



*North Carolina
School Bus
Road-E-O*

*Guidelines
For
Driving Skills
Competition*

*May 13, 2010
State Fairgrounds
Raleigh NC*

State of NC Road-E-O Competition

Competition for the Driving Skills will be structured to allow for three Levels of Competition:

LOCAL LEVEL

DISTRICT LEVEL

<u><i>District</i></u>	<u><i>Date</i></u>	<u><i>Location</i></u>
<i>District I</i>	<i>April 27</i>	<i>Buncombe County Bus Garage</i>
<i>District II</i>	<i>April 20</i>	<i>Randolph Community College's Emergency Training Center</i>
<i>District III</i>	<i>April 29</i>	<i>Nash Central High School</i>
<i>District IV</i>	<i>April 28</i>	<i>Cinema Theatre Parking Lot, Clinton</i>
<i>District V</i>	<i>April 29</i>	<i>Cabarrus County New School Bus Garage</i>

STATE LEVEL

<u><i>Date</i></u>	<u><i>Location</i></u>
<i>May 13</i>	<i>North Carolina State Fairgrounds</i>

**When all competitions are concluded NC will crown the
*NORTH CAROLINA SCHOOL BUS DRIVING CHAMPION.***

Sponsored By
NC DMV School Bus and Traffic Safety Section
NC Department of Public Instruction, Transportation Services
Wake County Public School System
North Carolina Pupil Transportation Association

The Driving Champion will be sponsored by NCDPI Transportation Services to participate in this year's National School Bus Driving Championship. For additional details and rules of competition contact any DES or Local Transportation Director.

Driving Skills Competition

The Driving Skills Competition shall be for the purpose of determining the *North Carolina School Bus Driving Champion*. This competition will require drivers to demonstrate exemplary skills in such areas as law/regulation knowledge, school bus pre-trip inspections, and basic driving skill maneuvers.

Awards

Awards will be presented to district to the top ten finishers of the State Competition at the Banquet at the NCPTA Conference which will be held at 6:30 pm at the NC State Fairgrounds. Winners will be determined based on the greatest point total at the end of the competition. The top two winners will represent North Carolina at the International Driving Competition in Greensboro on July 18, 2009.

Entrants

Entrants shall be those persons:

- Currently employed as regular school bus drivers in the LEA for which they are competing
- Possessing a valid Commercial Driver's License
- Possessing a valid North Carolina School Bus Driver's Certificate.
- Having not had a chargeable accident within the last twelve (12) consecutive months.
- Having no more than four (4) points charged against their license at the time of the competition.

Vehicles for Competition

All entrants will compete using 2005 model Freightliners with 71 capacity Thomas Built bodies.

Competition Levels

Local Level - Local competition will be structured by the Transportation Directors and DMV Driver Education Specialist(s) in each LEA for the purpose of selecting the individual(s) who will represent their LEA in the District competition.

District Level – Local LEAs may enter drivers in the District competition based upon total number of buses operated using the following guidelines: 1-99 buses (1); 100-199 buses (2); 200-299 buses (3); 300-399 buses (4); 400-499 buses (5); 500-599 buses (6); 600-699 buses (7); 700-799 buses (8); 800-899 buses (9); 900-999 buses (10); and 1000 or more buses (11). If no local competition is held, the transportation director or supervisor for the LEA will be responsible for designating the entrants.

District Competition will be structured according to the five (5) established DMV SBTS Districts with the DMV SBTS Supervisors being responsible for coordinating and supervising the competition in their respective Districts. The DMV SBTS Supervisors shall be responsible for securing adequate facilities to accommodate the competition, which should be as centrally located as feasible. Dates and times are established at the discretion of the DMV SBTS Supervisor but must be completed no later than one week prior to the state competition. The District Competitions shall serve to select the drivers (top ten) that will represent the respective Districts at the State

Level Competition. In the event that a driver selected from a District Competition can not or does not wish to participate in the State Competition the driver who places next shall serve as an alternate.

State Level- State Competition will be held in Raleigh and will allow for the top ten finishers from each of the five (5) DMV SBTS Districts to participate. The only way an entrant can participate in the state road-e-o is through a district road-e-o. It shall be the responsibility of the State ROAD-E-O committee to secure adequate facilities to accommodate the competition. Dates and times will be established at the discretion of the State ROAD-E-O committee. This competition will take place in the month of June.

Entry Forms

Entry forms will be required for all persons competing at the District and State Levels. To be valid all entry forms must be filled in completely, signed by the local transportation supervisor and accompanied by registration fee (\$55.00 per driver). These signatures shall serve as verification that all information contained therein is accurate, that the entrant meets the qualifications for competition, and that the entrant will serve as a representative for the identified LEA.

Following the conclusion of the District Competition, the DMV SBTS Supervisor shall forward the list of qualified finishers to the State ROAD-E-O committee. The DMV SBTS Supervisors' signature shall serve as approval for these individuals to compete at the State Level representing the respective Districts.

Competition

The District Competition may include two (2) phases of competition:

1. Written Examinations -Optional
2. Basic Driving Skills Maneuvers

The State Competitions may include a minimum of two (2) phases of competition:

1. Written Examination
2. Basic Skills Driving Maneuvers

The individual phases of competition are described in greater detail below and should be reviewed by all competitors. The better the contestants understand the scoring and judging requirements, the more successful they are likely to be in the competition.

Written Examinations

Purpose

Regular school bus drivers must be knowledgeable in all areas of school bus operations and with many laws, rules and regulations. This portion of the competition will test the drivers' knowledge as well as their ability to comprehend and respond to written instructions.

Instructions

Each competitor shall be required to complete a written examination consisting of twenty-five (25) questions. These questions will cover various laws, regulations and guidelines for school bus operations, school bus driver licensing and driver's pre-trip inspection. (Reference material: North Carolina School Bus Driver Handbook) Examination booklets will be handed out along with an answer sheet. Competitors will mark only on the answer sheets. The judge(s) will indicate when

the examination shall begin and will maintain a stopwatch up to the maximum allotted time. When time is called, all activities must stop and no additional items may be marked on the answer sheet. If at any time during the examinations one competitor attempts to converse with or assist another, the individuals shall be disqualified from this phase of the competition.

Time

The maximum allowable time for completion of the examinations will be thirty (30) minutes. The judge(s) will notify the competitors at the fifteen (15) minute and twenty-five (25) minute marks.

Scores

Individual tests will be scored with four (4) demerits for each incorrect answer or for each unanswered question.

Maximum Score

One hundred (100) points

Basic Driving Skills Maneuvers

Purpose

School bus drivers must be capable of proficiently maneuvering a school bus under various conditions and in tight quarters. This portion of the competition will test the competitor's ability to perform basic driving skill maneuvers with a school bus.

Instructions

Each driver shall be required to complete a minimum of six (6) basic driving skills maneuvers at the District Competitions and eight (8) basic maneuvers at the State Competition. These basic skill maneuvers shall include:

Offset Alley	Railroad Crossing	Straight Line
Diminishing Clearance	Back Up	Right Turn
Parallel Parking		Stop Line

For specific information on these maneuvers, see the attached description sheets. At the beginning of this competition, the driver and inside judge(s) will board the bus and will remain on board until the conclusion of the event. If at any time during the competition it becomes clearly evident to the judge(s) that the driver is receiving signals or assistance in any manner the competitor shall be disqualified from this phase of the competition.

Time

Times will be recorded for back up and parallel parking maneuvers. Judge located in the bus will keep this time.

Score

Each maneuver will be scored separately with the cumulative points totaled after all maneuvers are completed. The demerits taken for various infractions during each maneuver can be found on the following description sheets.

Maximum Score

Three hundred (300) points

Driving Skills Competition

Basic Driving Skills Maneuvers

Each of the following sections includes the title of the maneuver, the purpose of the maneuver, a description of the course, special instructions, and the scoring and judging procedures. The better the contestants understand this information, the more successful they are likely to be in competition. The sequence of maneuvers described in this publication will not necessarily be the sequence of events during actual Competitions.

Preparation to Drive

The driver should adjust the seat, have the mirrors adjusted, and become familiar with the equipment before starting the course. The seat belt shall be worn at all times during the contest. The judge(s) for the competition will be available to assist competitors in making any necessary adjustments to vehicle components.

Course Set-Up

Diagrams presented in this document are intended to be typical of course set-up for competition. The competition official(s) reserve the right to alter the course from the diagrams as deemed appropriate. Changes to the course will not occur after the competition begins with the exception of alterations made to accommodate various size/type vehicles. The course will be measured and marked to accommodate all vehicles that are offered for driving in this competition and specific adjustments will be made according to the vehicle that is on the course at any particular time.

Basic Driving Skills Maneuvers

1. Offset Alley Maneuver

Purpose

To evaluate a competitor's ability to maneuver through two (2) offset lanes with a minimum of hesitation and without touching the barriers or flag tips.

Instructions

Two (2) sets of parallel barriers, ten (10) feet long are set up with flag tips positioned twelve (12) inches away from the barriers and two (2) feet wider than the bus. The right-hand barrier of the first set is placed in a direct line with the left-hand barrier of the second set (the offset barriers). The distance between the two sets of barriers (from the end of the first set to the beginning of the second set) is the overall length of the bus plus three (3) feet. The direction of the offset (left or right) will be determined on the day of competition.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

- | | |
|--------------------|---|
| <i>35 demerits</i> | Touching the barriers (not flag tips), Backing during the event, Failure to complete the event, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event |
| <i>5 demerits</i> | Each instance of stopping the forward motion of the bus (<i>maximum of 15 demerits</i>) |
| <i>4 demerits</i> | Each instance of touching any of the flag tips (<i>maximum of 28 demerits</i>) |

Maximum Score

Thirty-five (35) points

January 2010

2. ***Railroad Crossing Maneuver***

Purpose

To evaluate the competitor's degree of care and knowledge of laws, rules and regulations required to operate a school bus safely across railroad grade crossings.

Instructions

A simulated railroad grade crossing is laid out depicting a roadway crossing one (1) parallel set of tracks with a railroad grade crossing sign in the proper position at the right side of the roadway. Drivers are judged from the time they begin approaching the crossing until they reach the other side of the crossing. Drivers will be checked on use of signals and mirrors, stopping the bus, opening the door and window, checking the tracks, driving across the Railroad tracks, etcetera. Procedures that are outlined in the publication North Carolina School Bus Driver Handbook will be used for the basis of the scoring.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

- 30 demerits Backing during the event, Failure to complete the event, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event (except when required to be opened)
- 15 demerits Stops closer than fifteen (15) feet from tracks, Failure to check both up and down tracks
- 5 demerits Stops further than fifty (50) feet from tracks, Failure to keep bus in same gear while crossing tracks, Failure to open door, Failure to open window and shut off all noisy equipment, improper use of school bus flashers or other signals
- 2 demerits Failure to check left outside mirror, Failure to check right outside mirror, Failure to check inside rearview mirror, Failure to close door after crossing track, Failure to cancel signals

Maximum Score

Thirty (30) points

3. ***Straight Line Maneuver***

Purpose

To determine the competitor's ability to maneuver the right wheels of a school bus over a straight path of a given width.

Instructions

The right side tire/wheels of the bus must travel the path between the markers without moving the markers with any tire. The bus must be operated in a continuous forward motion. The distance between the markers is the width of the dual rear tire/wheels plus three (3) inches.

Scoring

The following demerits will be deducted from the *Maximum Score*, for infractions during this event:

- 35 demerits Backing during the event, Failure to complete the event, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event
- 7 demerits Driving either side of a pair of markers (*maximum of 35 demerits*)
- 4 demerits Each instance where wheel knocks marker off retainer (*maximum of 28 demerits*)
- 3 demerits Each instance of stopping forward motion of bus (*maximum of 15 demerits*)
- 3 demerits Each instance of jerky or uneven movement of bus (*maximum of 15 demerits*)

Maximum Score

Thirty-five (35) points

4. *Diminishing Clearance Maneuver*

Purpose

To determine the competitor's ability to drive the bus in a straight line with diminishing clearances, while driving in a smooth and continuous manner.

Instructions

Five (5) pairs of parallel standards are set up with each pair of standards parallel to the next. These standards will establish a driving alley and will diminish equally on both sides. Each of the standards will have a flag tip positioned twelve (12) inches away from the standard. The distance between each pair of standards is ten (10) feet with the width between the flag tips varying as follows:

1st pair of flag tips	Width of bus plus 10 inches
2nd pair of flag tips	Width of bus plus 8 inches
3rd pair of flag tips	Width of bus plus 6 inches
4th pair of flag tips	Width of bus plus 4 inches
5th pair of flag tips	Width of bus plus 2 inches

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

40 demerits	Striking standard with bus, Backing during the event, Failure to complete the event, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event
6 demerits	Each instance of bus touching flag tips (<i>maximum of 30 demerits</i>)
3 demerits	Each instance of stopping forward motion of bus (<i>maximum of 15 demerits</i>)
3 demerits	Each instance of jerky or uneven movement (<i>maximum of 15 demerits</i>)

Maximum Score

Forty (40) points

5. *Back Up Maneuver*

Purpose

To evaluate the competitor's ability to back the bus into a stall that is the width of the bus plus two (2) feet. This must be accomplished without touching the upright standards and without crossing over the stall limit marker lines. Depth perception is tested by penalizing the driver for backing too close to the rear barrier, and not having the bus centered in the stall.

Instructions

Each stall is identified using parallel and horizontal standards. The distance between the standards will equal the width of the bus plus two (2) feet. Each front corner of the stall will be marked by, upright standards that will not interfere with the backing of the bus. In order to limit the drivers maneuvering room, a front wheel limitation line will be positioned on the ground perpendicular to the stall parallel standards. The distance from the front stall standards to the wheel limitation line will be the length of the bus plus 5-6 feet.

The approach to the back up stall will be made from the right lane only, the wheels shall not cross or touch the wheel limitation line, the bus should be centered in the stall side to side, and the rear bumper should be positioned within one (1) foot of the rear barrier without touching.

A three (3) minute time limit starts when the front bumper passes the first upright standard. Within this three (3) minute time limit; the contestant shall park the bus inside the stall, place the transmission in neutral, set the park brakes, and sound the horn to signify completion of the backing portion of this event. Upon the sounding of the horn, measurements will be taken to determine the centering of the bus and the relationship of the rear bumper to the rear barrier. Centering of the bus in the stall will be determined by the relationship of the centerline on the rear bumper to the centerline of the stall. This measurement will be used to compute demerits. After measurements are completed the judge(s) will signal the driver when to resume movement of the vehicle. The bus will exit the stall between the upright standards.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

- 40 demerits* Tire touches/crosses the wheel limitation line, Bus touches the front upright standards, Bus touches stall side standards, Bus touches rear barrier, Failure to park the bus and sound the horn within the three minute limit, Failure to pull out between the front upright standards without striking standards, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event
- 20 demerits* Each instance of bus touching front flag tips (*maximum of 40 demerits*)
- 4 demerits* Each instance of forward motion after the first back up (*maximum of 20 demerits*)
- 3 demerits* Bus parked forward of one (1) foot free zone and each six (6) inches or fraction thereof (*maximum of 30 demerits*)
- 2 demerits* Each one (1) inch or fraction thereof where bumper centerline is more than one (1) inch from stall center line. (*maximum of 12 demerits*)

Maximum Score

Forty (40) points

6. Right Turn Maneuver

Purpose

To determine the competitor's ability to properly prepare for and execute a right-hand turn without touching the curb or excessively encroaching on the adjacent traffic lanes.

Instructions

A lane will be provided in which the driver will make the approach to the corner. The lane is marked on the right with a curb line at least fifty (50) feet in length. The driver will approach the corner giving the correct directional signal as required by law. The contestant shall continue to steer the bus in a straight line until ready to execute the right-turn. The point at which the turn begins is determined by the driver's ability to judge a predetermined relationship with the corner. The bus may not be stopped during this event. The turn must be executed without touching the curb line. The arc of the turn (minimum of 17 feet) will be determined on the day of the competition.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

- 40 demerits* Any tire touches the curb line at any time, Backing during the event, Failure to complete the event, Failure to properly wear a seat belt, Failure to remain fully seated during the event, Failure to keep door closed during event, Rear tire passing outside of measuring plate
- 15 demerits* Failure to activate the right directional signal prior to turn
- 6 demerits* Each instance of stopping during event (*maximum of 30 demerits*)
- 3 demerits* Failure to cancel right directional signal

The right rear outside tire should pass through the scoring template at the beginning and completion of the arc of the turn. Measurement will be taken from the curbside of each template and the following demerits shall be charged depending on the travel path of the outside edge of the tire tread on the right rear outside tire.

When entering and recovering from the turn:

40 demerits	Rear tire outside of plate
30 demerits	Black
24 demerits	Red
18 demerits	Blue
12 demerits	Green
6 demerits	Yellow

Maximum Score

Forty (40) points

7. Parallel Parking Maneuver

Purpose

To test the competitor's ability to parallel park a bus close to a curb within a limited distance and then pull back into traffic.

Instructions

The course simulates a limited curb length between parked cars. Drivers will be required to use turn signals and pull as close to the curb as possible with both front and rear tires, without hitting the curb. *The contestant shall place the transmission in neutral, set the park brakes, and sound the horn to signify completion of the parking portion of this event.* Upon the sounding of the horn measurements will be taken to determine the positioning of the bus to the curb. (Measure from the outside edge of the rear tire at the ground to the curb and from the area of the body just behind the entrance door to the curb.)

These measurements will be used in computing the number of demerits to be assessed. The judge(s) will signal the driver when to resume movement and pull away from the curb.

Drivers must use the turn signals and outside mirrors when exiting and entering the traffic lane.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

50 demerits	Failure to perform correct mirror check, Tire touches curb line, Striking front or rear barrier, Failure to complete event, Failure to keep door closed during event, Failure to properly wear seat belt, Failure to remain fully seated during event
25 demerits	Front tire touches curb line, Each instance of reposition of the bus
9 demerits	Failure to activate right directional signal while approaching curb, Failure to activate left directional signal while pulling away from the curb
5 demerits	Front measurement more than twelve (12) inches from curb
3 demerits	Rear measurement each 1 inch increment or fraction thereof over 6 inches from curb (<i>maximum of 30 demerits</i>)

Maximum Score

Fifty (50) points

8. Stop Line Maneuver

Purpose

January 2010

To determine the competitor's depth perception, ability to use mirrors and ability to bring the bus to a smooth and complete stop.

Instructions

A stop line at least four (4) feet in length is established at the end of a traffic lane. The competitor will be required to bring the bus to a complete stop as close to the stop line as possible. Only one (1) stop will be allowed. The contestant shall place the transmission in neutral, set the park brakes, and sound the horn to signify completion of the stopping portion of this event. Upon the sounding of the horn measurements will be taken to determine the positioning of the front bumper to the stop line. These measurements will be used in computing the number of demerits to be assessed. The judge(s) will signal the driver when to resume movement.

Measurements will be taken from the leading edge of the bumper to the closest edge of the stop line. These measurements will be taken at that portion of the bumper that is the closest to the stop line. The bus must stop within two (2) inches of the stop line to avoid demerits.

Scoring

The following demerits will be deducted from the *Maximum Score* for infractions during this event:

<i>30 demerits</i>	Stopping with bumper over or beyond stop line, Stopping with bumper more than eighteen (18) inches from stop line, Backing during the event, Failure to complete event, Failure to remain fully seated during event, Failure to properly wear seat belt, Failure to keep door closed during event.
<i>24 demerits</i>	Stops with bumper 16 to 18 inches from stop line
<i>21 demerits</i>	Stops with bumper 14 to 16 inches from stop line
<i>18 demerits</i>	Stops with bumper 12 to 14 inches from stop line
<i>15 demerits</i>	Stops with bumper 10 to 12 inches from stop line
<i>12 demerits</i>	Stops with bumper 8 to 10 inches from stop line
<i>9 demerits</i>	Stops with bumper 6 to 8 inches from stop line
<i>6 demerits</i>	Stops with bumper 4 to 6 inches from stop line
<i>3 demerits</i>	Stops with bumper 2 to 4 inches from stop line
<i>0 demerits</i>	Stops with bumper 0 to 2 inches from stop line

Maximum Score

Thirty (30) points

Driving Skills Competition
SUMMARY OF POSSIBLE POINTS

EVENT	POINTS
1. Written Examinations	
25 Questions	100
2. Basic Driving Skills Maneuvers	
Offset Alley Maneuver	35
Railroad Crossing Maneuver	30
Straight Line Maneuver	35
Diminishing Clearance Maneuver	40
Back Up Maneuver	40
Right Turn Maneuver	40
Parallel Parking Maneuver	50
Stop Line Maneuver	30
<i>TOTAL POSSIBLE POINTS</i>	<i>400</i>

Rules of Competition Driving

1. Contestants are to report to the registration area of the competition site at the times designated by the Competition official(s). It is the responsibility of the entrant to acquire sufficient knowledge of the sites and times to insure arrival prior to the competition. Competition will begin with sign-in and pre-competition meetings. Individuals who are not present for the sign-in and/or pre-competition meeting shall be disqualified.
2. Random drawing shall be the method used for determining Contestant Numbers. Contestants will be expected to compete in the order specified by the judge(s). Contestants who are not available to compete at the scheduled times will be disqualified, unless they are delayed by another phase of competition. The decision of the judge(s) on tardiness shall be final.
3. No smoking, eating or drinking will be allowed during any phase of the actual competition.
4. Throughout the competition it shall be understood that elementary students are on the bus from the time the bus leaves the starting line. The driver must operate the bus with this in mind and conduct him/herself accordingly.
5. Competition officials will provide buses for operation at the competition sites.
6. Each contestant will be given adequate time (maximum of 5 minutes) to familiarize him/herself with the instrumentation and controls of the bus prior to the operation of the vehicle during the competition. Contestants are to inform the starting judge when they are ready to begin the driving part of the contest.
7. The driver will remain fully seated at all times during the competition, will properly wear the seat belt at all times during the competition, and will keep the door closed except such times as specific procedures require that the door be opened. Adjustment of the driver's seat will be allowed; modifications to the driver's seat will not.
8. Buses used for competition shall have only those mirrors that are part of the Original Equipment Manufacturer's Requirements for compliance with Federal Motor Vehicle Safety Standard # 111 or North Carolina school bus specifications for like year models. Mirror adjustment shall occur only for the purpose of providing indirect visibility of those areas identified under these standards.
9. Contestants may contact a Competition official at the Official Scorer's table if they feel that interference or a problem on the course adversely affected their performance. Their concerns must be specifically stated immediately following the conclusion of the affected phase of competition. If the allegations are confirmed and deemed to have detrimentally affected the competitor's score, a determination will be made as to whether a re-run for that event will be allowed. If a re-run is granted, a Competition official shall escort the competitor directly to the event involved and new score sheets shall be completed. The decision of the Director of Competition shall be final.
10. Once scores have been finalized and winners announced no grievance or changes in scores will occur.
11. Disqualification of a contestant shall result from rules infractions or instances of misconduct, such as:
 - Inappropriate or unprofessional behavior as determined by the judge(s).
 - Speeding and/or unsafe driving.
 - Consumption of a controlled substance (drugs, alcohol, etc.) immediately prior to or during the competition.
 - Competing while under the influence of a controlled substance (drugs, alcohol, etc.).
 - Accepting signals, information, or assistance from anyone during the actual competition.
 - Placing special markings of any kind on a bus or object that could be used as a driving aid.
 - Failure to maintain proper driving position (firmly in the driver's seat, hands on steering wheel, head inside window, etc.).
12. Winners will be announced following the conclusion of all phases of competition.
13. Competitors may obtain copies of their Summary Score Sheet upon request. Copies of written tests or individual score sheets will not be available.

The NC Department of Public Instruction, NC DMV, and Wake County Public School System, its officers and/or agents shall not be responsible for any claims of loss or injury alleged to have occurred as a result of these competitions.

Prior State Rodeo Winners

Regular	Name	County
1996	Lennie Peterson	Lenoir
1997	Billy McKemey	Wake
1998	Ruth Carroway	Granville
1999	Pam Tingen	Wake
2000	Vernon Worthy	Charlotte-Mecklenburg
2001	Chris Baron	Asheville City
2002	Merle Cook	Buncombe
2003	Noah Wolfe	Cherokee
2004	Chris Baron	Asheville
2005	Noah Wolfe	Cherokee
2006	Billy McKemey	Wake
2007	Sharon Miller	Davie
2008	Angelo Caputo	Onslow
2009	Billy McKemey	Wake
<u>Special Needs</u>		
1999	Lisa Huffman Joan Whitehurst	Onslow
2000	Lisa Huffman Joan Whitehurst	Onslow
2001	Lisa Huffman Joan Whitehurst	Onslow
2002	Carol Parker Pat McDonald	Shelby City
2003	Carol Parker Pat McDonald	Shelby City
2004	Carol Parker Pat McDonald	Shelby City
2005	Carol Parker Pat McDonald	Cleveland/Shelby City
2006	Carol Parker Pat McDonald	Cleveland/Shelby City
2007	Matthew Monk Tonya McNeil	Wake
2008	Denise Prince Joan Thompson	Durham
2009	NA/did not hold this year	

**2010 North Carolina Regular School Bus Driving Competition (ROADeo)
DISTRICT ROADEO REGISTRATION FORM**

LEA/SCHOOL DISTRICT: _____ **# Buses Operated (2008-09):** _____

Entrants shall be those persons:

- Currently employed as regular school bus drivers in the LEA for which they are competing
- Possessing a valid Commercial Driver’s License
- Possessing a valid North Carolina School Bus Driver’s Certificate.
- Having not had a chargeable accident within the last twelve (12) consecutive months.
- Having no more than four (4) points charged against their license at the time of the competition.

Below List the Names of ROADeo Participants. If not yet known, simply indicate the number of participants (based on your LEA’s eligibility) and return form with payment.

PARTICIPANT NAME: _____

PARTICIPANT NAME: _____

PARTICIPANT NAME: _____

PARTICIPANT NAME: _____

TOTAL NUMBER OF PARTICIPANTS: _____

TOTAL REGISTRATION FEE @ \$55.00 PER PARTICIPANT: _____

I certify that all participants meet the requirements listed above

TRANSPORTATION DIRECTOR SIGNATURE: _____

**MAKE CHECKS OR MONEY ORDERS PAYABLE TO:
NORTH CAROLINA PUPIL TRANSPORTATION ASSOCIATION**

RETURN FORM AND PAYMENT NO LATER THAN APRIL 23, 2010:

NCDPI – Transportation Services
Attention: Jean Strickland
6319 Mail Service Center
Raleigh, NC 27699

<u>District</u>	<u>Location</u>	<u>Date</u>
District I	Buncombe County Bus Garage	April 27
District II	Randolph Community College’s Emergency Training Center	April 20
District III	Nash Central High Schools	April 29
District IV	Cinema Theatre Parking Lot, Clinton	April 28
District V	Cabarrus County New School Bus Garage	April 29

**2010 SCHOOL BUS ROADEO FINALS
OBSERVATION REGISTRATION FORM
May 13, 2010**

The North Carolina Regular School Bus Driver Competition is an educational event. Bus drivers participate in events that focus on the primary responsibilities of their jobs. There is a great deal to be learned from observing the ROADEo competition – both for supervisors and other drivers or safety assistants.

Participants in the ROADEo are already registered through their district ROADEo registration and are qualified to participate by finishing in the top ten of the district competition. ROADEo participants do not need to register again to attend the state competition.

IF YOU ARE ALREADY REGISTERED FOR THE NCPTA CONFERENCE, ROADEO OBSERVER FEES WERE INCLUDED. SEPARATE REGISTRATION NOT REQUIRED.

The following persons need to register as observers for the state ROADEo competition:

- Guest of a participant
- Supervisor (or other co-worker) of a participant
- Any other observers that wish to learn from observation of the state ROADEo competition

The registration fee of \$15.00 includes attending the ROADEo on Thursday and the evening awards banquet.

This fee is to be paid by May 10, 2010.

LEA/SCHOOL DISTRICT: _____

TRANSPORTATION DIRECTOR SIGNATURE: _____

CHECK ALL THAT APPLY:

Name	Attending the <u>Luncheon</u> Thursday, May 13th State Fairgrounds, Raleigh (check if attending)
TOTALS:	

TOTAL REGISTRATION FEE @ \$15.00 PER PERSON: \$ _____

MAKE CHECKS OR MONEY ORDERS PAYABLE TO: NC PUPIL TRANSPORTATION ASSOCIATION

AND MAIL TO:

**NCDPI-Transportation Services
Attention: Jean Strickland
6319 Mail Service Center
Raleigh, NC 27699**

**FAX #(919) 807-3578
Phone #(919) 807-3570**

PAYMENT MUST BE RECEIVED BY MAY 10, 2010