Central
COMMUNITY
COLLEGE

PROGRAM STATEMENT

Hastings Automotive Careers Training Center

Central Community College, Hastings Campus

August 4, 2023

WILKINS

ARCHITECTURE | DESIGN | PLANNING

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The Transportation (Furnas) Building on the Hastings Campus currently houses the Automotive Technology and Auto Body Technology programs. The 36,440 square-foot building serves the current 80+ students, five instructors, a transportation lab assistant, an administrative assistant, and the Associate Dean for the Career and Technical Sciences (CTS) division. In addition, there are five classrooms between both programs, lab spaces for each program, space for parts acquisition, a wash bay, and limited storage for equipment rotation.

The Transportation Building was built in 1943 and originally served as the Naval Transportation Shop. The college renovated the building in the early 1970's after acquiring it from the Navy in 1968. A remodel of the existing facility is not practical as the original design of the space would not allow for the programmatic changes needed to mirror those of current industry standards and necessary for learning, as the building has numerous HVAC and plumbing concerns, requirement for significant asbestos abatement, and additional lab space for the number of students currently served.

The Automotive Technology program is currently housed in an 11,000 square-foot space serving 55+ students, and as the data shows, there is an increasing demand for this program. The three full-time instructors share an office that lacks space for meeting with an individual student on course progress and advising. Automotive Technology students are currently crowded in the space with the amount of equipment located in the lab, which presents safety concerns and less than ideal learning environment. The program is unable to add more equipment, such as additional lifts and bays, due to the space constraints and safety. Students must frequently work in groups as large as (6) in a single bay which makes it difficult for the faculty to assure each student is able to show their competency in skills through hands-on learning. Additionally, the lab space is not reflective of the current industry.

The Auto Body Technology program is currently housed in a 17,500 square-foot area serving about 25 students, and as the data shows, there is an increasing demand for this program. The two instructors share an office that lacks space for meeting with an individual student on course progress and advising.

Auto Body Technology students are currently crowded in the space with the amount of equipment located in these areas, which presents a safety concern. Students are required to complete projects in a space that is inadequate for them to work on projects without moving cars, equipment, and other student projects. Students are often asked to work in large groups as the project space is limited. Areas that house specific equipment are frequently re-purposed to give students more space to work on lab projects but then makes the equipment inaccessible.

The need for a new Automotive and Auto Body facility in Hastings has been ongoing for a number of years. In the updated 2022 Master Facilities Plan, the project was identified as the number 3 priority for the college and the number one priority for the Hastings campus. The demand is high for trained technicians in CCC's service area supported by data and the local businesses who are pursuing graduates from both the Automotive Technology and Auto Body Technology programs. In addition, an increasing number of career pathways at area high schools, which are focused on helping high school students get started in these programs through completion of college credit while still enrolled in high school and ultimately respond to the high needs from business and industry, are being developed.

Pathways in Automotive Technology have been established with Grand Island Public Schools, Hastings Public Schools, and Kearney Public Schools. CCC currently employs one full-time faculty at Hastings and Kearney schools to support these pathway programs. Additionally, several smaller area high schools send students to the Hastings campus for a pathway opportunity in Automotive. As these pathway students matriculate to CCC, the need to expand and modernize the space for these two programs will increase.

The college is seeking to create a more functional space for both the Automotive Technology and Auto Body Technology programs that better reflects industry standards and attracts students. Industry feedback in both programs identifies many limitations that hamper the potential growth of these programs. Training programs for industry are unable to be performed in the current space without removing student projects. Both programs have maximized the use of the current building for many years, and it is becoming clear the opportunities for growth are limited by the current space.

a. College Background & History

OUR MISSION

"Central Community College maximizes student and community success."

Central Community College Background & History:

The Central Community College (CCC) is one of six community college areas in Nebraska. This organizational structure was the result of 1971 state legislation that formed the six areas and required that all counties in the state become part of one of the community college areas.

The College has three full-service campuses. The Hastings Campus, located on the site of a former naval ammunition depot, opened in 1966 as Nebraska's first multi-county vocational-technical college. The Columbus Campus, originally known as Platte Junior College, opened in 1969 as Nebraska's first county-supported community college. The Grand Island Campus was established in 1976. Because the full-service campuses are on the eastern side of the service area, the college has established limited service sites at Kearney, Lexington, Ord, and Holdrege in its western region. The Community & Workforce Education department cooperates with on campus faculty and staff to provide credit and non-credit opportunities in 90 area communities with 175 degree & award offerings.

Central Community College values students, community, innovation, and student success. CCC actively facilitates students' lifelong educational goals by keeping values and vision at the forefront of innovation, striving to be the best choice in the service area. In effort to continue developing skilled workforce through work-based learning partnerships, CCC has developed a strategic campus plan. Impactful initiatives (2020-2025) include "Open for Business, Success Coach Program, and Work Based Learning / Apprenticeships" were identified to generate outcomes that help build completers, critical thinkers, and contributors.

Hastings Campus, Transportation Building Background & History:

In 1966, Central Community College's Hastings Campus, opened as the Area Vocational School #1 on the former site of the Naval Ammunition Depot in Hastings, Nebraska. Today, the Hasting Campus offers twenty-eight career education programs in addition to providing courses in seventeen areas for students who plan to transfer to a four-year college or university to complete a bachelor's degree.

When acquired by CCC in 1966, the Navy left behind building infastructure, tools, and equipment that the college utilized in it's founding. The 1943 Transportation Building, or former Navy Transportation Shop that repaired NAD autos, jeeps, trucks, and buses, became home to the Auto Body and Automotive Programs after being repurposed for educational use in 1968. Renovations continued through the early 1970's with many additions and renovations to keep Automotive program instruction current. In 1982, the new west addition was built to house the Auto Body program (pictured below). With a total area of 40,317 gross square feet (GSF), the Transportation Building has founded the Automotive and Auto Body Programs which have provided hands-on training, specialized certifications, and career pathways opportunities for over fifty-seven years.

Central Community College recognizes the importance of staying up to date with the advancements in the industry, and as a result, the Transportation Building has been conservatively improved to meet the evolving needs of the programs to date. As both the Automotive and Auto Body programs experience challenges, due to maximized lab facilities and growing industry innovation, CCC has recognized that the conditions of the Transportation Building may be hindering the attraction of new students and continued student success.

Transportation Building - 1982

Transportation Building - 2023

b. Project Description

The Hastings Automotive Careers Training Center Project consists of a complete replacement of the existing Transportation (Furnas) Building, on an adjacent site on the Central Community College Hastings Campus in Hastings, Nebraska. This project will provide new space to support the Automotive and Auto Body Technology Programs. The Automotive program provides hands-on learning experience for students to perform regular maintenance and diagnosis/repair for all makes and models for cars and light duty trucks. The Auto Body Technology program provides fundamental skills and knowledge in collision repair with specialized skills in painting, refinishing, sheet metal repair and replacement. An approximate 45,000 square feet of new program space with a storage mezzanine area will consist of an Auto Body Lab, Automotive Lab, Paint Lab, Auto Body Welding Lab, General Classroom Space, Faculty Offices, Storage, and Support Spaces. Locating the new building on an adjacent site on the Hastings Campus with proximity to the existing Transportation Building will provide an optimum learning environment, while allowing the programs to continue to utilize site infrastructure, existing parking, and access away from the main pedestrian walkways. The College plans to keep the existing Transportation Building intact for educational use and provide flexible program space as campus wide needs are evaluated.

Additionally, this project acts as an opportunity to partner with industry leaders to address negative economic impacts caused by the public health emergency and improve expanded technology in Nebraska. Local industry leaders have expressed a need for more educational and training offerings, such as Advanced Driver Assistance Systems (ADAS), Electrical Vehicle (EV), and iCAR certifications. Having improved program space will allow for better alignment with Industry standards, educational labs that provide hands-on training and safety protocols, and opportunities for continued workforce training will make this possible.

c. Purpose & Objectives

Purpose and objectives to be accomplished by this project are as follows:

1. Expand number of program completers at certificate, diploma, and degree levels
2. Provide access to a safe, high quality educational environment
3. Improve lab space to further support hands-on-learning
4. Foster technology advancements
5. Excite, retain, and support high program enrollment
6. Align curriculum to support industry workforce needs
7. Provide space for continued workforce training opportunities

As the automotive industry continues to advance rapidly with new technologies and certification requirements, Central Community College recognizes the need for a supporting facility that can accommodate these changes. The college understands that improvements are necessary to meet the growing demands. One crucial aspect is the need to increase and update the lab space within the facility to accommodate larger class sizes and ensure the safety of students and instructors. By expanding the lab space, more students can participate in hands-on training and gain practical experience in working with modern automotive technologies.

Furthermore, Central Community College acknowledges the importance of having sufficient storage space for tools, parts, and equipment. As automotive technology continues to evolve, the variety and complexity of tools and components also increase. Adequate storage facilities are essential to keep these resources organized and easily accessible for students and instructors. With expanded storage capabilities, the college can better accommodate the growing inventory of tools and equipment required to provide a comprehensive and up-to-date /Automotive and Auto Body Technology education.

By recognizing the need for a supporting facility that addresses the challenges posed by technology advancements and certification offerings, Central Community College demonstrates its commitment to providing a high-quality education. The college's plans to increase and update lab space and enhance storage facilities will ensure that students have the necessary resources to thrive in their automotive technology studies and be prepared for the demands of the industry.

CCC held an industry engagement workshop with local industry leaders in April 2023 and the following takeaways were identified:

INDUSTRY WORKSHOP TAKEAWAYS

Prominent Workforce Needs -

- Work Ethic / Pride in work done.
- Reliability / Accountability
  - Soft skills
  - Timely
  - Problem Solving Skills
  - Independence, etc.
- Willingness to learn new skills & want to be productive.
- Specific system-based skills & increased certifications
  - iCAR
  - Original Equipment Manufacturer (OEM)
  - Automotive Service Excellence (ASE)

Greatest Challenges -

- Lack of applicants / Current understaffing
- Lack of applicants with appropriate qualifications
  - Driver's license, Soft skills, & Training
- Wages & Benefits
- Navigating Electrical Vehicle Industry Needs

Important Learned Skills -

- Ability to communicate with coworkers & customers.
- Ability to use & communicate service information.

Industry Trends / Upcoming Future Skills -

- I-CAR Certification
- Electrical Vehicle (EV)
- Advanced Driver Assistance Systems (ADAS)

Facility Workflow Needs -

- Increased lab & classrooms space for increased safety
- Efficient layout & structure that mimics industry but allows more space for groups learning needs
- Increased space needs with Electrical Vehicle (EV)

Importance of Electric Vehicle -

- Need to be aware of future evolution and how to adapt.
- Electrical Vehicle is becoming important
- Starting with safety and then moving into specialized training is KEY.

Industry Leader Workshop Attendees:

- Eustis Body Shop - Kearney, Nebraska
- Dinsdale Chevy - Grand Island, Nebraska
- Dynamic Rides - Kearney, Nebraska
- Friesen Auto Group - Kansas & Nebraska
- Friesen Ford - Aurora, Nebraska
- Janssen & Sons Ford - Holdrege, Nebraska
- Kenesaw Motors - Kenesaw, Nebraska
- Levanders Body Shop - Kearney, Nebraska
- Midway CDJ - Kearney, Nebraska
- Hastings Ford - Hastings, Nebraska
- Midway Chevrolet - Kearney, Nebraska
- Turner Body Shop - Kearney, Nebraska
- Roe Buick - Grand Island, Nebraska
- Quality First Tail & Dent - Hastings, Nebraska

d. Programming Team

- Dr. Matthew Gotschall - Central Community College President
- Joel King - Vice President of Administrative Services
- Dr. Christopher Waddle - Vice President / Hasting Campus President
- Craig Boroff - College Facilities Manager
- Nate Allen - Dean of Instruction
- Alison Feeney - Associate Dean of Instruction
- Jessica Rohan - Foundation Development Director
- Traci Skalberg - Foundation Executive Director
- Carly Walker - Transportation Lab Assistant
- Michael Hoskins - Autobody Technology Instructor
- Fred Kuta - Autobody Technology Instructor
- Nick Kelley - Automotive Technology Instructor
- Kyle Finecy - Automotive Technology Instructor
- John Oberheide - Automotive Technology Instructor

Consultant Team:

- Wilkins Architecture Design Planning, Kearney, NE
  Kali Eklund, Managing Principal
  Joanell Staab, Project Architect

- Farris Engineering, Omaha, NE
  Joe Banworth, Mechanical Engineer
  Michael Wallace, Electrical Engineer

- Big Muddy Workshop Inc., Omaha, NE
  Brian Pecka, Civil Engineer

a. Data which Support the Funding Request

Automotive Technology:

As Nebraska businesses get back to operating post COVID, they are navigating a new landscape with labor shortages and supply chain issues. To address the workforce needs of central Nebraska industry employers, this project will provide enhanced and expanded educational space to support students enrolled in Central Community College's Automotive Technology Program, on the Hastings Campus.

Central Community College historically has had separate automotive programs on the Columbus, Grand Island and Hastings campuses, but due to budgetary and instructional efficiencies, the College consolidated all three programs on to the singular Hastings campus, thus creating a stronger level of specialization and variety of course offerings for the service area. The current Automotive Technology teaching lab/floor/classrooms are no longer conducive for modern teaching methods, space, or safety. The current space was designed for smaller class sizes and older technology. Students are constantly required to share space, lifts, equipment, and tools in communal areas of the current facility. The lab space does not allow students to work independently and in groups other than (5) or less students. In Automotive, the program could have up to six students on one live project/car/hoist. The ideal ratio is two to three students per hoist/bay. Depending on lab projects/space, the current ratio is five to six students per vehicle which is not advantageous to a modern, interactive learning environment. Increased functional space would allow for students to have an open lab area, to have shared areas to work in smaller groups and more room for students to flow. Current teaching methods require a much more interactive environment with hands-on applications and one on one teaching and coaching. With a more interactive teaching need, space and safety also come into focus just as industry is demanding in the automotive field today. The entirely new separate building, designed with instructor and employer feedback, will provide more interactive areas which will allow for increased collaboration between students and instructors and include modern technology to increase access to Automotive Technology programming and training across the CCC service area.

Technological advancements and recent changes in pedagogy all place demand on physical space, especially technical lab spaces. These demands can best be described based on the assignable square feet per student station (ASF/Station). Based on program studies conducted on over 700 campuses nationwide by SmithGroup and data categorized for rural community colleges, the following ASF/Station was the basis of developing space needs for the Automotive program in the following categories:

Active Learning Classrooms, which have flexible furniture arrangements and accommodate equipment for demonstration within the classrooms space: 24-28 ASF/Station. Technical Service Training Automotive Lab, which has vehicle training on standard automobile size/service practices and programing: 150-175 ASF/Station; Standard vehicle size with adequate safety buffer between project areas is 15'-0" x 25'-0"

Program Alpha	Enrollment Status	07/01/21 to 11/30/21				07/01/22 to 11/30/22			
		All Majors		Freshmen Majors		All Majors		Freshmen Majors	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
AUTO	Full-time	45	80.4%	25	73.5%	50	89.3%	23	82.1%
	Part-time	11	19.6%	9	26.5%	6	10.7%	5	17.9%
	TOTAL	**56**	**100.0%**	**34**	**100.0%**	**56**	**100.0%**	**28**	**100.0%**

The Central Community College Automotive Technology program offers a vital educational opportunity for those students seeking to enter the automotive industry. CCC currently offers an Associate of Applied Science degree in Automotive Technology. In addition to these awards, the program offers four Certificates focusing on: Automotive Technology, Brakes Steering and Suspension, Engine Performance, and Engine Repair.

Central Community College has become a member school of the National Coalition of Certified Centers (NC3). This partnership allows Automotive faculty to teach and offer 3rd party certification to Automotive students. Automotive Digital Multimeter, Precision Measurement Instruments, Mechanical and Electronic Torque, Automotive Scanner Diagnostics, Shop Key and Battery Starting and Charging Certifications are all available now. As of the 2020-2021 school year, a Pro Cut Rotor Matching Master Technician Certification and a TPMS (Tire Pressure Monitoring System) Certification is now being offered.

According to faculty, administrators, and industry leaders in the area, they would like to see the new facility be built in a way that is conducive to student and family tours, with a safe reception area for groups to meet prior to tours starting. The new facility should help students have pride, ownership and "buy in" to the Automotive program. They explained that they want students to be affected in a positive way by a new, open, spacious, modern facility, both before (recruiting) and during (retention) student's time at. The goal for the new facility would be to help encourage students to complete their work and stay in the program to complete their degree.

Auto Body Technology:

As Nebraska businesses get back to business post Covid, they are navigating a new landscape with labor shortages and supply chain issues. To address the workforce needs of central Nebraska industry employers, this project will provide enhanced and expanded educational space to support students enrolled in Central Community College's Auto Body Technology Program, Hastings Campus.

The current Auto Body Technology teaching lab/floor/classrooms are no longer conducive for modern teaching methods, space, or safety. The current center was designed for smaller class sizes and older technology. Students are constantly required to share the training center, lifts, equipment, and tools in communal areas of the current facility. The training center does not allow students to work independently and in groups other than (6) or more students. In Auto Body, students working independently or in groups of two are ideal. Once they shift to live projects it is the student's personal cars, so they want to work by themselves. It is worth noting that some lab projects must be completed in workspace not designed for the lab project, for instance, using wheel alignment space for air conditioning repairs. An increased functional training center would allow for students to have an open lab area, to have shared areas to work in smaller groups and more room for students to flow safely and efficiently. Current teaching methods require a much more interactive environment with hands-on applications and one on one teaching and coaching. With a more interactive teaching need, the training center and safety also come into focus just as industry is demanding in the automotive field today. The entirely new training center, designed with instructor and employer feedback, will provide more interactive areas which will allow for increased collaboration between students and instructors and include modern technology to increase access to Auto Body Technology programming and training across the CCC service area.

The Auto Body program continues to grow, despite the Covid-19 pandemic. The program attributes their growing student credit hours to recruiting and retention through the completion of an AAS degree. The program has steadily increased the number of student credit hours while maintaining two full-time program instructors. However, in recent years they have reached capacity due to space and equipment limitations, hence showing the need for new and functional space.

Laboratories tend to be subject/program specific and do not lend as well to standardizing ASF/Station. Comparable space analysis to nationwide studies of rural community colleges, is the best tool we have to compare and evaluate specialized labs. The following ASF/Station was the basis of developing space needs for the Auto Body program in the following categories:

Active Learning Classrooms, which have flexible furniture arrangements and accommodate equipment for demonstration within the classrooms space: 24-28 ASF/Station. Technical Service Training Auto Body Lab, which has vehicle training on standard automobile size/service practices and programing: 150-175 ASF/Station; Standard vehicle size with adequate safety buffer between project areas is 15'-0" x 25'-0"; Additional space for paint and prep booths for separate use and student projects will be required.

Program Alpha	Enrollment Status	07/01/21 to 11/30/21				07/01/22 to 11/30/22			
		All Majors		Freshmen Majors		All Majors		Freshmen Majors	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
AUTB	Full-time	22	88.0%	12	80.0%	24	92.3%	11	84.6%
	Part-time	3	12.0%	3	20.0%	2	7.7%	2	15.4%
	TOTAL	**25**	**100.0%**	**15**	**100.0%**	**26**	**100.0%**	**13**	**100.0%**

The Central Community College Auto Body Technology program offers educational opportunities for those students seeking to enter the auto body repair industry. CCC currently offers an Associate of Applied Science degree in Auto Body Technology. The program also offer two diplomas: Accelerated Metal and Accelerated Refinishing. In addition to these awards, the program offers four Certificates focusing on: Basic Metal, Basic Paint, Advanced Paint, and Collision Repair.

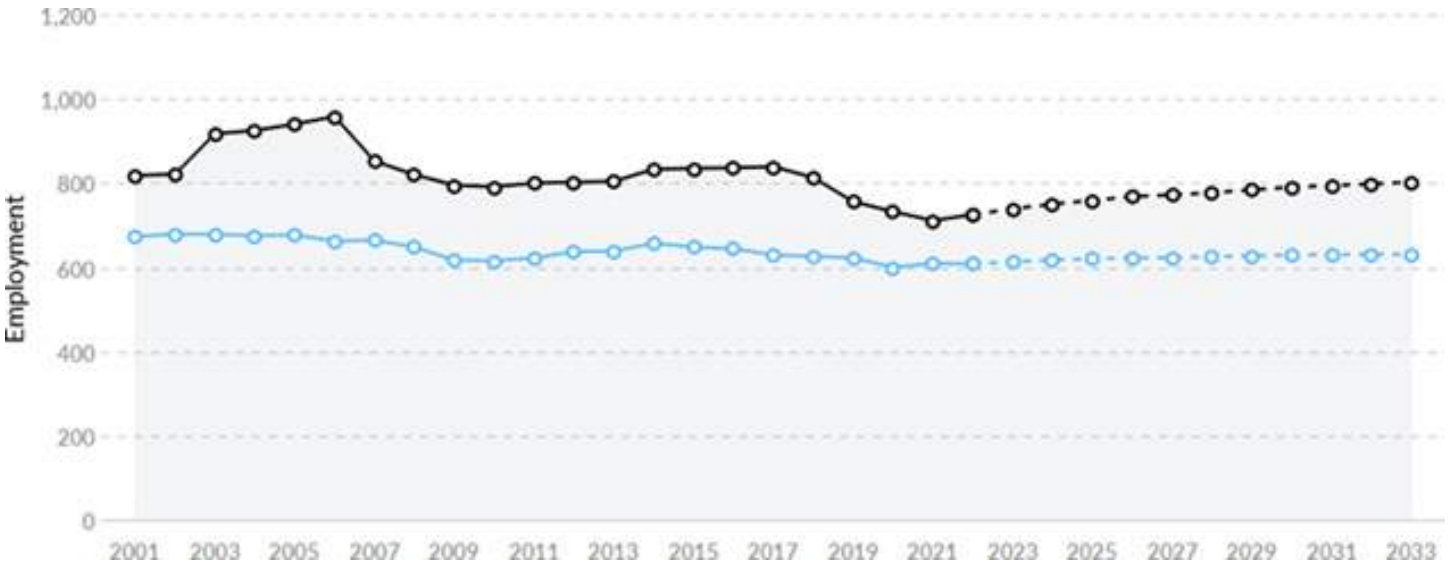
H3: High Wage, High Demand, High Skill

Wages from Occupational Employment Statistics, 2nd Quarter 2023. Annual openings from 2020-2030 Long-term Occupational Projections. Career Cluster information from Nebraska Department of Education. Produced by the Nebraska Department of Labor, Office of Labor Market Information.

SOC	Description	2022 Jobs	2032 Jobs	2022 - 2032 Change	2022 - 2032 % Change
49-3021	Automotive Body and Related Repairers	223	250	28	13%
49-3023	Automotive Service Technicians and Mechanics	893	1,006	113	13%
Total:		1,115	1,256	141	13%

Source: https://neworks.nebraska.gov

Occupation	Nebraska		Central Region	
	Expected Employment Growth 2020-2030	Ave Annual Wage	Expected Employment Growth 2020-2030	Ave Annual Wage
Automotive Body and Related Repairers	4.9%	$53,344.00	4.7%	$46,732.00
Automotive Service Technicians and Mechanics	1.2%	$50,497.00	1.5%	$47,153.00



Region	2022 Jobs	2032 Jobs	Change	% Change
1. 20 Nebraska Counties	725	798	73	10.1%
1. National Average	608	631	22	3.7%

Source: Lightcast Q2 2023 Data Set, Installation, Maintenance, and Repair Occupations

b. Alternatives Considered (when applicable)

Alternatives to the new Automotive Careers Training Center were considered:

1) Utilizing other existing square footage on the Hastings Campus for program space:

In assessing whether the current available space on the Hastings campus could be utilized for Automotive and Auto Body programming, it was determined that although current classroom and office space on campus may be available, there would not be sufficient square footage for large, high bay lab space needed for Automotive & Autobody lifts and equipment. In addition, parts and tools needed for instruction purposes require dedicated storage adjacent to teaching spaces. Based on an evaluation of the site, the best location for the bays is away from main pedestrian traffic, but adjacent to existing parking to minimize infrastructure costs and allow for drive through access for the Automotive and Auto Body labs. Therefore, no efficiency would be gained in the Automotive and Auto Body programs, if classroom and office space were not adjacent to the lab spaces.

2) Remodeling the existing Transportation Building to meet new programmatic needs and industry alignment:

In assessing whether the existing Transportation Building could be renovated, it was determined that this alternative would not be conducive due to safety, cost, access, and site limitations. The existing Transportation Building, remodeled in the 1970's for Automotive and Autobody Programs, is in poor condition and the general building layout is not efficient or reflective of industry standards. There are safety concerns with asbestos throughout, which will require costly abatement once renovation begins. Additionally, The Transportation Building has numerous HVAC and plumbing concerns including original storm drains, which are damaged and needing repair. In conclusion, the College has explored phasing strategies to allow for specialized labs to operate while renovation is underway, but with timing of program use, and renovation work needed course offerings would need to be adjusted, which is not a possibility with program curriculum.

3) Expanding the existing Transportation Building to meet new programmatic needs and industry alignment:

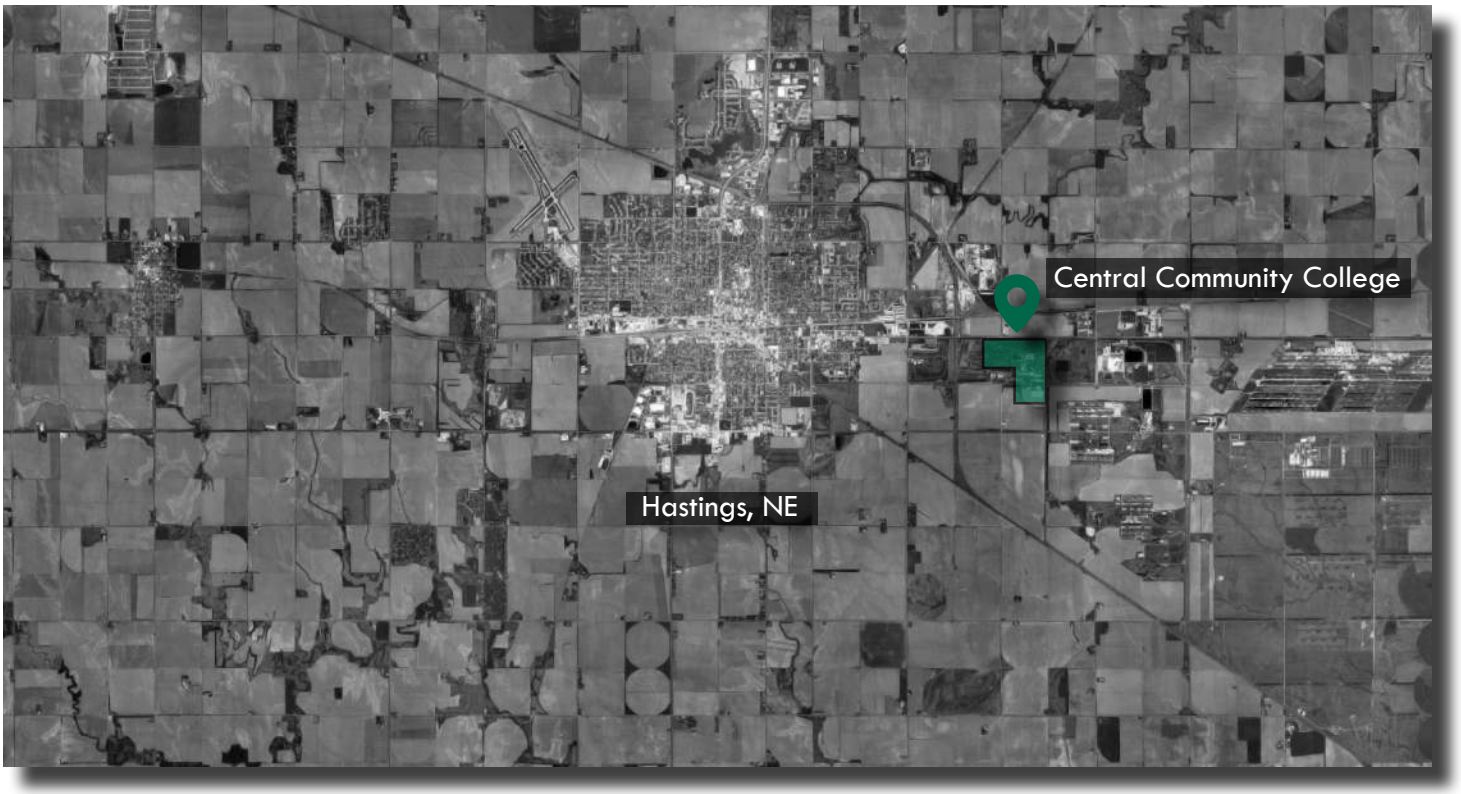
The existing Transportation Building is also not conducive to an effective expansion, due to land limitations and access for phasing needed. Adding on to the south side of the building creates access concerns for the existing lab spaces, making use during expansion inaccessible. Expansion to the East or West Side of the Building does not strengthen the efficiencies of the building, due to the already narrow footprint. To align with industry standards, a center drive lane with drive through access is needed. To reflect industry standards, extensive renovation work and expansion to the south side of the building is required. Therefore, causing concern with program curriculum interruptions.

a. County

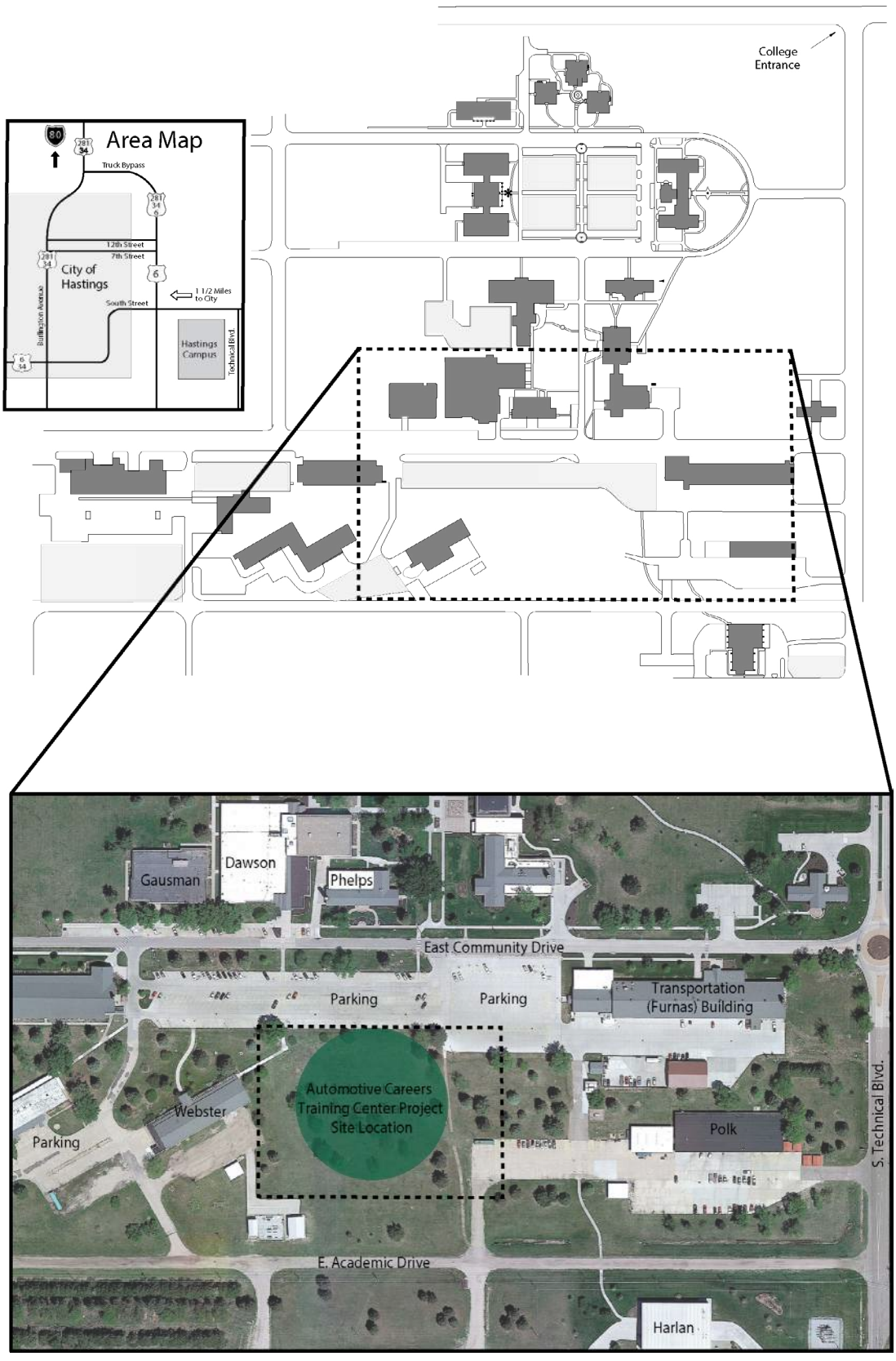
The Central Community College Hastings Campus, where the Hastings Automotive Career Training Center is located, is just outside the city of Hastings in Adams County. Hastings is the county seat of Adams County. This campus provides educational opportunities to the 25-county service area of the college.

b. Town or Campus

The campus is located to the east of Hastings on State Highway 6. The population of the town in 2021 was 25,037. The campus consists of 24 buildings at the location of the former Naval Ammunition Depot. The Hastings Campus offers degrees, diplomas, and certificates in 28 career and technical education programs as well as academic transfer courses in 17 areas for studetns who plan to attend CCC for two years before transferring to a four-year University to complete a bachelor's degree. The campus also offers residence halls to those students wishing to live on campus.



c. Proposed Site

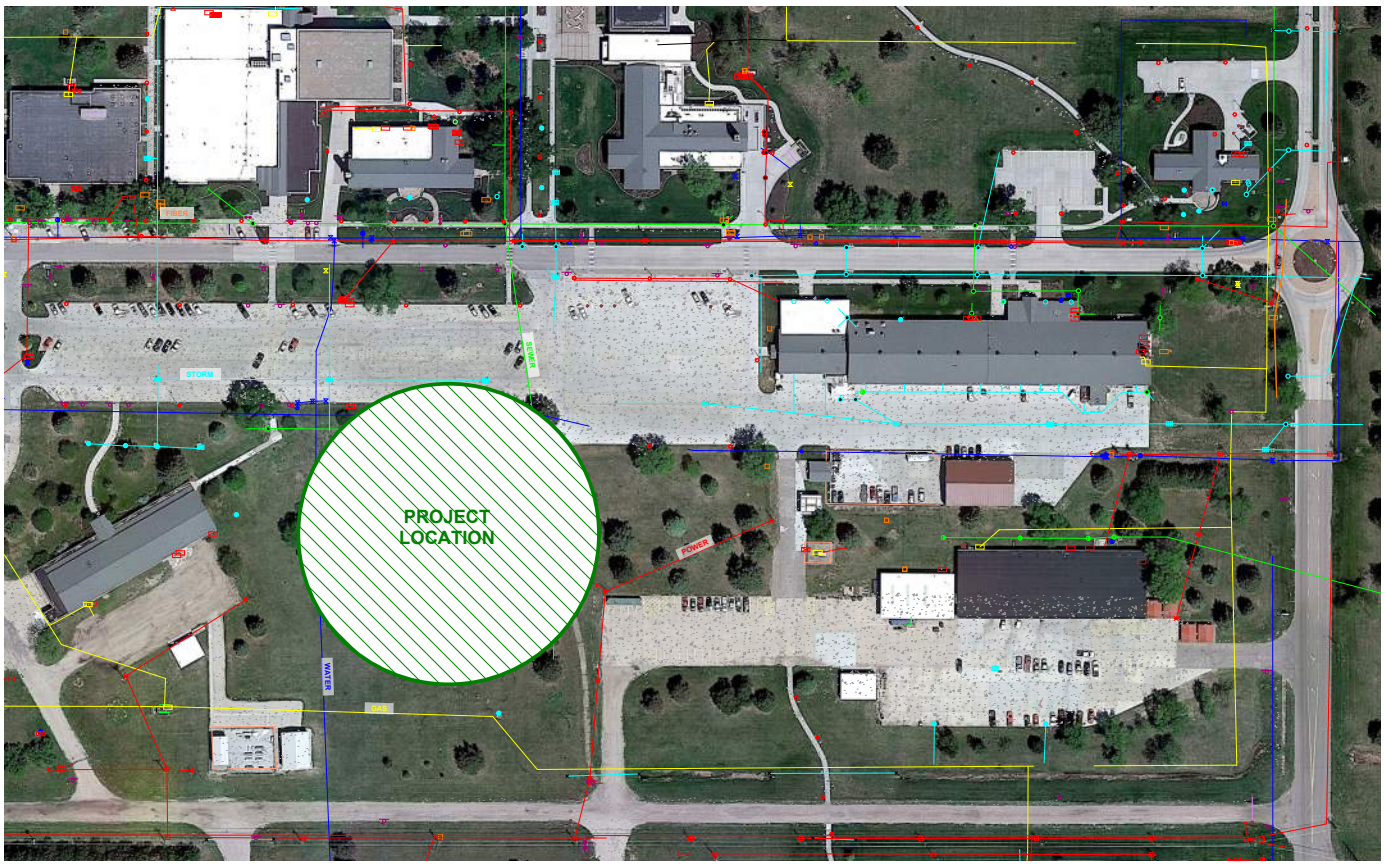


d. Influence of Project on Existing Site Conditions

1. Location: The new location is south and west of the existing Transportation Building, located in the southwest portion of the Central Community College Hastings Campus

2. Utilities: New Power, water, and sewer lines will need to tie into existing lines to serve the new building. Electrical, gas, power and sanitary lines all run along the north road. New lines from the north to serve the new building will be required and are accounted for in the budget.

3. Parking and Traffic Circulation: Existing parking is available adjacent to the new Automotive Careers Training Center, as well as throughout the Hastings Campus. Site development is planned and budgeted to extend a new drive for appropriate traffic circulation.



N

a. Year of Agency's Comprehensive Plan & Updates

The original Facilities Plan was approved by the College Board and presented to the CCPE in 1997. The plan was updated in 2006, 2011, 2017 and the most recent plan was approved by the CCC board of Governors in May 2022.

b. Consistency with Comprehensive Capital Facilities Plan

The need for a new Automotive & Auto Body facility in Hastings has been ongoing for a number of years. This facility was included in the updated 2022 Master Facilities Plan as the number 3 priority for the college and the number 1 priority for the Hastings Campus.

A master facilities plan was completed for the college in 2006, 2011, 2017 and in 2022. The Central Community College Board of Governors employed the architecture firm of Wilkins Architecture Design Planning LLC of Kearney NE, to develop all four college-wide facility master plans.

During the development of the 2022 master facility plan, the need for a larger space for the Automotive and Auto Body programs became evident. Most of these areas do not meet current code requirements for ADA, fire safety, electrical regulations and student safety as most sight lines are obstructed.

c. Consistency with Current Version of CCPE Project Review

The existing and future use of the Automotive and Auto Body programs comply with the guidelines set forth within the latest revision of the Comprehensive Plan. Specifically in as noted in the Comprehensive Plan, Work Force Development, and Life Long Learning: "Higher education in Nebraska will be responsive to the workforce development and ongoing training needs of employers and industries to help sustain a knowledgeable, trained, and skilled workforce in both rural and urban areas of the State".

a. Functions & Purpose of the Existing Programs

Automotive Technology Program

Program Description:
The automotive technology program provides opportunities to obtain the fundamental knowledge, skills, and training needed for employment or career advancement as an automotive technician with awards including associate of applied science degree, diplomas, and certificates. Students in this program are required to take the courses listed in a common core if they wish to complete an associate of applied science degree in automotive technology. Besides this shared core, students work with their advisors to decide what other courses are necessary to complete their degree.

Student Learning Outcomes:
- Practice safe work habits including a well maintained and clean work environment.
- Navigate online service publications while practicing the ability to interpret and apply information.
- Diagnose vehicles using proper procedures, service information, and flow charts.
- Perform maintenance and repair services according to industry standards.

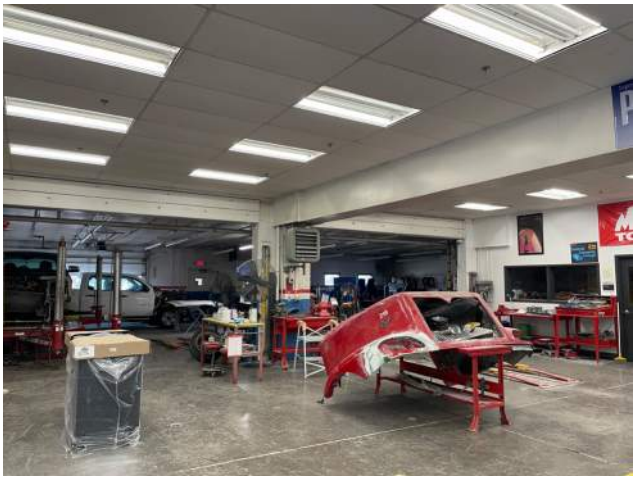
Auto Body Technology Program

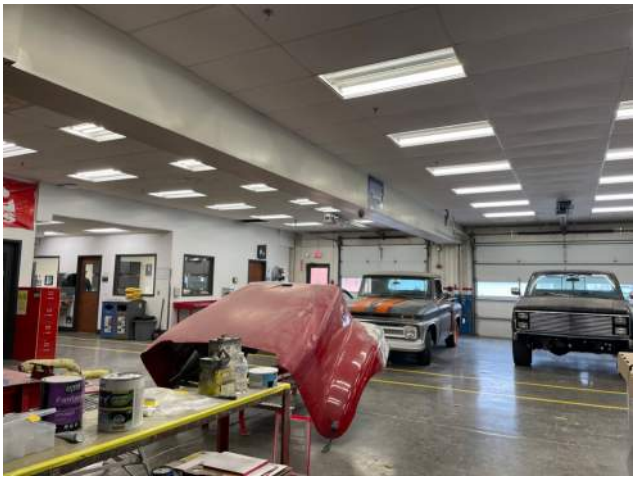
Program Description:
The auto body technology program provides the fundamental knowledge and skills for employment in the collision repair industry. Specialization areas include: Painting, reconditioning, and refinishing; sheet metal repair and replacement. Students in this program are required to take the courses listed in a common core if they wish to complete an associate of applied science degree in auto body technology.

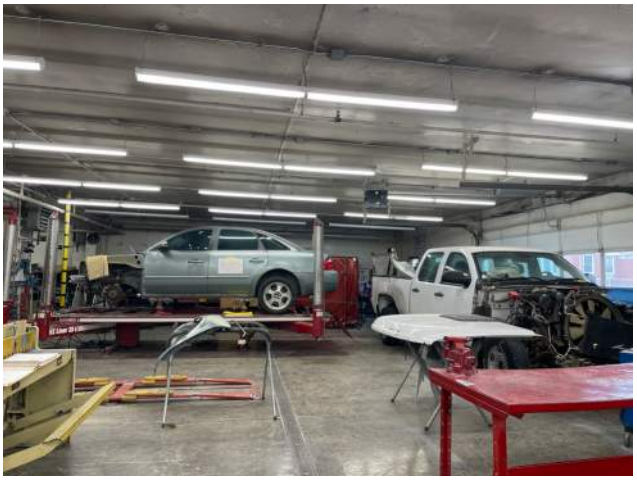
Student Learning Outcomes:
- Entry-level repairs to prepare a vehicle for refinishing, including welding, plastics repair and metal straightening.
- Prepare a vehicle for refinishing, including masking, application of primers and top coats.
- Exhibit personal standards accepted in the auto body industry.

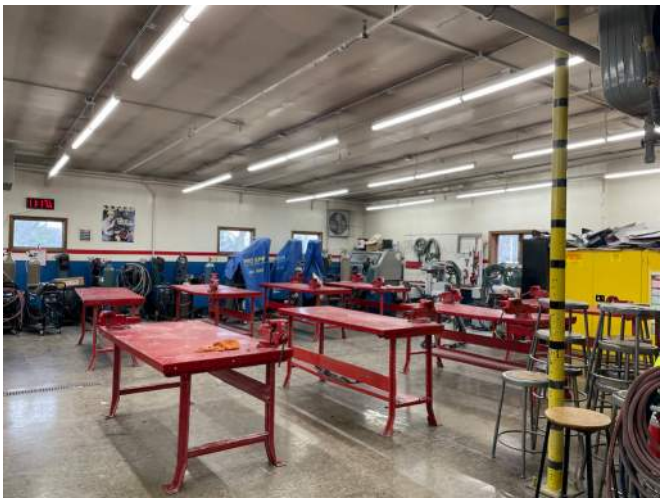
b. Square Footage of Existing Areas

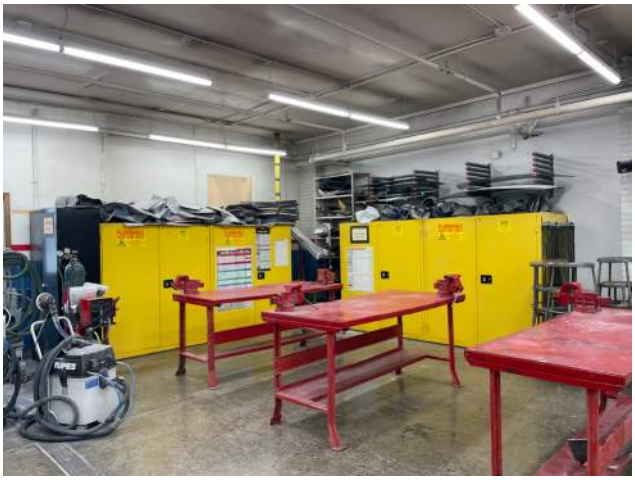
Building	Room Number	Room Use	NET S.F. Each	Total NET S.F.
Transportation Building (Furnas)				
	103	CONFERENCE ROOM	462 SF	
	104	ASSOCIATE DEAN OFFICE	179 SF	
	105	ADMIN. ASSISTANT OFFICE	214 SF	
	106	STORAGE	63 SF	
	113	AUTOMOTIVE CLASSROOM	783 SF	
	117	AUTOMOTIVE CLASSROOM	778 SF	
	117A	STORAGE	9 SF	
	118	AUTOMOTIVE OFFICE	359 SF	
	119	TOOL ROOM	356 SF	
	120	STORAGE	173 SF	
	121	AUTOMOTIVE BENCH / EQUIPMENT	2393 SF	
	123	STORAGE & ENGINE ROOM	165 SF	
	124	WASTE ROOM	101 SF	
	125	AUTOMOTIVE LAB	7469 SF	
	127	AUTOMOTIVE WASH BAY	682 SF	
	128	AUTOMOTIVE CLASSROOM	754 SF	
	128A	AUTO BODY CLASSROOM	555 SF	
	128B	CLASSROOM (ANNEX)	3913 SF	
	129	AUTOMOTIVE LAB	5801 SF	
	130	AUTO BODY CLASSROOM	761 SF	
	132	PARTS ROOM	301 SF	
	133	AUTOBODY PAINT SHOP	2420 SF	
	134	PAINT BOOTH	299 SF	
	135	PAINT BOOTH	388 SF	
	136	PAINT BOOTH	299 SF	
	137	TOOL STORAGE	168 SF	
	138	AUTOBODY OFFICES	184 SF	
	139	STORAGE	235 SF	
	140	COMPRESSOR ROOM	156 SF	
	141	STORAGE	117 SF	
	142	AUTO BODY SHOP	5903 SF	
				36,440 SF

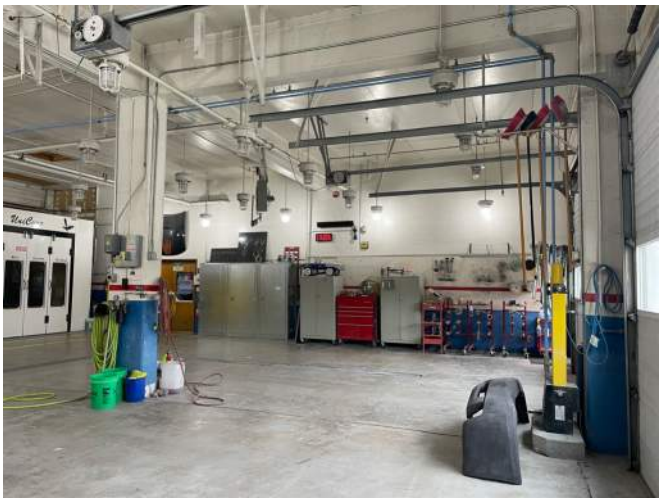


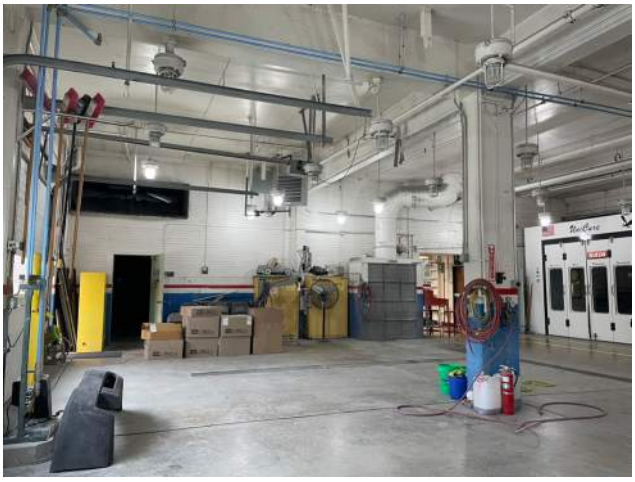




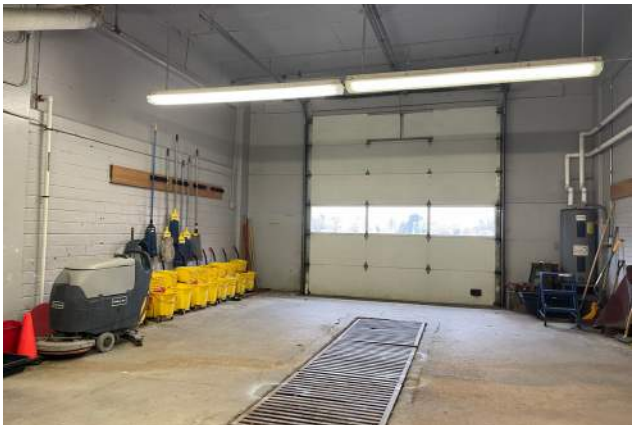




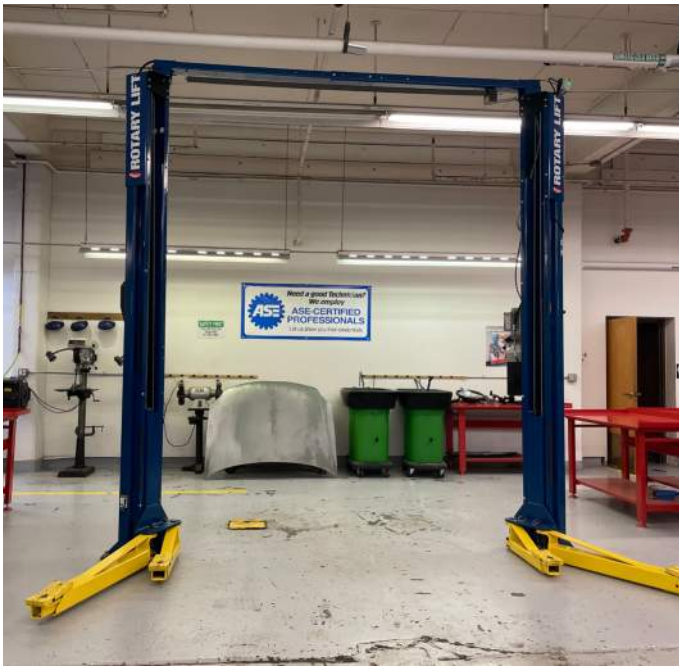




Revolution
WALKAWAY
Revolution
HUNTER



Snap-on
Certification
Center

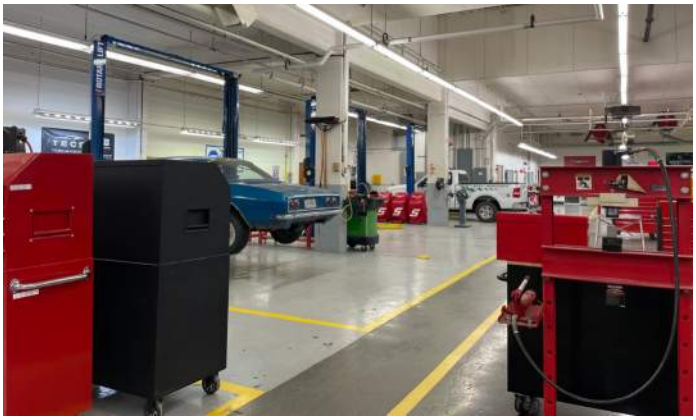

ROTARY LIFT
ROTARY LIFT
ASE-CERTIFIED
PROFESSIONALS

c. Utilization of Existing Space by Facility, Room, and / or Function

The current instructional spaces for both Automotive Technology and Auto Body Technology are utilized to provide hands-on learning with equipment commonly found within the Auto industry. Both programs have expanded course offerings to accommodate growing student interest balanced with current instructional space limitations. The existing Transportation Building will continue to be utilized for Hastings campus needs after the new building is complete. See Appendix for existing class schedules.

d. Physical Deficiencies

The physical deficiencies in both Automotive Technology and Auto Body Technology are significant. The existing Transporation Building, remodeled in the 1970's for Automotive and Autobody Programs, is in poor condition and the general building layout is not efficient or reflective of industry standards, which create programmatic deficiencies. There are safety concerns with asbestos throughout, which will require costly abatement once renovation begins. Additionally, the Transportation Building has numerous HVAC and plumbing concerns including original storm drains, which are damaged and needing repair. The existing footprint of the building has a narrow footprint with column grid restrictions, which makes renovating and expanding the footprint of the bays challenging. To align with industry standards, a center drive lane with drive through access is needed, which the building does not currently have. CCC has communicated that physical deficiencies have hindered further growth within the transportation building, and is not conducive to student and family tours with peeling paint, dark, crowded, and dated spaces. Building the new Automotive Careers Training Center will instill community and campus wide "buy in" to create exciting pride and ownership industry is seeking!



e. Programmatic Deficiencies

The current Transportation Building is not adequate to continue serving the interest and number of students in the program due to limited space and equipment deficiencies. Current classrooms accomodate twenty-four students currently, but there are generally more than twenty-four students in each classroom, so desking and chairs are frequently moved to meet the needs of the class. In conjunction, lab space is extremely limited. The current ratio for students per vehicle in the lab space is five to six students per vehicle. The ideal ratio for appropriate for safety is two to three students per bay. The limited space poses a challenge to introduce current industry advancements in program cirriculum for Advanced Driver-Assistance Systems (ADAS) calibration and Electircal Vehicle (EV) training. Additionally, there are limitations in equipment exposure that help students learn specialized skills, such as Tire/ Wheel, Alignment, Brakes, HVAC, and transmission work. The new Automotive Careers Training Center will not only provide adequate space for program cirriculum needs inside the labs and classrooms, but allow for flexibility in use to pivot with industry advancements as the automotive market sees quick technological advancements.

Central Community College has outlined that desired space to accomodate growth for sixty total traditional and adult students within the Automotive Program and thirty-two total traditional and adult students within the Auto Body Program. Twenty total early college students is desired for future growth. Additionally, this project acts as an opportunity for continued workforce training growth. Local industry leaders have expressed a need for more educational and training offerings, such as Advanced Driver Assistance Systems (ADAS), Electrical Vehicle (EV), and iCAR certifications. Having improved program space will allow for Central Community College to provide hands-on training, and opportunities for continued workforce training will make this possible.

Automotive Technology:

The five-year average of student credit hours and faculty FTE in the Automotive program are strong, resulting in the ratio of student credit hours to faculty FTE being well above the threshold set by CCPE. The enrollments and having three full-time faculty in the program have been relatively stable. Enrollment remained stable from 2021-2022 for both full-time and part-time majors. CCC has had sucessful recruiting events and campus visits with parents and students, which may have contributed to increasing enrollments. The College continues to have success at recruiting visits and dedicated Automotive faculty work hard to ensure current students are prepared for registration when it is open. In addition, the College has developed several automotive pathways programs located at Grand Island Senior High School, hastings High School, Columbus High School, Kearney High School, Holdredge High School, and several smaller schools that sllow students to attend CCC when schedules allow.
Limited space for futher growth is the root of programmatic deficiencies in the Automotive program. First and second year students share space, both in the lab and classroom which becomes particularly challenging to facilitate with high enrollment numbers. Currently, lab space is managed very closely as first and second year students complete projects. Safety is the ultimate concern, especially as Faculty begin introducing enriched cirriculum to align with industry standards, such as ADAS and EV.

Auto Body Technology:

The Auto Body program has also had positive enrollment numbers. CCC attributes the growing student credit hours to recruiting and retention through the completion of an AAS degree. The instructors work hard to be creative and find ways to reach as many students as possible across the 25-county service area. The program has steadily increased the number of student credit hours while maintaining two full-time program instructors. In 2022, Auto Body reached capacity due to space and equipment limitations. In addition, CCC is still considering the restructure of the AUTB curriculum to reflect and follow I-CAR curriculum which will support and align with industry standards. Administration and faculty are working toward having data for the 2023-2024 school year. With this restructuring process being considered, CCC continues to be patient and find components of I-CAR that will be beneficial and be accessed within in I-CAR online system. The instructors understand that this will be a huge undertaking but understand the benefits from this alignment with I-CAR and the already established curriculum. Currently, CCC is connecting with peer institutions and industry leaders to gather resources on how to transition I-CAR into teaching cirriculum.

f. Replacement Cost of Existing Building

According to the most recent 2015 College Construction Report, the median cost per square foot among new buildings reported for two-year institutions nationally is $327 per square foot (exclusive of Non-Construction cost). Applying the annual average inflation rate for 2015-2023 of 28%, the cost per square foot of construction would be $418. For conventional commercial construction this cost could be comparable to use as a replacement value for the existing Transportation Building, totaling 40,317 GSF, with a replacement cost of $16,852,506.

a. Functions / Purpose of the Proposed Program

Automotive Technology:

- Activity Identification & Analysis:
  - » Serve as a leader in automotive career paths at Central Community College
  - » Establish efficiencies with classrooms, laboratories, and other learning spaces.
  - » Provide educational resources that align with industry standards in the best interest of the students
  - » Provide space for community engagement opportunities
  - » Provide space for additional stall and equipment requirements for ADAS and EV cirriculum advancements

- Projected Occupancy/Use Levels
  - » Office for instructors - 1(3 instructors)
  - » General Use Classroom - 3 (connected lab access for demonstrations)
  - » Automotive Lab - 1 (18 stalls)
  - » Parts & Tool Storage - 2
  - » Equipment Storage - 1
  - » Oil & Liquid Storage - 1
  - » Wash Bay - 1

Auto Body Technology:

- Activity Identification & Analysis:
  - » Serve as a leader in automotive career paths at Central Community College
  - » Establish efficiencies with classrooms, laboratories, and other learning spaces.
  - » Provide educational resources that align with industry standards in the best interest of the students
  - » Provide space for community engagement opportunities
  - » Provide space for additional stall and equipment requirements for i-Car cirriculum advancements

- Projected Occupancy/Use Levels
  - » Office for instructors - 1(2 instructors)
  - » General Use Classroom - 2 (connected lab access for demonstrations)
  - » Auto Body Lab - 1 (17 stalls)
  - » Frame Repair - 1
  - » Parts & Tool Storage - 1
  - » Equipment & Cart Storage - 1
  - » Paint Mixing Storage - 1
  - » Wash Bay - 1

CENTRAL COMMUNITY COLLEGE - AUTOMOTIVE CAREERS TRAINING CENTER

OUR MISSION

"Central Community College maximizes student and community success." (cccneb.edu).

VALUES

Access:
Delivering instruction through multiple methods and quality support services, emphasizing student success by meeting students where they are through open enrollment and providing a valuable return on investment for educational dollars used.

Student Success:
Recognizing the importance of individual needs, providing comprehensive student support services, and producing academic and technical challenge; promoting student success by creating a learner-centered environment that supports holistic student development.

Preparation:
Serving the needs of diverse learners; fostering a commitment to lifelong learning by preparing students for their future in an interconnected global society.

Partnerships:
Fostering rural economic development by promoting and creating educational opportunities through mutually respectful and beneficial partnerships.

Diversity:
Valuing diversity within our student body and among our board of governors, faculty, staff and administration.

Return on Investment:
Exercising and upholding financial, social and environmental sustainability.

Continuous Quality Improvement:
Using data and stakeholder input to make informed decisions in the best interest of students.

Creativity:
Being proactive in exploring, developing and implementing new programming and services to meet constituents' needs.

Leadership:
Demonstrating high ethical and professional standards; continuing to build on Central Community College's heritage while envisioning our future.

PROJECT GOALS

- EXPAND NUMBER OF PROGRAM COMPLETERS AT CERTIFICATE, DIPLOMA, AND DEGREE LEVELS
- ACCESS TO A SAFE, HIGH QUALITY EDUCATIONAL ENVIRONMENT
- LAB SPACE SUPPORTING HANDS ON LEARNING
- FOSTERING TECHNOLOGY ADVANCEMENTS
- EXCITE, RETAIN, AND SUPPORT HIGH PROGRAM ENROLLMENT
- CURRICULUM TO SUPPORT INDUSTRY WORKFORCE NEEDS.

PROGRAM INITIATIVES

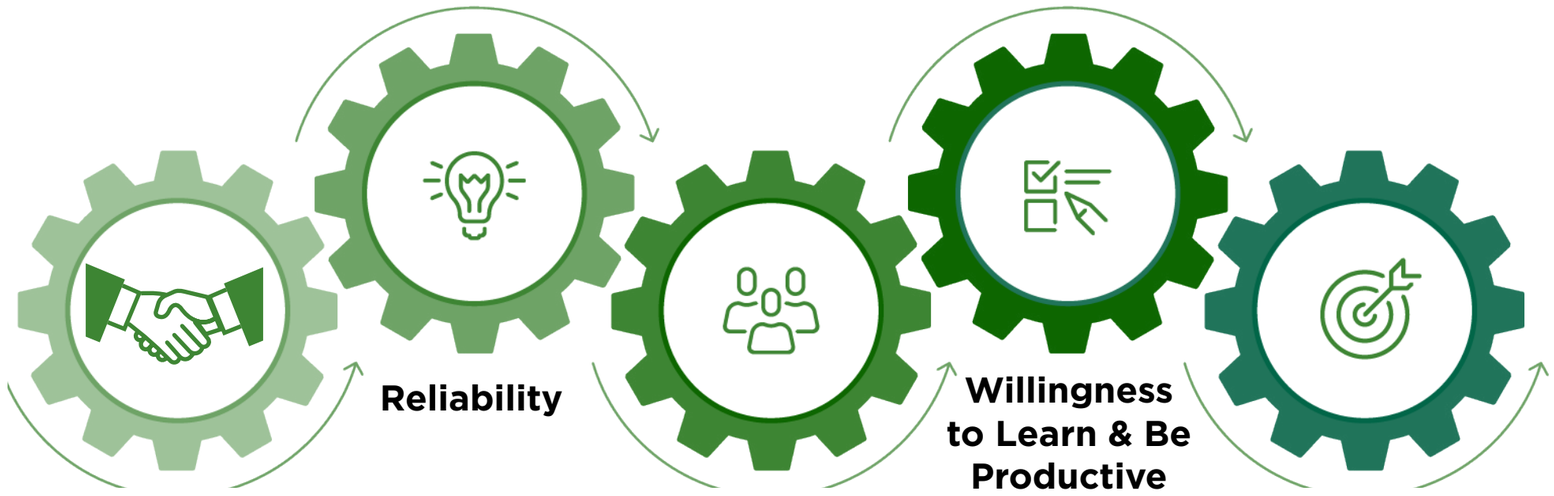
- Implement ICar Certification
- Crossover Strategies between Automotive and Auto body
- Providing Industry Training Opportunities (Community Workforce Education)
- Providing Access To Tools For Students
- Implementing ADAS Certification

A "hub" that generates program identity, visibility, and consolidation of resources.

COLLEGE VISION

- Facilitating Students' Lifelong Educational Goals
- Work-Based Learning Partnerships
- Community Advancement Through Public & Private Partnerships
- Outcomes that result in creating completers, critical thinkers, and industry contributors.

INDUSTRY WORKFORCE NEEDS:



Central
COMMUNITY
COLLEGE

b. Space Requirements

Basis for square footage/planning parameters: Spaces are based upon the size and scope of programmatic needs as confirmed by meetings with users and steering committee, consultation with the College's facilities design standards and utilization study recommendations, and evaluation of precedent facilities at other institutions.
Square Footage Difference between existing and proposed areas: See table below:

Administration & Office Support	Existing NSF	New NSF	Change NSF	Ref. Existing Room
Faculty Office Area	543	778	+235	118,138
Faculty Break Area	450	228	-222	125
Admin. Office Area	393	275	-118	104, 105

Shared Spaces	Existing NSF	New NSF	Change NSF	Ref. Existing Room
Building Reception Lobby	0	901	+901	-
Parts & Tools	301	909	+608	132
Student Break Area & Vending	450	618	+168	125

Automotive	Existing NSF	New NSF	Change NSF	Ref. Existing Room
Automotive Lab (18 Stalls & Wash Bay)	13,952	11,346	-2,606	125,127, 129
Oil & Liquids Storage	266	341	+75	123, 124
General Classrooms (3 Classrooms)	2,315	2,776	+461	128, 128A, 128B, 130
Lab & Tool Storage	529	1,036	+507	119,120
Equipment Storage	2,393	521	-1,872	121

Autobody	Existing NSF	New NSF	Change NSF	Ref. Existing Room
Auto Body Lab - Metal (9 Stalls & Wash Bay)	5,469	5,687	+218	142
Auto Body Lab - Paint (8 Stalls)	3,018	5,632	+2,614	133,134,136
Auto Body Welding Lab	434	1,025	+591	142
Auto Body Equipment & Carts Storage	489	1,083	+594	137, 139, 141
General Classrooms (2 Classrooms)	1,316	1,847	+531	128, 128A, 128B, 130
Auto Body Paint Mixing & Storage	388	670	+282	135
Bulk Paint Storage	0	103	+103	-

Hastings Automotive Careers Training Center: Building Space Needs	
Total NET Square Footage Required	35,776 NSF
Efficiency Factor (structure, circulation, restrooms, mechanical, electrical, mezzanine storage etc.)	70%
Total Gross Square Footage	**45,852 GSF**

c. Impact of Proposed Project on Existing Site

The proposed project is a complete replacement of the Transportation Building on the adjacent site location on the Hastings Campus Site. Adjacent parking and utilities will remain in place. The College intends to utilize the Transportation Building until construction is complete. All access points, parking, and pedestrian walkways will continue to be accessible while the project is in progress.

a. Automotive Equipment for Reuse

- Small Specialty Tools

b. Automotive Additional Equipment Requirements & Costs

- Asymetrical 2-Post Lab Stall - Quantity (per 11 stalls)
  - (1) Rotary 2-Post Asymmetrical Lift/Hoist 10,000lbs
  - (1) Student Tool Set
  - (2) 6'-0" Workbench
- Symmetrical 2-Post Lab Stall - Quantity (per 2 stalls)
  - (1) Rotary 2-Post Symmetrical Lift/Hoist 12,000lbs
  - (1) Student Tool Set
  - (2) 6'-0" Workbench
- 4-Post Lab Stall - Quantity (per 2 stalls)
  - (1) Rotary 4-Post Symmetrical Lift/Hoist 14,000lbs with Rolling Jacks
  - (1) Student Tool Set
  - (2) 6'-0" Workbench
- Alignment Stall - Quantity (per 2 stalls)
  - (1) Alignment Tower
  - (1) Alignment Lift
  - (2) 6'-0" Workbench
- Wheel / Tire / Brake Stall - Quantity
  - (1) Hunter Revolution Tire Changer
  - (1) Tire Changer TCX
  - (2) Tire & Wheel Balancer RFE
  - (2) Student Tool Set
  - (2) 6'-0" Workbench
  - (1) Flammable Storage Cabinet - Tire Machines / Tire Repair Area

b. Automotive Additional Equipment Requirements & Costs Continued

- Classroom Equipment (per 3 Classrooms)
  - (1) Levrak Storage System
  - Hightop Workbenches
  - Workbench High-back Stools

- Additional Equipment
  - (1) CUDA Cleaning System Model 2848 or 3648
  - (1) Emerson Model TC-24-A Oil Filter Crusher
  - (6) John Dow JDI-25HDC Oil Drains
  - (1) Miller 252 Millermatic MIG Welder
  - (1) Victor (ESAB) Performer Edge 2.0 Torch Set
  - (5) Robinair AC 1234-4
  - (1) Iroquois Shop Press
  - (2) Ellis Drill Press 9400
  - (1) Clothes Washer
  - (1) Clothes Dryer
  - (6) Flammable Storage Cabinet - LAB work / top-off cluids / gas fuels
  - General Heavy Duty Tool Storage Shelving

a. Auto Body Equipment for Reuse

- Small Specialty Tools

b. Auto Body Additional Equipment Requirements & Costs

- Metal Department
  - (1) Scissor Lift
  - (1) Frame Machine
  - (1) Pressure Washer Alcota
  - (10) Prospot Aluminum Welders
  - (15) Plastic Welders Polyvance
  - (4) Shop Tool Kit
  - (4) Dust Eater 3000 Island Clean Air
  - (1) Vehicle Toter
  - (1) Go Jaks (Set of 4)
  - (4) Floor Jacks
  - (4) Body Hydrolics
  - (2) Bench Grinders
  - (4) Oxy Accet. Torch Set Up
  - (4) Plasma Cutter
  - (4) Plasma Cutter
  - (1) PDR Tool Sets with Lamps
  - (2) Glue Pull Stations
  - (2) Aluminum Repair Station
  - (4) Windshield Cutout Tool WRD
  - (2) Heat Inductor
  - (4) Stud Gun
  - (1) Sandblasting Cabinet Scat Blast
  - (5) Vaccum Sanders
  - (15) Welders
  - (4) Fans

- Paint Department
  - (3) Curing Lamps
  - (3) Curing Lamps
  - (2) U.V. Curing Tampinnovative Tools
  - (4) Flammable Storage
  - (4) Storage Cabinets
  - (1) Roll Around Buffing Cabinet
  - (30) Fender Holder

b. Auto Body Additional Equipment Requirements & Costs Continued

- Paint Department
  - (4) Hood Holder
  - (6) Door Holder
  - (2) Solvent Paint Gun Cleaner
  - (1) Water Bourne Paint Gun Cleaner
  - (30) Buffers
  - (50) Buffers
  - (2) Part Stands
  - (2) Paint Shakers
  - (2) Benches
  - (4) Paper / Product Dispensor Innovative
  - (2) Plastic Dispensor
  - (12) Paint Guns
  - (2) Static Guns
  - (3) Vacuums

a. Construction Type

The new facility will be of materials and design consistent with local building codes and surrounding construction aesthetics. The building structure will be a combination of metal building at large bay lab areas and steel joist roof structure on steel post and beam framing. Exterior wall assembly will be metal liner panel with R-19 insulation, and/or metal stud with continuous R-19 exterior insulation or consideration of prefab concrete panels. The finishes on the exterior will be metal panel, masonry and potentially EIFS. Roof construction will be metal roof and single ply adhered membrane roofing on R-38 rigid insulation. Site construction will include all access drives, landscaping, and utilities necessary to support the initial phases of construction. Existing adjacent parking will be utilized to support this building.

b. Heating & Cooling Systems

The design and installation of all heating, cooling and plumbing systems and devices will be in accordance with relative portions of the following Codes and Publications and others as applicable:

- National Fire Protection Association (NFPA) Codes
- International Building Code (IBC)
- American National Standards Institute (ANSI) Standards
- Underwriters Laboratories, Inc. (UL)
- International Energy Conservation Code (IECC)
- All governing Local Codes and Standards:

Design Considerations:

- Outdoor Winter Dry Bulb: Minus 10°F
- Outdoor Summer Coincident Dry Bulb/Wet Bulb: 97°F/74°F
- Indoor Design Temperatures: Winter 72°F
- Indoor Design Temperatures: Summer (mechanical ventilation with outdoor air)

Mechanical systems will be designed to comply with current State and National Codes and Standards. A water service main to support an automatic fire sprinkler system for the new building will be installed. Appropriate backflow prevention devices will be installed. A water service main for potable domestic water will be installed. Appropriate backflow prevention devices will be installed.

A sanitary service main for draining liquid waste from the facility will connect to the existing system. The work bay area will be provided with a drain system(s) routed through an oil-water interceptor to separate contaminants prior to discharging to the sewer main.

Restrooms will be installed with fixtures of type and quantity to meet International Building Code and ADA Requirements. Water and sewer piping will connect the fixtures to the sanitary sewer and domestic cold and hot water serving the facility. Heated domestic water will be provided for hand washing and miscellaneous cleaning requirements within the facility via electric or natural gas fuels depending upon the area of the facility and the demand.

A drainage system, consisting of either interior or perimeter roof drains, connecting to perimeter or interior vertical risers, or external downspouts will be provided. As applicable, an overflow drainage system installed to meet current building Code.

The design and installation of all electrical and information technology systems and devices will be in accordance with relative portions of the following Codes and Publications and others as applicable:

- National Electrical Codes: NFPA No. 70-2005 Edition
- National Fire Protection Association (NFPA) Codes
- National Fire Alarm, NFPA No. 72-2002 Edition
- International Building Code (IBC)
- Uniform Fire Code (UFC)
- American National Standards Institute (ANSI) Standards
- Underwriters Laboratories, Inc. (UL)
- International Energy Conservation Code (IECC)
- Illuminating Engineering Society (IES) Handbook
- All governing Local Codes and Standards

Receptacles for computer loads will be served from dedicated sub-panels with transient voltage surge suppression for increased protection of voltage sensitive loads in these areas. Illumination will be based on the use criteria for each space. Emergency illumination will consist of wall mounted battery packs with remote heads. LED exit signs with integral battery backup will be provided at all required exits. The exterior building mounted lights will be the campus standard with a high pressure sodium source. The fire alarm control panel will be addressable and connected to the campus fiber optic fire alarm network. Building detection and notification will comply with current NFPA codes and ADA guidelines.

The building data system will be served by the adjacent fiber optic network. Data cabling within the building will comply with Category 6 performance requirements of the EIA/TIA-568-B.2 standard which specifies a minimum bandwidth of 200 MHz. Support for wireless access points will also be provided. The telephone system will be cabled as category 6 to allow the outlets to be cross connected for telephone or data.

c. Life Safety / ADA

Life safety and ADA issues will be addressed in the construction and will meet current accessibility guidelines and life safety codes for buildings and facilities of this type. Fire sprinkler and detection systems will be installed.

d. Historic or Architectural Significance

The Transportation Building holds historic significance for the college as an originally inherited Navy Transportation Shop. However, it is not registered as an historical building.

e. Artwork

This project being the central hub inovation on campus, the building entrance is a prime location for art to be incorporated for industry involvment, sponsorship opportunities, and student enjoyment.

f. Phasing

Complete building and site construction will take place in one phase.

a. Cost Estimates Criteria

The cost estimate was prepared in July 2023 by a third party cost estimator, using recent cost data on comparable projects in the same area. The design team assembled a Schematic Design level information (See Appendix) to establish schematic parameters of the project.

b. Total Project Cost

Project Size:	
Gross Square Feet	45,852 GSF
Net Assignable Square Feet	35,776 NASF
Project Cost:	
Gross Cost per Square Feet	$402
Net Cost per Square Feet	$515
Total Construction Cost:	$18,441,438
Total Project Cost:	$22,274,537

CENTRAL COMMUNITY COLLEGE
PROJECT COST ESTIMATE

Central Community College
Project: Automotive Training Buildin

Average Annual Inflation Rate: 2.96% (2023-2025)
Date of Estimate: July 2023
(20 months construction estimated)

Based on : 45,852 GSF

	Current Costs Jul-23		Total % Inflation to Bidding	Inflated Cost Mid-point Construction August 2024	
1. CONSTRUCTION COSTS					
a) General Conditions	1,300,000		2.96%	1,338,480	
b) Architectural	8,864,705		2.96%	9,127,100	
c) HVAC/Plumbing/Fire Sprinkler	3,576,456		2.96%	3,682,319	
d) Electrical	2,659,416		2.96%	2,738,135	
			2.96%	0	
SUBTOTAL (a-d)		16,400,577			16,886,034
2. UTILITIES		250,000	2.96%		257,400
3. SITE WORK					
a) Site Prep & Remova	116,000		2.96%	119,434	
b) Grading & Earthwork	135,000		2.96%	138,996	
c) Site Improvements (sidewalks, access road	430,000		2.96%	442,728	
d) Planting & Irrigatior	58,000		2.96%	59,717	
SUBTOTAL (a-d)		739,000			760,874
SUBTOTAL (Items 1-3)		**17,389,577**			**17,904,308**
4. CONTINGENCY (3%)		521,687	2.96%		537,129
SUBTOTAL CONSTRUCTION COSTS (items 1-5)		**17,911,264**			**18,441,438**

6. MOVABLE EQUIPMENT					
a) Equipment	1,450,000		2.96%	1,492,920	
b) Furniture, Signage, Artwork	250,000		2.96%	257,400	
TOTAL MOVABLE EQUIPMENT		1,700,000			1,750,320
7. SPECIAL AND TECHNICAL EQUIPMENT					
a) AV Equipment	350,000		2.96%	360,360	
b) Security Equipment	45,000		2.96%	46,332	
TOTAL SPECIAL AND TECHNICAL EQUIP		395,000			406,692
8. LAND ACQUISITION		0			0
9. PROFESSIONAL SERVICES					
a) Architectural/Engineering Services 8%	1,432,901		0.00%	1,475,315	
b) Reimbursables	20,000		2.96%	20,592	
c) Food Service Equipment Consultan	0		2.96%	0	
d) Other Consultants	0		2.96%	0	
e) In-House Services	0		2.96%	0	
f) Construction Administration	0	Included in (a)	2.96%	0	
g) Other Services	0		2.96%	0	
TOTAL PROFESSIONAL SERVICES (Items 8a-g)		1,452,901			1,495,907
10. SPECIAL ARTWORK (Percent for the Arts)		0	2.96%		0
11. OTHER COSTS					
a) Insurance: 1) Bond	75,000		2.96%	77,220	
2) Sub-Bond Allowance	60,000		2.96%	61,776	
b) Soils Tests, Surveys, etc.	15,000		2.96%	15,444	
c) Permit	15,000		2.96%	15,444	
d) Moving / Relocation Cos	10,000		2.96%	10,296	
TOTAL OTHER COSTS (Items 10a-d)		175,000			180,180
SUBTOTAL NON-CONSTRUCTION COSTS (items 6-11)		**$3,722,901**			**$3,833,099**
TOTAL PROJECT COSTS (Items 1-11)		**$21,634,165**			**$22,274,537**

c. Fiscal Impact Based on First Year of Operation

a.	General Administration	$15,630
b.	Building Maintenance	$16,336
c.	Custodial	$0
d.	Utilities	$28,014
e.	Landscape & Grounds	$0

- Estimated additional programmatic costs per year are not anticipated.
- Applicable building renewal assessment charges are not anticipated.
- General Operating Fund will be used for new Operative and Maintenance costs.

a. Funds Required

Total funds required.....$22,274,537

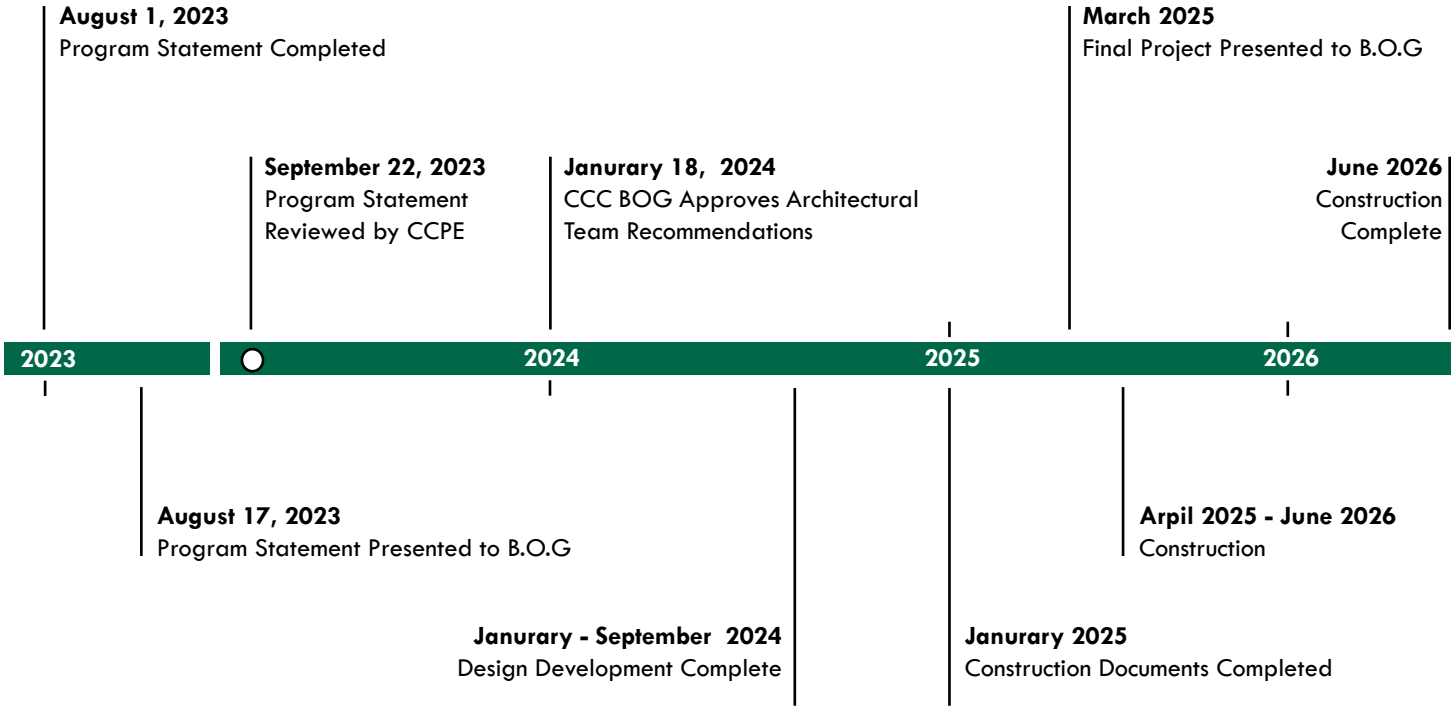
b. Project Funding Sources

Federal Funds (Coronavirus State and Local Fiscal Recovery Funds)..... $4,700,000
Capital Improvement (tax levy)..... $16,074,537
Capital Campaign.....$0 - $1,500,000

c. Fiscal Year Expenditures for Project Duration

Fiscal Year 2023-24.....$ 1,360,000
Fiscal Year 2024-25.....$ 4,000,000
Fiscal Year 2025-26.....$ 4,000,000
Fiscal Year 2026-27.....$ 4,000,000

Project Milestones	Start Date	Completion Date
Program Statement	November 2022	August 2023
Program Statement Presented to Board of Govenors		August 17, 2023
Review by CCPE		September 22, 2023
Architectural Team Selection	November 2023	Janurary 18, 2024
Scematic Design/Design Development	February 2024	April 2024
Construction Document Production	April 2024	December 2024
100% Construction Document & Specifications Complete		Janurary 2025
Capital Campaign Fundraising	November 2023	February 2025
Final Project Presented to Board of Govenors		March 19, 2025
Construction	April 2025	July 2026



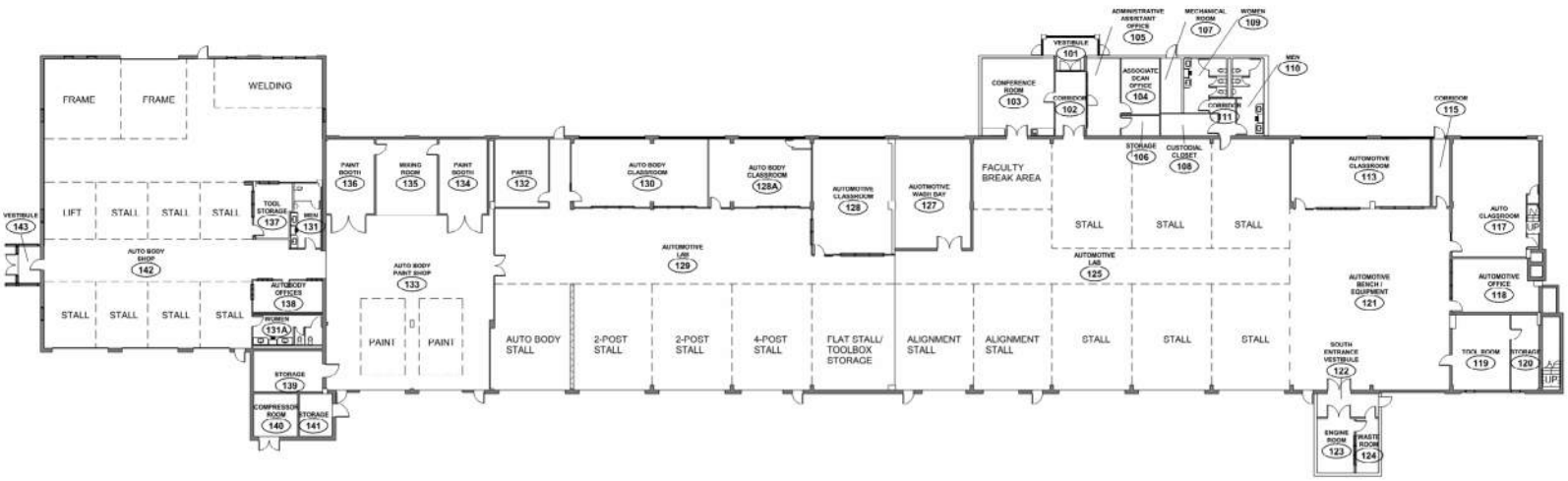
a. CCPE Review

The Coordinating Commission for Postsecondary Education review of this project is required.

b. Method of Contracting

The method of contracting for this project will be a design / bid / build process.

a. Existing Floor Plan - Not to Scale



Existing Transportation (Furnas) Building

b. Current Class Schedules

Faculty	Fred Kuta	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTB 1280	8:00 AM	11:40 AM	4	1	15	15	0.75	1/9 - 1/12	M - Th
AUTB 1310	8:00 AM	12:00 PM	4	2	34	60	3	1/17 - 1/26	M - Th
	12:30 PM	3:30 PM	4	2	26				M - Th
AUTB 1350	8:00 AM	12:00 PM	4	7	118	180	9	1/30 - 3/23	M - Th
	12:30 PM	2:30 PM	4	7	62				M - Th
AUTB 2660	8:00 AM	12:00 PM	4	6	101	150	7.5	3/27 - 5/4	M - Th
	12:30 PM	2:22 PM	4	6	49				M - Th

Faculty	Mike Hoskins	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTB 2520	8:00 AM	10:50 AM	5	1	15	15	0.75	1/9 - 1/13	M - F
AUTB 2530	12:00 PM	2:50 PM	5	1	15	15	0.75	1/9 - 1/13	M - F
AUTB 1300	8:00 AM	12:10 PM	3	3	40	60	3	1/17 - 1/31	M - W
	1:00 PM	3:00 PM	3	3	20				M - W
AUTB 2600	8:00 AM	12:00 PM	4	4	67	105	5.25	2/1 - 3/2	M - Th
	12:45 PM	3:00 PM	4	4	40				M - Th
AUTB 2610	8:00 AM	12:00 PM	3	3	38	60	3	3/13 - 3/28	M - W
	12:45 PM	3:00 PM	3	3	23				M - W
AUTB 2620	7:35 AM	12:00 PM	4	4	75	120	6	3/29 - 5/2	M - Th
	12:30 PM	3:00 PM	4	4	45				M - Th

Faculty	Nick Kelley	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Contact hours	REQ'd IU's	Overage	Dates	Days
AUTO 1800	8:00 AM	12:00 PM	4	3	50	75	3.75	1/9 - 1/26	M - Th
	1:00 PM	3:00 PM	4	3	26				M - Th
AUTO 1850	8:00 AM	12:00 PM	4	3	50	75	3.75	1/30 - 2/14	M - Th
	1:00 PM	3:00 PM	4	3	26				M - Th
AUTO 2800	8:00 AM	12:00 PM	4	3	50	75	3.75	2/15 - 3/2	M - Th
	1:00 PM	3:00 PM	4	3	26				M - Th
AUTO 1800	8:00 AM	10:07 AM	4	8	75	75	3.75	3/13 - 5/4	M - Th
AUTO 1800	1:00 PM	3:07 PM	4	8	75	75	3.75	3/13 - 5/4	M - Th

Faculty	Kyle Finecy	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Contact hours	REQ'd IU's	Overage	Dates	Days
AUTO 1400	8:00 AM	12:15 PM	4	5	90	90	4.5	3/13 - 4/13	M - Th
AUTO 1160	8:00 AM	12:00 PM	4	3	50	60	3	4/17 - 5/4	M - Th
	1:00 PM	1:50 PM	4	3	12				
AUTO 1100	8:00 AM	9:45 AM	4	8	61	60	3	1/9 - 3/2	M - Th
AUTO 1100	1:00 PM	2:45 PM	4	8	61	60	3	1/9 - 3/2	M - Th

Faculty	John Oberheide	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Contact hours	REQ'd IU's	Overage	Dates	Days
AUTO 1500	8:00 AM	11:50 AM	3	2	24	30	1.5	1/10 - 1/19	T-Th
	1:00 PM	1:50 PM	3	2	6				
AUTO 2500	8:00 AM	11:50 AM	4	6	96	120	6	1/23 - 3/2	M - Th
	1:00 PM	1:50 PM	4	6	24				
AUTO 1300	8:00 AM	12:10 PM	4	8	141	210	10.5	3/13 - 5/4	M - Th
	1:00 PM	3:00 PM	4	8	70			3/13 - 5/4	M - Th

Faculty	Fred Kuta	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTB 1000	8:00 AM	11:40 AM	4	1	15	15	0.75	8/21 - 8/24	M - TH
AUTB 1250	8:00 AM	11:40 AM	4	3	46	60	3	8/28 - 9/14	M - TH
	1:00 PM	2:00 PM	4	3	14				M - TH
AUTB 1260	8:00 AM	12:00 PM	4	5	84	105	5.25	9/18 - 10/19	M - TH
	1:00 PM	2:00 PM	4	5	24				M - TH
AUTB 1290	7:45 AM	12:00 PM	4	1	18	30	1.5	10/23 - 10/26	M - TH
	12:30 PM	3:25 PM	4	1	12				
AUTB 1270	8:00 AM	11:40 AM	4	3	46	60	3	11/6 - 11/21	M - TH
	1:00 PM	2:00 PM	4	3	14				
AUTB 1320	7:45 AM	12:00 PM	4	1	18	30	1.5	11/27 -11/30	M - TH
	12:30 PM	3:25 PM	4	1	12	30	1.5		
AUTB 1280	8:00 AM	12:00 PM	4	1	17	15	2.25	12/11 - 12/14	M - TH

Faculty	Mike Hoskins	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTB 2630	8:00 AM	12:00 PM	4	3	50	75	3.75	8/21 - 9/7	M - TH
	1:00 PM	2:55 PM	4	3	25				M - TH
AUTB 2640	8:00 AM	12:00 PM	4	3	50	60	3	9/11 - 9/28	M - TH
	1:00 PM	1:45 PM	4	3	11				M - TH
AUTB 2650	7:45 AM	12:00 PM	4	2	36	60	3	10/2 - 10/12	M - TH
	12:30 PM	3:20 PM	4	2	24				M - TH
AUTB 1310	7:45 AM	12:00 PM	4	2	36	60	3	10/18 - 10/26	M - TH
	12:30 PM	3:20 PM	4	2	24				M - TH
AUTB 1330	8:00 AM	12:00 PM	4	3	50	60	3	11/6 - 11/30	M - TH
	1:00 PM	1:45 PM	4	3	11				M - TH
AUTB 2500	8:00 AM	12:00 PM	3	1	13	15	0.75	12/4 - 12/6	M - W
	1:00 PM	1:40 PM	3	1	2				M - W
AUTB 2510	8:00 AM	12:00 PM	5	1	21	30	1.5	12/7 - 12/14	M - TH
	1:00 PM	2:40 PM	5	1	9				M - TH

Faculty	Kyle Finecy	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTO 1000	8:00 AM	11:00 AM	4	3	38	60	3	8/21 - 9/7	M - Th
	1:00 PM	2:30 PM	4	3	22				M - Th
AUTO 1020	8:00 AM	11:00 AM	4	3	38	60	3	9/11 - 9/28	M - Th
	1:00 PM	2:30 PM	4	3	22				M - Th
AUTO 1100	8:00 AM	12:30 PM	4	2	38	60	3	10/2 - 10/12	M - Th
	1:00 PM	3:25 PM	4	2	22				M - Th
AUTO 1020	10:15 AM	12:00 PM	4	8	61	60	3	10/18 - 12/14	M - Th
AUTO 1020	1:00 PM	2:45 PM	4	8	61	60	3	10/18 - 12/14	M - Th
AUTO 1400	8:00 AM	9:55 AM	4	8	67	90		10/18 - 12/14	M - Th

Faculty	Nick Kelley	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTO 1150	8:00 AM	11:55 AM	4	5	82	105	5.25	10/18 - 11/21	M - Th
	1:00 PM	2:00 PM	4	5	24				M - Th
AUTO 1200	8:00 AM	11:15 AM	4	3	42	40	2	11/27 - 12/14	M - Th
AUTO 1000	10:15 AM	12:00 PM	4	8	61	60	3	8/21 - 10/12	M - Th
AUTO 1000	1:00 PM	2:45 PM	4	8	61	60	3	8/21 - 10/12	M - Th
AUTO 1200	8:00 AM	9:55 AM	4	5	42	40	2	8/21 - 9/21	M - Th
AUTO 1400	8:00 AM	9:55 AM	4	3	25	90		9/25 - 10/12	M - Th

Faculty	John Oberheide	Calculation: (end time-start time) * # days per week * # weeks / 50 minutes Contact hours: 1. Cannot be under; 2. Can only be over by 5%							
Meet times	Start time (enter space between time and AM/PM)	End time (enter space between time and AM/PM)	Number of days per week	Number of weeks	Student Contact Hours	Req'd Course Contact Hours	Overage	Dates	Days
AUTO 1730	8:00 AM	11:50 AM	4	5	80	120	6	8/21 - 9/21	M - Th
	1:00 PM	2:50 PM	4	5	40				M - Th
AUTO 2700	8:00 AM	11:50 AM	4	5	80	120	6	9/25 - 10/26	M - Th
	1:00 PM	2:50 PM	4	5	40				M - Th
AUTO 2600	8:00 AM	11:30 AM	4	3	46	60	3	10/30 - 11/16	M - Th
	1:00 PM	2:00 PM	4	3	14				M - Th
AUTO 1220	8:00 AM	11:30 AM	4	3	46	60	3	11/20 - 12/14	M - Th
	1:00 PM	2:00 PM	4	3	14				M - Th