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Pilot Page

ODJFS / WIA

INTEGRATION IS IMMINENT

Letter from the Editor:

The Department of Labor's push toward program integration is becoming more and more evident every day. Be it coming from guidance letters, policy statements, performance measures, research projects or the like, the message couldn't be clearer. This *IS* the wave of the future.

I recently had the pleasure of attending the National Rapid Response Summit in St. Louis last month. The event was heavily attended and program integration definitely the focus. Words such as globalization, transformation, integration, and collaboration echoed throughout the halls, banquet rooms and virtually every workshop offered.

ETA Assistant Secretary Emily Stover DeRocco addressed the group in a general session. Ms. DeRocco's message was clear: the simple process of conducting a private work search for unemployment benefits is not sufficient anymore. Modern technology has permeated today's society raising technical requirements for thousands of jobs at the expense of lower skilled jobs. According to Ms. DeRocco's statistics, 90% of the fastest growing occupations require a bachelor's degree. Currently, only 30% of the adult population has post-secondary degrees. As such, we, as dislocated worker public service agencies, must invest in the "total portfolio" by developing meaningful and fulfilling partnerships with our local, regional and national counterparts. We stand a much better chance of keeping up with the ever changing needs of our regional economies by leveraging resources and combining forces. Ohio has recently experienced a compelling example of how program integration is the key to success.

The Monroe and Noble County One Stops were hit pretty hard with a massive lay off involving Ormet facilities. Not only was the lay off high profile from a political perspective, it was fraught with program challenges as Ormet facilities was involved in a lengthy labor dispute rendering hundreds of workers ineligible for TRA unemployment benefits. In an area where jobs are scarce, resources limited and timing of the essence, the One Stops were faced with a seemingly insurmountable challenge. Truly, they had arrived at the crossroad. They quickly learned the only way to get the job done was through joining forces, leveraging resources and sharing internal processes. **They integrated based solely on NEED as opposed to any sort of pilot, mandate or policy change. It was mere survival that led them down this road and forever changed the way they do business in the future.**

Julie

Pilot Activity

PILOT ACTIVITY	Area 1	Area 2	Area 3	Area 4	Area 5	
	Adams, Brown, Pike, Scioto	Cuyahoga	Montgomery, Clinton, Fayette, Highland, Greene	Hancock, Wood, Wyandot	Sandusky, Ottawa, Erie, Huron, Seneca	**Total**
Submitted	32	1	80	9	22	**144**
Approved	31	1	70	9	22	**133**
Denied	1	0	10	0	0	**1**
Updated as of 5/31/06						

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Upcoming Events

July 12-14 ***Ohio hosts Region V DOL TRADE/WIA Roundtable***

July 20 ***TRADE/OLO Staff Retreat***

Aug 1 & 2 ***TRADE/OLO Training Columbus, Ohio***

Sept 14 ***Montgomery Area site visit***

Sept 15 *Sandusky Area site visit*

Oct 5 *Winchester Area site visit*

A Day in the Life of an Adams & Brown County Dislocated Worker

At the time you're told the plant you work for is going to close due to foreign trade it's hard to see the bright side of life. A group of people come into the plant and talk about what steps you should take in the next few weeks and months to start the next phase of the process. The "big" day comes and you realize you will not be coming to work or seeing your co-workers anymore.

After going through the "grieving process" for your job you realize, you have to move on. The first steps include attending a Benefit Rights Information (BRI) session and a visit with a Trade Representative at the local One Stop Center for an Assessment Interview to complete the paperwork to review job skills, prospects for employment, prior training, and level of education. A discussion takes place regarding the need (according to what education/training is possessed and when it was obtained) or desire for training. If training is being requested, the field of study, training facility, and determining if it is a "demand occupation" is discussed and researched (OCIS and Eligible Training Provider List).

The Trade Representative reviews the option of services (TAA, WIA, Veterans, etc.) and coordinates the next steps in the process which includes the WRAT and Holland assessment tests. When training is desired, a training contract is also issued to be taken to the training facility for completion.

As you move forward in the approval process you meet with others who are part of the local team. When WIA is going to be part of your "support system" an eligibility application is completed, and orientation is done to review the rules and regulations and to collect signatures of the parties to confirm what is expected of all involved. The WIA/TAA Pilot Team decides who pays what part of your training expenses which can include tuition/fees, uniforms/tools, childcare, mileage and other training related items. You agree to stay in close contact with the lead team member (if integrated it is WIA) to share your progress and any problems or concerns, so issues may be addressed quickly, should they arise. The lead team member communicates progress and problems with the other team members and they work on issues together to resolve them in the quickest and most efficient manner.

After training is complete the team members work with you to start your job search. Once a job is obtained, the WIA/TAA Pilot Team is informed and they collect specific information regarding your new employer (company name, wage, benefits, etc.) which starts the year long follow up process conducted by the WIA team member.

It's hard to be forced to start another chapter in your life by a plant closure but it is good to know there is a system designed to help you "move on with your life". The integration process can be a rewarding and challenging experience, but good communication between the affected worker and the WIA/TAA Pilot Team is the key to success.

Submitted by:

The Adams Brown WIA/TAA Pilot Team

Workforce Connections
of Adams & Brown Counties
Working hard for your success

Reminders !

DOL recently issued TEGL 11-20 change 3 referencing Waivers. This TEGL will require system changes not yet implemented. As a result, the Waiver process **will not** change until further notice from TRADE.

Practice Tip:

Some Pilots are utilizing the "team" approach to contract approval. Local and State staff meet regularly, roundtable fashion, to formally discuss Trade Training contracts.

A Success Story...

Mary F. was our very first integrated participant under the TAA/WIA Pilot Project. Mary devoted 10 years of her working life to 3M as a quality analyst, press operator and packer making $15.62 per hour. Mary came to our One Stop in November 2005 after being laid off from 3M in July. Mary was 54 years of age with one small child. During her assessment we learned that Mary had aspirations of being a Nurse. She worked as a Nurse's Aid prior to going to work at 3M but never was State Certified. She loved the work but life turned things in a different direction causing her to leave the profession and go to work for 3M. In the assessment, we identified and discussed potential barriers to employment including transportation, child care, and a spouse who was ill. After a thorough evaluation of her work experience, skills, hobbies and the regional job outlook, it was determined certified Nurse's Aid was a good fit for Mary.

Mary was able to attend Southern Hills Career Center in Georgetown, Ohio. In the true spirit of integration, the Trade program covered the tuition while WIA covered testing fees, pre-training physical and mileage expenses. While in school, Mary had weekly followed up with our office by telephone and visited our One Stop in person once a month. She also submitted weekly attendance verifications. Mary graduated on March 10th and received her Nurse Aid state certification on April 13th.

Mary now works for Ohio Valley Manor in Ripley Ohio. She earns $10.73 per hour plus lessened her daily commute to and from work by one hour 20 minutes! Mary expresses her sincere gratitude to both programs and conveys that she had a positive experience in spite of a devastating time in her life. She truly enjoys working with the elderly. With her caring personality, she would be a wonderful addition to any facility. We are so proud to have had such great success with Mary.

Trade Myths & Legends

Since the Trade Act has been around for over 30 years, it has produced a history peppered with colorful myths and legends worthy of recounting. This is the first in a series of articles wherein myths will be debunked and legends retold.

The first to be examined is: when a trade-certified worker is in training, he/she cannot work. This is patently false. According to trade regulation 20 CFR 617.22 (g)(1) & (2), a trade-certified worker who obtains new employment which is NOT SUITABLE EMPLOYMENT, i.e. not at a wage rate of at least 80% of his/her pre-trade wage rate, may elect to continue in full-time or part-time employment when in approved training. Of course, the worker may also choose to quit his/her new employment, which again, is not suitable, to attend full-time training as long as he/she has adequate financial resources to undertake and complete the specific training program.

Always keep in mind that the purpose of the trade program is to assist individuals who became unemployed as a result of increased imports and return them to suitable employment as soon as possible. Along the same lines, if a trade-certified worker obtains employment at a wage rate of at least 80% of his/her pre-trade wage rate, that individual has been successfully re-employed and is not entitled to benefits under the Trade program.

Until next time. . .

Judi Cicatiello