

FACULTY NEEDS ASSESSMENT APPLICATION

Fall 2019

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| Name of Person Submitting Request: | | Berchman Kent Melancon |
| Program or Service Area: | | Diesel |
| Division: | | Applied Technology Transportation and Culinary Arts |
| Date of Last Program Efficacy: | | 2017 |
| What rating was given? | | Continuation |
| # of FT faculty 1 | # of Adjuncts 2 | Faculty Load (per semester): |
| Position Requested: | | Full time Faculty |
| Strategic Initiatives Addressed: | | 1 , 2, 3,4, 5 |
| | | <u>Strategic Directions + Goals</u> |

1. Provide a rationale for your request. (Explain, in detail, the need for this position.)

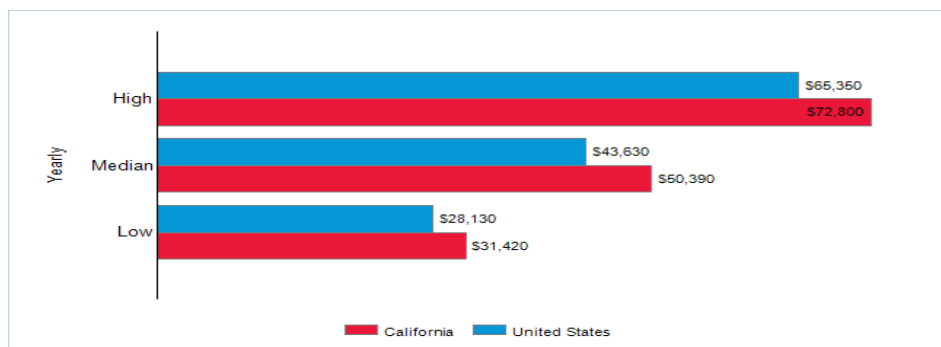
The Heavy/Medium Duty Truck Transportation department has designed an Associate's degree-level training program specific to heavy-duty, battery electric truck maintenance to promote the region's workforce development. This continual workforce development is critical to sustain a high level of technology and ensure the college is strengthening the market by supplying knowledgeable students in the workforce. Heavy/Medium Duty Truck Transportation is mobilizing into the zero electric emission transportation technology. This new technology is a highly specialized field and without the addition of another full time subject matter expert with knowledge and experience to fill the void in present training established in this department, it would not be possible to maintain the program and keep up with the ever-changing industry standards. The HMDT program is in high demand with being the only Community College that offers the credit and non-credit classes for all to attend, within 80 mile radius. The growth of the program and the partnership with local High Schools makes it imperative that a request for another full time faculty be present to teach classes, answer student inquiries and maintain the labs.

The Centers of Excellence labor market report for the Bus and Truck Technology Occupational Outlook in Riverside and San Bernardino Counties shows the job rate for Diesel technicians is expected to grow by 150 jobs per year. The program needs another designated person with industry contacts that that can communicate the needs of the department and have input from industry to direct the program to meet the qualifications for job openings.

Yearly Wages for **Bus and Truck Mechanics and Diesel Engine Specialists** in **CALIFORNIA**

[View Hourly Wages](#)

[View Table](#) : [View Chart](#) : [View Map](#)



Occupation Description

Bus and Truck Mechanics and Diesel Engine Specialists

Diagnose, adjust, repair, or overhaul buses and trucks, or maintain and repair any type of diesel engines. Includes mechanics working primarily with automobile or marine diesel engines.

<http://www.onetonline.org/link/summary/49-3031.00>

2. Indicate how the content of the department/program's latest Efficacy Report and/or current EMP supports this request and how the request is tied to program planning. *(Directly reference the relevant information from your latest Efficacy Report and/or current EMP in your discussion.)*

DIESEL 16 – 17 EMP 2 year review

FTES is the highest it has been over the last four years. WSCH/FTEF (efficiency measure) has increased 25% since DIESEL 15-16 year, due to an increase in enrollment and newer technology offered which was driven by the Advisory board and local industry. Also, 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.

Success and retention are the highest they have been in five years, with success up eight percentage points and retention up 6 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 17-18 should see an increased section count. The certificates count has remained constant, but an increase in the number of awards should increase in 17-18 with the increase in FTES, enrollment, and performance measures (success/retention).

3. Indicate any additional information you want the committee to consider *(for example, course fill rates, regulatory information, compliance, updated efficiency, student success data, planning, etc.)*.

Additionally, all H/MDT has added courses of non-credit to stay current in industry trends is being added to the curriculum for Fall 2019. The Medium/Heavy Duty Truck Service and Repair program utilized the knowledge and expertise of industry partners and advisory members. Members are critical in expressing industry needs and trends and helping to steer the direction the program should take.

CTE Curriculum is updated and moving forward with the mobilization of electric truck with zero mission technology. To ensure SBVC students receive the highest level of CTE education, allowing them to successfully pursue their chosen career path can only be made possible with added faculty to support this initiative

4. What are the consequences of not filling this position?

The program will be unable to meet the needs of industry and the community. Also the students will eventually receive the newest technology to help them get employed, but it will make the time at SBVC longer possible 4 years before graduation. This puts a great burden on the students, family and local industry needing technicians.

The only other local school that provides Diesel Technology Training, which is not as intense or informative as SBVC is UTI. The facility is located in Rancho Cucamonga which will cost the students an average of \$45,000+ to complete the course.

