

Career Technical Education (CTE) 2-Year Mini-Review

Deadline: April 13, 2015 (midnight)

Send by e-mail to the Program Review Co-Chair, slillard@valleycollege.edu

Our current efficacy cycle for full review is every four years. However, in order to comply with Title 5 regulations, CTE programs are required to review their programs every two years. To meet this requirement, but also not to over-burden these programs, we have instituted a mini-review between the full efficacy cycles (that is, 2 years following the most recent efficacy report). Your program will be assigned a review team, consisting of Program Review members, who will work with you and provide feedback on your documents as you work through the process. Feel free to call on them or the committee co-chairs at any time.

This review is not designed to be comprehensive, but rather, it is expected to be a 2-year **update** since the last full efficacy report. Specifically, this update should address the following five program components: 1. Purpose, 2. Demand, 3. Quality, 4. External Issues, 5. 2-Year Plan.

Instructions:

For each of the five sections:

1. Mark the checkbox that best identifies where the program stands.
2. Provide a brief supporting narrative. Within each section there are examples related to that particular area, which could serve to help describe your program status. It is not necessary to address every item listed; these are included as possible examples. If you have other relevant information pertaining to a given area, then you are encouraged to include that as well.

The purpose of this report is a mid-term update in order to comply with Title 5, therefore, the page length should be in the range of 2 – 3 pages. The boxes for each section are expandable; take the space needed for each section. Keep in mind that this report is an **update** of the previous 2 years, rather than a comprehensive analysis.

CAREER TECHNICAL EDUCATION PROGRAM TWO-YEAR REVIEW

Date: 03-24-2015

College: San Bernardino Valley College

Program: Collision, Refinishing and Street Rod

1. Purpose of this Program

No Changes in Purpose
in the Last Two Years

☐

Minor Changes in Purpose
in the Last Two Years

☐☐

Significantly Changed Purpose
In the Last Two Years

☐☒

(Provide update since last full efficacy review; examples include description, mission, target population, etc.)

The Collision Repair, Refinishing & Street Rod Program instructs students in collision repair, frame straightening, refinishing, estimating, and vehicle restoration. Students acquire job skills that range from minor repairs and uni-body frame replacement to spot jobs and complete vehicle refinishing. The newest edition to the program is the Auto Estimating in Fall 2014 and Street Rod Fall 2015.

The Collision department has a diverse target population as listed below and is also leader in the female student population with 12.8%

Demographics - Academic Years - 2011-12 to 2013-14		
Demographic Measure	Program: Auto Collision	Campus-wide
Asian	3.4%	5.2%
African-American	15.1%	14.2%
Hispanic	61.2%	59.2%
Native American	0.9%	0.3%
Pacific Islander	0.1%	0.4%
White	17.5%	16.8%
Unknown	1.8%	3.9%
Female	12.8%	54.8%
Male	87.2%	45.1%
Disability	8.5%	5.7%
Age Min:	18	14
Age Max:	70	84
Age Mean:	27	29

2. Demand for this Program

Low Demand

☐

Adequate Demand
for our Students

☐☒

High Demand

☐☐

(Provide update since last full efficacy review; examples include labor market data, advisory input, etc.)

The Collision, Refinishing and Street Rod Program data shows increases in enrollment since 2009.

- The success rates are 85%, well above the school average at 79%
- The retention rate is 95%, well above the school average at 89%
- Certificates have doubled from 2009-10
- WSCH per FTEF average 444 because of duplicate enrollment

The 2015 Labor Market for Collision and Related Repairs are increasing as expected:

Automotive Collision

United States	Employment		Percent Change	<u>Projected Annual Job Openings</u> ¹
	2012	2022		
Automotive Body and Related Repairers	154,200	174,700	+13%	5,010
California	Employment		Percent Change	<u>Projected Annual Job Openings</u> ¹
	2012	2022		
Automotive Body and Related Repairers	12,900	14,500	+12%	410

¹Projected Annual Job Openings refers to the average annual job openings due to growth and net replacement.

Source: <http://www.onetonline.org>

Automotive Collision and Technician

United States	Employment		Percent Change	<u>Projected Annual Job Openings</u> ¹
	2012	2022		
Automotive Service Technicians & Mechanics; Automotive Body and Related Repairers	855,300	93,6200	+10%	28,770
California	Employment		Percent Change	<u>Projected Annual Job Openings</u> ¹
	2012	2022		
Automotive Service Technicians & Mechanics; Automotive Body and Related Repairers	77,100	88,300	+15%	3,000

¹Projected Annual Job Openings refers to the average annual job openings due to growth and net replacement.

Source: <http://www.onetonline.org>

The FTEF data indicate need for additional full time faculty as well as lab assistances.

3. Quality of this Program

Needs Significant
Improvement

Meets Student Needs

Highest Quality

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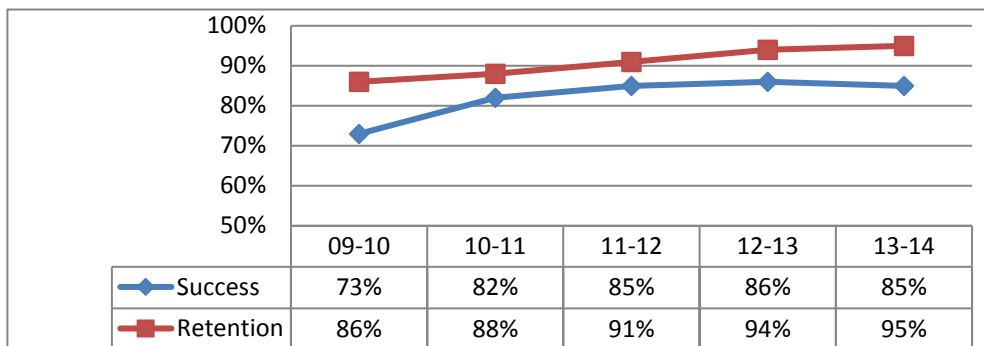
(Provide update since last full efficacy review; examples include core indicators, student outcomes, partnerships, certificates, degrees, articulation, faculty qualifications, diversity, grants, equipment, etc.)

The Collision, Refinishing and Street Rod Department will continue to offer quality education and increase in vehicle restoration and green technology. This includes clean air refinishing techniques for collision and hybrid/alternative fuel body repair classes. To do this we will need the latest technology and **equipment**.

The automotive department and instructors are certified by ICAR which is a nationally recognized organization.

The SBVC Collision department has created a partnership with Riverside City College and have applied for the CTE Enhancement 40% Regional Project Grant to update equipment and curriculum. The 13-14 Perkins IV Core Indicators show that the program's Core1 – skill attainment is higher than the state's: 97.3% vs. 92.25% and it is also higher than the Core 1 Performance Goal of 88.83%. The program's retention rate is also higher than the state's: 95% vs. 77.32%. The Core 3 Persistence Performance Goal is 85.8%, so the program surpasses this.

Success rates have been maintained over the last 5 years, and retention has increased.



	09-10	10-11	11-12	12-13	13-14
Sections	11	23	23	25	25
% of online enrollment	0%	0%	0%	0%	0%
Degrees awarded	0	0	0	1	0
Certificates awarded	18	15	48	31	35

4. External Issues

Not Consistent with
External Issues

☐

Complies with External Issues

☐
☐

Benefits From and Contributes
to External Issues

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(Provide update since last full efficacy review; examples include legislation, CCCC mandates, Perkins, CTE transition, CalWORKs, WIOA, Career Ladders, etc.)

The Collision Refinishing & Street Rod Department has been utilizing Perkins funding for approximately eight years under the Top Code 094900.

Since the last efficacy review, the Collision department has been on track with its purchasing of hand and power tools. We are currently searching for a new computerized laser measuring system to keep up with industry standards and stay in-line with our 2013-14-15 CTE Perkins Reports as stated below.

5. Cost of this Program

Expenditures
Exceed Income

☐
☐

Income Covers
Expenditures

☒

Income Exceeds
Expenditures

☐
☐

(Provide update since last full efficacy review; examples include enrollment/FTES generated & in-kind contributions of time/resources minus salaries/equipment/supplies, etc.)

The enrollment in the Collision, Refinishing and Street Rod Department has doubled in five (5) years from 243 to 580. The FTES generated exceeds the current district budget .

	09-10	10-11	11-12	12-13	13-14
Duplicated Enrollment	243	584	555	575	580
FTEF	3.74	9.38	9.38	10.19	10.44
WSCH per FTEF	390	440	434	411	393

6. Two-Year Plan

Need Significant Changes
And/or Increased Resources
to Continue

On Track for
Next Two Years

Significant Growth
Anticipated



(Provide update since last full efficacy review; examples include recommendations, project future trends, personnel and equipment needs, etc.)

Action Plan: The Collision, Refinishing and Street Rod Program is continuing to grow with additional classes throughout the semester , two summer school classes, two new Estimating classes and two new Street Rod classes opening in Fall 2015, however is underfunded. We are requesting an additional budget under the 0949 Tops Code through the District budget.

The automotive department and instructors are certified by ICAR and ASE which are nationally recognized organization. The fastest growing industry in the Inland Empire is transportation; this will help the program to continue to grow

Signatures:

Administrator

Date

Faculty

Date

Advisory Committee Member

Date