



# Texas Senate Bill 546 Compliance

- Texas Senate Bill 546 mandates that designated school buses must be equipped with FMVSS 210/222-compliant lap-shoulder seat belts.
- Compliance date: September 1, 2029
- To demonstrate compliance, districts must maintain proper documentation proving installation, safety verification, and operational readiness.
- Retrofitting is based on frame & flooring condition, remaining service life, current seat structure with certified seat belting systems, and cost benefit analysis relative to replacement.
- Retrofitting not recommended if it is 15 years or older, has 150,000 miles or more, or shows frame corrosion or soft flooring. Retrofitting should be conducted on buses expected to operate for an additional 5 years or more (may be a condition of the grant).
- Two of three major bus manufacturers have said retrofitting will void any warranties. Some installers have said they will require waiver of liability for install.





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## Argyle Independent School District School Bus Fleet

School buses with three-point seat belts	55
School buses with lap belts only	1
<u>School buses with no seat belts</u>	<u>16</u>
<b>Total School Buses:</b>	<b>72</b>

## Description

## Cost Estimate as of XX/XX/XX

International school buses requiring full seat replacement retrofit:	6 @	\$42,900 =	\$257,400
Thomas Built school buses requiring full seat replacement retrofit:	10 @	\$42,900 =	\$429,000
<u>Blue Bird school buses requiring full seat replacement retrofit:</u>	<u>1 @</u>	<u>\$42,900 =</u>	<u>\$ 42,900</u>
Argyle Independent School District school buses requiring retrofitting:	17	=	\$686,400



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## Argyle Independent School District School Bus Fleet

School buses over 150,000 miles 2029(2033)	7 (17)
School buses over 15 years old 2029 (2033)	10 (17)
<u>School buses with frame corrosion or soft flooring</u>	<u>0</u>

### Total School Buses:

## Description

## Cost Estimate as of 1/7/2026

International 77 passenger school bus:	1 @	\$165,000+ each	=	\$165,000+
Thomas Built 77 passenger school bus:	1 @	\$165,000+ each	=	\$165,000+
Other 77 passenger school bus:	1 @	\$165,000+ each	=	\$165,000+

**Longhorn CAT Bus Sales** – Mike Horn Regional Sales Representative

**Thomas Built School Buses** – Keith Medlin, Regional Sales Representative

**Texas Transportation Guardians** – EV solutions and diesel grant support – Dr. Jason Dunkelberger, TTG CEO



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- NLT April 1<sup>st</sup>, Texas Public School Districts must submit the SB 546 Seat Belt Study requirements into Sentinel platform.
- NLT May 1<sup>st</sup>, 2025 Texas Public School Districts must conduct a public meeting about the SB 546 Seat Belt Study requirements and the school district's determination to retrofit or replace school buses to meet compliance requirements.
- TBD, TEA will evaluate funding options, including grant funding for Texas Public School Districts to become compliant with SB 546. The seat belt study is the first step in the process. Accurate cost estimates lead to adequate grant amounts. TEA will collect and will present findings to Governor Abbott in January of 2027. Legislative Session will have to fund grant.
- Grant process and securing funding – Grant submissions and specific requirements may be available after seat belt study is conducted, TEA determines funding source, and provides grant process to public school districts.
- Project management, vender coordination, installation oversight of retrofitting and replacement are all required to ensure retrofitting meets safety guidelines. During retrofitting, school districts should anticipate market inflation due to required compliance, delays in manufacturer distribution, and a shortage of certified installers.
- Final compliance certification documentation – lifetime of each school bus. After retrofitting is complete, district officials should keep detailed documentation to meet compliance requirements and substantiate proper installation in case of litigation due to a bus accident.



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## Trip Buses

3	2015	Replacement	28-29
6	2014	Replacement	28-29
20	2013	Replacement	28-29
21	2012	Replacement	28-29
29	2012	Replacement	28-29
102	2005	Replacement	26-27
104	2009	Replacement	26-27
111	2009	Replacement	26-27
25	2009	Replacement	26-27
27	2009	Replacement	26-27
35	2012	Replacement	27-28

## Trip Buses

<u>Year</u>	<u>Recommendation</u>	
8	2016	Retrofit if grant funds available
9	2016	Retrofit if grant funds available
12	2017	Retrofit if grant funds available
14	2017	Retrofit if grant funds available
15	2018	Retrofit if grant funds available
16	2018	Retrofit if grant funds available