

**From:** [Sunset Advisory Commission](#)  
**To:** [Trisha Linebarger](#)  
**Subject:** FW: Public Input Form for Agencies Under Review (Public/After Publication)  
**Date:** Friday, April 27, 2018 10:15:02 AM

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

From: sundrupal@capitol.local [<mailto:sundrupal@capitol.local>]  
Sent: Friday, April 27, 2018 10:01 AM  
To: Sunset Advisory Commission  
Subject: Public Input Form for Agencies Under Review (Public/After Publication)

Agency: DEPARTMENT PUBLIC SAFETY DPS

First Name: Jude

Last Name: Schexnyder

Title:

Organization you are affiliated with:

Email:

City: Georgetown

State: Texas

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

The recommendation to move the Motorcycle Safety Unit from the Department of Public Safety to the Department of Licensing and Regulation will have a dramatic affect on motorcycle safety and licensing if not handled correctly. Texas is a mandatory training state, meaning obtaining a Texas Class M license can only be accomplished through successful completion of a MSF Basic Rider Course or a Total Control Intermediate Riding Clinic. How will the transition from the DPS to TDLR affect this process? The purpose for making Texas a mandatory training state was to incorporate actual safety training into the licensing process. Motorcycles are not easy to operate and specialized training is required to maximize the collision avoidance performance required all too often in this world of distracted drivers.

Currently, 50% of the riders killed in this state still do not have a Class M license and likely never received any training. We need to reduce this number to give riders a fighting chance at survival.

Exacerbating this problem is the Sunset recommendation to retract training support in the form of training motorcycles. As a former motorcycle safety instructor and training sponsor, I know the profit margin in this business is very lean. Without loan motorcycles from the DPS MSU I would have been unable to stay in business. Certainly, there is a method to provide material support to private industry using the dedicated motorcycle safety fund, GR 0501.

Any Alternative or New Recommendations on This Agency: Consider moving the DPS MSU to the TxDOT Highway Safety office. Motorcycle training could be handled contractually by an outside entity such as Total Control, Inc. or the Motorcycle Safety Foundation. Additional consideration should be given to augment training availability at lower cost through the use of GR 0501, perhaps through a grant process.

My Comment Will Be Made Public: I agree