

National Rural Transit Assistance Program



BUS ROADEO TOOLKIT

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National
RTAP



Rural Transit Assistance Program

Prepared by RLS & Associates, Inc.



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Welcome and Introduction

Welcome to the Bus Rodeo Toolkit! This online Toolkit and instructional video were developed to help transit agencies, transit associations, non-profit social services agencies, and State Departments of Transportation (DOTs) plan and implement a bus rodeo. A bus rodeo is a driving competition as well as a training and networking opportunity for transit drivers and agency staff. The event is designed to boost morale, strengthen team building, and provide an opportunity for networking with other transit professionals. It also allows participants to showcase their skills while giving transit agencies and State DOTs an opportunity to recognize and honor the expertise of their frontline employees through this event.

Several state rodeo events were used as models in the development of this Toolkit. If you are a small operator and want to conduct a bus rodeo only with your drivers, you can review sections of the Toolkit to determine the information you need for a successful event.

Advisory Group and Project Team Members

National RTAP staff would like to thank the following advisory group and project team members listed below, including current or recent Review Board members, as well as those whose expertise and experience helped shape the development of the 2014 Toolkit and the 2026 update.

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Toolkit Contents

The Toolkit has been divided into three sections: Work Group, Tasks, and Budget. It also includes a video, “Bus Rodeo Basics,” with footage secured from state rodeos held in Connecticut, Indiana, Mississippi, and Texas, and the national Community Transportation Association of American (CTAA) event. The instructional video can be viewed in its entirety or by segment. It provides details on set up and judging of ten common obstacles, as well as other non-obstacle course elements used to evaluate contestants. For each obstacle presented, you will see the obstacle design, guidance on how to judge the obstacle, and instructions for scoring a contestant. Participants and judges may also find the video helpful for understanding the obstacles and how judging and scoring are performed. In addition, we have created an [Excel file](#) that can be used to compile the driver score sheets during a bus rodeo.

To view the topics included in each section of the Toolkit, please refer to the table of contents in the left navigation. If you would like a copy of this Toolkit and/or the “Bus Rodeo Basics” video on a thumb drive, you can order it through the [National RTAP Resource Library](#) or contact us at resources@nationalrtap.org.

Work Group

No one can run a bus rodeo alone. Depending on the size of your event, numerous tasks must be completed in advance, and you will need support. It is best to establish a work group that oversees various sub-work groups. For example, a member of the work group may oversee judging and lead a sub-work group that registers judges, assigns locations, trains judges, and prepares judging packets. The primary work group should also establish a timeline of the tasks, schedule pre- and post-rodeo meetings, and determine the event location.

The following section on Tasks will help you determine what you need for the work group and sub-work groups. Members of the work group may include staff from the transit agency or agencies, transit associations, State DOTs, non-profit social service organizations, and/or other interested parties. An Event Coordinator may be designated to manage all non-competition tasks on event day. This role includes managing vendor coordination (e.g., food vendors, DJ, etc.), organizing participant registration, overseeing the awards ceremony, and supervising site clean-up efforts.

In addition to an Event Coordinator, you will also need to designate a Course Marshal, who will oversee all rodeo activities on the day of the event. After the event, the work group should hold a

wrap-up meeting to review the event and develop recommendations for future improvements.

Tasks

There are several tasks that must be completed before, during, and after the roadeo. A comprehensive list of tasks is provided below; however, not all tasks will be relevant to the type of bus roadeo you are conducting. Within the list of tasks, you will find downloadable PDF or Excel files that you can save or print for your use. The tasks are not presented in priority order; rather, they serve as a suggested set of options. Your agency can select the tasks that best fit your needs to ensure a successful roadeo event.

Marketing and Recruitment

Marketing your roadeo will require a bit of planning and is crucial to generating interest and participation for both sponsors of your event as well as the participants. The communications for the event should consider the various transit agencies whose drivers or mechanics may want to participate, as well as potential sponsors.

The initial marketing material can be provided to potential participants and the sponsor through regular mail or email solicitations and should include information about the event. Information about the event timelines, registration information, eligibility criteria, event material, and deadlines should be included in the information. Event materials should also include a list of prizes to encourage participation. The initial work group meeting and selected event date should be completed no less than three months prior to the event, with work group assignments completed at the initial meeting. Once the initial marketing materials have been distributed, follow-up marketing materials and email reminders should be provided to potential participants and vendors to keep the event on everyone's radar. To make the process more efficient, a main contact person at the transit agency should be designated to ensure clear communication between the working group and the transit agency.

Marketing Your Event

Effective marketing means building excitement and enthusiasm early, so the bus roadeo feels like a must-see experience rather than an industry only event.

Promote the roadeo as a training opportunity, high-energy competition, and meaningful celebration of excellence all wrapped into one event. Your messaging should capture the excitement. "Watch elite drivers compete live!" and emphasize the human element, "Honoring the people who keep our communities moving every day." Create urgency and exclusivity if you are having a recognition ceremony by noting "awards ceremony tickets sell out fast." This approach attracts the public, who are drawn to the action and entertainment, and transit professionals, who value recognition, skill-building, and industry pride. Some event organizers offer kid-friendly entertainment, such as a face painter or balloon artist, to make the event more family-friendly.

Focus on social media as your main driver. Post short, engaging content three to four times a week leading up to the event. Example posts may include driver or participant spotlights, behind-the-scenes practice clips, countdowns, and ticket or registration deadline reminders. Video works especially well, even simple phone clips of buses navigating cones or teams preparing. Pair the video with email marketing: send an announcement, a ticket promotion if you are having a ticketed event, and a final “last chance” reminder to create urgency.

Use your biggest built-in audience: transit agencies and employees. Give them ready-to-use content like flyers, email blurbs, and social posts so they can promote the event themselves. Posting signage inside local buses, with messages such as “Cheer on our drivers as they compete!” is effective because it reaches daily riders who already have a connection to transit. Tailor some of the messaging directly to transit employees who will want to watch their peers compete.

Do not overlook local visibility. Share the event with community calendars, local news outlets, and radio stations using a simple angle: this is a unique, family-friendly event that many people have never seen. Emphasize that spectators are welcome and that part of the event is free to attend. This removes barriers and increases turnout.

For ticketed portions like the banquet, emphasize scarcity and timing. Use phrases like “limited seating,” “sells out every year,” and “reserve now” consistently. If possible, create small pushes such as early-bird reminders or group and table sales for agencies.

Finally, keep the momentum going during and after the event. Share live updates, photos, and winner announcements the day of the event, then follow up with recap content. This extends engagement and builds anticipation for next year. The marketing materials, including videos and event flyers, below are provided as examples for reference.

- [American Public Transportation Association \(APTA\) International Bus Rodeo](#)
- [Clovis Bus Driver to Compete in “Rodeo” for National Title](#)
- [Community Transportation Association of America \(CTAA\) National Rodeo 35 Foot Bus Course Walk Through](#)
- [Connecticut Rodeo](#)
- [CTAA Expo](#)
- [Michigan Small Bus Rodeo](#)
- [Pennsylvania Public Transportation Association \(PPTA\) Bus Rodeo](#)
- [Ted Ward, National “Rodeo” Winner](#)
- [Texas Transit Association \(TTA\) Bus Rodeo](#)
- [Texas Transit Association \(TTA\) Conference, Expo, and Rodeo](#)
- [Texas Transit Association \(TTA\) We are Public Transit](#)

Promote the Purpose and Benefits

Participants

- Emphasize skill-building and professional development.
- Highlight recognition opportunities (e.g., awards, agency visibility, etc.).
- Communicate that it is a fun, friendly competition.

Judges

- Stress that no prior judging experience is required.
- Emphasize that training will be provided.
- Highlight the importance of their role in supporting safety and excellence.
- Promote the chance to network with peers, leadership, and community partners.

Use Multiple Outreach Channels

A single announcement will not reach everyone. A mix of media platforms is recommended for effective outreach. These include:

- Email blasts to drivers and maintenance staff (if applicable).
- Email marketing platforms for non-profit and community organizations.

Flyers for employee breakrooms, dispatch workspaces, and driver lounges.

- Posters on bulletin boards and time-clock areas.
- Intranet announcements to staff.
- Supervisor or manager announcements during safety meetings or shift briefings.
- Social media posts for broader visibility.
- Agency or community newsletters.
- Add a “Roadeo Judge” check box on the Roadeo registration to encourage attendees who want to learn and help.

Make it Personal

Personal invitations are incredibly effective.

- Engage supervisors or managers to encourage specific drivers or mechanics.
- Have past participants share their experiences.
- Invite staff who show strong safety records and customer service.
- Approach potential judges individually – people respond well to being identified for leadership roles.
- Have the request to participate come from high-level leaders, such as DOT officials, or transit agency administrators.

Create a Clear, Easy Sign-Up Process

Remove barriers by making sign-up simple.

- Use a short online form.
- Provide a paper sign-up sheet in employee workspaces and break rooms.
- Allow sign-ups through supervisors, managers, or dispatch.
- Include clear deadlines and event details in every communication.

Build Excitement

Make the event feel special.

- Share photos or videos from past roadeo events.
- Announce prizes, trophies, and recognition.
- Promote friendly competition between individuals, teams, or divisions.
- Highlight that the winner may advance to state or national competitions (if applicable).

Offer Incentives

Incentives such as cash prizes and other ideas, such as those listed below, can boost participation.

- Recognition at staff meetings.
- Agency website, newsletter or social media spotlights.
- Branded swag (e.g., shirts, hats, etc.).
- Lunch, refreshments, dinner, and admission to the awards banquet, if applicable, for participants and their family members.

Recognize Volunteers and Participants Publicly

People are more likely to volunteer when they know their efforts will be appreciated.

- Thank judges and drivers on websites and in newsletters.
- Post photos on social media outlets.
- Offer recognition during staff meetings.
- Post information and images on employee and agency bulletin boards.

Tips for Recruiting Participants and Judges

A bus roadeo is more than a competition. It is a fun, high-energy event that celebrates talent, safety, professionalism, pride, and dedication to our transit workforce. This event brings together drivers, mechanics, trainers, and community partners for a day of friendly competition, professional development, and networking.

For drivers, a roadeo is a chance to showcase the expertise they use every day behind the wheel. Participants navigate a series of real-world challenges designed to highlight technical skills, safety

awareness, customer service, and problem-solving under pressure. Whether you are a seasoned driver or new to the profession, the rodeo offers a supportive environment to sharpen your skills, gain recognition, and represent your agency with pride.

Judges play a vital role in ensuing fair, well-run competition by scoring performance, and supporting event logistics. This is a volunteer position, and no prior judging experience is required.

Requirements for judges include a willingness to learn, attention to detail and an interest in supporting the transit community. Volunteers receive training, guidance, and the opportunity to work alongside professionals and volunteers.

Enlisting Judges

Ideally, each obstacle should be staffed with at least one experienced judge paired with a less experienced judge, along with a few backup volunteers in case someone is unable to attend on the day of the event. Judges may include State DOT staff, state transit association staff, transit agency employees, and other volunteers such as personnel from human service or non-profit organizations and law enforcement officers.

Recruiting drivers and judges for a bus rodeo works best when you combine clear communication, personal outreach, and a sense of excitement about the event. Individuals are more likely to participate when they understand why the event matters and what is involved in the role you are asking them to fill. A structured, practical approach to increasing participation from volunteers is presented below.

Sample Marketing and Recruitment Materials

A set of Canva (a free online graphics platform) templates were created to support your marketing and recruitment efforts. Each template is fully customizable and can be tailored to match your event branding and target audiences, including participants or judges.

- [Flyer/poster](#)
- [Social media post](#)
- [Recruitment e-mail](#)

In addition to recruiting drivers and mechanics, transit providers may also nominate participants. A strong example of a nomination request comes from the Indiana Paratransit Rodeo, which includes a [Solicitation Letter](#) from the Rodeo sponsor along with general, relevant information.

An example of a [Registration Packet](#) is from the Connecticut Rodeo, which includes the information needed for the Rodeo Coordinator to promote the event to drivers and staff.

Sponsorships

A great way to reduce or offset costs is to secure sponsors and co-sponsors who can provide in-kind services or financial support. Industry vendors often serve as financial sponsors or co-sponsors for the event. Sponsorship packages are typically developed and outline the available levels of financial

support and associated benefits with each tier. These packages may include opportunities to serve as the overall event sponsor or to support specific components of the rodeo, such as a breakfast, lunch, or awards ceremony. Several items listed in the budget can be covered or provided by sponsors. For example, your local Department of Public Works may be able to provide barrels and traffic cones for the obstacle course. Having the local or state police or sheriff's department volunteer to provide a safety or community liaison officer equipped with a speed detection device is another option. The Indiana Paratransit Rodeo has an example [Sponsorship Form](#).

Prizes for Contestants and Winners

Offering cash prizes for rodeo winners can boost participation and excitement. The national events, along with many local and state rodeos, use this incentive, recognizing that monetary rewards help draw interest and elevate the level of competition. Providing cash prizes to top-performing participants recognizes skill and professionalism while also encouraging friendly competition.

Additional giveaway items may include baseball caps, shirts, other commemorative items, and plaques or trophies for winners. Some organizations also send winners to the national rodeo competition. For example, Indiana provides full scholarships for its first- and second-place winners to compete at the national level. The opportunity to compete and potentially earn a cash prize at the national event serves as an added incentive for participants.

Obtain Equipment

The bus rodeo work group would be tasked with securing event equipment such as transit vehicles, computer equipment, tents, chairs, and tables. A complete list of [Recommended Items](#) for your event is provided.

Registration

Participant Eligibility Standards

You will want to ensure your eligibility requirements align with those of the national rodeos, so that your winners are able to compete in those events. Please see below for links to national bus rodeos:

- [American Public Transportation Association \(APTA\)](#)
- [Community Transportation Association of America \(CTAA\)](#)
- National Transportation in Indian Country (NTICC) [Bus Rodeo](#) and [Heavy Equipment Rodeo](#)

The eligibility standards should be included in the initial mailings to the participating transit agencies as part of the registration form. A list of [Suggested Eligibility Criteria](#) is provided. An example of [Driver Qualification Criteria](#) comes from the Connecticut Rodeo.

Develop a Registration Process

An online registration process is the most convenient way to register drivers, judges, and volunteers. This will also make it easier to build a database of participants. Free online tools such as Google Forms, SurveyMonkey, Zoomerang, or Surveygizmo can be used to collect this information. Ultimately, you will download the information into a spreadsheet or Word document to create lists of contestants, start times, judge assignments, name tags, and other event materials.

It may be more convenient if you have the transit agency's main contact complete the registration form for each driver. A list of items for the [Registration Forms](#) is provided.

Driver, Judge, and Volunteer Registration Templates

A bus rodeo registration template is included to register drivers, volunteers, and judges. This template can easily be replicated or tailored to your event. A Participant Registration Form is provided in Excel format. The [Driver Registration Form](#) from the Indiana Paratransit Rodeo is provided for reference. A [Judges Registration Form](#) from the Indiana Paratransit Rodeo and a [Volunteer Registration Form](#) from the Connecticut Rodeo are excellent references.

An informational packet with event details should be provided to all confirmed participants. A [Driver Information Packet](#) from the Indiana State Rodeo is included as an example.

Registration Fee

In some states, a registration fee is charged to help offset event costs. Registration fees will vary by event location and agency and depend on sponsorship opportunities from local and regional vendors, industry and corporate organizations, State DOTs, state transit associations, and local municipalities. Registration fees from state rodeos can range from \$40 (Indiana) to \$250 (Texas). A discount may be offered for each additional driver registered. Fees for state rodeos may cover event registration, a lunch ticket, awards banquet ticket, and t-shirt. The registration fee for national events is notably higher, ranging from \$525 per driver (CTAA) to \$1,175 per driver (APTA). Costs are from 2026. The fee for national events may cover access to events, including orientations, training, workshops, swap meet, awards ceremony, and the after party. As a general guideline, the fee can be estimated at roughly ten percent (10%) of the overall rodeo budget.

The Toolkit includes a [Budget Sheet](#) that will help estimate a registration fee. Please refer to the Budget section later in the Toolkit for additional information.

Assign Start Times

There should be an established start time for the event to begin to ensure the flow of the event keeps participants engaged. Depending on the type and size of your rodeo, you may have one or up to three vehicles on the course at one time to allow enough time for everyone to complete. Each driver has seven minutes to complete the course, with scoring cut off at eight minutes. Timing for releasing vehicles will depend on the flow of the course and how drivers are maneuvering through,

but a standard interval would be five minutes after the first vehicle begins on the course. The start times are included in the driver registration packet.

Check In for Judges on the Day of the Event

The registration spreadsheet can be used to create name tags, assign judges to obstacles, and assist with judge check-in on the day of the event. Judges should arrive at least one hour before the rodeo begins to check in, receive judging instructions, and familiarize themselves with their assigned obstacle and the overall course. This also allows the judge coordinator time to fill any vacant positions if someone does not arrive. Upon check-in, judges should receive a safety vest, a judge's packet, and, if available, a commemorative item such as a baseball cap or shirt. A list of information for the [Judges' and Contestants' Packets](#) is provided for reference. A sample is included under National, State, and Tribal Rodeo References located at the end of the Toolkit. The check-in process can be applied to volunteers.

Check In for Contestants on the Day of the Event

As with the judges, the registration spreadsheet can be used to check in contestants and prepare name tags. At check-in, contestants are assigned their starting times and/or team assignment, along with a copy of the contestant packet. Contestants should also arrive at least one hour before the event, regardless of their scheduled start time. Those who do not check in at least one hour before the event may be disqualified from participating. In most cases, transit agencies are permitted to have one alternate contestant.

Some rodeo competitions are strictly individual competitions, while others include a team component. Whether the rodeo is individual or team-based affects both registration and scoring. A team rodeo involves a group of operators or mechanics working together to complete tasks that test coordination, communication, and shared operational or technical skills. Performance is evaluated collectively. An individual rodeo focuses on a single participant's technical skill, precision, and adherence to safety standards.

The Course

Reserve Course Location

It is important to reserve the event location well in advance. Ensure the site is large enough to accommodate the course, stationary events, and tents. You should also confirm that the space is available for the time for your event, from set-up to break-down. You may arrange in advance for the space to be closed to other uses and cleared of any access materials or debris. Post signage at the site ahead of time to notify the public of the scheduled closure.

Once the location is confirmed, you will be able to develop the course specifications based on the vehicle classes selected for your event. Typical locations include park-and-ride lots, large parking areas at conference centers, industrial parks, sports arenas, and municipal parking lots. For example,

the Connecticut rodeo used a park-and-ride lot measuring 333 feet by 195 feet, or approximately 65,000 square feet, for the cutaway vehicle class. You will also need adequate space for automobile parking and a designated spectator area. You may want to get a Special Event Liability policy to cover your agency. Notify the local fire and police departments about your event and invite them to attend. Having emergency management personnel on site can be important in case of an emergency. In many communities, these agencies may also be able to provide volunteer judges to support the event.

Develop Course Specifications

This Toolkit includes a sample layout of a course with ten obstacles. The actual location and sequence of obstacles will depend on the dimensions of the lot and vehicle classes selected for your event. You will need to determine which obstacles to include and how they should be arranged. To assist with the layout of each obstacle, NCDOT provided us with measurements for each obstacle. To access, download the [Measurement Sheets](#).

Laying out the course in advance to allow time for adjustments and to test timing. When laying out the course, you will need one vehicle, an appropriate number of cones for obstacles being set, a chalk/road marker, and a tape measure. Set up each obstacle starting at the beginning of the course, and as each obstacle is placed, drive the obstacle to ensure it is challenging but achievable. Once the obstacle is set-up and tested, mark the corners of each cone so they can be accurately placed on the day of the event. Then proceed to the next obstacle.

In some cases, the course can be set up one day in advance, depending on the availability of the location. Completing the course set up the day before the event will make the event day of the event run more smoothly. Note that if it is set up early and if it rains, someone may have to add the chalk/road markers again.

Obtain Equipment for Obstacles

We have provided a suggested list of equipment you will need to build a course of ten obstacles as shown in the sample layout referenced above. A [List of Equipment](#) and other items you will need is provided for reference.

Course Set Up

A bus rodeo is a great way to combine safety training with team building and camaraderie. It provides drivers and technicians a chance to demonstrate their skills and lets family members see what their work involves. Drivers and technicians often go unrecognized in their daily jobs, but a bus rodeo puts them in the spotlight and lets them have fun. Make the event feel like a true “rodeo” rather than a test or training; the atmosphere should be energetic, visible, and engaging for everyone involved. When deciding whether to keep or remove a part of the rodeo setup, give the benefit of the doubt to the contestant.

If participants are permitted to practice, assign a start and end time for practice to ensure that it's fair

and equitable. Some locations may choose not to have the drivers practice or view the course until the day of the event. In any case, it may be wise to have overnight security at the event location to prevent drivers from walking or driving the course to maintain the integrity of the event and to protect the equipment and materials on-site.

The following subsections provide detailed guidance on site selection and course design.

Selecting a Roadeo Site for Drivers

Training rooms may be needed for some required meetings. Depending on the size of your event and funds available, the roadeo can be done in a single day. Meetings and the test can be conducted in the tent or facility on-site before starting the course or stationary events.

Start by bringing everyone together to welcome them and share any safety information. Use this time to introduce important people and let everyone know who to contact with questions. If the weather might be an issue, explain how you'll decide on any delays or cancellations. Most roadeos hold mandatory meetings for participants, including drivers and mechanics, and judges. You can also include training classes, such as wheelchair securement, since this is a training event.

Decide if you will have one course or several. If you want multiple courses, you will need much more time and space. Look for an area large enough to accommodate each obstacle for each vehicle class. For a single course, you'll need at least 65,000 square feet. If you are setting up for both fixed route (FR) 35- or 40-foot buses and paratransit buses (body-on-chassis, or BOC), plan for about 150,000 square feet. Make sure there is enough space between the two divisions referenced above. If you add another course, plan for an additional 75,000 square feet. It is not uncommon to have multiple divisions on the same course. Cones are moved between the divisions. Ensure you have permission to use paint on the ground. You will have to mark the cones for each division. If you cannot get permission to use paint, alternative methods are carpenter's crayons or tape.

The area you choose must accommodate ten obstacles for van and BOC (CTAA standards) and eleven for FR. Fixed-route courses have one additional passenger stop when using the APTA standards. You can have just one stop if you want but remember that drivers will face two passenger stops at the next competition level.

In addition to setting up the course, consider the space needed for the two stationary events: passenger assistance and pre-trip inspection. The space you need depends on how many vehicles you will use. Some roadeos hold these events on a different day, so you might not need the space on the main event day. When setting up, leave enough room between vehicles so competitors can communicate with the judges without disturbing each other or overhearing what another contestant identifies as a defect. Both stationary events require the contestant to communicate with the judges throughout their performance. For wheelchair securement, there are points for verbalizing tasks as well as performing them. Decide where contestants will wait before and after their evaluation. Once someone has been evaluated, they should not interact with those still waiting to avoid giving away any tips.

The location of the scoring area or tent must provide enough space for your scoring team to have a quiet area with a power source for calculators and laptops. It must also be an area that spectators cannot easily reach, but accessible to volunteer runners delivering score sheets. If the scoring area is out in the elements, consider how to keep the area cool or warm enough for the equipment to operate normally, especially against any potential rainstorms or high winds.

When planning entertainment, make sure the speakers are loud enough for people in the course to hear. Disc Jockeys (DJs) can help create a lively atmosphere, benefiting both spectators and volunteer judges. The DJ can announce each contestant as they begin the course and provide information about them, their agency and any other facts they choose to share. The DJ might also explain the course, describe each obstacle, and explain why it matters for contestants to complete them. This is especially helpful if spectators are watching the event.

Do not forget to plan the spectator area. Decide where it will be and ensure people have a good view. We recommend spectator areas at the course starting point or the judgment stop. This area can also be used for lunch for the rodeo, and sometimes for the awards presentation. If you have many contestants or divisions, figure out how you will feed everyone, including competitors, families, volunteers, and other audience members. If you invite the public, will you charge them for lunch? Will you pause the event for lunch, or bring food out to the judges? Plan how to handle trash around the obstacles. Make sure someone collects it, and set up trash receptacles that will not blow away. Judges often bring their own snacks or lunches, so consider trash collection when setting up.

Finally, decide whether to separate contestants. If you do, think about how and where. An option is use of a fixed-route bus, or vehicle, parked away from the course so contestants cannot see out. If you keep contestants in a separate area, plan how drivers will rotate onto the course. You will need a vehicle and extra volunteers to help with this.

These are just a few things to consider when selecting a site. Some rodeos are very elaborate, while others are simple. The more elaborate, the more time, space, and money is required. Either way, focus on the contestants.

Designing the Course

Before setting up the course, the course designer must understand the turning radius of the vehicles used in the event and how each vehicle class responds to extreme steering inputs. This design will help make the course match the bus. The course designer should have the minimum tools to help set the course as follows:

- 36-inch square
- Multi-angle square for the 45-degree angle on a right-hand turn
- Tape measures: 330 feet, a couple of 25–35 feet, with one at least 30 feet long
- Chalk lines: 100 feet or longer if possible
- String for center line (optional, good for the serpentine)
- Pocket knife

- Gloves
- Method of marking the cones – use multi-color markers if you have multiple divisions on the same course
- Tools to set defects on the buses

When designing the course, ensure there is enough space between obstacles for the driver to prepare their approach and enter each one. Often, a designer must set up obstacles with minimal spacing between them, making the journey from one obstacle to the next more challenging than the obstacles themselves. A good starting practice is to keep at least a bus length and a half between the obstacles.

Use existing features of the site for the course. If curbs or a bus stop exist, try to incorporate them into the design.

There is a wide range of skill levels among drivers at roadeos. Organizations may participate in several roadeos, giving drivers the chance to complete and potentially win at the local, regional, state, national, and international levels. Drivers may also be nominated by their agency to participate in roadeo events. Some obstacles take longer to negotiate than others. Three obstacle stations typically take the most time: the right- and left-hand reverses and the serpentine. These obstacles will bottleneck the course if they are consecutive. The two most difficult obstacles are the right- and left-hand reverses. It is common to see both reverses together, but it is not necessary. If you have the space, separate them. Drivers will back up slowly, and if they become confused about their position relative to the obstacle, they will stop to orient themselves. This can take some time. To avoid having a driver stop in the middle of the course, you can use holding obstacles to have the driver wait until there is enough time for them to negotiate the next obstacles. The holding obstacles require the driver to stop, the on-board judge to stop the clock, and the judges to take measures. This must occur at the right-and left-hand reverses and passenger stops.

Many parking lots have hazards that will affect the placement of obstacles; light poles are among the most common. Try to avoid placing an obstacle that would bring the bus close to the pole. Other obstacles could include signage, curbs and other fixtures. Consider how the driver should drive the course and how they may see the transition from one obstacle to another. Contestants may be extremely nervous, and you don't want them to become confused on the course. Some drivers say the only thing they see is a "*sea of orange cones*." If possible, place barriers or barricades to help avoid hazards and guide the driver's path while on the course. You also want to avoid large side-to-side inclines and declines whenever possible. Even though the driver should always have control of the bus, inclines and declines can slightly affect steering, so it is best to avoid them. Avoid any dips before, during, and all the way to the judgment stop obstacle. Dips may cause the driver to slow down and fail to maintain the minimum speed required for the diminishing clearance obstacle. Dips also may disturb the smoothness of the operations for the on-board judge, possibly causing injuries. Remember, fixed-route buses may not have seatbelts!

Measurements that are needed before setting up the first cones include:

- Length of the vehicle, including a bike rack if mounted, and the width, including wheel well tire flares.
- Right side rear dual tires, the natural bulge of the tires. The mud flap may need to be removed or tied up to prevent interference with the tennis balls/baby cones.
- Ensure the mirror's mounts are above the height of the barrels.
- Remember that the long distance from the rear axle to the rear bumper creates a wider tail swing. You may have to test the swing with cones to understand how much space is needed.

Determine how to mark the course before setup. Use different colors for each division if you are using one course for multiple divisions. Paint yields the best results, but many locations may not allow it. You will need something that can be seen in the rain and that is strong enough not to wash away, such as latex or acrylic traffic or zone marking paint. If the event is the day after setup, carpenter's tape may be used as long as it stays in place once applied. Tape does not perform well in bad weather. Carpenter crayons are another marking option. These are durable crayons that can withstand the elements for a short period of time. If there is a chance of showers, check for telltale signs of water puddling.

Understand the measurements in any handbook or manual before starting. As you set each obstacle, you will need someone to drive and then adjust the obstacle to match the bus's tightest turning radius. This may require moving the cones inward or outward to make the obstacle possible while remaining difficult. The obstacles should be challenging for competitors, but the course designer must ensure that each obstacle can be completed within its parameters.

There are some terms you should understand before getting started. This will help you understand the roadeo guide handbooks.

- **Centerline/Baseline:** This is a line that some designers use to create the flow of the course or path of the bus. Some measurements will show how far off the centerline you are when placing the obstacle. This is noticeable on APTA's right dual clearance and offset.
- **Gate:** The gate is the distance between the two cones used to define the entrance to an obstacle.
- **Lane Cones:** These are the ones that are along the course line. You will see these on the CTAA right- and left-hand reverses.
- **Course Cones:** There are the cones that make up the actual obstacle.
- **Pivot Cones:** A cone that the bus must drive around and come as close as possible without touching it.

Note how measurements are drawn in the course measurements. Examples are:

- **Inside to Inside:** Measure from the inside edges in between the cones.
- **Outside to Inside:** Measure from one side of the cone to the same side of the next cone.
- **Center to the Cone:** Measure the top center of each cone.

If the diagram does not show a measurement, such as the CTAA right-and left-hand reverse cones, measure the total length and divide it by the number of spaces between the cones shown.

All vehicles used for each event and division must be the same. Use one of these vehicles when setting up the course. If possible, have a driver who has experience with roadeos or who will follow the course designer's directions for maneuvering the bus but is not competing.

Mark the start line using two cones spaced at least one-and-a-half bus widths apart. Set up the cones described in the course set-up included with this Toolkit. Place each cone in a straight line, with the edges parallel to the bus's direction of travel. Some roadeos use different colors, different sized cones, or markings for their pivot cones. While not required, these can help drivers identify which cones carry higher point deductions and reorient themselves if they get confused.

When setting up the cones, start with the gate for the obstacle. This may be the entrance of the obstacle or the entrance of the reverses. All the gates should typically be the same size, unless the bus has an extremely different turn radius. You can determine turn radius by counting how many rotations it takes to move your tires from straight to the far left and the far right. After you determine the gate, start aligning the cones using the measurements in the handbook. Aligning the cones is extremely important. Use the square to ensure the corners are 90 degrees. Using a chalk line to mark a straight line will ensure all the cones are aligned. The chalk line will also help when the setup bus attempts to navigate the obstacle and either hits a cone or moves it.

After the initial placement of the cones, the driver who is helping with the setup tests the obstacle. Most of the time, you may need to adjust the cones based on the bus's turn radius, length, and tail swing. If you need to adjust, ensure you realign the cones in that row before attempting to negotiate the obstacle again. Make sure the driver maintains the same approach each time before making changes. If the driver keeps changing their approach, you are attempting to set the cone out from a moving target. You may have to guide the bus through each time. Watch the tire tracks to determine if the approach is being constant. Once the bus has successfully negotiated the obstacle, mark the cones.

You can mark the cones in different ways, such as painting a dot on each corner, which is the minimum marking required. Some people paint all the way around the cone. Do not mark the cones until the person in charge says they are ready. When there are multiple courses on the same site, marking must be consistent and easy for judges to understand, with clear indications of which mark represents which division.

When setting up the next obstacle, place the bus at the exit of the previous one. This ensures the flow between obstacles is not more challenging than the obstacles themselves.

To determine where to place the diminishing clearance obstacle, have the bus start at the previous obstacle, safely exit, and drive towards the direction of the judgment stop obstacle. Once they have reached 20 mph, the driver blows the horn. This will show you where to begin setting the barrels.

A tighter course will result in widely different scores unless the obstacles cannot be navigated without hitting a cone. The bus must be able to go through the obstacle without touching any cones. But when the course is too easy, more drivers may earn perfect scores. This is not a bad thing in itself. Perfect scores help build the driver's confidence, but the highest score with the fastest time will determine the winner.

Passenger Assistance Stationary Events

When selecting a place for the wheelchair securement obstacle station, ensure there is enough space between vehicles to provide participants with auditory and visual privacy. Other participants should not be able to monitor the performance of other drivers nor be able to overhear their verbal statements. There are points for tasks performed and points for speaking each task, so visual and auditory privacy is necessary.

Identical vehicles for this event are necessary to ensure that each participant works with the same vehicle type and features. The buses used for this event must have wheelchair lifts that are free of defects. The wheelchairs for this event must also be identical, so every participant is judged the same in how they secure the device. The scoring for this event is fast-paced because there are 20 checks to evaluate, and most require both performance and verbal responses, so well-trained judges or judges who are also trainers are recommended. Consistency is key!

At this station, volunteer judges may play the passenger role, but since the pandemic, fabric mannequins have also been used. This reduces the number of volunteers needed, but the mannequin will need to be secured in the mobility aid.

Provide participants with a script describing each task's instructions and expectations. To ensure that every participant hears the same message, provide the script to all drivers competing at this event rather than individually.

Pre-Trip Stationary Event

The pre-trip inspection obstacle station should be set up with enough room to space the vehicles 15 to 20 feet apart. This space will provide aural privacy so participants can complete their pre-trip inspection without other participants overhearing the identified defects.

The vehicles for this event should be identical so every participant can inspect the same vehicle type with the same features. Place four defects where drivers are typically required to inspect, including items under the hood, on the exterior, and in the interior of the vehicle. Please note that defects may vary at individual rodeos. When setting the defects, take care to label any items removed with the vehicle number or plate number to ensure the correct items are replaced on each vehicle when the event concludes. The defects should be placed before any participants arrive on site to prevent them from observing the activity.

Provide participants with a script outlining the event's purpose and expectations. Participants should complete the inspection in a logical and systematic manner and find all four defects. Ensure that drivers understand that they must state "this is a defect" to clarify that they have identified a defect.

The script is best read to each team of drivers competing at this event rather than individually to ensure everyone receives the same information. There are points for tasks performed and participants must verbalize each task so the judge can hear them, while ensuring privacy.

Judges play a key role in hosting a roadeo. Most judges are volunteers who take time out of their day to participate. Without them, a roadeo would not be possible. At each station, provide chairs for each judge to sit while waiting for contestants. Ensure that there is enough protection from the elements, such as shade from the sun or cover from rain, if applicable. Make sure all equipment, signs, and materials are secure and cannot be blown over or moved by wind. Ensure that the area remains free of trash or debris, such as food wrappers or promotional items, that could interfere with the competition.

Judges will need breaks from being out on the course, so plan to manage foot traffic and allow them to rest without disrupting the event.

Guidance on Practice Day Policies

A practice session gives drivers, mechanics, and judges the opportunity to familiarize themselves with the course, policies and procedures. State and national roadeo events typically include a written test, a pre-trip inspection, a wheelchair securement event, and a road course. The practice session generally covers all of these elements, except the written test. However, locations are often designated for participants to study and prepare for the written test.

The practice session will help judges understand how to evaluate each obstacle and accurately complete the score sheet for every driver. The course marshal will visit judges on the course to verify the accuracy of the scoring.

Practice sessions, and recommended time limits, are presented below.

- **Pre-trip Inspection:** Drivers have seven minutes to complete the pre-trip inspection. Judges evaluate whether the inspection is completed, all defects are identified, and if it is performed in a logical, systematic manner. Each system may use a different type of pre-trip inspection checklist.
- **Wheelchair Securement:** The wheelchair securement and lift operations station also has a seven-minute time limit.
- **Driving Course:** Each driver is allowed seven minutes to complete the driving course. A listing of obstacles on the course is presented below with descriptions addressed within the Toolkit.
 - Offset Street
 - Right-Hand Reverse
 - Left-Hand Reverse
 - Right Turn
 - Passenger Stop

- Left Turn
- Serpentine
- Right Tire Clearance
- Diminishing Clearance
- Judgement Stop

Drivers will also be judged on the smoothness of operations. The on-board judge will determine if drivers make any sudden stops, starts, or abrupt turns. The judge will also indicate whether drivers wear their seatbelt/shoulder harness while driving the course.

On-Board Timing

The timekeeper, who serves as the on-board judge, starts the clock when the vehicle is put into motion at the start line. The clock is stopped when the vehicle comes to a stop at the right- and left-hand reverse exercises and the passenger stop. The clock is restarted when the vehicle is put into motion. The clock is stopped a final time when the vehicle comes to its last stop at the judgment stop.

A point deduction is applied for each second beyond the seven-minute limit required to complete the stationary events. Timekeepers must notify the contestants when they reach the seven-minute mark and when they have one minute remaining to complete the course. Participants will have eight minutes to complete the course. If the participant has not completed the course after eight minutes, the on-board judge must note the last obstacle completed, and no further scoring will occur.

The total driving time is also used as a tiebreaker in the event of a tie score between two or more contestants. In the event of a tie, the contestant with the lower elapsed time will be scored higher.

Weather Delays and Suspension

Advanced and adequate preparation enables event organizers to remain calm and manage weather-related emergencies effectively before or during the event. Organizers should clearly communicate in advance how they will share information about cancellations or delays. Having a communication plan in place ahead of time sets expectations and lets people know where to look for updates.

Adjustments in schedules and event suspensions should follow a consistent, safety-driven approach that protects participants, event staff, spectators, and equipment. Three core principles of emergency preparedness apply to all rodeo events: understand potential threats, stay informed, and communicate clearly. Event organizers should closely monitor weather conditions in the days leading up to the rodeo and throughout the event, using credible resources to track storms, lightning, wind, and extreme temperatures. When threatening conditions arise, activities should be paused immediately and participants directed to a designed safe area(s). Host agencies may also have established emergency management policies and procedures that must be followed during severe weather or other natural disasters.

Natural disasters and threats such as tornadoes, hurricanes, lightning, or high winds that could compromise tents or course equipment, heavy rain that reduces visibility, or any severe weather alert should trigger an immediate delay or suspension. During a delay, organizers should secure the course, park vehicles safely, and continuously reassess conditions until it is safe to resume. All individuals on site should be moved to a predetermined, secure shelter location.

If conditions improve, the event may resume as planned or with necessary course modifications to maintain safety. If conditions worsen or the site becomes unsafe, event organizers should cancel the event and clearly communicate that decision to all involved. Identifying shelter locations, along with establishing evacuation strategies and a communication plan during the planning stage, helps ensure delays and suspensions are handled in an orderly and predictable manner. By prioritizing safety and following clear procedures, rodeo organizers can respond effectively to severe weather while preserving the integrity of the event whenever possible.

Vehicles

Secure and Inspect Vehicles

Vehicles are typically provided by the participating transit agency or agencies. The work group should confirm whether additional vehicle insurance is required, as non-transit agency employees may be driving the vehicles. The vehicles will need to be inspected to ensure all vehicles are in proper working order, with vehicle inspections taking place either the day before or early on the day of the event. Depending on the number of contestants and whether contestants will be conducting a vehicle inspection, you will need three to four vehicles for each vehicle category - three for competition and one spare. If you are including the stationary events of pre-trip inspections and wheelchair securement, you will want to secure no less than two to three vehicles for each stationary event. To ensure consistency and fairness, try to get similar makes and models of vehicles.

Parameters for Specific Vehicles

All vehicles used within each class should be identical in year, make, model, features, and equipment. This ensures that no competitor gains an advantage due to differences in vehicle performance and configuration.

- Wheelchair ramps or lifts must be fully functional and in proper working order.
- Variations in equipment (e.g., mud flaps, turning radius, mirror set-up) should be avoided, as they can affect performance and scoring or create confusion for participants.
- Course vehicles should be identical within their class, though they may differ from vehicles used for pre-trip inspections or wheelchair securement events.
- Vehicles used for wheelchair securement should also be identical to one another, even if they differ from pre-trip vehicles.

Vehicle classes group drivers by the type and size of vehicle they operate, ensuring fair evaluation on comparable equipment. While classes may vary by event, the most common Bus Rodeo vehicle

classes include:

Local Bus

1. 35-Foot Bus
2. 40-Foot Bus
3. 60-Foot Articulated Bus

Paratransit

4. Body-on Cassis (BOC)
5. Van

Intercity Bus

6. Over-the-Road Coach (Motorcoach)

Some events may include additional or specialized divisions, such as:

- Electric Bus Class
- Trolley or Historic Vehicle Class

Vehicle class distinctions are important because they directly affect:

- Turning radius and maneuverability
- Visibility and mirror usage
- Breaking and acceleration response
- Course design and obstacle spacing

Separating competitors by vehicle class ensures operators are evaluated based on skill and precision rather than differences in equipment. By maintaining consistent vehicle specifications within each class and clearly defining class categories, Roadeo organizers can create a fair, controlled, and professional competition environment.

Ensuring the Fairness and Integrity of the Event

A roadeo is a competition as well as a networking and training opportunity; therefore, the fairness and integrity of the event is paramount to the success of the event. For a lot of people, perception is reality, so if there is a perception of unfairness or favoritism, that can become their reality. There are several things that can be done to address this concern, including a clear “rules of conduct” outlining what is acceptable behavior and event dress for participants.

No one should be permitted on the course prior to it being their turn to compete. This is the purpose of the driver walk-through. The walk-through is the one opportunity for participants to ask questions and learn the layout of the course. The person conducting the walk-through should address questions posed by the participants during the walk-through, but once the walk-through ends, it should be made clear that no further questions may be asked. All drivers must receive the same information and be able to hear the answer to all questions.

Roadeo events are often a time for celebration for participating agencies and drivers, and managers and supervisors may want to capture photos and video of the event and their drivers competing. The rules of conduct should clearly state whether and where spectators are allowed to watch or take pictures or videos. This helps prevent any perception that a participant is being assisted through signaling or walking alongside the vehicle. It is also helpful to post signs and include on pre-event materials that no “coaching” is allowed during the event.

On rare occasions, it may be necessary to address an occurrence that was not the fault of the driver or the driver's actions. Equipment failures and unforeseen issues can arise during the event that will require a determination on scoring and how to move forward. As an example, if only one vehicle was available for setting the course, but when the event begins, the mud flaps on the second vehicle are found to be a bit wider than those of the vehicle used to set the course. Every participant in the second vehicle is hitting the mini-cones (or tennis balls) on the right tire obstacle with the mud flap, but no participants in the first vehicle are experiencing this issue.

The Course Marshal is generally the person assigned to determine the outcome when there is an issue beyond the driver's control. A Roadeo Committee can aid the Course Marshal in making more complex determinations on any challenges or incidents that may occur. In the example provided above, all contestants should receive the score for the right tire clearance to ensure fairness for that obstacle, since an issue was identified that was beyond the driver's control. This is the fairest way to resolve this issue, and all participants should be advised of what occurred and the outcome to eliminate further challenges or misperceptions. A clear protocol should be established for participants and committee members to address such concerns, and it should be made available to participants so they understand the proper avenue to address any concerns they may have.

Rules of Conduct

The CTAA's Roadeo Committee's adopted rules of conduct can serve as a best-practice model. The rules of conduct are presented as follows:

1. Uniforms are optional, but professional dress is required. Contestants must wear name badges at all times.
2. Following the initial walk through of the course, drivers will not be allowed on the driving course for any reason (except for their actual competition).
3. Drivers must remain outside of the pre-trip inspection and passenger assistance areas until they are called to participate in these events. Spectators must always remain outside of the stationary element areas.
 - a. Picture-taking is not allowed within the stationary element areas.
4. Once completed with the competition, drivers are not to discuss the competition with drivers who are still waiting to complete.
5. Each driver will be assigned to a squad. Drivers must follow the instructions of their squad captain.
6. Drivers are not to engage in unnecessary talking with judges.

7. No alcoholic beverages will be permitted at the Roadeo site by any attendee, including spectators.
8. Unsportsmanlike conduct of any kind will not be tolerated. This includes profanity, aggressive behavior toward another contestant or official and unsafe driving maneuvers.
9. Violations of the rules of conduct are to be reported to the Course Marshal as soon as possible.
10. The Course Marshal shall have the sole authority to determine if a violation has occurred and the corrective action to follow. Depending on the severity of the infraction, the corrective action may include either deduction of points from a contestant's score or suspension from the competition.
11. Always watch out for vehicles! Avoid endangering yourself and others.

Judging

Judge Check In

Judge check in procedures are covered in the registration section of this Toolkit. You may also want to establish a sub-group or committee dedicated specifically to judging. While another sub-group or committee may be doing registration, the Judging Committee can monitor registration to ensure there are enough judges and back-up judges. Each obstacle requires two judges, and the information collected during registration will help assign judges to their locations based on their experience and preference.

State or local police can be invited to judge the Judgement Stop obstacle. They can bring the radar gun required to measure the driver's speed. If you are not able to secure a volunteer from the police department, obtain and train someone to use a speed gun.

Assign Locations

Assign at least one experienced judge to each obstacle as a rule of thumb, paired with a second judge with limited to no experience. The experienced judge can help guide and mentor the less-experienced judge. There are four types of judges:

On-Board Judge

This judge is in the vehicle with the driver. The judge is the timekeeper and determines the degree of professional appearance, smoothness of operations, and on-board safety habits. Depending on the size of your event and the availability of volunteers, you may choose to have three on-board judges. One person can do the appearance for all drivers before they get on the vehicle, one judge can be the timekeeper, one to evaluate the smoothness of operation, and one to evaluate on-board safety habits.

Course Judge

This judge is assigned to the obstacle course and is responsible for evaluating each obstacle from the completion of the previous obstacle through the completion of the obstacle they are judging. The

course judge must provide a completed score sheet for each contestant.

Stationary Event Judge

The stationary event includes the pre-trip inspection. Judges assigned to the stationary event should be familiar with the event they are judging and understand the scoring criteria for their assigned event. Judges for the stationary event must verify that the driver both performs and verbalizes key tasks during their performance.

Wheelchair Securement Judge

For the wheelchair securement event, two judges are recommended, with one of the two judges being a certified trainer. Judges for the “wheelchair securement” event must verify that the driver both performs and verbalizes key tasks during their performance.

Judge’s Packet

The judge’s packet provides essential information about judging, but a walk-through of the course obstacles is also necessary. In Connecticut, two techniques were used. In the first, a Course Marshal walked with all judges through each obstacle before the competition began. This approach allowed judges to see the full course layout and each obstacle. However, this can also be confusing because some of the judges may not hear everything the trainer is stating and may miss the details of judging their assigned location. In the second technique, a trainer for each obstacle instructs the two judges assigned to that obstacle. Connecticut found the latter to be more effective, as long as there is enough time to do the individual instructions. Indiana provides a rodeo prep webinar for drivers and judges in addition to the walk-through on the day of the event. In this two-hour webinar, the driver and judges review each obstacle and associated score sheet.

The judging packet should include a map of the course, general instructions outlining the judge’s role, and the scoring sheets for the obstacle assigned to that judge. Connecticut provided a guide for both the contestants and the judges so that everyone would be familiar with the rodeo event, the course layout, rules of conduct, and scoring.. To access, download the [Judge’s Packet](#).

Scoring

Judges must be consistent when scoring contestants and provide an objective evaluation of a contestant’s performance. Listed below are some general rules of thumb and ten obstacles with instructions on how to score each obstacle. Some of the information listed below and score sheets are taken from the Connecticut guidelines.

General Guidelines

The sheets listed below show the preferred locations of where the judges should be standing. The judge must not interfere with the contestant’s ability to complete the obstacle. Judges should be careful not to walk with the vehicle and be aware of facial expressions that could send a signal to the driver that could help or hurt them. Judges must mark on the scoring sheet which barrels, balls, cones or curbs are hit or touched (“hit”) by the vehicle. A hit occurs when any part of the vehicle

(e.g. body, bumper and tire) comes in contact with the barrels, mini-cones, etc. A contestant is not penalized a second time if they hit the same barrel, cone or curb more than once. Judges must reset the barrels, mini-cones, etc. once the contestant has cleared the obstacle. If a cone is stuck under the vehicle it will usually come out on its own. The Course Marshal may determine if the vehicle must be stopped to remove the cone. The on-board judge must stop the clock while the cone(s) is removed and start the clock again once the vehicle is placed back into motion. If the obstacle does not require a vehicle stop, but the contestant stops, the clock continues to run. [Click here](#) to download the judges' scoring templates and [click here for the PDF](#), or [download the Word version](#).

Serpentine

The serpentine tests the contestant's ability to maneuver turns. The cones most likely to be hit are the two entrance cones, the point and the pivot cones. No transmission shift into reverse is permitted, but would count as a standard, five-point deduction if taken to avoid hitting a cone. Since contestants are likely to stop and shift in reverse, you must remember to check if cones are hit when the vehicle is traveling backwards.

Offset Street

The offset street obstacle tests the contestant's ability to drive through two separate narrow lanes that are offset one full lane. Judges should be careful to watch the last cone in the entrance set on the driver's side. This cone is likely to be hit as the rear of the vehicle swings through the turn. Watch the entrance cones on the second set for bumper contact. This cone is likely to be hit as the vehicle maneuvers into the second lane, and watch the bus tires as they pass by the base of the cones for rubbing. No transmission shift is required for this event and would result in a standard, five-point deduction if taken.

Right Turn

The right turn tests the contestant's ability to maneuver a 90-degree right turn. Note the location of the right, outside rear tire as it crosses the 45-degree line from the pivot cone. This is the point at which you must decide which interval the tire has crossed. If any portion of the line marking the next 6" increment on the 45-degree line is visible as the tire crosses the 45-degree line, penalty points are earned. The cones most likely to be hit are the driver's side entrance cone (tail swing), the pivot cone and the exit cones. A turn signal is required. No transmission shift is required for this event and would result in a standard, five-point deduction if taken.

Left Turn

The left turn tests the contestant's ability to maneuver a 90-degree left turn. The two entry cones are the ones most likely to be hit. Remember, they each have a 25-point value. Watch for the right entry cone being hit by the tail swing of the vehicle. The turn signal is required. No transmission shift is required for this event and would result in a standard, five-point deduction if taken.

Diminishing Clearance

The diminishing clearance obstacle tests the contestant's ability to judge the position and speed of

the vehicle. In this obstacle, the vehicle must travel at least 20 mph before entering the barrels. The radar display, not the vehicle speedometer, is the official speed measurement device, so judges must watch the display or refer to the operator of the radar. The vehicle can reach this speed at any point before entering the exercise. Judges should be careful to stand clear of the barrels. Barrels travel fast when hit at 20 mph. In Connecticut, a safety officer was present with radar equipment and signaled to the judge that the contestant achieved 20 mph. The signal can be a thumbs up/down or even the flashing of lights. Sirens are not recommended as they can be a distraction to other competitors at the event.

Judgement Stop

The judgement stop tests the contestant's ability to judge the stopping distance between the bus and a small object, in this case, a cone, directly ahead. When measuring the distance between the cone and the front bumper of the vehicle, it is very important to be consistent in your measurements. Measure the distance from the cone to the bumper by placing the yardstick on top of the cone, with the 1" increments on the yardstick starting at the end toward the vehicle. The yardstick should be kept parallel to the ground (level), and perpendicular to the front of the vehicle. Read the distance where the yardstick crosses the outside of the cone. Measurements are rounded up. If you measure 8-1/4" or 8-3/4", it should be recorded as 9" on the score sheet. The driver is only permitted one stop so if the driver stops more than once there is a point deduction for extra stops.

Smoothness of Operation and Safety Habits

The on-board judge will determine if the contestant makes any sudden starts, stops or abrupt turns, and will indicate whether contestants wear their seat belt/shoulder harness while driving the course. Additionally, the on-board judge will note contestant's use of turn signals, four-way flashers and sounding of the horn while completing a number of obstacles. The judge should score all contestants consistently.

Time Penalty

The timekeeper (who also serves as the on-board judge) starts the clock when the vehicle is put in motion at the start line. The clock is stopped when the vehicle comes to a stop at the right- and left-turn reverse obstacles and the passenger stop and started again when signaled to do so by the judges (by a tap on the side of the vehicle). The clock is stopped when the vehicle comes to a final stop at the judgment stop. There is a seven-minute window for completing the course. If the driver has not completed the course after eight minutes, the on-board judges must make note of the last obstacle completed, and all scoring will cease.

Personal Appearance

It is up to the rodeo organizers whether to include this as part of the event. In Connecticut, drivers are required to wear their uniforms and are judged on their professional appearance. Evaluation criteria includes wrinkled uniforms, unkempt personal appearance, and appropriate foot attire.

Other Exercises

Your roadeo may include stationary events and/or a safety quiz.

Safety Quiz

A written quiz can be administered before the driver starts the obstacle course and used to test the contestant's knowledge of the rules and regulations for a professional vehicle driver.

Pre-Trip Vehicle Inspection

All drivers must conduct a pre-inspection of their vehicle before they start their day of service. This exercise could be part of the roadeo contest. For this stationary event, it is recommended that up to four defects be present on the vehicle. Drivers will be scored on locating the four defects and completing the inspection in a logical and systematic manner. There is a seven-minute time limit for this event.

Wheelchair Securement

This event tests the driver's ability to operate lift and ramp equipment, properly secure a wheelchair, and provide quality customer service. The driver should approach and treat the passenger as a customer to be transported. Participants should take all necessary steps to board the passenger and correctly secure the passenger and wheelchair. For this stationary event, drivers are also scored on their customer service skills and ability to verbalize each task performed as well as perform each task. There is a seven-minute time limit for this event.

Determining the Winner

A well-defined set of Bus Roadeo evaluation criteria ensures that all participants are judged fairly, consistently, and with a strong emphasis on safety and skill. The following criteria can be used as a framework for scoring performance. [Sample Score Sheets](#) are provided for reference.

Key Evaluation Criteria

1. Safety: Safety should carry the greatest weight in scoring.

Evaluation Factors

- Complete stops
- Proper use of turn signals
- Effective mirror checks and situational awareness
- Controlled and appropriate speed
- Maintaining safe clearances from obstacles

Typical Deductions

- Rolling stop
- Failure to signal

- Unsafe maneuver (may result in disqualification)

2. Pre-Trip Inspection: Assesses knowledge of vehicle safety and inspection procedures.

Evaluation Factors

- Identification of defects
- Logical inspection sequence
- Clear communication of findings

3. Vehicle Control: Judges the driver's ability to handle the vehicle smoothly and accurately.

Evaluation Factors

- Smooth acceleration and braking
- Steering control and stability
- Proper lane positioning
- Accurate turning

4. Obstacle Course Performance: Each obstacle is scored individually to assess precision. Common obstacles include:

- Serpentine
- Offset Street
- Diminishing Clearance
- Right and Left Turns
- Right Side Tire Clearance
- Backing (Right- and Left-Hand Reverse)
- Judgement Stop

Evaluation Factors

- Accurate movement
- Cone/contact avoidance
- Final positioning

5. Wheelchair Securement: Evaluates proper handling of accessibility equipment and passenger safety.

Evaluation Factors

- Correct use of ramp or lift
- Securement technique
- Safety checks and communication

6. Professionalism/Passenger Experience: Reflects driver's demeanor and communication.

Evaluation Factors

- Professional behavior
- Clear communication
- Passenger awareness

7. Rule Compliance: Ensures adherence to event procedures.

Evaluation Factors

- Following course instructions
- Staying within boundaries
- Responding appropriately to judges

8. Time Management: Is a secondary factor to safety and is used primarily as a tiebreaker.

Frequently Asked Questions (FAQs)

A set of FAQs related to evaluation and scoring, along with their corresponding answers, is provided below.

Q1. What is the most important scoring category?

Safety is always the highest priority and typically carries the most weight.

Q2. Is time part of the score?

Time is traditionally used only as a tiebreaker, not a primary scoring factor.

Q3. Are all vehicles the same?

Yes. Vehicles within each class should be identical in make, model, and equipment to ensure fairness.

Q4. Are obstacles the same for all participants?

Yes. Every competitor completes the same course under the same conditions (as much as possible).

Q5. What causes a driver disqualification?

Unsafe driving behavior. Ignoring judge instructions (e.g., leaving the course, striking a real or simulated pedestrian, etc.).

Q6. How are cone hits scored?

Each cone contact results on a standard point deduction (e.g., - 2 points).

Q7. Are pre-trip inspections required?

Many rodeos include them as a scored component, but it depends on the event.

Q8. What is evaluated during wheelchair securement?

Proper use of equipment, securement accuracy, and passenger safety procedures.

Q9. How is scoring kept fair?

Use of standardized score sheets, pre-event judge training, and the same judge assigned to the same obstacle or event station.

Q10. Can a score be challenged?

Some events allow for a formal review process. Such rules should be defined in advance.

Q11. What happens if the event is interrupted or delayed?

Scores remain valid, and the even resumes when conditions are safe.

Q12. How are winners determined?

Highest total score within each vehicle class.

Q13. What happens in the event of a tie?

Ties are typically broken using time or the highest safety score.

Collecting the Score Sheets

A process should be established to collect the score sheets and compile the results. In Connecticut, each golf cart had a driver and runner. The driver followed behind the vehicle while the runner collected completed score sheets and delivered the sheets to the recorder location. In Arizona, volunteers walked around the course collecting the score sheets. Information on an electronic system for collecting and compiling scores is provided later in the Toolkit under the Technology Considerations section.

Compiling the Score

If scores are being compiled manually, the recorder should tally both the obstacle and non-obstacle score sheets for each driver. A second person may be used to review all scores to ensure accuracy. National RTAP has provided an [Excel spreadsheet](#) that could be used to tabulate results. The spreadsheet was designed to break ties by selecting the contestant who completed the course in the shortest time.

Grievance Procedures

The work group should establish a grievance sub-group or committee to outline procedures for handling contestant hearing requests. The process may consist of hearing the contestant's concerns, allowing the subcommittee to ask questions, holding a discussion among the subcommittee members, and issuing a final decision.

Food, Entertainment, and Awards

Determine Number of Attendees

Attendees include drivers, judges, volunteers, guests, and others. Knowing the expected number of participants will help determine the amount of food and beverages needed, as well as seating, tables,

portable toilets, and other logistical items.

Determine Types of Food, Beverages, and Distribution

There are several options for providing food, such as offering bag lunches, hosting a barbecue, or inviting/contracting with food truck vendors. Be sure to have plenty of water on hand, especially if warm or sunny weather is expected. It can get very hot on the course during the event. Determine in advance whether you will provide breakfast and lunch. In some cases, rodeos are held during conferences, allowing food and beverages to be incorporated into the conference offerings. These conferences often also include an awards dinner.

Determine Number of Awards

Beyond the first-place winners, you may want to offer additional awards for the second and third place, best time, rookie award, youngest driver, or perfect score on predetermined difficult obstacles.

Obtain Awards

Decide on the type of awards you will present, such as plaques, trophies, printed certificates, etc. Obtain the awards before the rodeo, so they can be presented during the awards ceremony. Updated information included on the award after the event. Paper awards could be printed at the event. A traveling trophy might be an appealing option.

Example: Indiana Paratransit Rodeo Traveling Trophy

This is a large trophy with a vehicle on top and space for name plates to be added. Each year, it is brought to the event and displayed with past rodeo winners recognized by their name plates. The winner gets to take the trophy back to their agency for display until the following year. Each new plate should include the names of the winners, their agency, and the year of the rodeo event. These plates are added to the trophy. Be sure to consider how the trophy will be tracked and maintained for use on future rodeo events.

Plan and Implement Awards Ceremony

Determine what you want to do for the awards ceremony. If it is a standalone event, the awards ceremony could happen after lunch. At a regional conference, an awards dinner could be held.

Event Clean-up

For smaller venues, volunteers and judges will clean up. If you have rented equipment, let your vendors know what time to pick up the equipment so that staff do not have to wait. If you rent tents, include installation and removal as part of the price. If a food vendor provides tables and chairs, have them include set-up and removal as part of the price.

Ensure you have arrangements for a dumpster or trash collection and a plan for removal. Restrooms must be provided, and porta-potties are often used at these events. Make sure these are positioned with the food tent and observation areas in mind, and that arrangements include a timely pick-up

and removal from the event location.

Materials and Supplies

For a suggested list of items that you will need for the roadeo event, download this [Materials and Supplies List](#).

Technology Considerations

Bus roadeos are increasingly incorporating emerging technologies that improve operational efficiency, accuracy, transparency, and the overall participant experience. Technology is a valuable tool, but it can present a learning curve, particularly for individuals who are less familiar or comfortable with its use. To ensure successful implementation and participation, training on each technology solution should be provided in advance of the event. Examples of technology solutions are referenced below:

Electronic Registration Platform

The use of electronic registration platforms helps streamline the management of participants, judges, and volunteers. These systems allow participants to register online, select their vehicle class, and submit required documentation in advance of the event. Organizers benefit from real-time participant tracking, automated confirmations, reduced administrative burden, and improved communication. These platforms also help ensure accurate rosters and more efficient event planning.

However, it should be noted that not all participants or agencies have the same level of access to technology, which can create barriers to participation if low-tech registration options are not available. Internet access may not be available for all potential participants. In addition, there are cost and resource considerations associated with implementing these systems. Adoption may require financial investment, staff time for setup and ongoing maintenance, and potential support from the Information Technology (IT) department or external vendors.

Drone Footage

The use of drone technology and associated footage is emerging as a valuable technology solution. Aerial footage provides a comprehensive view of obstacle layout, traffic flow, and participant performance. Recorded footage creates a useful archive for post-event review, training, improvement in course design, and in marketing and recruitment materials. Access to drone equipment and securing meaningful footage requires a high level of planning, trained personnel, reliable equipment access, and significant post-event effort. For many event organizers, these demands can be a limiting factor unless strong logistical and resource support is in place.

Recent examples of the use of this technology solution are included below:

- [Indiana Paratransit Rodeo \(2025\)](#)
- [Mississippi Public Transit Association \(2026\)](#)

Electronic Scoring Platform

Another major advancement is the use of electronic score sheets and digital scoring systems. Instead of relying on paper forms, judges can enter scores directly into tablets for each obstacle and event station. These systems can automatically calculate penalties, aggregate scores across stations, and calculate scores in real time. As a result, electronic scoring reduces the risk of calculation errors and enhances transparency for both participants and organizers. One of the greatest advantages is the significant reduction in time between the completion of the competition and the announcement of results, allowing winners to be determined and announced almost immediately.

While electronic scoring platforms can improve accuracy and efficiency in event scoring, this solution requires careful planning and consideration. Reliable and stable Wi-Fi or internet connectivity is essential, which can present challenges in rural or remote locations. Device malfunctions or connectivity interruptions may also delay scoring or disrupt operations if contingency plans are not in place. To ensure consistent and fair scoring, organizers should establish backup procedures and provide training for all users prior to the event.

Cost is another important consideration, particularly for smaller events. Expenses may include purchasing tablets or mobile devices for each scoring station and course vehicle, investing in software platforms, and covering licensing or ongoing service fees. Equipment selection is also critical, as devices must be durable enough to withstand environmental conditions such as rain, sand, heat, and cold. In addition, screen visibility can become problematic in direct sunlight, especially when screen protectors are used.

Operational procedures should be carefully designed to minimize scoring errors and ensure reliable data collection. Each scoring station should ideally have a dedicated individual responsible for entering data into the electronic system, while an on-site technical support person should be available to troubleshoot issues, maintain communication with the scoring team, and ensure all stations remain connected to the central database. Some event stations may also require modified procedures. For example, the passenger assistance station includes numerous verbal and physical evaluation steps, making it difficult for judges to accurately observe participants while simultaneously interacting with a device. In these cases, using a paper score sheet during the evaluation and assigning a separate individual to enter the data electronically afterward may improve both accuracy and efficiency while still supporting centralized digital scoring.

Guidance on Using Consultants to Plan and Manage Rodeos

Hosting a successful bus rodeo requires coordination across many different tasks, from operations to logistics to promotion. While many agencies and organizations can manage the work internally,

others may not have the staffing, time, or expertise required to execute all components effectively. Engaging a third-party contract or consultant can help fill these gaps, ensuring the event is well-planned, professionally managed, and effectively marketed.

This section outlines the responsibilities and duties associated with event planning, marketing, organizing, set-up, and break-down. Tasks are organized by category and sub-task to help the event sponsor assess internal capabilities and determine where outside assistance may be beneficial.

Event Planning and Coordination

- Develop overall event timeline and milestones.
- Create planning checklists and task assignments.
- Identify staffing, volunteer, and resource needs.
- Identify and secure the event venue and required permits.
- Secure materials and arrange equipment rentals (e.g., cones, barriers, tents, radios, port-a-potties, golf carts).
- Develop site layout for all event areas.

Budget Preparations

- Prepare event budget and cost estimates.
- Identify cost-saving opportunities.
- Procure materials and supplies.
- Manage vendor contracts and payments.

Marketing and Promotion

- Develop event branding, logos, and messaging.
- Identify target audiences and recruit judges and volunteers.
- Design promotional content, including flyers, posters, and digital content for websites and social media.
- Coordinate outreach to sponsors, partners, and vendors.

Course Design, Setup, and Operations

- Design the rodeo course consistent with state or national standards.
- Prepare course diagrams and setup instructions.
- Oversee physical setup of obstacles, event spaces, and signage.
- Conduct safety inspections and risk assessments.
- Coordinate judge stations, timing equipment, and communication tools.
- Troubleshoot operational issues during the event.

Judging, Scoring, and Training

- Recruit judges and volunteers.
- Develop training materials and instructional guidelines.
- Conduct training sessions and practice evaluations.
- Prepare score sheets.
- Ensure consistency and fairness in scoring across all judges.
- Organize a practice session for participants (drivers, mechanics, judges).

Day of Event Coordination and Management

- Prepare participant packets and orientation materials.
- Manage participant check-in.
- Coordinate vehicle assignments and staging.
- Provide safety briefings and event instructions.
- Coordinate staff and volunteer assignments.
- Troubleshoot issues in real time and respond to incidents and emergencies.

Post-Event Activities

- Oversee evaluations and scoring.
- Prepare awards and certificates.
- Oversee event clean-up.
- Document lessons learned and recommendations.
- Conduct post-event communications with sponsor(s), community partners, and vendors.
- Issue final scores to participants so they can use them as a training tool.
- Create post-event content for the agency website, newsletter, and social media.

Developing a Budget

The budget for a Bus Roadeo can vary substantially depending on the size, scope, and location of the event. A single-property, local Roadeo typically requires a smaller budget than a state-level or larger event. Smaller events generally range from \$6,000 to \$30,000, while larger statewide events may range from \$30,000 to more than \$150,000, depending on the activities included. Costs are from 2026.

Larger roadeos may incorporate both a bus roadeo and a maintenance roadeo, with maintenance modules held at multiple locations rather than a single site. In such cases, travel between locations introduces additional expenses that increase the overall budget. Additional activities, such as a family day or a more formal awards banquet, also contribute to higher event costs.

The rodeo event organizer may fund only the essential equipment needed to host the event that the host property does not already possess. The host agency/location may have supplies such as tents, coolers, cones, or chairs available. When additional items or services are needed beyond what the host can provide, those costs may be covered. For example, the event organizer may fund food in one year, while the host site may cover all meal expenses in another year.

If you are using federal funds to help fund the rodeo, remember that you have federal requirements for procuring items. See the [Procurement Section of National RTAP's Transit Manager's Toolkit](#) for more information.

A [Budget Template](#) and [Example Budget](#) are provided to support you in your planning effort. The sample budget reflects a 2025 statewide event with a total budget of \$60,000 and incorporates both a Bus Rodeo and Maintenance Rodeo. Keep in mind that in-kind donations and financial sponsorships can reduce overall event costs.

Other Resources

Keys to a Successful Rodeo Event

Connecticut has developed an excellent [guide for administering a successful rodeo event](#). It includes practical tips, resources, and strategies for every stage of the event, from planning and preparation through the event. To access the PDF, click on Keys to a Successful Rodeo Event.

Rodeo Sample Test with Answers

This section includes content for the written test for drivers, featuring a bank of approximately 50 questions and answers covering key topical areas. It is intended to reinforce knowledge, support training efforts, and help you prepare for the written test portion of the rodeo. The written test typically consists of 25 questions, and it is common practice to develop two versions of the exam: Form A and Form B. [Sample Exam Questions](#) are available for download.

Information on Maintenance Rodeos and Tribal Transit Rodeos

Maintenance Rodeos

A maintenance rodeo is a competitive event designed to improve safety, enhance the skills of maintenance technicians and mechanics, and promote professionalism by providing a safe, controlled environment to practice real-world tasks. It recognizes top performers, highlights training needs, reinforces standard procedures, and builds teamwork and pride across the agency. The event fosters friendly competition, keeps participants engaged, and promotes consistency with industry standards. Beyond the competition, a maintenance rodeo serves as a valuable training and development opportunity and boosts employee morale. This section provides detailed guidance on planning and implementing a maintenance rodeo.

Selecting a Rodeo Site for Mechanics

Choose a location for the maintenance rodeo that can fit modules for both fixed-route and paratransit buses. Consider an additional holding area to help with crowd control. Remember, the maintenance rodeo is usually a team event of three members. The paratransit maintenance rodeo is an individual event. You will need enough room to accommodate the number of contestants, or maintenance teams. Teams traditionally consist of two to three maintenance technicians.

Make sure there is enough space to use a bus for pre-trip inspections and try to have one vehicle per maintenance division. The event can be held indoors or outdoors but consider exhaust and noise control. Decide how many modules you will use, as this will determine how much space you need for the course. Each module should have a space of 70 feet by 90 feet by 20 feet, with enough room to walk around each. Keep each module private to avoid disruptions from other modules. If the rodeo is outside, most events use tents for each module. If it is inside, spread the modules out in the maintenance bays and keep them separate. If you need to reduce the space for each module, ensure clear paths around them and plan where judges will stand so they can evaluate the tasks effectively. Judges should not be on the walking paths around the modules.

Event Set Up

Most maintenance rodeos run best when you set up several stations in a loop, letting teams move from one to the next without confusion. This setup is more critical than many people realize. When competitors know the order of the stations, they feel more confident and relaxed before the competition gets intense.

There is no single national standard for transit bus maintenance rodeos. Still, most agencies and state competitions use similar guidelines, which helps keep the event competitive, and it is possible to finish in one day. Because vehicles have many components, it is best practice to include a description of each component's make and model, along with its specifications. This will help competitors understand what they are going to be evaluated on.

Fixed Route Maintenance Rodeo

The following tasks are traditionally included in a fixed route maintenance rodeo and reflect the core skill areas evaluated during the competition.

- Preventive Maintenance (PMI) inspection
- HVAC diagnosis
- Powertrain
- HVAC Diagnostic
- Multiplex / Controller Area Network (CAN) diagnostics
- Air Brakes Board Event
- Entry Door Operations
- Parts identification

Paratransit Maintenance Roadeo

Paratransit maintenance roadeos are gaining popularity at the local and state levels. One challenge is making sure the modules work as standalone stations. While you can still run a paratransit maintenance roadeo, you are limited in the types of defects you can set on a working bus, which makes it harder to grade competitors. Because there are only a few training modules available, a state may want to buy a specific module for roadeo training.

Below are some tasks that could be included:

- Preventive Maintenance (PMI) inspection
- Electrical troubleshooting
- Heating, Ventilation, and Air Conditioning (HVAC) diagnosis
- Lift and ramp troubleshooting
- Steering & suspension inspection
- Brake system inspection or diagnosis
- Electrical troubleshooting

A maintenance roadeo should be built around industry-recognized, defensible standards. Use Original Equipment Manufacturer (OEM), APTA, DOT/Federal Motor Carrier Safety Administration (FMCSA), or agencies' standard operating procedures.

Consider including additional equipment, such as tables at each station to hold paperwork and any tools required to perform the task being evaluated. Ensure each module has any needed safety protection, such as hearing and eye protection.

Maintenance roadeos may or may not be on the same day as the driving part of the roadeo. It is hard to fit everything into a single day. You could run the driving course for drivers first, then have maintenance technicians drive after, or use a different course. If you decide to hold this event on a separate day, it might make sense to include it in the maintenance division. Additional information and examples of maintenance roadeos can be found in the National, State, and Tribal Roadeos section at the close of this Toolkit.

Tribal Transit Roadeos

Bus roadeo events can be readily adapted for Tribal Transit programs, as they share the same core focus on safety, driving skill, and customer service. The structure of a traditional roadeo can be tailored to reflect the unique cultural context of Tribal Transit systems.

Examples of Tribal Transit Roadeo events are presented below. These illustrate how standard Bus Roadeo practices, such as promoting safety, recognizing operator excellence, and supporting ongoing training and professional development, can be successfully adapted to Tribal Transit programs.

National Transportation in Indian County (NTICC) Heavy Equipment Roadeo

The [NTICC Heavy Equipment Roadeo](#) is a competitive skills event designed for tribal transit professionals and held during the [NTICC Conference](#). The event tests skills in operating heavy machinery, promoting safety, and showcasing expertise, featuring a Roadeo Team Competition. The event is open to the public, allowing spectators to attend, watch, and support participants. Competition is limited to seasoned drivers who are proficient in the specific equipment they choose to operate.

Participation and attendance are free, reinforcing the event's goal of recognizing excellence and encouraging industry engagement. Competitors compete for top scores within individual equipment categories, with awards presented for first, second, and third place, as well as an overall champion. The top team earns the Heavy Equipment Roadeo Title Belt, and winners are recognized during the closing ceremony.

Choctaw Nation Tribal Transit Bus Roadeo

The [Choctaw Nation Tribal Transit](#) hosts an annual Bus Roadeo in Oklahoma. This event tests drivers' skills while providing an opportunity to recognize excellence in driving performance and customer service. During the 2026 event, the top five participants were awarded, and from these, two were selected to advance and represent Tribal Transit at the CTAA National Bus Roadeo.

Bus Roadeo Basics Video

Visit the [Bus Roadeo Basics Video](#) to view the instructional video in its entirety or by segment. The video provides details on how to set up and judge ten common obstacles and other non-obstacle course items that the contestant is judged on.

National, State, and Tribal Transit Roadeo References

Below are manuals and handbooks from a selection of National, State, and Tribal Transit roadeo events, provided as reference materials for agencies and organizations of all sizes. This section also includes a link to the Heavy Equipment Roadeo hosted by the National Transportation in Indian County Conference (NTICC), and guides from national events hosted by the American Public Transportation Association (APTA) and Community Transportation Association of America (CTAA).

National Roadeos

- [APTA's International Bus Roadeo Handbook](#)
- [CTAA's Community Transportation Roadeo Guide](#)

State Roadeos

- [Florida's Triple Crown Bus Roadeo Handbook](#)
- [Indiana's Paratransit Roadeo](#)

- Mississippi's Public Transit Association's Bus and Van Roadeo Competition Packet
- [New Jersey Community Transportation Roadeo Guide](#)
- North Carolina Public Transportation Association (NCPTA)'s [Conference, Expo, Roadeo, and Golf Tournament](#)
- Pennsylvania Public Transportation Association (PPTA)'s [Bus Roadeo](#)
- Texas Transit Association's [Texas State Bus Roadeo Contestant Handbook](#)

Tribal Transit Roadeos

- National Transportation in Indian Country Conference (NTICC)'s [Heavy Equipment Roadeo](#)

List of Acronyms

- APTA: American Public Transportation Association
- BOC: Body on Chassis
- CAN: Controller Area Network
- CTAA: Community Transportation Association of America
- DJ: Disc jockey
- DOTs: Departments of Transportation
- FMCSA: Federal Motor Carrier Safety Administration
- FR: Fixed Route
- HVAC: Heating, Ventilation, and Air Conditioning
- IT: Information Technology
- MPTA: Mississippi Public Transit Association
- NCPTA: North Carolina Public Transportation Association
- NTICC: National Transportation in Indian County
- OEM: Original Equipment Manufacturer
- PMI: Preventative Maintenance Inspection
- PPTA: Pennsylvania Public Transportation Association
- TTA: Texas Transit Association

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