



THE SCHOOL TRANSPORTATION ASSOCIATION OF INDIANA
SAFETY COMPETITION

SATURDAY, JUNE 21, 2025

Brownsburg Community School Corporation
Brownsburg East Middle School
1250 Airport Rd., Brownsburg, IN 46112



Dear Transportation Professional:

STAI is organizing and planning the **25th Annual** Indiana School Bus Driver Safety Competition to be held on **Saturday, June 21, 2025**, in Brownsburg, Indiana.

This safety competition is designed to recognize excellence in school bus drivers as well as afford them the opportunity to demonstrate the skills and responsible performance of their demanding jobs. **ALL INDIANA SCHOOL BUS DRIVERS ARE ELIGIBLE TO COMPETE.** It will follow the annual School Bus Driver International Safety Competition information as closely as possible. The **First Place Individual and First Place Special Needs Team** will go to the International Safety Competition with expenses paid. We invite the winners to attend the awards banquet at the STAI Conference in June.

Bus driver participants are afforded the opportunity to choose the type of bus (transit or conventional, not brand type) they would like to compete in. **Buses will be provided.** There will be a winner in both the general ed and the special needs classes. We are asking for support from Regional Directors and encourage them to get neighbors involved as it is great fun and a friendly competition. Please ask everyone to share this information with staff.

Included in this packet are registration information, driving directions, contest rules, and scoring information. If you need additional information, please contact:

Davey Jones - Safety Competition Chair - Franklin Township Comm. School Corp. - 317-803-5059
Jen Wright - Special Needs Chair - Benton Community School Corporation - 765-884-0143

FOR YOUR INFORMATION

- Please visit our website, www.stai.us, to view videos and a detailed map on how to maneuver the bus through each obstacle. There will be NO driving the course beforehand.
- **Please arrive by 7:30 a.m. for registration; the event will start at 8:00 a.m.**
- **Entry Fee is \$40.00 PER PERSON.** All entries must be received by [Friday, May 20, 2025](#).
- A free continental breakfast and lunch will be provided for participants and volunteers. Additional guest lunches will be available for purchase for \$10.00 each.
- Please come dressed in your appropriate school apparel. We encourage your drivers/volunteers to represent your district with district logo-T's or something similar. There will be no shirts handed out at this year's competition.
- As a reminder, you may want to bring sunscreen, water, and a lawn chair.

ENTRANCE REQUIREMENTS

1. Participants must meet the requirements necessary for an Indiana School Bus Driver.
2. A driver must hold a valid CDL, with no chargeable accidents in a school bus, [since June 21, 2025](#).

The National Safety Council's Safe Driver Award Plan defines a chargeable (preventable) accident as:

"ANY ACCIDENT INVOLVING AN ORGANIZATIONAL VEHICLE WHICH RESULTS IN PROPERTY DAMAGE AND/OR PERSONAL INJURY, REGARDLESS OF WHO WAS INJURED, WHAT PROPERTY WAS DAMAGED, TO WHAT EXTENT, OR WHERE IT OCCURRED, IN WHICH THE DRIVER IN QUESTION FAILED TO EXERCISE EVERY REASONABLE PRECAUTION TO PREVENT THE ACCIDENT."

EVENT REGULATIONS

Contestants are to report to the registration area. It shall be assumed that the driver has pupil passengers on board from the start of the contest, and therefore, must conduct himself accordingly.

1. Contestants will be required to stay in the driver preparation area until called for competition.
2. Contestants will NOT be allowed to use their district bus.
3. Any bus driver who knowingly accepts signals from spectators may be automatically disqualified. All spectators will be required to stay in the spectator area.
4. Contestants, while on the course, are ONLY allowed to communicate with the event judges; all other communication will be reason for disqualification.
5. Contestants are not permitted to have an electronic communication device at any time present during the event. Failure to comply will result in disqualification from competition.
6. In all events, the bus doors must be kept closed. Five (5) demerits will be charged for any bus door being opened during the operation of the vehicle unless rules and regulations of the competition event require that they be open.
7. Each safety competition contestant will be required to maintain proper driving position at all times, except when the competition rules and regulations require the contestant to leave the seat of the vehicle. Proper driving position is being firmly in the seat with feet firmly planted on the floor or on the controls. The contestant will not be permitted to put his head out the bus window. Seat belts must be worn and snugly fastened during the competition. Use of cellular phones during the competition will be prohibited. To report an emergency and an immediate need to use a cellular phone, contact a judge. There will be a complete disqualification in the event any infraction concerning the above occurs.
8. Although various School Corporations have different regulations, the contest rules shall apply, even if they differ from the rules and regulations under which the driver normally would operate.
9. Each competitor is placed on their honor not to assist anyone else in any way. In the interest of fair play, competitors should not discuss the bus defects noted in the pre-trip event with each other or even with spectators, as this could result in total disqualification.
10. Each competitor will be given adequate time in which to become familiar with the instrumentation and controls of the bus prior to the operation of the vehicle to be driven and for the vehicle pre-trip activity. Competitors should inform the judge when they are ready to begin the inspection or the driving part of the contest.
11. Mirrors can only be adjusted to provide the driver vision that would normally be required for safely operating the vehicle and getting the maximum field of vision. No mirror adjustments will be allowed with mirrors positioned to see the ground only. Competition officials will establish a uniform focus.
12. The maximum time limit for competition on the bus pre-trip event is no more than five (5) minutes. Safety competition officials will advise contestants prior to competition if under hood or engine start-ups will be required. The Pre-Trip score is not counted against the competition and is for prize money only.
13. In the gen ed competition, each competitor will be competing individually, with the winning 'team' being the three highest scoring competitors representing their school corporation.
14. No changes in the course will be allowed after the competition starts. However, the Safety Competition Committee may determine to disqualify any event during the competition.

Grievance Procedure: contestants may file a written grievance during any portion of the contest. The Grievance Committee, which will consist of the Safety Competition Chairmen, the Committee Chairperson for the course set up, and a driver selected by the contestants will review the grievance. The committee's decision will be final and **once scores have been finalized and winners announced, no grievance or change in scores can occur.**

SAFETY COMPETITION TENTATIVE AGENDA **JUNE 22, 2024**

- 7:00 am Registration & Continental Breakfast
- 8:00 am Beginning Ceremony
- Welcome
 Introductions
 Agenda Review
 Course Review
- 8:15 am Judges Meeting
- 8:15 am All Drivers, Aides Written Test
- 8:30 am Obstacle and Pre-Trip Events will begin, after competition of test
- Lunch is provided during the competition

AWARDS CEREMONY IMMEDIATELY FOLLOWS THE END OF THE EVENTS

WRITTEN TEST

All competitors will take a written test. The test will consist of general knowledge and pre-trip questions. Special needs and gen-ed competitors will take this test at the same time prior to the driving events.

The questions are taken from www.cristcdl.com. This is a great website to use to practice for this exam.

(30 MINUTE TIME LIMIT)

MAXIMUM SCORE: 50 POINTS

PURPOSE OF TEST:

A school bus driver must become and stay thoroughly familiar with and faithfully observe many laws, rules and regulations. These laws, rules and regulations were established as a result of years of study and experience. The purpose of this test is to determine the extent of the contestant's familiarity with these important guidelines of safe driving.

RESOURCES FOR STUDY:

Contestants for the International School Bus Safety Competition are encouraged to study their state rules, regulations and state laws. Additionally, questions may come from the Commercial Driver's Manual from the Bureau of Motor Vehicles and the American Red Cross Standard First Aid handbook from the American Red Cross.

INSTRUCTIONS FOR TEST:

The test includes 50 multiple-choice questions. These questions are based upon the publications mentioned above and upon common driver knowledge. Drivers should read the questions carefully and answer multiple-choice questions in the following manner:

- - - - d - - - 1. A. Stop sign means:

- a. Slow down to at least 10 m.p.h.
- b. Slow down at least to 5 m.p.h.
- c. Proceed cautiously if there is no traffic within 100 yards.
- d. Come to a complete stop.

GEN-ED COMPETITION DRIVING EVENTS

The course will consist of ten maneuvers.

Course Events:

Alley Dock	Offset Alley	Stop Line
Parallel Parking	Straight Line	Right Turn
Diminishing Clearance	Railroad Crossing	Student Loading
Money Stop (\$20)		

Each of the following sections includes the title of the event, the purpose of the event, 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 the competition.

The sequence of events in this publication is not necessarily the sequence of events in the International Safety Competition nor are the events identical.

ALLEY DOCK

MAXIMUM SCORE: 50 POINTS

TIME LIMIT: Three (3) minutes

PURPOSE OF EVENT:

INSTRUCTIONS AND SCORING:

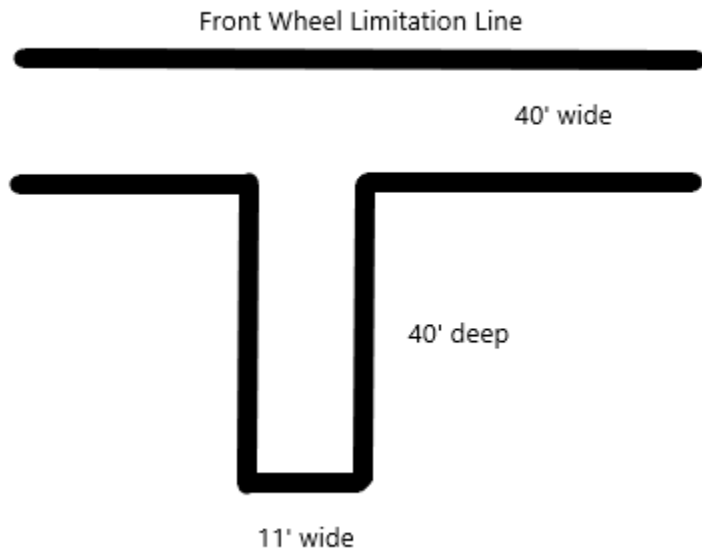
Each stall (or Bay) is identified by parallel white lines on the pavement, eleven feet apart. Each front cover is marked by upright standards that will not interfere with the backing of the bus. In order to limit the driver to the established maneuvering room, there is a front wheel limitation line on the pavement perpendicular to the parallel stall marker lines. Drivers may approach the back-up stall from the right-hand side only. The distance from the front stall standards to the wheel limitation line will be the length of the conventional bus plus four feet.

Each contestant is allowed only one back-up, after approach, before demerits are charged for excessive backing. Drivers receive five demerits for each instance of backing more than once. Upon completion of the test, drivers must park the bus as nearly in the center of the eleven-foot stall as possible (both ends of the bus).

Two demerits are given for each inch, or fraction thereof, the bus is off the two-inch centerline. Centering is determined by the relationship of the center of the front and rear bumpers to the center of the stall, with only the single greatest distance off center (front or rear) being used to compute demerits.

Drivers receive five demerits for each six inches, or fraction thereof, where the bus is parked in excess of one foot from the rear barrier. Contestants will sound the horn upon completion of the parking maneuver.

A maximum of three minutes are allowed for this event.



DIMINISHING CLEARANCE

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

In this test, the contestant is required to drive the bus in a straight line with diminishing clearances while driving in a smooth and continuous manner.

INSTRUCTIONS:

For the purpose of conducting this test, five pairs of parallel standards are set up. Each pair of standards, however, is parallel to the next. The distance between each pair of standards is 25 feet. The width of each pair varies, as follows:

Beginning at the start of this test, the width of the first pair of standards equals the widest part of the bus plus ten inches.

The width of the second pair of standards is as above, except plus eight inches.

The width of the third pair of standards is as above, except plus six inches.

The width of the fourth pair of standards is as above, except plus four inches.

The width of the fifth pair of standards is as above, except plus two inches.

The contestant should proceed through this lane in a smooth and continuous manner without touching any of the marker standards.

SCORING:

Drivers receive two demerits for each instance of jerky or uneven movement (with a maximum of ten demerits). Four demerits are charged for each instance of stopping the forward motion of the bus (with a maximum of ten demerits). Contestants receive ten demerits for each instance of touching marker standard.

MONEY STOP

MAXIMUM SCORE: NOT A SCORED EVENT

PURPOSE OF EVENT: For fun

INSTRUCTIONS:

Drivers must stop their bus with the front driver's side tire completely covering a \$20.00 bill.

If the driver is successful, \$20.00 will be awarded at the awards ceremony.



OFFSET ALLEY

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

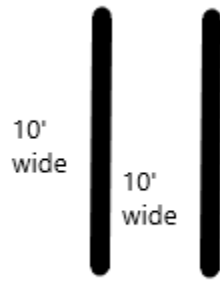
Two sets of parallel barriers, ten feet long, are set up ten feet apart. The right hand barrier of the first set is placed in a direct line with the left hand barrier of the second set (the offset barriers). The distance between the two sets of barriers (from the end of the first set to the beginning of the second set) is the length of the bus plus five feet.

SCORING:

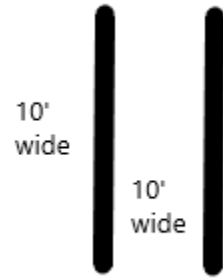
Drivers receive eight demerits for each instance of stopping the forward motion of the bus while proceeding through the offset alley. The contestant will be disqualified (50 demerits) if the bus is backed-up at any time during this event.

Drivers receive the following:

For each instance of barrier arm touched	first	(7) demerits
	second	(21) demerits
	third	(42) demerits
	fourth	(50) demerits
		(not to exceed 50 demerits)
For touching the standard itself		50 demerits



Distance between barriers are 40' to 45',
depending on length of bus



PARALLEL PARKING

MAXIMUM SCORE: 50 POINTS

TIME LIMIT: Three (3) Minutes

PURPOSE OF EVENT:

This event is designed to evaluate the contestant'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 with the vehicle parked within 18 inches of the curb. It is also designed to judge the contestant's ability to drive the bus out of the parking area without touching the barriers or the curb. Measurement will be taken at the rear duals on all vehicles. On small and conventional buses front measurement will be taken in front of the service door. On transit buses the front measurement will be taken at the front wheels.

INSTRUCTIONS:

Curb or a section of rope will represent the curb. Two barriers will be set at right angles to the curb line, extending out eight feet from the curb. The distance between the barriers will be:

For transits, the length of the bus plus 6'.

For conventional and small buses, the length of the bus plus 7'.

EQUIPMENT: Curb or rope to make a curb line, 6 Traffic cones



(Curb length to be determined by type of bus in competition)

Transit: length of bus plus 6'

Conventional: length of bus plus 7'

A measurement will be made to determine how close the bus is parked to the curb line, and for determining the number of demerits to be charged. This is a timed event. The contestant is allowed 3 MINUTES from the time the front bumper of the bus first passes the rear barrier on approach. The contestant must have the bus parked and sound the horn within 3 min. time limit.

Backing in: The contestant will be permitted to back up twice before demerits are charged.

Pulling out: The contestant will be permitted to back up twice before demerits are charged.

SCORING:

Scoring will be based on the method in which the driver enters and exits a stall.

50 Demerits Failure to park the bus and sound the horn within the three (3) minute time limit.

50 Demerits Bus touching the front or rear barrier at any time.

SCORING FOR BACKING IN:

5 Demerits For each instance of backing more than twice (not to exceed 25 demerits)

50 Demerits First instance of touching the curb with the tire.

SCORING FOR SIX UNMARKED ZONES PARALLEL TO CURB:

Zone 1	0" to 3" from curb	0 Demerits
Zone 2	3" to 6" from curb	3 Demerits
Zone 3	6" to 9" from curb	6 Demerits
Zone 4	9" to 12" from curb	9 Demerits
Zone 5	12" to 15" from curb	12 Demerits
Zone 6	15" to 18" from curb	15 Demerits
Zone 7	over 18" from curb	50 Demerits

SCORING FOR PULLING OUT:

5 Demerits Each instance of backing more than twice (not to exceed 25 demerits)

50 Demerits First instance of touching the curb with the tire

50 Demerits Failure to use directional signal

10 Demerits Failure to cancel directional signal

RAILROAD CROSSING

MAXIMUM SCORE:

50 POINTS

PURPOSE OF EVENT:

The railroad crossing represents one of the greatest hazards in so far as mass casualties or fatalities are concerned. This test evaluates the driver's degree of care and knowledge of laws, rules and regulations when required to operate a school bus across railroad tracks.

INSTRUCTIONS:

A simulated railroad crossing is laid out as follows:

1. A 60-foot roadway crossing one parallel set of tracks.
2. A railroad crossing sign in the proper position at the right side of the roadway.

SCORING:

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 tracks, driving across the railroad tracks, etc. While most violations charged in this and other tests are violations of fixed laws and regulations, some are based on generally accepted safe driving procedures.

The following procedures for school bus drivers at railroad grade crossings are listed as a guideline and taken from recommended national standards:

1. The driver of any school bus, whether carrying passengers or not, must before crossing any track or tracks of railroad, bring the bus to a full and complete stop at least 15 feet and not more than 50 feet from the rails nearest the front of the bus.
2. When the driver stops for a railroad crossing the driver shall carefully observe traffic and reduce speed far enough in advance to avoid trapping other motorists in panic stops or rear-end collisions with the bus. On multiple lane roadways, all stops shall be made in the right-hand lane.
3. Special signs, signals or flashers designated for use on school buses shall be activated while the bus is stopped or stopping for this purpose.
4. The driver, when stopped, shall fully open the service door, and must, after the stop and while so stopped, listen and look in both directions along the track or tracks for approaching engines, trains, or cars. Upon resumption of motion, the driver may close the service door.
5. For improved vision and hearing, the driver should open a window at the driver's left and turn off all noisy equipment (fans, etc.) until the bus has cleared the crossing.

RIGHT TURN

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

This test determines the driver's ability to properly position the bus and to prepare for and execute a right hand turn without touching the curb or excessively encroaching on the adjacent traffic lanes.

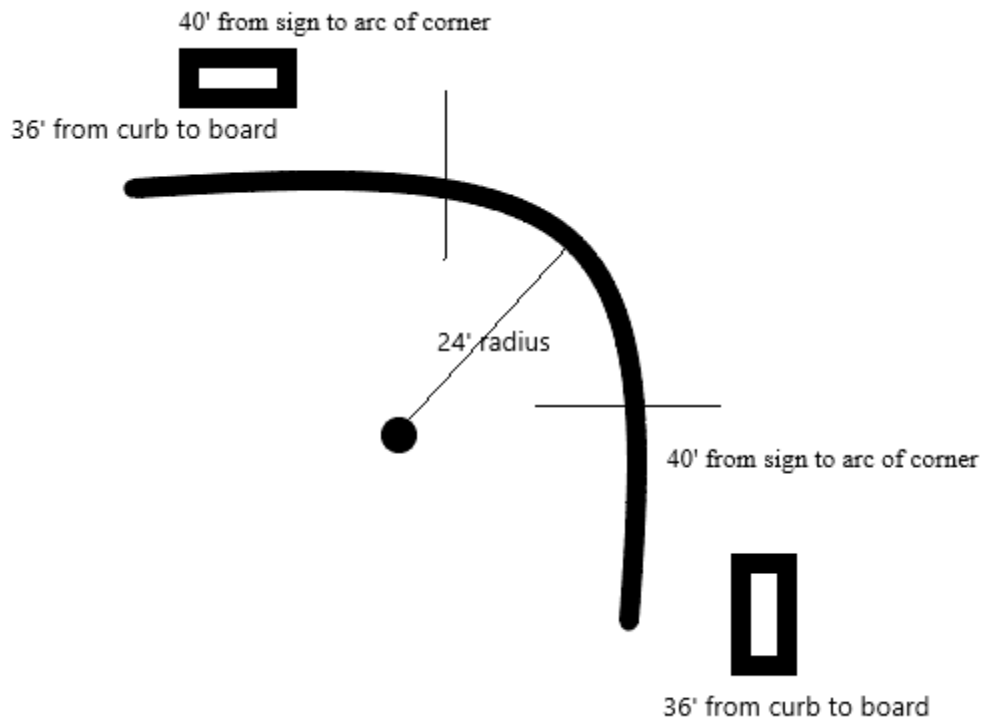
INSTRUCTIONS:

The layout for the test includes: a right turn sign, a visible curbing line representing a typical street corner, a parallel reference line, a demerit zone for scoring purposes (one at the beginning and one at the end of the arc of the corner) and a corner arc on a 24 foot radius. The driver should approach the corner and turn on the right directional signal at least 100 feet from the turn as required by law. The contestant shall position the bus in the turn lane in order to execute the right turn without touching the curb line and with the least amount of lane encroachment possible on both streets. The point at which the turn is begun is determined by the driver's judgment of the relationship of the bus to the corner, while compensating for the "off track" position of the rear wheels, which increases with the wheelbase of the bus during a turn.

SCORING:

Scoring is based on the method in which the driver enters and recovers from the turn. If any tire touches the curb line at any time during this test, 50 demerits will be charged.

If the right edge (the visible edge) of the right rear tire (outside tire on dual wheels of the forward tire on a tandem axle bus) is completely within a demerit zone, the appropriate demerits are charged. In order to warrant a demerit score, the color of the demerit stripe shall be visible to the curbside judge while the tire is completely within the demerit zone. For scoring purposes, only that portion of the tire treads that is actually in contact with the ground is judged. Demerits increase in value as the position of the right rear outside tracking wheel moves in a wider arc throughout the turn. Drivers receive 25 demerits if the driver fails to activate the right turn signal or to activate the signal for the 100-foot distance.



STOP LINE

MAXIMUM SCORE: 35 POINTS

PURPOSE OF EVENT:

This test determines the contestant's depth perception, ability to use the cross-view mirror and ability to bring the bus to a smooth, complete stop.

INSTRUCTIONS:

A stop line four feet long is established at the end of a straight line. The contestant should bring the bus to a complete stop as close to the stop line as possible; only one stop can be made. The contestant can approach the stop line at any desired speed. The contestant will sound the horn upon completing the stopping maneuver.

SCORING:

If the bus goes over the stop line, measured from the front surface of the middle of the front bumper to the edge of the line closest to the bus, 35 demerits are given. The bus should stop within two inches of the stop line. Three demerits are charged for each two inches of fraction thereof that the bus exceeds this tolerance after being brought to the final stop.

STRAIGHT LINE

MAXIMUM SCORE: **50 POINTS**

PURPOSE OF EVENT:

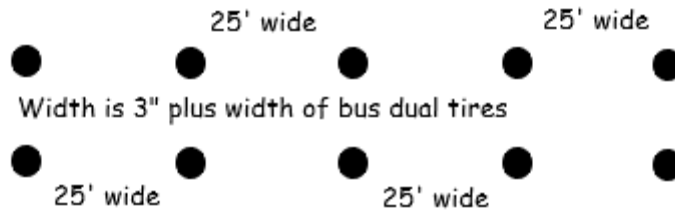
To determine the driver's ability to maneuver the right or left wheels of a school bus over a straight path of a given width.

INSTRUCTIONS:

The right or left wheels of the bus must travel the indicated path without striking or moving the markers with any wheel. There will be five sets of standards, which are 25' apart. The bus must be operated in a continuous forward motion. The distance between the markers is the width of duals plus three inches.

SCORING:

Points are deducted for stopping during the event, touching or knocking markers off, backing during the event, or driving to either side of the markers.



STUDENT LOADING

MAXIMUM SCORE: **25 POINTS**

PURPOSE OF EVENT:

This test not only evaluates a driver's alertness while loading and unloading elementary pupils, but also determines the driver's ability to remember and perform several other quite important functions during such loading, including the proper use of mirrors and the special school bus lighting system.

INSTRUCTIONS: Drivers stop to load students using the proper technique. Contestants are judged, for mirror use before and after the stop, proper activation of amber flashers (if equipped) and red stop lights, smooth stopping, lane position when stopped, foot on brake while stopped, and proper timing in opening and closing the door. The driver should stop at least ten feet from a simulated student (distance between student and side of the bus).

SCORING: Contestants receive a score of (0) if there is no mirror check before stop, failure to activate amber warning lights, or no mirror check before starting up again. Contestants will receive five (5) demerits if the stop is sudden or jerky and if the door is open before the bus comes to the stop.

The total demerits for this event will not exceed 25.

OPTIONAL PHYSICAL AND VERBAL INSPECTION TEST (PRE-TRIP)

MAXIMUM SCORE: Prize awards

TIME LIMIT: 5 minutes or less (TBD yearly)

PURPOSE OF THE INSPECTION:

A school bus driver is required to make a daily pre-trip inspection of his/her bus before transporting pupils. A school bus found to be unsafe should not be used for the transportation of pupils until such defects are corrected. This test evaluates the contestant's efficiency in conducting this inspection.

INSTRUCTIONS:

There will be defects on the bus. The contestant will tell the assigned judge when he/she finds a defect.

If it is one of the pre-planned defects, the judge repeats the defect aloud and marks the score sheet accordingly. If it is not one of the pre-planned defects, the Judge informs the contestant that it does not count.

A time limit of five minutes or less is allowed for each contestant (time will be the same for each contestant). The Head judge will give a "one minute" warning.

Before scoring starts, contestants will be given time to sit in the bus and familiarize themselves with the panels, etc.

They will then wait outside the bus until the Head Judge starts the competition.

Only the official defects certified by the Indiana School Bus Driver State Safety Competition will be counted for scoring.