

From: [Sunset Advisory Commission](#)
To: [Trisha Linebarger](#)
Subject: FW: Public Input Form for Agencies Under Review (Public/After Publication)
Date: Tuesday, May 29, 2018 9:19:08 AM

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

From: sundrupal@capitol.local [<mailto:sundrupal@capitol.local>]
Sent: Friday, May 25, 2018 8:32 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

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State: Texas

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

As a Sponsor in the motorcycle safety program, our company, Electric Avenue, respectfully finds the rationales in Issue 6 ruling on the DPS in the Commissions report to be poorly researched, and inadequate to support the key recommendations that result. Therefore, we oppose all the key recommendations in Issue 6.

Namely, the supposition that the DPS wastes money and resources in supporting sponsors and rider coach training is based on the narrow observation of expenditures during only the year of 2017, which was a watershed year for the program in which many needed and overdue improvements to the program were implemented. These improvements included, but were not limited to curriculum refinements, eCourse implementation, and providing some equipment modernization to replace worn-out training motorcycles in the field that were 13 to 25, or more years old. Hence, the expenditures were interpreted by the Commission as exorbitant, when in reality, they were not only appropriate, but in fact judiciously parsimonious and extremely efficient in helping implement the changes and improvements that needed to take place, which other states' programs had already been implementing several or more years earlier.

This parsimony and extreme efficiency was possible only through the impressive dedication, and assiduous application of the unique and commendable skills and experience possessed by all of the professionals at the DPS Motorcycle Safety Unit.

Also, the fact that there is a dedicated Motorcycle Education Fund as provisioned by the Texas Transportation Code section 662.011 (accumulating at \$5 per motorcycle / scooter licensee, currently amounting to a total available purse of approximately 16.8 million dollars), and mentioned in the Background section of this Report, serves to undermine the assertion in the Report that the DPS is "subsidizing" motorcycle training operators and [personally] providing motorcycle safety training. If directed as intended by the Transportation Code, this dedicated Fund could more than adequately fund existing and future motorcycle training operators without the actual need for the judicious parsimony that has been so valiantly

applied by our DPS Motorcycle Safety Unit professionals to implement needed educational refinements in light of the lack of funding provided through their DPS general funds. (Although, even in an environment where they might be provided a surfeit of funding, we believe the DPS MSU as currently staffed, would still be judiciously responsible, efficient, and conscientious in their use of public funds.)

Any Alternative or New Recommendations on This Agency: We therefore respectfully recommend that the Commission or any Agency so concerned seek, by all means necessary, to indefinitely allow the DPS Motorcycle Safety Unit to not only remain intact and in its current function, but also to allow and mandate its use of the dedicated Motorcycle Education Fund to carry out the mission of educating motorcyclists and scooterists in Texas.

My Comment Will Be Made Public: I agree