstated, this trend will continue to the detriment of the Program and the public.

Most of the motorcycles we use for training purposes are 10-15 years old and require a high level of maintenance and service to remain operationally safe.

In many cases we spend more on service and maintenance on a machine in one year than its worth on the open market. 2017 was the first year we received any new machines in over 8 years.

With the tuition capped at \$235, the two day course is affordable to most students. However, this makes operating margins for Sponsors very thin.

Consider most of that fee goes to pay instructors who work, rain, shine, hot or cold with one focus, safety training.

Consider the number of students in any one course cannot exceed 12 with two instructors and 6 with one instructor,

many classes are taught with less the maximum allowed to meet the public need. Each year it becomes ever more challenging to meet increasing expenses of operations for any program sponsor.

Learning to ride a motorcycle is not something everyone can do, but students deserve a professional program taught by safety professionals with professional oversight. The staff of MSU are technically proficient with knowledge and experience that would command much higher salaries in the corporate world. The fact that they work for half of what others would, demonstrates a strong commitment to public safety. This program should be expanded to include advanced training for motorcyclist on their own bikes and on the road as is done in more progressive states that understand the value of well trained motorcyclists and that impact on public safety.

Any Alternative or New Recommendations on This Agency: Moving the MSU under TX DOT, allowing them to utilize the funding that motorcyclist have agreed to pay, would be a good move for all concerned parties.

My Comment Will Be Made Public: I agree