

## Comment from David Walker

This is such a bad idea that I do not even know where to begin.

First it is an over simplified idea that just sounds "so right". There is the cost associated with redesigning the interior of the bus. In a passenger vehicle the wiring runs under the carpet and easily connects under the seat. The space under a car seat is not accessible to objects and people in a car. In a bus there is no place to run the harness that is hidden or out of the way. The seating on a bus is open underneath and on all sides, providing easy access for student, book bags, feet and all types of objects.

Seats in a passenger vehicle are permanently in place and not intended for constant removal so the integrity of the wiring is maintained. The seats on a bus are constantly removed and replaced for repairs to the vinyl, foam or backing and cleaning.

Getting the harness all through the bus is a problem as the existing wiring runs along the roof line and would require a drop to each seat. Do you run a separate panel that is located lower? Does it create a compromise in crash protection? There is still the issue of connections for each seat. Do you run separate pigtailed for each seat and how do you do that?

The environment inside a bus is a harsh and dirty. Damage to the components from students, cleaning, repairs and wear and tear would be a constant issue. How do you replace broken clips or damaged wiring? Would that require the entire harness to be replaced because the wiring to a specific seat has been damaged?

How expensive would the upkeep and constant maintenance be to deal with the components? To add to that cost is the increased maintenance cost which will also take a mechanic's time away from "real" mechanic work to keep the vehicle operational.

Do you "down" a bus because a seat belt sensor is not working properly? Who has the extra \$100,000 buses sitting around? If you drive it does the driver have to be distracted by a buzzer that takes away his focus while driving? So, does the shop just disconnect it which defeats the stated intended purpose? I see lots of shops and drivers ignoring the repairs to keep the equipment working as it will be viewed as a waste by a lot of people.

So there is increased cost up front for engineering the inside of the bus and the seats. There is increased cost of the wiring and the electronics and computer of the bus. There will be increased maintenance and parts costs for repairs. Valuable man hours will be reallocated from other mechanical needs to deal with constant malfunctions. Reliability would be a constant agitation.

What will be next, sensors in the seat to tell the driver that students are not sitting at the correct angle? This is just more and more "great ideas" that just keep adding to the burden and cost of everyone except for the people constantly making more rules and regulations. This is an expensive and complicated solution looking for a problem that is not a problem.

As a Transportation Director I could easily add more concerns regarding this proposal, bottom line, it is still a poorly thought out idea.