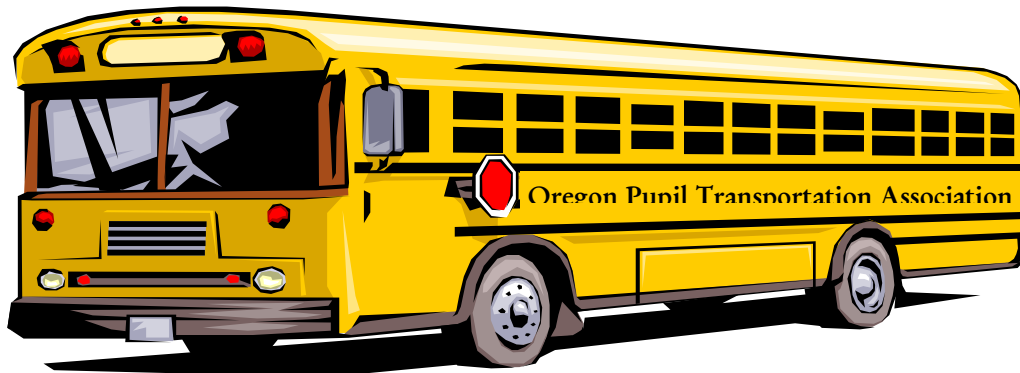


OPTA SCHOOL BUS SAFETY EXERCISES FOR OREGON



Regional AND State Safety Exercises 2010

<u>EVENT</u>	<u>DATE</u>	<u>LOCATION</u>
35th Annual Don Allison Safety Exercise	June 5, 2010	Morningstar Community Church 4775 27 th Ave SE Salem, OR 97302-9605
Northwest Regional Safety Exercise	May 22, 2010	Beaverton Transportation Center 1270 NW 167 th PI Beaverton, OR 97005
South Willamette Valley Regional Safety Exercise	May 1, 2010	Grants Pass S.D. Transportation 1053 SE Gladiola Dr Grants Pass, OR 97526-3924

SPONSORED BY
OREGON PUPIL TRANSPORTATION ASSOCIATION

TABLE OF CONTENTS

INTRODUCTION	4
DRIVING DIRECTIONS	4
REGULATIONS	
1. SPONSOR	5
2. WHO MAY COMPETE	5
3. CATEGORIES AND CLASSES OF COMPETITION	5-6
4. AWARDS	6
5. JUDGES AND JUDGING	6
6. DISPUTES AND GRIEVANCES	6-7
7. CONTESTANT REGULATIONS	7-8
8. CHECK-IN PROCEDURES	8
9. SCORES AND SCORING	8
10. COMPETITION EVENTS	9
Student Loading Event	10
Student Loading Event Layout	11
Diminishing Clearance Event	12
Diminishing clearance Event Layout	13
Offset Alley Event	14
Offset Alley Event Layout	15
Railroad Crossing Event	16
Railroad Crossing Event Layout	17
Curb Line Event	18
Curb Line Event Layout	19
Back-up Alley Event	20
Back-up Alley Event Layout	21
Wheel Track Event	22
Wheel Track Event Layout	23
Serpentine Event	24
Serpentine Event Layout	25
Stop Line Event	26
Stop Line Event Layout	27
Parallel parking Event	28
Parallel Parking Event Layout	29

TABLE OF CONTENTS (continued)

<i>Right turn Event</i>	30-31
Right Turn Event Layout	32
<i>Pre-Trip Test</i>	34
<i>Written Knowledge Test</i>	35
<i>Special Surprise Event</i>	35

INTRODUCTION

The Oregon School Bus Safety Exercises are effective instructional tools to improve driving skills. The Oregon Safety Exercises emphasize the following objectives:

1. To encourage learning and the implementation of good practices necessary to be an exemplary school bus driver.
2. To provide an opportunity to demonstrate the required skills in the demanding job of the school bus driver.
3. To develop public awareness of the skills and responsibilities involved in the job of a school bus driver.
4. To encourage communication between school bus drivers and to share information and experiences.

DRIVING DIRECTIONS

Event Location

Don Allison School Bus Safety Exercise
Morningstar Community Church
Salem, OR

To get a map & directions, follow this link:


<http://maps.yahoo.com/>

Northwest Regional Safety Exercise
Beaverton Transportation Center
1270 NW 167th Pl
Beaverton, OR 97006


<http://maps.yahoo.com/>

South Willamette Valley Regional Safety
Exercise
1053 SE Gladiola Dr
Grants Pass, OR 97526-3924


<http://maps.yahoo.com/>

REGULATIONS

1. SPONSOR

The Oregon Pupil Transportation Association conducts the School Bus Safety Exercise.

2. WHO MAY COMPETE

- a. Eligible contestants shall be limited to one of the following:
 - 1) Regular drivers whose primary function is to operate a school bus or pupil transporting vehicle on a daily scheduled basis.
 - 2) Substitute drivers whose primary function is to operate a school bus or pupil transporting vehicle on a daily scheduled basis.
- b. Ineligible persons are:
 - 1) Transportation managers, supervisors or administrators,
 - 2) Any person who is currently certified, or was certified within the last five (5) years as a Behind-the-Wheel and/or CORE/Advanced Oregon School Bus Driver Trainer,
 - 3) Any person who is currently a Behind-the-Wheel "Assistant Trainer," as outlined in OAR 581-053-0006, or worked in that capacity within the past two (2) years,
 - 4) Any person who competes in any other regional exercise in the current year. (This applies for eligibility only in the regional safety exercises.)
- c. Fleet entry limits:
 - 1) For the State Safety Exercise: Fleets may enter up to six (6) contestants.
 - 2) A fleet may enter a maximum of two (2) teams of three (3) persons each. Individual applications will also be accepted that have no team designation. Each team member must be listed on the entry application. It is recommended that each location provide one judge per team.
 - 3) For the Regional Safety Exercise: The chapter will establish the maximum number of contestants and teams and those numbers will be announced at the chapter meeting immediately before the exercise.
- d. Alternates must be pre-registered as an alternate in the proper category and the alternate box checked on the application.
- e. Drivers may only compete for the location that they regularly drive for.
- f. Contractors who operate school buses for more than one school district may enter contestants from each districts' fleet, provided that the fleet is operational as a separate entity for the individual districts, and the contestants are regularly assigned to that district's fleet.
- g. It is suggested, though not required, that contestants be selected by competing in local competitions prior to the state exercise.

3. CATEGORIES AND CLASSES OF COMPETITION

- a. Size of buses
 - 1) Transit bus (approximately 35-40 feet in length, 65 passengers or larger). Not less than 200" wheelbase, with a minimum GVWR of 26,001 lbs. and air brakes.

- 2) Conventional bus (approximately 35-40 feet in length, 65 passengers or larger), with a minimum GVWR of 26,001 lbs. and air brakes.
 - 3) Mini-bus with a maximum GVWR of 26,001 lbs. and without air brakes.
- b. Categories (Contestants may compete in only one category/style bus. There are five (5) categories of competition).
- 1) General conventional – Open to contestants with experience driving a conventional style bus.
 - 2) Novice Conventional – Open to contestants with one year or less experience, from date of original license or permit, driving a conventional style bus,
 - 3) General Transit – Open to contestants with experience driving a transit style bus,
 - 4) Novice Transit – Open to contestants with one year or less experience, from date of original license or permit, driving a transit style bus,
 - 5) Mini Bus – Open to contestants with experience driving a mini bus.
- c. Team Competition – a team may consist of a combination of all categories and classes as noted on the application. It is mandatory that contestants specify who their team members are. If a district, or contractor, does not have enough for a team, they may still compete for other individual trophies/awards.

4. AWARDS

- a. The Sweepstakes Winner will be the contestant with the overall high score regardless of category or class, and will receive a Sweepstakes Trophy.
- b. First through Fifth place in each category will receive a trophy/award.
- c. Team trophies will be presented to the top five (5) teams in addition to a Traveling Trophy for the First Place team.
- d. The supervisor of the Sweepstakes Winner will be awarded with a plaque.

5. JUDGES AND JUDGING

- a. The Exercise Committee or Designate Representative shall select Judges.
- b. Judges shall use approved score sheets, included in this document, to judge contestants in each event.
- c. The rules of this competition shall conform to Oregon Administrative Rules governing school buses. All events are designed to test the driver's knowledge of these regulations and skill in handling the bus.
- d. Tiebreaker – there will only be a drive-off for the First Place, and Sweepstakes winners, using events selected by the Grievance Committee on the day of the exercise. The highest score on the written test will determine the outcome of all other ties.

6. DISPUTES AND GRIEVANCES

- a. The only areas where a driver may file a grievance are:
 - 1) Mechanical functions of the vehicle, and
 - 2) Improper course setup.
- b. Grievance Procedure – Contestants will be allowed **five (5) minutes** after completing the course to file a grievance. Contestants must file a grievance in writing. The grievance shall be submitted, on the provided form, to the Start-Line

- Judge, who will submit it to the Grievance Committee. No grievance will be considered after the announcement of the winners.
- c. The Grievance Committee shall base their decision, as applicable, on the Exercise Regulations. All decisions of the Grievance Committee are final.
 - d. The Grievance Committee consists of the Exercise Chairperson, the President of the Oregon Pupil Transportation Association, the exercise Head Judge, and the State Director of Pupil Transportation, or their designated representatives.

7. CONTESTANT REGULATIONS

- a. Driver's application must be certified for eligibility by their supervisor.
- b. Drivers must present a valid Commercial Driver's License and a School Bus Driver's Certificate, or Permit, at registration on the day of the exercise. Failure to provide a valid School Bus Driver's Certificate, or Permit, upon request, **may** be grounds for disqualification.
- c. All entries must be mailed or faxed. All applications must reach the appropriate Registrar by the deadline dates.
- d. No on-site entries will be accepted without prior approval of Grievance Committee.
- e. Contestants failing to report personally to registration prior to 7:45 a.m. on the day of the exercise may not be allowed to compete.
- f. Any official of the Safety Exercise will automatically disqualify any driver who knowingly accepts signals from spectators. For this reason, all spectators and drivers will be required to stay a minimum of 50 feet from the perimeter of each event.
- g. Consumption of prohibited substances: No consumption, use or possession of alcoholic beverages or controlled substances shall be permitted on the premises where the exercise is being held. Contestants and spectators shall abstain from engaging in such practice immediately before, during, or after the exercise.
- h. The use of any tobacco products will be regulated according to the policy of the site where the Safety Exercise is being held. Contestants shall not smoke or use tobacco products in or around the buses.
- i. Any Safety Exercise rule infraction may result in disqualification of the driver and/or the district/fleet of which the individual is a member.
- j. In all events, the bus doors must be kept closed unless rules or regulations of the event require that they be opened. It shall be assumed that the driver has pupil passengers on-board from the start of the contest. Drivers must conduct themselves accordingly.
- k. Each contestant will be required to maintain proper driving position at all times, except when the rules and regulations require the contestant to leave the seat of the vehicle. Proper driving position is considered to be seated firmly in the seat with feet firmly on the floor or on the controls. Contestants will not be permitted to put their heads out of the bus window. Seat and shoulder belts must be properly worn during the competition. There will be complete disqualification in the event any infraction of the above occurs. DMV waivers must be presented at time of registration.
- l. Contest rules shall apply and conform as closely as possible to current Oregon Administrative Rules governing school buses. All cases of dispute not specifically covered by these rules shall be covered by the applicable Oregon Administrative Rule.
- m. Due to the fact that contestants will be in one group during the exercise, they are placed on their honor not to assist another contestant in any way.

- n. No electronic communication devices will be allowed to be operated and/or in the vehicle while the contestant is driving on the course. (This includes, but is not limited to AM, FM, Disc Player, I-Pods, CB's, 2-way radios, cell phones, Bluetooth type devices or headphones, etc.)
- o. A marker will be placed at each corner of the bus for reference point purposes at the Starting Line (no additional markers of any kind will be allowed): contestants will be permitted to exit the bus one (1) time for examination of reference points, and may walk around the bus one (1) time. Contestants will be given a reasonable time (maximum of six (6) minutes) in which to familiarize themselves with instrumentation, controls, mirror and seat adjustment of the bus prior to the operation of the vehicle to be driven in the contest.
- p. All exterior adjustments to the equipment, including the markers/cones, will be made by the Starting Line Crew.
- q. Unreasonable operation and/or speeding will result in disqualification of the contestant.
- r. Winners will be announced as soon as possible after completion of the events.
- s. If a contestant is not available at the time they are scheduled to drive, they may be disqualified if they do not report to the Starting Line within **five (5) minutes** of the announcement.

8. CHECK-IN PROCEDURES

- a. Check-in at the site will be from 7:00 a.m. to 7:45 a.m. Contestants failing to report personally to registration prior to 7:45 a.m. on the day of the exercise will not be allowed to compete. Once registration is completed, the following schedule will be in effect: (times are subject to change)

➤ Orientation for Contestants & Judges	7:45 – 8:00 a.m.
➤ Written, Pre-Trip, and Surprise Test	8:00 – 9:00 a.m.
➤ Judges' Meeting	8:00 – 9:00 a.m.
➤ Tour of the Course	Completion of Tests
➤ Estimated Start Time	9:30 a.m.

- b. Each contestant will be assigned a number and given a nametag bearing that number. This nametag will be worn by the contestant from the time of registration through 100% completion of all events.

9. SCORES AND SCORING

- a. Judges will record individual scores in each event on the official score sheet for that event. Individual event judges will use the competition and equipment number for that contestant.
- b. Score sheets shall be collected and tallied by scorekeepers and results entered on the official score sheet.
- c. No contestant or unauthorized person is allowed in the scoring area or the safety exercise area.
- d. Results will be announced at the end of competition. Copies of tally sheets will be available for downloading from the OPTA website (www.optaschoolbus.org) at the earliest date following the competition. Score sheets will not be distributed to contestants or their employers.

(Definition: Tally sheets are the sheets listing all contestants and their score for each event. Score sheets are the sheets the Judges use to score each contestant in each event.)

10. COMPETITION EVENTS

- a. Listed below are the events in which each contestant must compete. Following these rules are the description, purpose, instruction and scoring values for each event. Contestants should study each one of the events carefully to ensure full understanding of what will be required to complete the event satisfactorily. Contestants will be given the opportunity to inspect and have each event explained prior to competition. The sequence of events in this publication is not necessarily the sequence of events in the actual competition; nor will all the events necessarily be included.
- b. The Exercise Committee reserves the right to change events as needed due to space limitations and judges availability. Contestants are encouraged to be ready for any/all of the listed events.
- c. Course layout will determine where right or left events will be used.
- d. Events (not necessarily in order of competition):

	Event	POINTS
1)	Student Loading Event	50
2)	Diminishing Clearance Event	60
3)	Off-Set Alley Event (right or left)	60
4)	Railroad Crossing Event	45
5)	Curb Line Event (right or left)	35
6)	Back-Up Alley Event (right or left)	50
7)	Wheel Track Event (right or left)	50
8)	Serpentine Event	50
9)	Stop Line Event	25
10)	Parallel Parking Event	35
11)	Right Turn Event	50
12)	Written Knowledge Test	100
13)	Pre-Trip Test	75
14)	Surprise Test	25
	TOTAL POSSIBLE POINTS	710

Fleet Number: _____

Contestant Number: _____

Student Loading Event

PURPOSE OF TEST: Loading of students can be one of the most life threatening maneuvers a school bus driver performs. This test is designed to evaluate a driver's alertness to the loading of passengers and to determine their ability to remember and perform several other important functions to such loading. Such items include the proper use of mirrors and the student safety lights.

INSTRUCTIONS: Stop to load student(s) Sammy(s) or Sally(s), using the proper technique for loading students while the bus is stopping in the lane of traffic. The driver must stop at least 10 feet back from the student, but not more than 15 feet.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Failure to activate safety lights	x	50	= _____
No mirror check before stop	x	5	= _____
Jerky or sudden stop	x	8	= _____
Not in center of lane	x	8	= _____
Bus stopped closer than 10 feet or more than 15 feet from student	x	8	= _____
Door open before stop	x	8	= _____
Brakes not applied while stopped	x	8	= _____
Moving before closing door	x	8	= _____
No mirror check before start	x	5	= _____

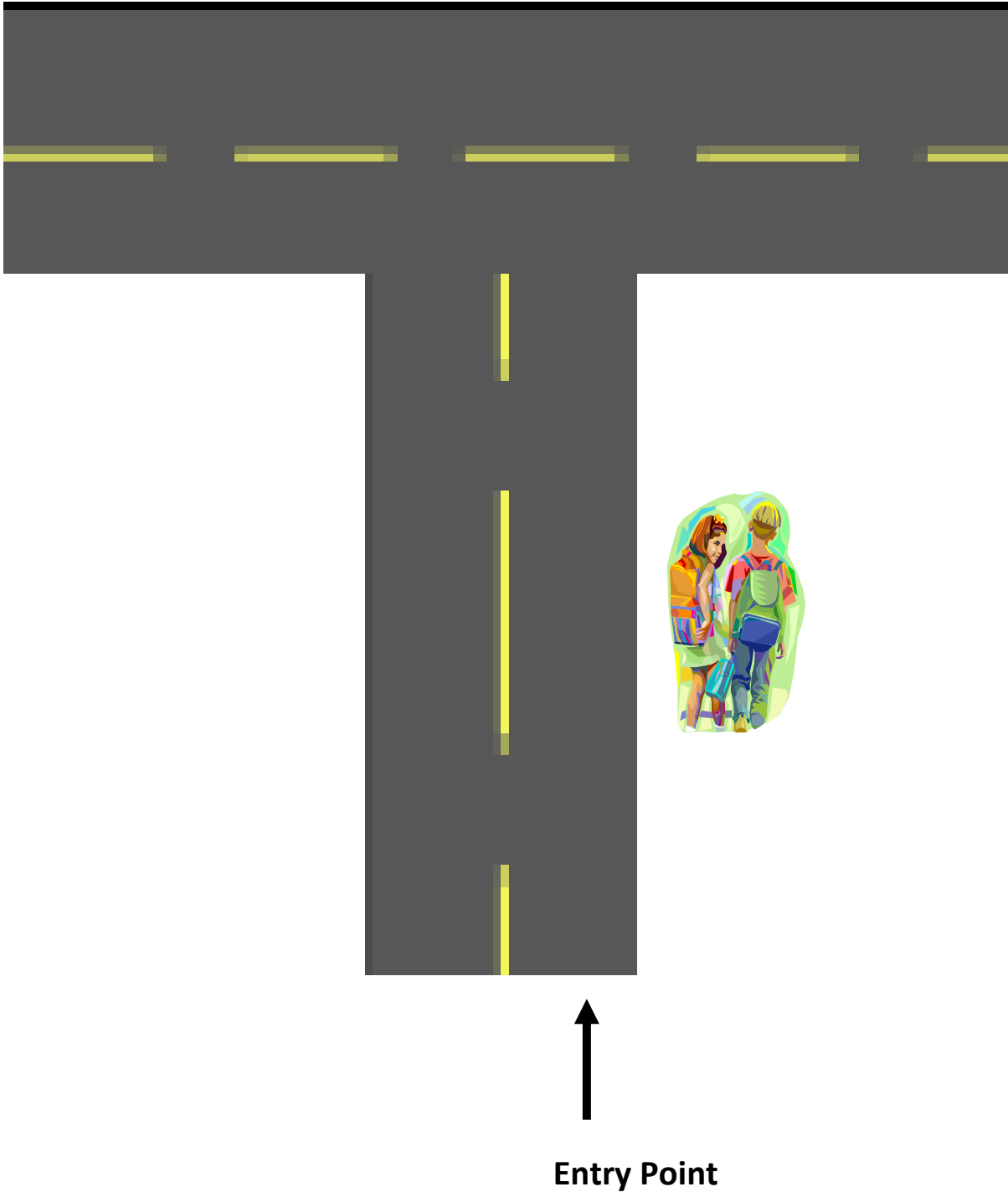
SCORE SHEET MAXIMUM SCORE = 50

TOTAL DEMERITS = _____

Event Judge **TOTAL SCORE** _____

Seat belt properly worn? YES _____ NO _____

Student Loading Event Layout



Fleet Number: _____

Contestant Number: _____

Diminishing Clearance Event

PURPOSE OF TEST: To develop the driver's skill in judging bus position within a lane while traveling forward in a smooth and continuous manner.

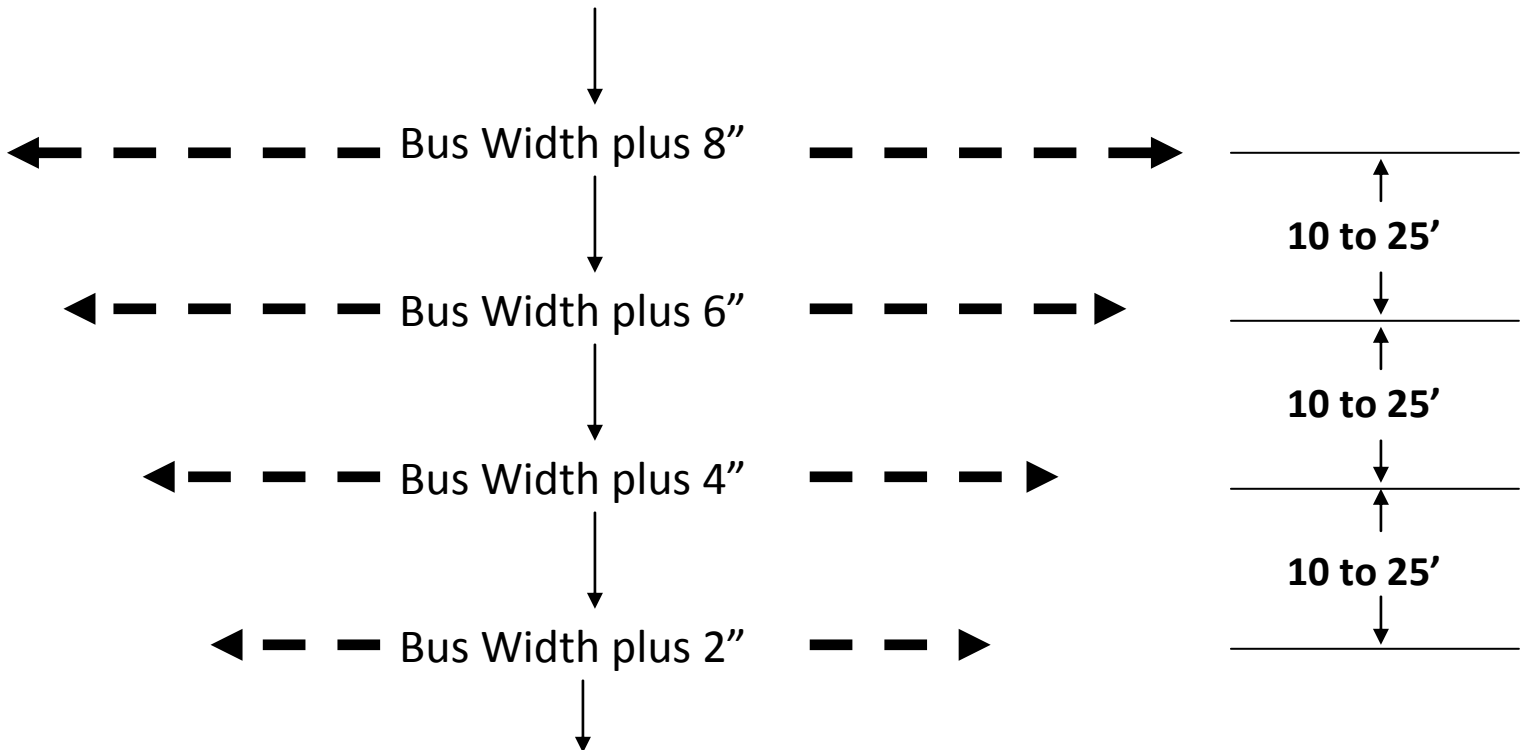
INSTRUCTIONS: For purposes of conducting this test, four pairs of standards will be set up, creating an alley. Each pair will be 10 to 25 feet apart along the alley and the distance between the standards will diminish from the overall width of the bus plus 8 inches for the first, down to the width of the bus plus 2 inches for the last. The driver will be expected to proceed through this lane in a smooth and continuous manner, without touching any of the standards.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Each instance of jerky movement	x	5	= _____
Each instance of stopping	x	5	= _____
Each instance of touching a standard	x	8	= _____
Driver opens door during event	x	5	= _____
Each barrier base hit or judge's intervention prevents damage	x	60	= _____
SCORE SHEET MAXIMUM SCORE			= 60
TOTAL DEMERITS			= _____
_____	Event Judge	TOTAL SCORE	_____
Seat belt properly worn? YES _____ NO _____			

Diminishing Clearance Event Layout



Entry Point



Fleet Number: _____

Contestant Number: _____

Offset Alley Event

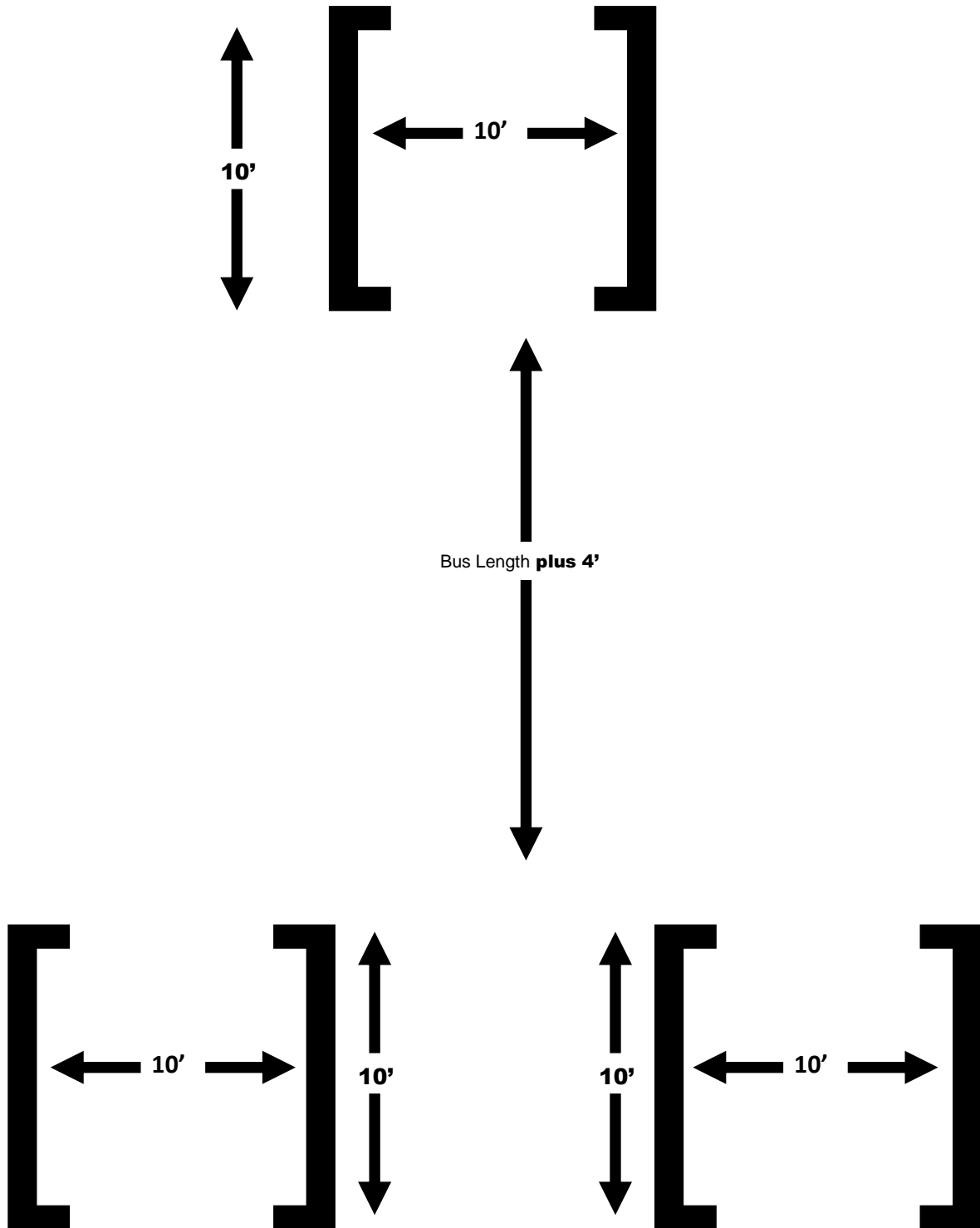
PURPOSE OF TEST: To demonstrate the driver's ability to maneuver in tight places, such as parking lots. This test will help to develop proficiency in judging front wheel positions, as well as judging bus side clearance and tail swing. The offset may be to the right or left.

INSTRUCTIONS: Driver will drive the bus between two (2) different sets of parallel barriers without stopping. The right-hand barrier of the first set will be in direct line with the left-hand barrier of the second set or vice versa. The alley created by each set of barriers is 10 feet wide and 10 feet long. The distance between the end of the first alley and the entrance of the second alley will be the length of the bus plus 4 feet.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Each stop	x	10	= _____
Each instance of opening door	x	5	= _____
Each instance of backing up	x	30	= _____
Each barrier arm tip hit	x	7	= _____
Each barrier base hit or judge's intervention prevents damage	x	60	= _____
SCORE SHEET MAXIMUM SCORE			= 60
TOTAL DEMERITS			= _____
_____ Event Judge		TOTAL SCORE _____	

Seat belt properly worn? YES _____ NO _____

Offset Alley Event Layout



Fleet Number: _____

Contestant Number: _____

Railroad Crossing Event

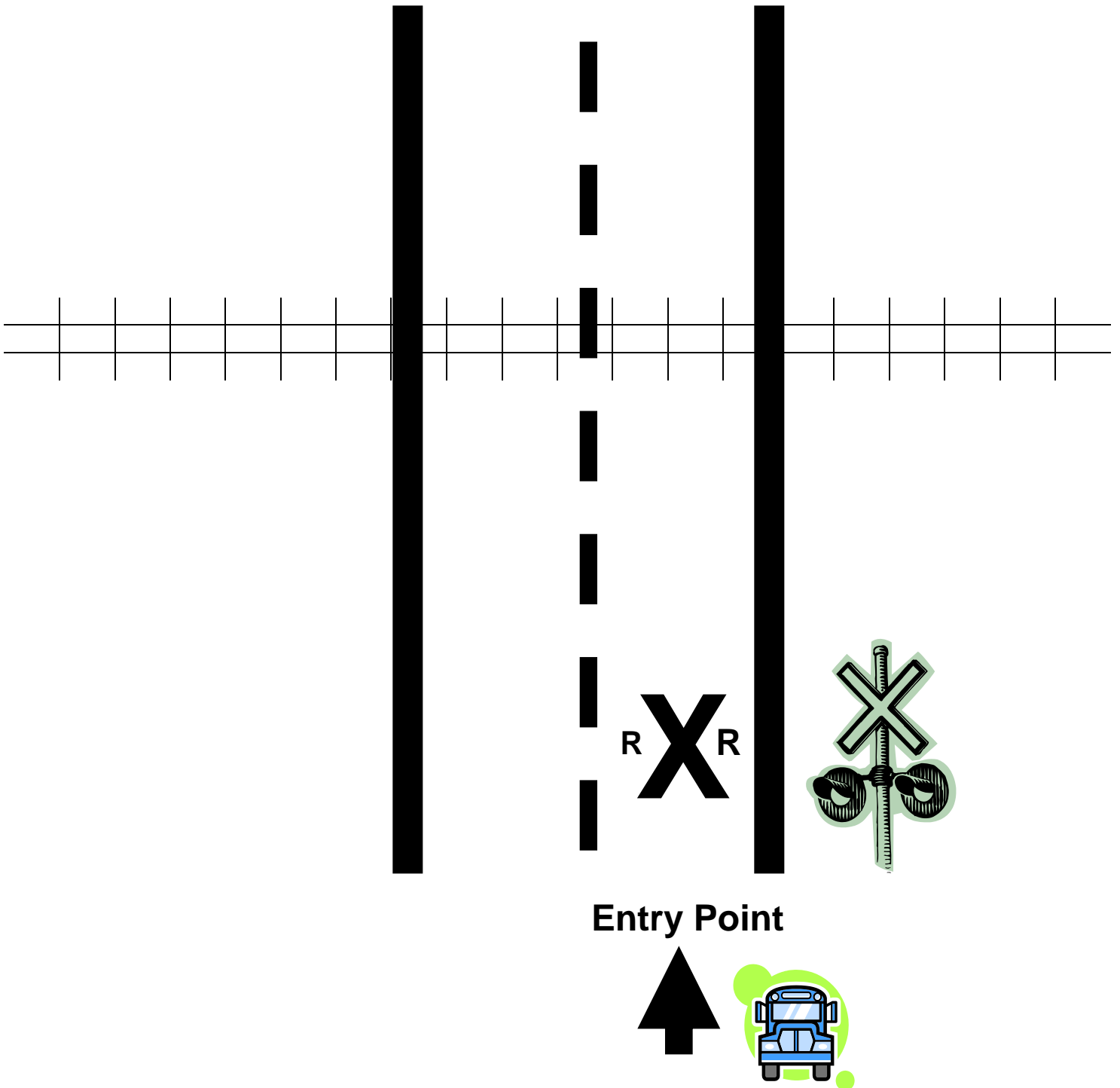
PURPOSE OF TEST: The railroad crossing represents one of the greatest hazards insofar as mass casualties are concerned. This test is to develop the driver's degree of care and knowledge of laws, rules, and regulations when required to operate a school bus across railroad tracks.

INSTRUCTIONS: The simulated grade crossing is a two-lane rural road where there is insufficient room to pull off the roadway. Drivers are judged from the time they approach the crossing until they reach the other side of the crossing. They will be checked on use of directional signals and mirrors, stopping the bus, opening the door and window, checking the tracks, driving across the railroad tracks, etc., Drivers will bring the bus to a complete stop for a second time after crossing the railroad track.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Failure to stop completely	x	45	= _____
Stop closer than 15 feet	x	15	= _____
Stop with any part of the bus over tracks	x	45	= _____
Stop further than 50 feet	x	10	= _____
Failure to open door	x	10	= _____
Failure to open window	x	10	= _____
Failure to look both ways	x	25	= _____
Bus moves before closing door	x	5	= _____
Failure to stop more than 15 feet from the tracks after crossing	x	15	= _____
Use of School Bus Safety Lights	x	25	= _____
SCORE SHEET MAXIMUM SCORE			= 45
TOTAL DEMERITS			= _____
_____ Event Judge	TOTAL SCORE		_____

Seat belt properly worn? YES _____ NO _____

Railroad Crossing Event Layout



Fleet Number: _____

Contestant Number: _____

Curb Line Event

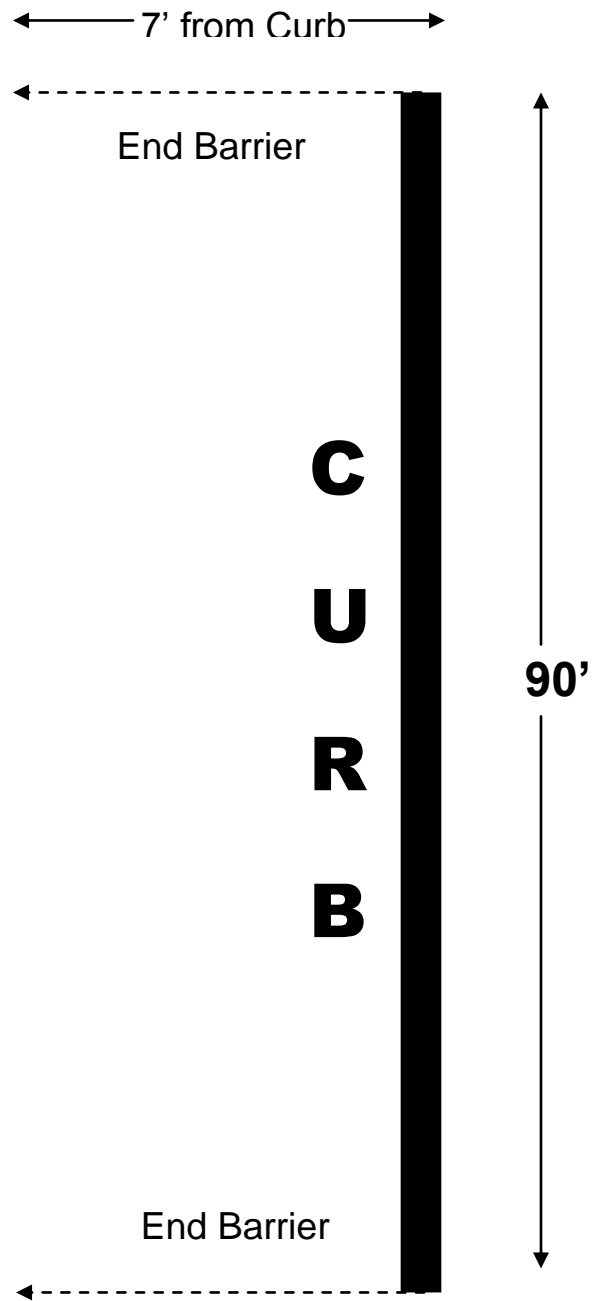
PURPOSE OF TEST: to develop the driver's skill in pulling close to the curb within a limited distance.

INSTRUCTIONS: The course will be set up to simulate a limited curb length between parked cars. The driver shall use his/her turn signals and pull as close to the curb as possible, without any portion of the bus or tire touching curb at any time. The driver should allow enough distance ahead of the bus to pull away from the curb without having to back up. The driver will sound the horn after stopping near the curb so measurements can be made. The driver shall use the left turn signal and left hand mirror before pulling back into traffic. During the exit of the event, tail-swing will not be counted as an infraction. (For Mini-buses, the length will be reduced from 90 feet).

Infraction	Number of Infractions	Demerit Value	Total Demerits
Failure to use right turn signal	x	5	= _____
Hitting curb with tires	x	25	= _____
Hitting end barriers	x	35	= _____
Five demerits for each 6" increment over 12" from curb line (measured just forward of rear dual wheel well)	x	5	= _____
Backing up	x	15	= _____
Failure to use left turn signal	x	5	= _____
Failure to sound horn	x	5	= _____
Failure to set brake	x	10	= _____
SCORE SHEET MAXIMUM SCORE			= 35
TOTAL DEMERITS			= _____
_____ Event Judge	TOTAL SCORE		_____

Seat belt properly worn? YES _____ NO _____

Curb Line Event



Fleet Number: _____

Contestant Number: _____

Back-up Alley Event

PURPOSE OF TEST: This test is designed to evaluate the driver's ability to back the bus into a stall. A stall the width of the bus plus two (2) feet is provided into which the driver must back their bus into 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, or parking the bus too far from the rear barrier, or not having the bus centered in the stall.

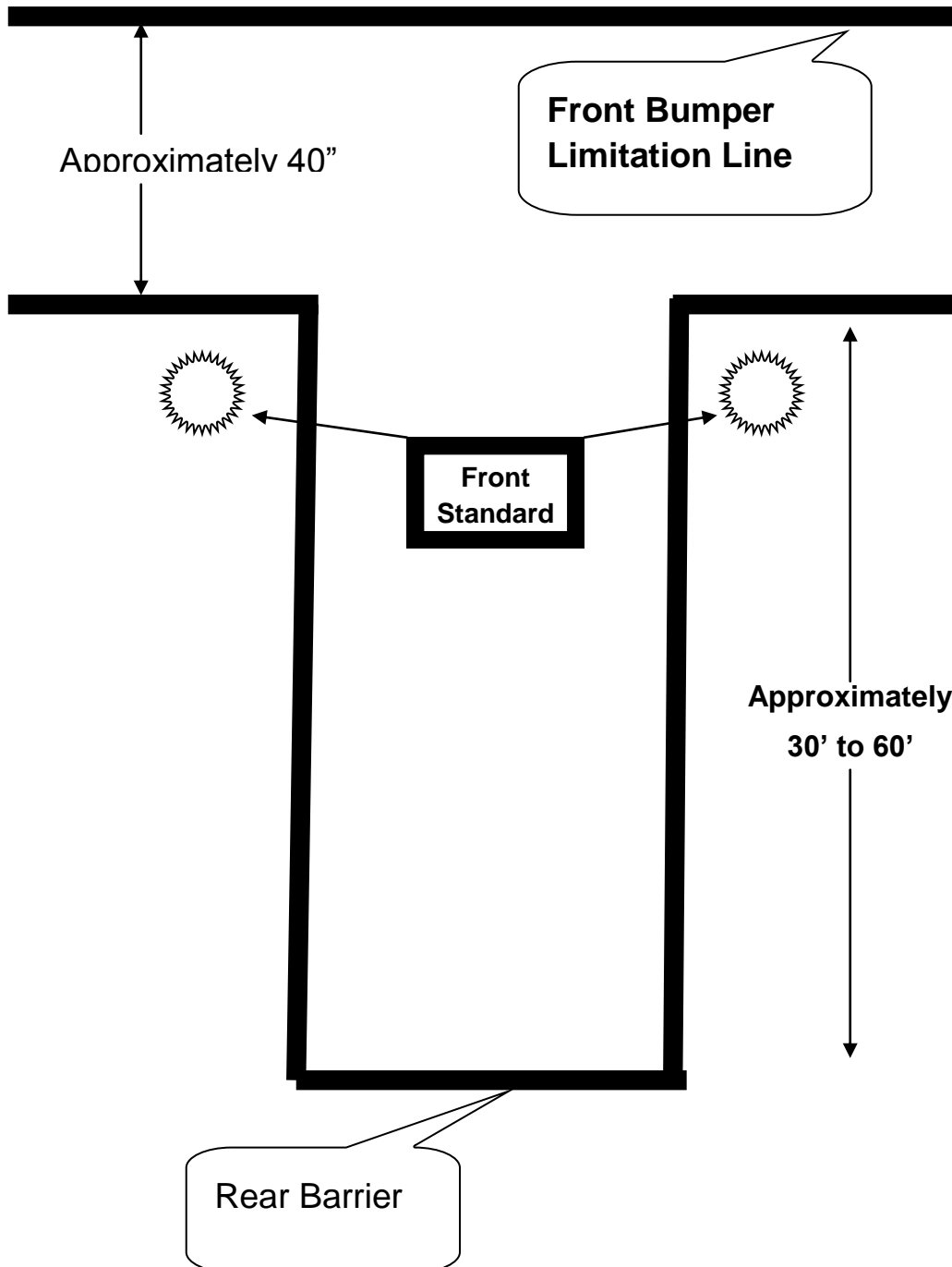
INSTRUCTIONS: The object is to back into a ten-foot wide stall. The stall is identified by parallel lines on the pavement ten (10) feet apart. Each front corner will be marked by upright standards. In order to limit the driver to establish maneuvering room, a front bumper limitation line will be placed on the pavement perpendicular to the stall. The approach to the backup stall will be made from the right or left side. The distance from the front stall standards to the wheel limitation line will be approximately 40 feet. (For Mini-buses, the limit line will be reduced from 40 feet to approximately 27 feet).

Any reference to the front of the bus will exclude any attached equipment, such as crossing arms. Each driver will be permitted two (2) back-ups before demerits will be charged. Upon completion of the test, the bus should be parked as nearly in the center of the stall as possible (at both ends of the bus), and with the rear of the bus one (1) foot from the rear barrier. Driver will sound horn upon completion of parking maneuver.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Front bumper crosses limitation line	x	25	= _____
Tire touches stall side	x	5	= _____
Each back up after first two	x	5	= _____
Bus touches front upright standard	x	10	= _____
Striking the rear barrier	x	50	= _____
Each barrier base hit or judge's intervention prevents damage	x	50	= _____
Failure to set brake	x	10	= _____
Failure to sound horn	x	5	= _____
Each 6" from 1 foot from rear barrier	x	5	= _____
Each 2" increment from center	x	5	= _____
SCORE SHEET MAXIMUM SCORE			= 50
TOTAL DEMERITS			= _____

Seat belt properly worn? YES ___ NO ___

Back-up Alley Event Layout



Fleet Number: _____

Contestant Number: _____

Wheel Track Event

PURPOSE OF TEST: The test is designed to help develop the driver's ability to judge where the bus wheels are tracking.

INSTRUCTIONS: Drive the bus without stopping in a straight line so that your left or right front tire and the corresponding left or right rear duals track between two rows of tennis balls. Markers are tennis balls set on short pieces of radiator hose. Each row of balls will be parallel and the distance between the rows will be the width of rear duals (at the bulge), plus three (3) inches. An upset ball consists of a ball that is knocked off the hose, run over by a tire, or fails to pass on the proper side of a tire.

Infraction	Number of Infractions		Demerit Value	Total Demerits
Each ball upset	_____	x	10	= _____
Stop during event	_____	x	20	= _____
SCORE SHEET MAXIMUM SCORE				= 50
TOTAL DEMERITS				= _____

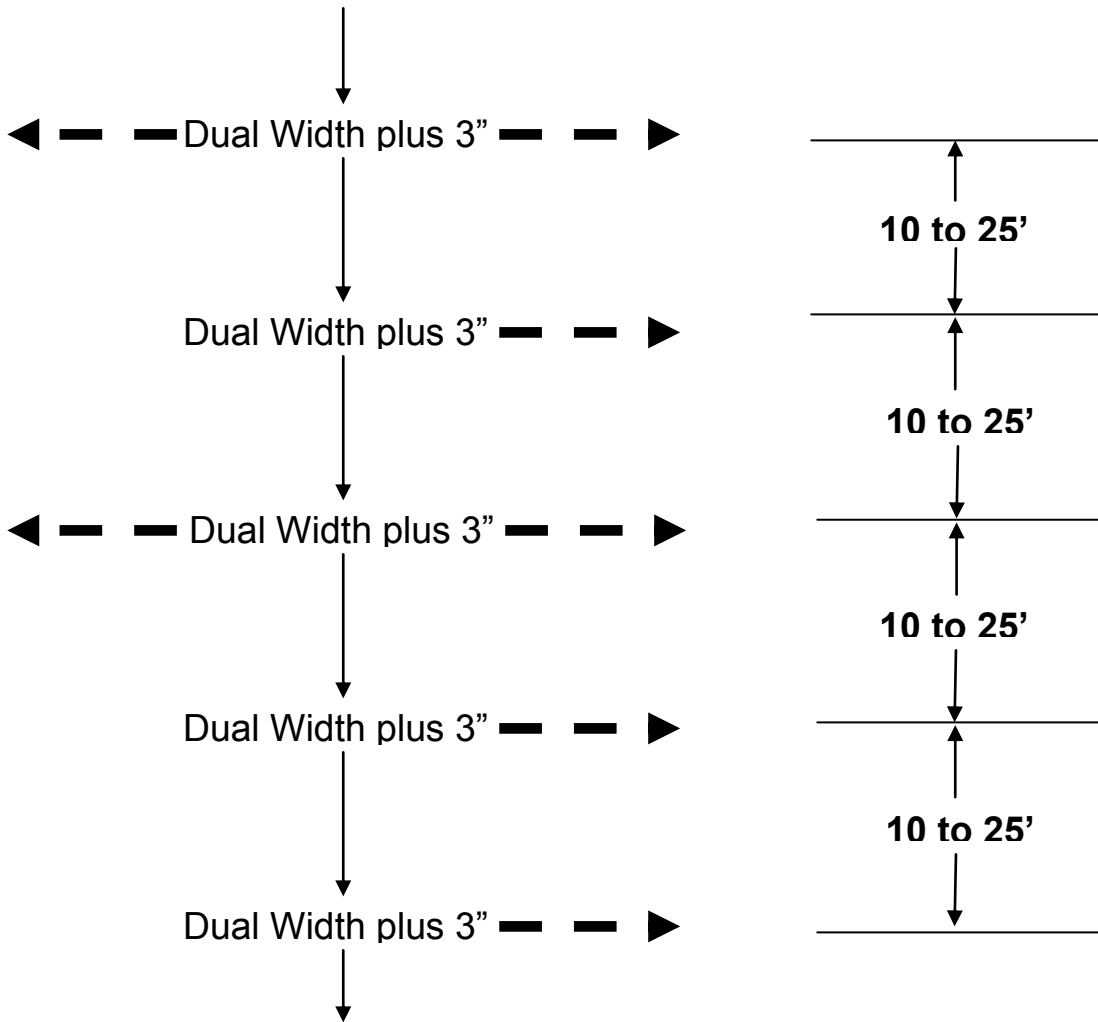
_____ **Event Judge** **TOTAL SCORE** _____

Seat belt properly worn? YES _____ **NO** _____

Wheel Track Event Layout



Entry Point



Fleet Number: _____

Contestant Number: _____

Serpentine Event

PURPOSE OF TEST: This test is designed to test the driver's ability to judge distances and control the vehicle in close limits.

INSTRUCTIONS: The course will be set up with five (5) barrels placed in a straight row and equal distance apart, 40 feet or less measured center to center. The driver will drive through the course, passing the first marker and subsequent markers on alternate sides, as in a slalom. The course must be driven without hitting any markers, stopping, or backing. (For mini-buses, the distance between barrels may be reduced depending upon the type of vehicle used).

Infraction	Number of Infractions		Demerit Value	Total Demerits
Pass marker on wrong side	_____	x	50	= _____
Hitting marker	_____	x	25	= _____
Stops	_____	x	5	= _____
Stopping (at the direction of a judge and having a barrel moved)	_____	x	25	= _____
Backing (to adjust position)	_____	x	20	= _____

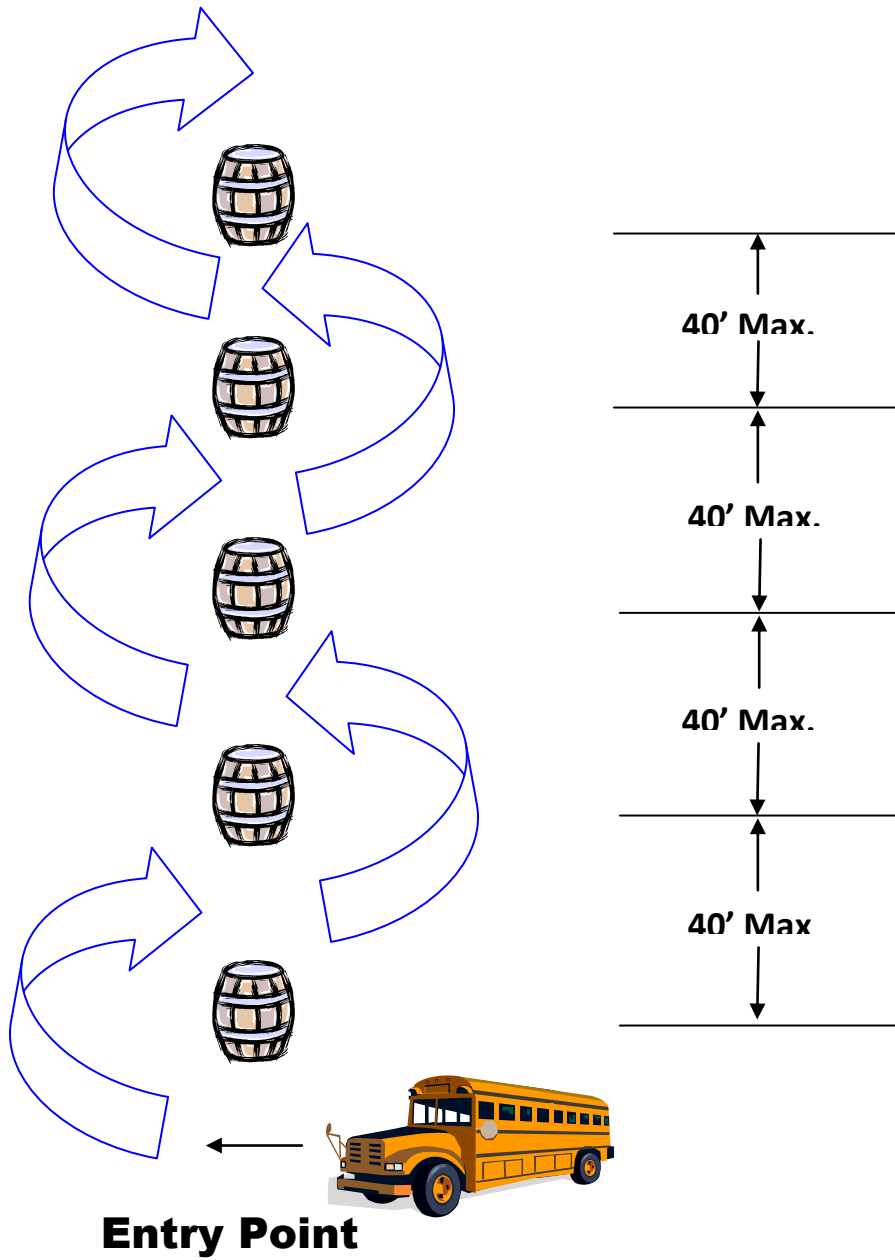
SCORE SHEET MAXIMUM SCORE = 50

TOTAL DEMERITS = _____

_____ **Event Judge** **TOTAL SCORE** _____

Seat belt properly worn? YES _____ NO _____

Serpentine Event Layout



Fleet Number: _____

Contestant Number: _____

Stop Line Event

PURPOSE OF TEST: to determine the driver's depth perception, ability to use cross view mirrors, and ability to bring the bus to a smooth, complete stop.

INSTRUCTIONS: A stop line will be established at the end of a straight line. The driver will be expected to bring the bus to a complete stop as close to this line as possible. Only one stop should be made; demerits will be given for more than one stop. The driver can approach the stop line at any desired speed. Driver will sound horn upon completion of stopping maneuver. The driver shall not move the bus until the judge has completed measurements and signals the driver to proceed. Prior to the start of the safety exercise an announcement will be made concerning the location the measurement will be taken on competition buses.

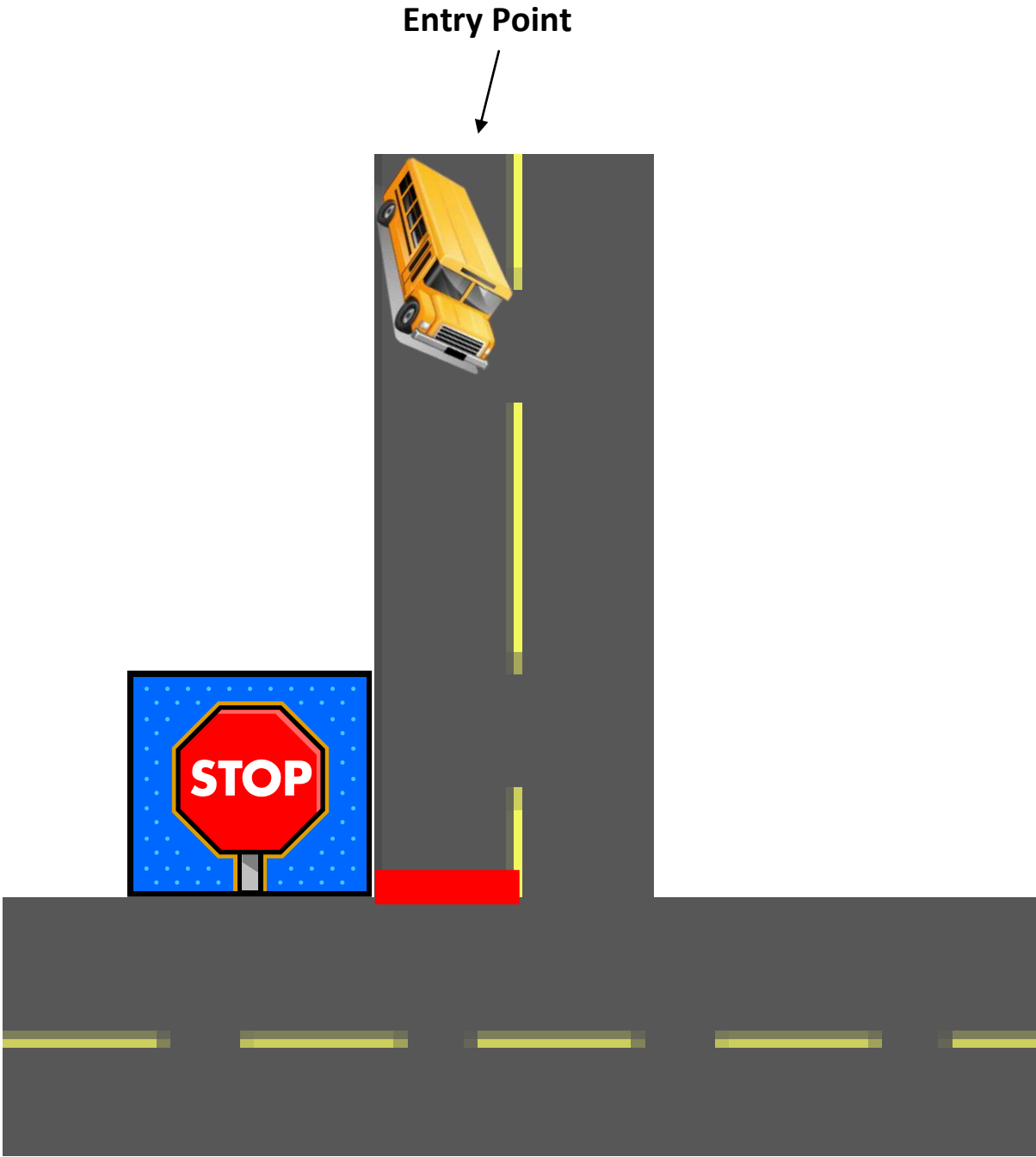
Any reference to the front of the bus will exclude any attached equipment, such as crossing arms.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Stop on or over the stop line	x	25	= _____
Each instance of bus being brought to a stop more than once	x	5	= _____
Five demerits for each 1" over 4" from stop line to center point of front bumper (25 max.)	x	5	= _____
Each occurrence driver opens door	x	5	= _____
Failure to sound horn	x	5	= _____
Failure to set brake	x	10	= _____
SCORE SHEET MAXIMUM SCORE			= 25
TOTAL DEMERITS			= _____

_____ **Event Judge** **TOTAL SCORE** _____

Seat belt properly worn? YES _____ NO _____

Stop Line Event Layout



Fleet Number: _____

Contestant Number: _____

Parallel Parking Event

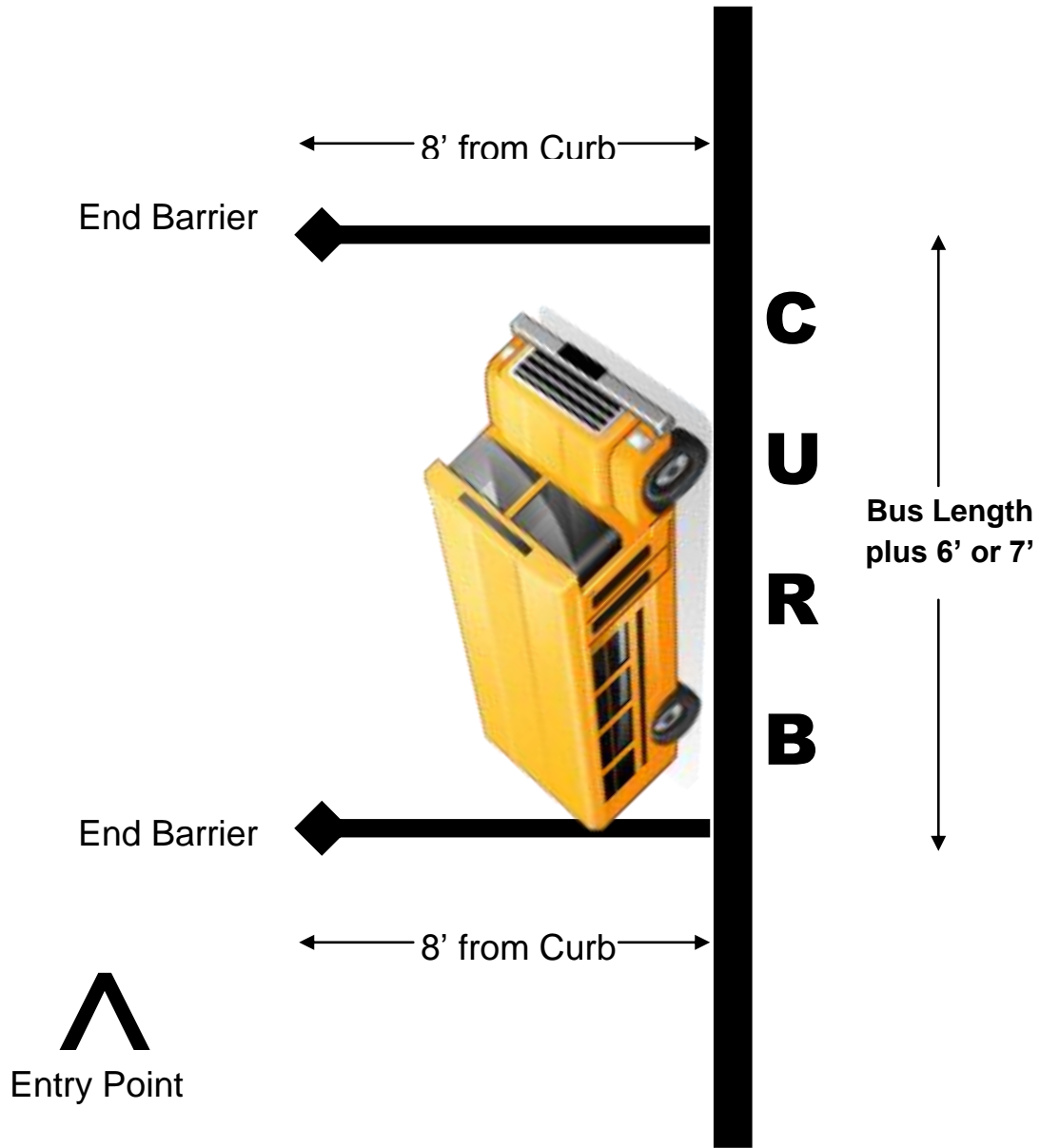
PURPOSE OF TEST: This event is designed to evaluate the driver's ability to park the bus parallel to a curb without touching barriers placed at both ends of the parking area, without touching the curb, and within 18 inches of the curb. It is also designed to judge the driver's ability to drive the bus out of the parking area without touching the barriers or the curb.

INSTRUCTIONS: A section of material will represent the curb, unless a natural curb is available. Two barriers will be set at right angles to the curb line, extending out eight (8) feet from the curb. The distance between the barriers will be the length of the bus plus six (6) feet for transits and seven (7) feet for all others. A measurement will be made to determine how close the bus is parked to the curb line. For each 3" over 3" from the curb demerits will be charged. The driver will be permitted to back up twice while backing in and twice while pulling out before demerits are charged.

Infraction	Number of Infractions	Demerit Value	Total Demerits
Failure to use right turn signal	x	5	=
Hitting curb with tires	x	25	=
Backing up (over twice) while entering	x	15	=
Each barrier base hit or judge's intervention prevents damage	x	35	=
Failure to set brake	x	10	=
Failure to sound horn	x	5	=
Five demerits for each 3" increment over 3" from curb line (measured at the center of student door)	x	5	=
Backing up (over twice) while leaving	x	15	=
Parking the bus over 18" from the curb	x	35	=
Failure to use left turn signal	x	5	=
Failure to cancel left turn signal		5	=
SCORE SHEET MAXIMUM SCORE			= 35
TOTAL DEMERITS			=
_____ Event Judge	TOTAL SCORE		_____

Seat belt properly worn? YES _____ NO _____

Parallel Parking Event Layout



Fleet Number: _____

Contestant Number: _____

Right Turn Event

PURPOSE OF TEST: The test is designed to determine the driver'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: The driver will approach the corner giving the correct directional signal as required by law. The contestant shall execute the right turn. The bus may not be stopped during this event. The turn must be executed without touching the curb line.

Infraction	Number of Infractions	Demerit Value	Total Demerits
If any tire touches the curb at any time	x	50	= _____
Backing during the event	x	50	= _____
Failure to complete the event	x	50	= _____
Failure to keep loading door closed	x	50	= _____
Failure to activate right turn signal at least 100 feet	x	25	= _____
Each instance of stopping during the event	x	10	= _____
Failure to cancel right directional signal	x	5	= _____

Scoring for Template

<u>Entering Turn</u>	<u>Recovering from Turn</u>	
Yellow (10) _____	Yellow (10) _____	= _____
Green (20) _____	Green (20) _____	= _____
Blue (30) _____	Blue (30) _____	= _____
Red (40) _____	Red (40) _____	= _____
Black (50) _____	Black (50) _____	= _____

SCORE SHEET MAXIMUM SCORE = 50

TOTAL DEMERITS = _____

_____ **Event Judge** **TOTAL SCORE** _____

Seat belt properly worn? YES _____ NO _____

Right Turn Event Scoring

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 50' long or more. The driver will approach the corner giving the correct directional signal at least 100' from the turn 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 will be determined on the day of the competition with a minimum of 14 feet to a maximum of 20 feet.

SCORING: Scoring is based on the method in which the driver enters and recovers from the turn. 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 tire.

Scoring for Template

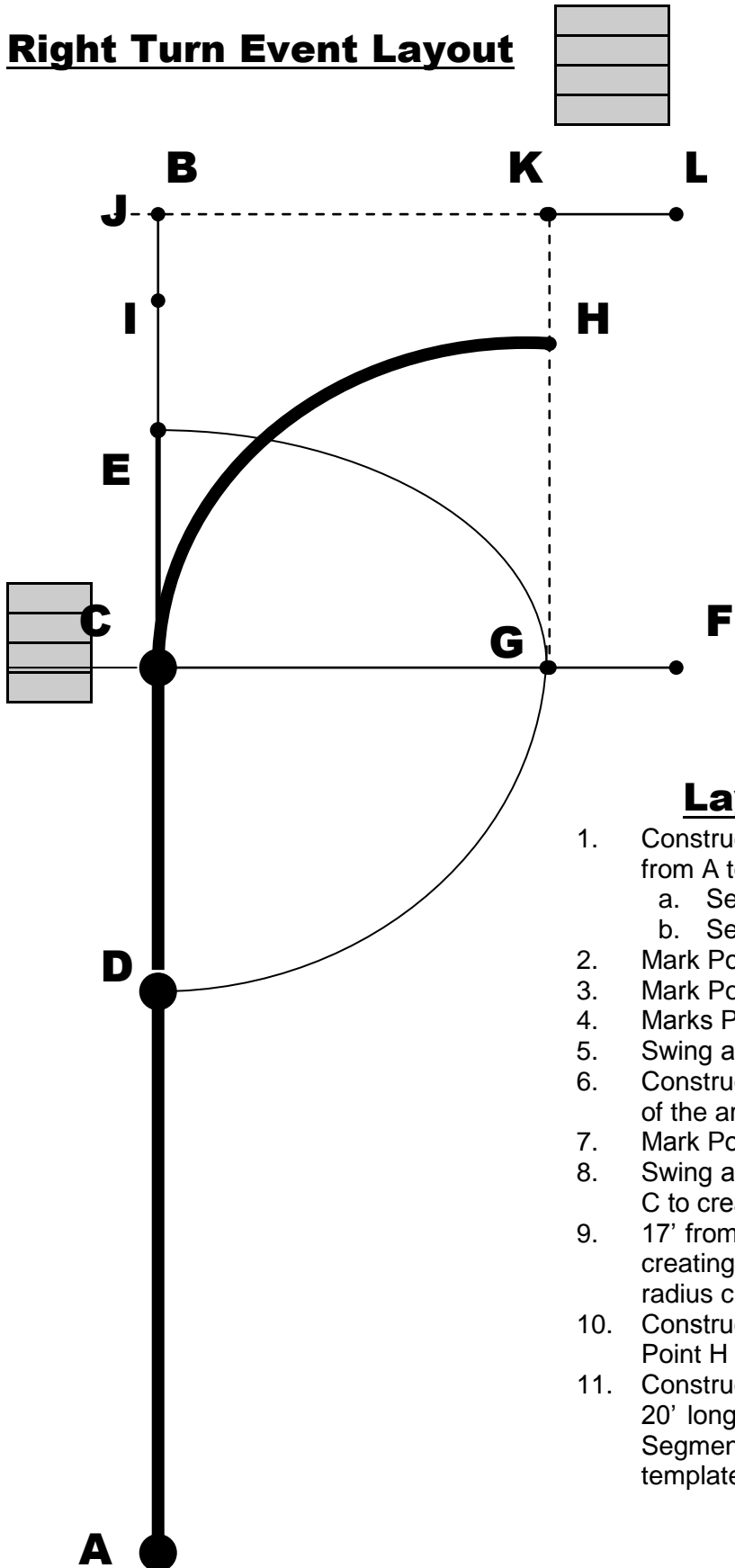
Entering Turn

Yellow (10)
Green (20)
Blue (30)
Red (40)
Black (50)

Recovering from Turn

Yellow (10)
Green (20)
Blue (30)
Red (40)
Black (50)

Right Turn Event Layout



Layout Instructions

1. Construct curb line [A-C] by laying out a line from A to B.
 - a. Segment A-C=50'
 - b. Segment C-B = 20'
2. Mark Point I @ 17' from Point C.
3. Mark Point J @ 20' from Point C.
4. Mark Points D & E 10' from Point C.
5. Swing a 20' arc from Points D & E.
6. Construct a line [C-F] through the intersection of the arcs.
7. Mark Point G 17' from point C on Line C-F.
8. Swing a 17' arc from point G beginning @ Point C to create a 17' radius curb [C-H].
9. 17' from Point I, mark a point on the 17' radius creating Point H. This is the point where the radius curbs [C-H] ends.
10. Construct a line 20' long from point G through Point H creating Point K.
11. Construct a line from Point J through Point K 20' long creating line Segment K-L (36" long). Segment K-L will be the base of the exit template.

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Purpose!**

Fleet Number: _____

Contestant Number: _____

Pre-Trip Test

PURPOSE OF TEST: This exercise is designed to assess the driver’s ability to conduct a pre-trip inspection on a school bus. The inspection test is based upon the standards and sequence established in the latest Oregon Department of Education Behind-the-Wheel Training – Instructor’s Guide, Oregon Department of Education CORE/Advanced Training materials, and Oregon Department of Education minimum Standards for School Buses. Oregon Commercial Motor Vehicle Operator’s Manual (current edition), Sections, 2, 5, 10, & 11, and within specified time constraints. Time limits are designed to simulate those limitations usually provided in day-to-day operations.

INSTRUCTIONS: This test will consist of questions referring to the standard school bus pre-trip inspection. Each question missed will result in a 5 demerit deduction. Maximum deduction for this event shall be 75 demerits.

This test may include:

- True/false questions
- Multiple choice questions
- Visual aid enhancements
- On-sight visual determination

A contestant must complete the test during the allotted Pre-trip Written Test time and present completed test to the judge before the expiration of the allotted time.

A maximum of ten (10) minutes will be allowed after the judge indicates the test will begin.

School buses referred to in the test may include those equipped with gasoline, diesel, or alternative fueled engines, hydraulic or air brake systems, manual or automatic transmissions, and manual or power –assisted service doors.

Infraction	Number of Infractions		Demerit Value		Total Demerits
Incorrect defect questions		x	5	=	
SCORE SHEET MAXIMUM SCORE					= 75
TOTAL DEMERITS					= _____
		Event Judge	TOTAL SCORE		

Written Knowledge Test

PURPOSE OF TEST: These tests are designed to determine the driver's understanding of statutes, rules, and procedures for safe school bus operations. They are also designed to measure the driver's judgment of actual situations with accident or problem potential.

INSTRUCTIONS:

This test may include:

- True/false questions
- Multiple choice questions
- Visual aid enhancements
- On-sight visual determination

Disclosure: The questions will be drawn from all applicable State reference material.

List of Resource Material:

- Oregon Pupil Transportation Manual (current edition)
- Oregon Driver's Manual (current edition)
- Oregon Commercial Motor Vehicle Operator's Manual (current edition), Sections, 1, 2, 4, 5, 10, 11, 12 & 13.
- Oregon School Bus Driver's Training program for CORE, I, II, III, IV and Advanced A, B, C, D, E, F (current edition)
- Oregon Minimum Standards for School Buses (current edition)
- American Red Cross Standard First Aid and CPR
- National Safety Council DDC 4 and 8 hour Program Course Guide or Instructional Material

MAXIMUM SCORE = 100

Special Surprise Event

PURPOSE OF TEST: The surprise event will test the ability of the contestant to react to a surprise situation.

INSTRUCTIONS: The Oregon Department of Education and the Safety Exercise Committee will determine the event and it will be announced the morning of the competition.

SCORING: Scoring for the event will be provided at the time of the event is announced.

MAXIMUM SCORE = 25