



Puget Sound Skills Center Phase II

2023–25 Capital Project Request

Project Title: Puget Sound Skills Center Phase II

Starting Fiscal Year: July 1, 2023

Project Summary

The Highline School District requests \$12,660,000 for phase 2 of the Puget Sound Skills Center's long-range plan which includes the construction of a new auto-tech building and renovation of the existing auto-body facilities to accommodate growth and modernization. The project also includes relocating the aerospace manufacturing program adjacent to the composites lab program.

Project Description

The skill center's Phase II project has multiple components, including:

1. The construction of a new auto-tech building,
2. Renovation of existing shop areas to accommodate growth,
3. Modernization of the existing auto-body space, and
4. Relocation of the aerospace manufacturing program adjacent to the composites manufacturing program.

The new two-story, 5,000 square feet auto-tech building will have auto-service bays on the ground floor and new classrooms on the second floor. This design will maximize the space available on the campus.

What will the request produce or construct (i.e., building predesign or design, construction of additional space, etc.)? When will the project start and be completed?

This request includes design and construction services of new space and renovation of existing space. The new auto-tech building will allow the renovation of the existing shop building to accommodate growth and modernization of the existing auto-body and relocation of the aerospace manufacturing program adjacent to the composites manufacturing program. Pre-Design will begin in July 2023 with design beginning in September 2023 and construction scheduled to start February 2025.

The mechanical scope of the new auto tech building will include the required fire sprinkler protection system, plumbing, and HVAC systems to support the expanded educational program. The scope of HVAC work assumes the new auto tech lab will need to be equipped with space heating, ventilation, vehicular exhaust and specialty exhaust hoods, and constant volume heating and cooling fan coils with a dedicated outside air ventilation unit serving classroom spaces. The plumbing system will include required domestic water systems and associated fixtures, new emergency fixtures, compressed air systems, and oil interceptor.

Modernization of the auto-body shop will include new ventilation systems, replacement of existing gas fired heating devices, paint booth exhaust and make-up air units, and building automation system controls. In addition, Existing electric water heaters shall be replaced, and fixtures replaced or relocated as required to support expansion of program areas. These upgrades will be more energy efficient, reduce green gas emissions, and reduce facility operating costs.

The aerospace manufacturing infrastructure shall be modified as required to support the relocation of the program from the main building. The Phase II project will include a new fire sprinkler system in the new and modernized portions of the existing facility.

The electrical scope of the project will include new electrical, telecommunications, security, and life safety systems to support the new auto-tech and modernized shop buildings. The new systems include power, lighting, power and lighting controls, telecommunications, classroom AV, intercom clock, access control, intrusion detection, security cameras, and fire alarm. The electrical power service will be fed from the exterior switchboard which was installed as part of the Phase I project funded in the 2021-23 Capital Budget. Power and lighting systems will be provided along with controls for receptacles. In addition, lighting will be provided and aligned with program requirements.

How would the request address the problem or opportunity identified by your proposed project? What would be the result of not taking action?

The new building will provide needed space to accommodate lab and classroom activities for the auto tech program. This program is currently housed in the shop building, which was built in 1986. Space limitations prevent enrollment from meeting demand, requiring the skills center to place students on a waiting list. Space limitations also prevent the installation of the number of vehicle lifts and other equipment needed to accommodate growing demand for enrollment in the program. The new building will allow the program to meet the high demand, fulfilling the district's mission to prepare every student who walks through the door for the future that they choose.

The auto body and composites manufacturing programs currently share space within the shop building, which also houses the auto-tech program. Moving the auto-tech program to a new building will free up space in the existing shop building, allowing the auto-body and aerospace manufacturing program to expand. The aerospace manufacturing program, currently housed in the main building has high demand that the current space cannot accommodate. Moving this program to the shop building adjacent to the composites lab is ideal to allow the space to have room to house the needed equipment. As with the auto tech program, the demand for education and training in auto body repair and aerospace manufacturing exceeds current facility capacity. Expansion and modernization of the shop space will overcome this problem. Modernization will include expansion and upgrading of shared classroom space and shop spaces serving each program separately.

If either of the two components of this scope of work – modernization of existing facilities and construction of the new Auto Tech building – are not pursued, the result will be twofold:

1. Mechanical and electrical service to the existing facility will remain seriously inadequate in multiple respects for the following systems:
 - a. Classroom and shop ventilation
 - b. Gas-fire heating devices
 - c. Building automation system controls
 - d. Water heaters
 - e. Electric power service
 - f. Classroom AV
 - g. Security systems
 - h. Fire alarm voice annunciation
 - i. New emergency and standby site distribution vaults

2. Programs will not be able to expand due to space constraints. This is particularly true for the auto-tech and aerospace manufacturing programs.

What alternatives were explored? Why was the recommended alternative chosen?

Alternatives considered were twofold:

1. Do not add any additional building area.
2. Do not upgrade systems in existing facility.

These alternatives are considered separately below:

1. Do not add additional building area – the main consequences of pursuing this alternative will be to limit the growth of the auto-tech and aerospace manufacturing programs, which will greatly reduce the program’s ability to meet the industry’s needs for qualified workers. Auto-tech is a long-standing program and experiences high enrollment demand every year, hence the need for additional program space. Currently, space limitations prevent the addition of new service bays and equipment, which in turn limits enrollment. By not adding the new auto-tech building, the program must remain in the shop building, limiting the ability of the aerospace and new composites manufacturing programs from achieving the growth of space and equipment that is essential to reach its full educational capacity.
2. Do not upgrade the existing systems – the impacts of this alternative would be primarily to accept the current inadequate functionality of the mechanical and electrical systems, including ventilation, security, fire alarm, and power service. The result would be compromises to educational functionality due to inadequate equipment, space, user comfort, and the overall functionality of the shop building.

The educational benefit to be derived from the recommended alternative is by far the main justification for choosing this alternative. The skills center has a mission to help its students achieve their career goals and has planned the growth and upgrading of its facilities to support this mission. If facilities are inadequate in capacity and quality, this mission is compromised.

Which clientele would be impacted by the budget request? Where and how many units would be added, people or communities served, etc.

The impacted clientele will be the students in the four school districts served by the PSSC and the industries for which the programs provide qualified workers. The number of students impacted would be, at a minimum, the 300 students projected as increased enrollment from 2023 to 2027. Impacted programs are potentially all programs operated in the existing facilities. Those include culinary arts, aeronautical science, aerospace manufacturing, animation, auto body tech, automotive tech, biomedical research and health, marine science, nursing, and composites manufacturing. The new auto-tech program will primarily benefit students enrolled in auto-tech and/or aerospace and composites manufacturing.

Will non-state funds be used to complete the project? How much, what fund source, and could the request result in matching federal, state, local, or private funds?

PSSC has not planned for the use of any non-state funds for this project.

Describe how this project supports the agency's strategic master plan or would improve agency performance. Reference feasibility studies, master plans, space programming, and other analyses as appropriate.

This project supports State Superintendent Chris Reykdal's K-12 education vision of his goal for Washington's public education system to prepare every student who walks through our school doors for post-secondary pathways, careers, and civic engagement.

Does this project include IT-related costs, including hardware, software, cloud-based services, contracts, or IT staff?

The project will include purchasing hardware and software related to equipment purchases. The project will not require additional IT Staff.

If the project is linked to the Puget Sound Action Agenda, describe the impacts on the Action Agenda, including expenditure and FTE detail.

This project does not impact the Puget Sound Action Agenda.

How does this project contribute to meeting the greenhouse gas emissions limits established in RCW 70A.45.050, Clean Buildings performance standards in RCW 19.27A.210, or other statewide goals to reduce carbon pollution and/or improve energy efficiency? Please elaborate.

This project will meet OSPI's Washington Sustainable Schools Protocol.

Does this project contribute to statewide goals to reduce carbon pollution and/or improve energy use? If yes, please elaborate.

During design there will be an opportunity to consider improvements to the buildings that will result in more energy-efficient operations. These could include improvements to the building envelope and/or

the addition of more efficient equipment. As this project does include the addition of new conditioned space, it will result in increased building use. As with all "new" construction, overall emissions due to building occupancy will increase, but energy efficiency will be improved.

Historical Significance

No

Location

18010 8th Ave S
Burien, WA 98148
King County
33rd Legislative District

Describe Growth Management Impacts

School districts are responsible for determining whether and how they need to participate in the planning process with the city or county planning authority.

Grant Recipient Organization

Highline School District

Application Process Used

The skills center submitted their proposed capital projects to OSPI in June 2022 for prioritization scoring purposes. The skills center director, host school districts, and OSPI staff collaborated to develop and improve the method to score each project, with different categories based on the phase of development (pre-construction and construction) and the type of project (new branch campus, modernization of core campus, satellite, etc.). Scoring criteria for projects at the pre-construction phase focus on the identifiable need for the project, while the scoring criteria for projects at the construction phase focus on the quality of the project, including cost reasonableness. Criteria that could not be automatically calculated using set formulas were scored by OSPI staff and peer reviewed by skills center directors who do not have projects proposed in the 2023-25 biennium. The scoring and review process will continue to be refined in future capital budget cycles by skills center directors and OSPI staff in order to more accurately identify those projects most in need of capital funds and provide a more comparative approach.

Funding Requested

2023-25 \$ 12,660,000
2025-27 \$
2027-29 \$
2029-31 \$
2031-33 \$