



DETC Advisory Committee Minutes, Spring 2025

Date: Friday, February 14, 2025

Number of Attendees: 14

Called to order: 12:00 pm

Adjourned: 1:20 pm

Chairperson: Eric Worthen

Recorder: Katherine Meagher

Location: ATC 108 and Zoom

Members present from industry: **Mark Craver-** Service Manager of Rush Truck Center, **Bryan Duran and Matthew-** On-Site Fleet Services (on Zoom) **Dave Gerken-** Snap-On Industrial, **Melodee Saiz-**APS (on Zoom)

Members present from CNM: **Curtis Garand-** Director, **Erin Johnson-Kruft-** Dean, **Katherine Meagher-** ATA, **Margaret Ortega-** Outreach Manager WCS, **Mikael Ortega-** Instructor (Zoom), **David Ortiz-** Lab Manager, **Danny Price-** PT Instructor, **Cynthia Ramirez-Gurule-** ATA, **Eric Worthen-** Chair/Instructor

Next scheduled meeting: TBD

I. Welcome/Introductions: Eric Worthen called the meeting to order. Everyone in the meeting introduced themselves.

II. Minutes: Minutes from the Fall 2024 (on handouts) were accepted.

III. Reports:

- 1. College Updates:** Erin reported: There has been an increase in enrollment from fall to spring and from last year alone, there was a 7% increase overall for Skilled Trades and Arts. The benchmark is looking at pre-COVID numbers and enrollment. STA is one of the few academic schools close to pre-COVID numbers. There has been a high demand for some of our programs while others need help with recruitment. Overall, these increases are good, even with lacking a budget for marketing. One other advantage is that there are plenty of scholarships to help support the community and for those looking to go back to school- most programs in STA qualify!

Erin also took some time to address the current shift in politics and how the recent rash of executive orders could be affecting funding. Perkins will be impacted as will CTE programs, professional development, travel, and equipment, which are funded by Perkins. One of the main focuses moving forward is to support students and staff during these times in the current political climate. Some activities may not be funded going forward, even if they were funded before. Events and workshops will be heavily impacted especially if they fall under DEI.

Overall, CNM is still committed to their values and the goal to create a sense of belonging for anyone that wants to learn. Unfortunately, due to these federal changes and lack of funding, tuition may end up increasing in the future but it's preferred that will be avoided. There have also been national cluster changes with the Perkins grant and many clusters are being revamped. Transportation, however, was not selected. Hopefully that selection will be reversed in about a year.

Erin also brought up that since the birth rate going down in the country, fewer high school graduates will be coming to CNM. Erin stated that STA will have to enhance their recruitment strategies and target adults looking



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to go back to school. Additionally, she mentioned the importance of dual credit programs moving forward. Curtis also discussed how the Diesel program can involve APS and high schoolers and work further with dealerships in the area. If these students get started in the program in high school, then there is a better chance for them to be well-rounded employees by their early 20s.

- 2. Enrollment and Graduation rates:** Eric reported that there are full classes at the moment and deep-waitlists, with 129 students currently enrolled with a couple dual credit students. He noted that there is a need for more technicians in the program, just to keep up with the amount of growth. Overall, the program's numbers are back up after COVID and he is feeling very confident about the future.

- 3. Equipment:**

IV. Old Business: Eric highlighted the difficulties faced with an aging fleet and the need for modern equipment. The team has acquired three used trucks, including a 2019 Freightliner Cascadia, which will support training on advanced automated manual transmissions. Additionally, they are in the process of purchasing two 2021 Peterbilt 579s to further enhance training opportunities.

V. New Business: Eric discussed the benefits of increasing student internships for the program. He noted that the classroom and workplace are very different environments and believes that students will learn so much more while on the job. He asked the present industry partners to consider working together with Margaret and the Workforce and Community Success Division as a whole to coordinate these opportunities for students.

Margaret then spoke more on internships and employment through WCS. She mentioned that the division offers subsidized funding for internships, allowing employers to pay students a minimum of \$15 an hour while receiving reimbursement for a portion of that cost. Additionally, she noted the importance of these internships for students, particularly those facing challenging circumstances. She also outlined documents required by employers as well as requiring a mid-term and final check-in that WCS can help support. She also added that employers should communicate to WCS who they hire and if there is ever a need for separation. Her card was available as were some fliers on the entry table for reference. Katherine also shared her email in the Zoom chat for online attendees. Erin added that WCS can also help support with hiring needs. WCS has a career fair coming up on April 10th. March 12th-19th is also Job Shadow Week, which could be a great opportunity for students to gain field experience.

Eric also urged industry partners to visit diesel classrooms. Partners have visited before but it would be great to have more of them. He discussed how these visits function like informal interviews and help the students feel more comfortable talking to potential future employers. It also functions as a great networking resource for students and truly showcases what their future work environment could be like. He encouraged industry partners to reach out to either him or Mikael in order to set something up.

Eric provided building updates on the program's challenges with space. They have recently gained a little more room now that Curtis has moved offices but the lab still gets very crowded. There are now short-term and mid-term plans to address these issues. The Automotive program is slated to move out to Rio Rancho around 2026 so the current Auto lab could be repurposed for the Diesel program. They have also toured multiple different facilities in Albuquerque and are investigating potential partnerships. Erin asked the partners present that if they hear of anything, that it could help solidify these plans for the long-term.



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David then brought up that the Aviation program, based at the Advanced Technology Center, is also looking at moving to an active aviation environment, such as the Sunport. It could be possible for the Diesel program to move into the Aviation labs once they have moved. David will share the approximate square footage of the labs with Eric and see if this is worth pursuing. This move could potentially work well, considering that the Truck Driving program is present on ATC campus too.

Eric also discussed the need for judges and volunteers for the Skills USA event this year as they are always looking for industry partners to be involved. The event is on March 28th, from 7:30 am to 1:30 pm. He also reported on the addition of four updated trucks to the program, including a donation from CNM Ingenuity.

Eric then gave an update on the CIPR process, which is essentially a health assessment of the program. Programs can be categorized as "sustain," which means the program can continue on as "business as usual," or "fix," which means that the program is struggling and needs to be reevaluated. There is a third category: "grow." "Grow" indicates that a program could be expanded upon. Diesel is not currently labeled as "grow," but the goal is to get there. Eric stated that he wants to produce more graduates to put into the workforce, as well as gain more resources such as equipment, funding, and instructors. He thanked the present industry partners as their Letters of Support helped the program get to this point.

Erin and Eric also discussed the challenges that many students in the program may encounter, especially those that may need to stop out of the program for personal reasons. They discussed exploring alternative scheduling options to allow for more frequent class offerings, which would help those students that had to stop out rejoin class sooner. Additionally, they mentioned the development of a Diesel Fundamentals Short Certificate aimed at dual credit students to enhance enrollment.

Curtis took a moment to clarify CIPR's function. CIPR doesn't merely throw money at the problem to make it go away- it provides us data to the team to help them make decisions on curriculum and what is needed by industry and the program, respectively.

VI. Reports from Industry Members: Mark discussed the decline in the truck workload recently, possibly due to the election and the recent executive orders on tariffs. He stressed the necessity for technicians to be certified for warranty work as well as on emissions, especially as an emissions change is coming up in 2027. Mark reported that the incoming workforce should also be able to describe repairs and be detailed in their descriptions. They also need to have effective communication and strong writing. They should be using the 3 C's in their writing. Technicians also need customer service skills in order to be well-rounded in the workplace.

Melodee will share Mark's needs to APS instructors via email to also help align instruction accordingly. She also reported that APS workplace learning has opportunities for internships and that there are several auto and diesel programs at APS high schools, including Highland, Sandia, and Eldorado. Sandia and Eldorado specifically are looking at Diesel programs. Melodee also mentioned that there will be an annual career fair held by APS with a focus on high school trades to skill trades. The fair will be taking place on March 25th at Berna Facio from 9 am-1 pm. APS is expecting 2000 students and 150 employers to be present. She will forward an email to everyone with the flier attached. At this point, Erin announced that CNM will have a table at the event.

Matthew and Bryan of On-Site Fleet reported that the mobile industry is expanding! Bryan specifically stressed the need for a class geared towards field work as opposed to the in-shop environment, as there are plenty of techs getting pushed out to roadside business. Like Mark, he also stressed the need for customer service skills, cashier experience, adaptability, and for future technicians to be prepared to have their own equipment for on the go. Curtis mentioned that they could work together with industry partners to create such a class but noted that creating a class takes a while. He



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suggested to possibly have Bryan come into classes and show students what it would be like to be a field tech for the interim, as that would be easier to start with before building an entirely new class.

Dave did not have too much to add as he is constantly working with students already. He reported that he really values the partnership between Snap-On and CNM and asked that instructors reach out if they need any support or assistance.

Mikael and Danny both agreed that it was very good to see these programs grow and the talent involved. They praised the programs instructors, highlighting that everyone in the program is always working towards improvement. They stated that they are always open to getting more instructors from industry, especially part-time. Overall, word of mouth has been the best way to get people involved in the program and they value the efforts that both industry partners and CNM have put in to keep the program going.

VII. Adjournment: Meeting was adjourned at 1:20 pm.