

**HAYS CONSOLIDATED INDEPENDENT SCHOOL DISTRICT
BOARD OF TRUSTEES**

Date: February 23, 2026

Agenda Item: L.2

Board Goal: Safety and Security

Subject: Update on Senate Bill 546 related to Three-Point Seat Belt Requirements on School Buses

Administrator Responsible/Position: Max Cleaver, Chief Operations Officer
Cassandra Behr, Director of Transportation

A. Purpose of Agenda Item:

Action needed Information only Receive input

B. Authority for This Action:

Local Policy: Law or Rule: Senate Bill 546 N/A

C. Goal or Need Addressed: Provide safe transportation services

D. Summary:

- Previous board action relating to this item:** The Hays CISD Board has both approved the purchase new school buses with 3-point seat belts and has approved the retrofitting of school buses with 3-point seatbelts.
- Future action anticipated:** Hays CISD must be in compliance with SB 546 by September 1, 2029. Future action may include purchasing new buses with 3-point seat belts or retrofitting older buses with 3-point
- Background information:** This presentation outlines Hays CISD's plan to become complaint with Senate Bill 546, regarding the requirement for 3-point seatbelts on all school buses used to transport students, that was passed during the 89th Legislative session in 2025. During this presentation, staff will share what has changed since Senate Bill 693 passed in 2017 and where the district currently stands with compliance. Since Senate Bill 693 was enacted, Hays CISD has only purchased school buses equipped with 3-point seat belts (lap/shoulder belt). After the fatal bus accident in March 2024, Hays CISD and the community took a proactive stance about 3-point seatbelts and accelerated new school bus orders and retrofitted 13 existing school buses. This approach safeguarded that all buses used for routes and support activities have seatbelts. Senate Bill 546 now states that 2-point seatbelts are no longer allowed and buses must have 3-point seatbelts. SB 546 requires us to present our current fleet seatbelt information and how much it would cost to retrofit those that are eligible. The school board must then make the decision on whether funding is available, and if so, whether to retrofit or buy new buses. Compliance is required by September 1, 2029.

E. Comments Received:

Cabinet DLT FBOC Teacher Org. Reps. Other:

F. Administrative Recommendation: No recommendation at this time as this is presented as information only.

G. Fiscal Impact and Cost: N/A

H. Monitoring and Reporting Time Line:

Person responsible for evaluating this decision or action: Max Cleaver, Cassandra Behr

I. Suggested Motion:

No suggested motion is required as this is presented as information only.