

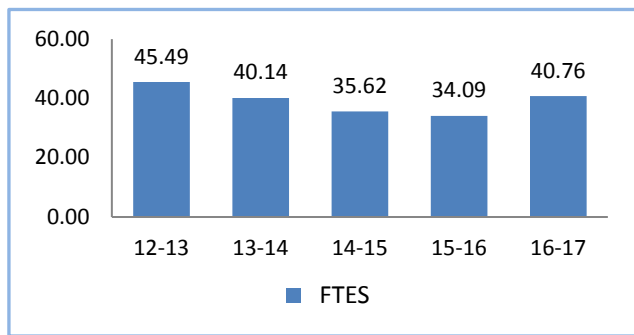
Diesel — 2016-2017

Description: SBVC is the only public college in the Inland Empire/Desert Region that offers a diesel program, despite the expanding logistic industry in the region. The diesel classes are offered morning through evening to accommodate working students' schedules. A new Heavy/Medium Duty Diesel Technology Associates Degree Program, as well as new curriculum for compressed natural gas, have been recently added.

The diesel department has also completed its first year of concurrent enrollment with Pacific High School. There are several delays in signing high school students up in the program, but the demand is there for students to fill seats, and the process has been improving each semester. Four out of 19 high school students are continuing with the program. As fall 2017 semester closes, these four students that pass with a letter grade C or better will have acquired 12 units of the 34 units completed toward the certificate program.

Additionally, the department has met with the English department to discuss concurrent enrollment for English 914 and/or 015 for high school students.

The diesel department maintains relations with the local industry to stay current on trends and regional needs. One current trend is diesel electric trucks, so the department is working with the electronics/electricity department to develop curriculum that will meet the needs of the industry and state approval.

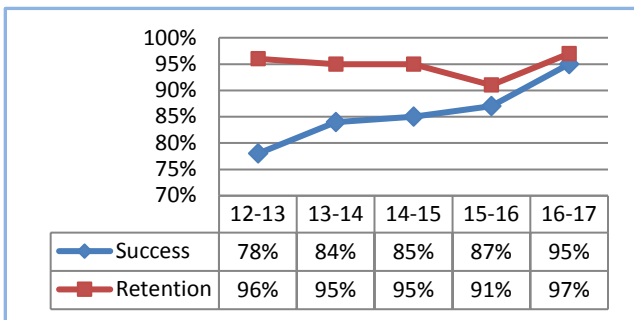


Assessment:

FTES is the highest it has been over the last four years. WSCH/ FTEF (efficiency measure) has increased 25% since last year due to an increase in enrollment and a small decline in faculty hours due to one less section offered. The increased enrollment is likely a result of our department visiting high schools and CTE colleges within the Inland Empire, as well as concurrent high school enrollment. This has increased the awareness and image of the department.

	12-13	13-14	14-15	15-16	16-17
Duplicated Enrollment	274	217	200	183	207
FTEF	3.9	3.94	4.63	4.29	4.11
WSCH per FTEF	350	305	231	239	298

Success and retention are the highest they have been in five years, with success up eight percentage points and retention up six from last year. A possible reason for this increase may be the equipment upgrade, a new training module engine and the necessary tools received in fall 2016 for lab.



Section count is down from the last two years, but FTES, enrollment, and WSCH/FTEF, and faculty availability have all increased, so 2017-18 should see an increased section count. The certificates count has remained constant, but an increase in the number of awards should increase in 2017-18 with the increase in FTES, enrollment, and performance measures (success/retention).

Progress from Last Year's Action Plan:

To increase the number of awards received, a new associate's degree has been approved and implemented for the fall 2017. Additionally, a new certificate, diesel engine and fuel injection technology certificate, has been board approved with the rollout date planned for fall 2018.

	12-13	13-14	14-15	15-16	16-17
Sections	14	12	14	13	12
% of online enrollment	0%	0%	0%	0%	0%
Degrees awarded	N/A	N/A	N/A	N/A	N/A
Certificates awarded	4	8	7	7	6

The facility request for classroom expansion, improved lighting, and acoustic insulation has not yet been approved. Measurements were taken in spring 2017, but there has been no recent follow-up.

The previous (2015-16) plans to work with NATEF were cancelled after further inquiry into the process.

Diesel — 2016-2017

SAOs/SLOs/PLOs:

All of the department's SLOs were met with 80% or greater; therefore, there were no changes made to the evaluation process.

However, to address the gap in PLO-level achievement, a 60% evaluation pass rate, an increase to 70%, meaning that 70% of the students are expected to pass the final evaluation of course success.

Departmental/Program Goals:

In alignment with Strategic Goal 6, classroom expansion, improved lighting, acoustic insulation, and updated training equipment for the upcoming CNG curriculum are needed.

To address Strategic Goals 1 and 2, a new associate's degree has been approved and implemented for the fall 2017. Additionally, a new certificate, diesel engine and fuel injection technology certificate, has been board approved with the rollout date planned for fall 2018. Additionally, reinstatement of not-for-credit, local industry training for their employees to stay current in industry trends is needed. Previously, this was grant-funded. This will remain in limbo until a sustainable funding source can be found.

Strategic Goal 3 may be addressed by expanding the industry advisory board membership pool.

Challenges & Opportunities:

Challenges

- The challenges of the program are to develop new courses to meet renewable energy programs and hybrid programs that will align with other colleges within the area.
- Newer teaching modules and tools are needed to keep up with the new standards for energy-efficient vehicles.
- This includes renovation of the current facility to meet the program needs which would include adding a building to expand training opportunities. Additionally, a cover for the outside lab to protect the expensive equipment that students are using in the lab which is currently open to the environment. The cover would be an average of 70 ft. wide x 120 ft. long x 15 ft. high to include lights, fan and electrical outlets.

Opportunities

- The new associate's degree will allow more students to acquire the skills needed to fill industry jobs in the local community. The new CNG curriculum will allow SBVC to become one of the leaders in the renewable energy industries.

Action Plan:

Action Step	Departmental Goal	Necessary Resources to Complete	Target Completion Date
Continue to communicate the importance of this upgrade with the VP, Administrative Services.	Facility upgrades	VP Approval and funds	Fall 2018
Implement two more certificates that are industry driven by the advisory committee: manual/automatic transmissions, diesel/electric.	Add new certificates	Curriculum, regional consortium, and state approval	Fall 2020