2007 Officers
Chair
Barbara Sears, President of Council, City of Sylvania
Vice Chair
Tina Skeldon Wozniak, President of Lucas County Commissioners
Second Vice Chair
Theodore Rutherford, Mayor, Village of Green Springs

2007 Councils
Commuter Services Council
Chair - Tina Skeldon Wozniak, President of Lucas County Commissioners
Vice Chair - Thomas Kroma, Director of Neighborhoods, City of Toledo

Environmental Council
Chair - Kenneth Fallows, Mayor, Village of Haskins
Vice Chair - Theodore Rutherford, Mayor, Village of Green Springs

Transportation Council
Chair - James Hartung, President, Toledo-Lucas County Port Authority
Vice Chair - Keith Earley, County Engineer, Lucas County

2007 Committees
Communications Committee
Chair - Philip Rudolph, Jr., New Business Development, Rudolph/Libbe Companies, Inc.
Vice Chair - Gary Thompson, Executive Director, Oregon Economic Development Foundation

Finance and Audit Committee
Chair - Sherry Brown, Mayor, City of Oregon
Vice Chair - Edward Snyder, President, Northwestern Ohio Rails-to-Trails Association, Inc.

Leadership Development Committee
Chair - Barbara Sears, President of Council, City of Sylvania
Vice Chair - Theodore Rutherford, Mayor, Village of Green Springs

Membership Committee
Chair - John Hall, Superintendent, Oregon City Schools
Vice Chair - Merle Fondasy, Council Member, Village of Clay Center

2007 At Large Members
Carol Comrade, Trustee, Township of Sylvania
John Darbi, Mayor, City of Fostoria
Pamela Drexel, Supervisor, Township of Whiteford
Royce Maniko, Director of Planning, Monroe County
Donald Molina, Assistant Chief Operating Officer, City of Toledo
James Saso, Vice President of Commissioners, Ottawa County
Mark Serafin, Council Member At Large, City of Toledo
A Letter from the Chair and the President

To coordinate regional assets, opportunities and challenges. We keep in mind that even a year when we can see a record of accomplishment, the work of TMACOG members is a concerted, diligent effort by TMACOG members and staff is moving these projects forward.

With a record of success behind us, TMACOG members are still focused on what we need to do next. We have learned a lot about bacteria and the Maumee Bay beaches. Now we can take in the freight and transportation industry. TMACOG members also came to consensus on stormwater standards and have been making progress on establishing common stormwater regulations in jurisdictions throughout the region.

We are at an interesting crossroads, where we can look back at that beautiful bridge and know that we have the tools and the drive to accomplish a great goal for the people of our region, and we can see ahead to exciting new collaborations and opportunities.

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For the year 2007 was monumental for our community; we reached important, exciting milestones. As a planning organization that is so often involved in getting projects off the ground and started, we is gratifying to see big regional projects complete and have the evidence that TMACOG is making, nation-wide, making progress.

In 2007, we saw the grand opening of the Veterans’ Glass City Skyway, 20 years of concerted regional effort finally paying off in brilliant fashion. After three years of work we completed the 2035 Plan, a new long-range transportation plan that is our blueprint for the future. Also in 2007, TMACOG presented the first Ohio Conference on Freight; an exciting and inspiring event that we are confident will generate innovation in the freight and transportation industry. TMACOG members also came to consensus on stormwater standards and have been making progress on establishing common stormwater regulations in jurisdictions throughout the region.

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January

Transportation and Committees

Milestones Mark Progress

The Toledo Glass City Skyway provides an extraordinary vantage point from which to reflect on the many accomplishments of transportation planning at TMACOG. From the summit of the bridge we can admire a unique transportation structure that came about through the drive of TMACOG members and partners throughout the area. We can also see ahead to envision what we can accomplish next. Years before the Ohio Department of Transportation (ODOT) began the heroic construction project, TMACOG and its partners built a foundation for the skyway with extensive planning and analysis, studies, projections of traffic and population patterns, constant public input, and focus. We can look back on that work proudly.

Now, in 2007, we are looking forward with a new regional transportation plan that is just as ambitious. We work to develop a new long range transportation plan began in 2005 with the recruitment of more than 50 task force members and partners throughout the area. In 2007, the draft “On the Move: 2007-2035 Plan” was subjected to fiscal and environmental analysis. A final round of public meetings described the 2035 Plan and asked for any additional comments. In April, the plan was approved by the Transportation Council, and in June it was approved by the TMACOG Board of Trustees, bringing us in line with state and federal requirements. “On the Move: 2007-2035 Transportation Plan” is a prioritized list of projects, initiatives, and policies that will guide development of the transportation system for the next 25 years and more.

Most of the projects are improvements to existing infrastructure: widening roads, updating expressways, replacing old buses. Some of the projects will make big changes possible: upgrading rail lines to allow for fast passenger trains throughout the state and region; linking together properties, bridges, and former railways to make a unique transportation structure that came about through the drive of TMACOG members and partners in the region. We can also see ahead to envision what we can accomplish next. Years before the Ohio Department of Transportation (ODOT) began the heroic construction project, TMACOG and its partners built a foundation for the skyway with extensive planning and analysis, studies, projections of traffic and population patterns, constant public input, and focus. We can look back on that work proudly.

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March 16

Transportation and Committees

Transportation Council

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To share the 2013 Plan with the broader public, TMACOG produced two summaries of the long range plan: a technical summary which includes all policies, projects, and initiatives; and a popular summary which is a quick outline of projects and plan goals. Complete documentation of the 2013 Plan is on www.tmacog.org. Information on implementation of the plan and opportunities to participate in plan initiatives will be updated regularly on the website.

A shorter range plan is TMACOG’s Transportation Improvement Program (the TIP). The current TIP which was approved in 2007, provides a committed funding plan for the four years from fiscal year 2008 through 2011 and also endorses a reservoir of projects reviewed and evaluated for funding beyond that window. The current 4-year TIP of all managed projects is $619 million, which includes locally managed funds.

Significant projects included:

• City of Perrysburg: State Route 25 closed pavement of the South Fork
• City of Oregon: Wheeling St. and Starr Ave. intersection improvements
• City of Perrysburg: State Route 25 closed loop signal system upgrade

Another milestone was September’s 2007 Ohio Conference on Freight. While Ohio has extensive infrastructure supporting all modes of freight movement, and while transportation and logistics have been identified as a cluster industry with great economic potential, the parties involved in freight transportation had never before formally gathered to identify synergies. Too often, each mode has been an industry of its own, with its own trade, and often, each mode has never before formally gathered to identify synergies. Too often, each mode has been an industry of its own, with its own trade.

Freight transportation, and the role it plays in freight movement, and the movement of goods to market is a critical component of Ohio’s economy. TMACOG produced two summaries of the long range plan: a technical summary which includes all policies, projects, and initiatives; and a popular summary which is a quick outline of projects and plan goals. Complete documentation of the 2013 Plan is on www.tmacog.org. Information on implementation of the plan and opportunities to participate in plan initiatives will be updated regularly on the website.

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• Village of Waterville: Anthony Wayne Trail intersection improvements
• City of Toledo: Cherry St. reconstruction, Holland-Ohio Rd. reconstruction, Byrne Rd. reconstruction, and Airport Hwy.
• Reynolds Rd. intersection safety upgrade

As we continue to work on revitalizing our region, we recognize the importance of each facet of transportation and the decisions that influence it.

March - Byrdie, President, Northwest Ohio Rail Trail/Association, and Chair, TMACOG Finance Committee

April - Reynolds Rd. intersection safety upgrade

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As we continue to work on revitalizing our region, we recognize the importance of each facet of transportation and the decisions that influence it.
A Non-partisan Forum for Motorists and Concerns

Early in 2007, TMACOG was asked to serve as the facilitator for a series of meetings about public transit in our region. The major issues of Perryburg, Maumee, Oregon, and Sylvania sought a survey of bus service in the region to address cost, service, and usage in urban and suburban areas. Concerned parties were brought to the table including elected officials, major employers, TARTA, and Lake Erie Transit from Monroe County. TMACOG is facilitating this discussion to serve member concerns and to improve transportation options in our region.

Public participation is vital to a transparent planning process. In 2007, TMACOG updated and adopted a revised Transportation Public Involvement Policy to comply with current federal regulations (SAPTELA-3L) and to improve outreach. During the year, TMACOG was part of key public input sessions on traffic count database and the congestion management process to help communities identify low cost, big benefit design strategies from accident reports and also apply for safety funds through ODOT. It is expected that the better information will help communities identify low cost, big benefit solutions such as simple changes to the road right-of-way. TMACOG staff is working with traffic engineers and others to familiarize them with the traffic in the region.

Pedestrian and Bicycle Transportation

TMACOG's long range and short range transportation plans include facilities for pedestrians and bicyclists. In 2007, the Pedestrian & Bikeways Committee held two two-day meetings to develop a user's guide to bicycle facilities in northwest Ohio and southeast Michigan. This public awareness event has been growing in the last few years, and the 2007 program was attended by 250 people.

Better Information Improves Road Safety

An important initiative in 2007 was the clean up of crash data in Lucas and Wood counties and development of a congestion management process. The clean up clarified sometimes vague descriptions from accident reports and created detailed accounts of traffic accidents. The crash data is used in concert with traffic count database and the congestion management process to help communities improve outreach. During the year, TMACOG assisted local agencies with the application procedure each year. The Commuter Services department also manages programs to share information about air quality and encourage people in our region to choose activities that reduce air pollution. Funding for these public awareness programs comes from Congestion Mitigation and Air Quality (CMAQ) funds, part of the federal transportation plan. TMACOG staff is working to reduce the number of cars on the road and thereby reduce automobile emissions. In 2007, TMACOG advertised the program through billboards and traffic report sponsorships on radio. Staff members also made presentations at local community colleges and are working to include the region's city and county employees in the Share A Ride database. Share A Ride provides free carpool matching services in Erie, Fulton, Huron, Lucas, Ottawa, Sandusky, Seneca, and Wood counties.

The other Commuter Services program funded by CMAQ is Onsone Action Days activities. Onsone is the worth of the City of Toledo Division of Environmental Services judges that the air quality is likely to be unhealthy because of smoke levels, TMACOG alerts the media and disseminates information about how individuals can reduce ozone emissions. TMACOG reminds people to reduce energy use, refrain from using small gasoline engines, delay filling gas tanks until evening, and use public transit. In 2007, Onsone Action Days took place on June 13, 2007.

The summer-long Gas Cap Testing and Event reduction program is funded through a combination of CMAQ funds and sponsorship. Oneilot centers interview sponsors and households to support gas cap testing for several years. This annual program sends TMACOG staff to local oil refineries Sunoco and BP have supported gas cap testing for several years. The program sends TMACOG staff to local oil refineries. The program sends TMACOG staff to local oil refineries Sunoco and BP have supported gas cap testing for several years. There is the program sends TMACOG staff to local oil refineries Sunoco and BP have supported gas cap testing for several years.
Improving Options for Commuting

The Commuter Services department at TMACOG has been continuing its work of direct service to area commuters by participating in new coordinated public transit and human services planning for the region. In 2006 and 2007, funding processes changed for all commuter services provided by TMACOG. Federal commuter funds must now be part of a “soda fund” developed to coordinate public transit/human services transportation projects for the region. In 2006, TARTA became the agency responsible for submitting each plan with TMACOG supporting TARTA’s requests and serving on the technical committee that developed the plan. The goal of a coordinated plan for our region is full utilization of facilities and shared resources between agencies.

CommuterLINK provides 90 days of transportation to qualified people who are working or taking a training course at a site not accessible by public transit. In our region, buses don’t always run at night or to where people need to be. For people who use wheelchairs, by providing a service such as CommuterLINK, TMACOG is giving these people the opportunity to travel for permanent transportation as they get settled in a job or training.

A car is often the most efficient, least expensive way to get to work or school and manage a family’s needs. Through the Car Buy Program, families get possession of a sold used car or van while they make monthly payments. During the 12-month program, families pay $100 each month, a sum that covers the car payment and insurance. Clients also attend classes on household budgeting, car maintenance, and defensive driving. At the end of the program, families receive clear title to their car or van. Many Car Buy clients have previously used CommuterLINK services to get to a presentation of best management practices.

Planning for the Future, Learning from the Past

The Environmental department at TMACOG organizes much of its work on a watershed basis, working with large and small communities within each region. Some of the work of the department includes issues that cross watershed and jurisdictional boundaries. In all cases, TMACOG and its partners are looking ahead to anticipate the needs of future development, and looking behind to identify problems and areas where remediation is needed.

The Arcwide Water Quality Management Plan (the 200 Plan) is a consensus plan for sewerage and waste treatment facilities throughout northeast Ohio. Communities work together to plan ahead for development, and agree on practices to protect rivers and streams from runoff of untreated stormwater. The program is reviewed and updated as needed. In 2007, three amendments addressed the needs of members to meet requirements of the U.S. Environmental Protection Agency (EPA) and accommodate planned development.

The Stormwater Coalition has become a strong partnership to address rural and agricultural runoff throughout northwest Ohio. In 2006, members formally adopted the Stormwater Management Standards Manual as policy. Coalition members have also worked to incorporate the manual’s model ordinance language on conservation development and riparian setbacks into local regulations. In 2007, Wood County and Lake, Middleton, and Perrysburg townships became new members of the coalition. In September, the second annual Stormwater Workshop, sponsored by the Stormwater Coalition, attracted more than 120 engineers and construction professionals to a presentation of best management practices.

In 2007, for the first time in decades, the Lucas and Wood county air quality region was declared to be in compliance with all six monitored air pollutants, including ozone. To ensure rededication, TMACOG’s Air Quality Committee worked closely with ODOT for submitting conformity reports through the new long range transportation plan (200 Plan), and by working with Toledo Economic Services to review and submit air monitoring results. To continue to improve air quality and remain in compliance with ever tougher regulations, the committee continues to research control measures, promote public awareness projects, and work with ODOT and agencies to incorporate trees and native species in transportation plans.
Maumee River Watershed

The Maumee River is the largest U.S. river that drains into the Great Lakes. Its watershed is massive: 4.2 million acres or roughly 6,600 square miles. The environmental management at TMACOG works with jurisdictions along the river and within its watershed to help organize projects, research funding opportunities, and coordinate groups and organizations engaged in the common cause of cleaner water.

The subject of bacteria at the beaches of Maumee Bay State Park has been studied for several years. Work in 2007 built on earlier research which measured bacteria levels at several sites along the Maumee Bay and in other areas of the bay, under different weather conditions. These studies point to Wolf Creek/Berger Ditch as one significant source of bacteria that has led to the posting of health warnings at the beaches. A study completed in 2007 recommended a design for a works to retain, treat bacteria naturally, and add to the habitat and beauty of the bay.

Get the Lead Out is an annual clean up day organized by TMACOG and the Maumee Bay that follows the spring fishing runs on the Maumee River. On May 12, 2007, groups of volunteers worked popular fish fishing sites pulling discarded line, lures, and Line catchers out of stream banks, buoys, and other debris. Teaching the next generation about our water resources is one goal of the Student Watershed Watch held in the fall of each year. Since 1997, TMACOG has supported 20 middle and senior high school students from throughout the region. The students measure water quality, testing, charting of results, and presentation of findings at a student summit.

Swell Creek Watershed

The development of a plan for priority land use has been a major focus of the Swell Creek Watershed Program. In 2007, the Swell Creek Watershed Pilot Project Committee worked with local jurisdictions to develop a ranking system to identify priority development, priority conservation, and priority agricultural areas. The plan then charted its data and presented a series of detailed maps. Before the plan can be submitted to the state of Ohio for approval, priority areas must be approved by at least 75% of the political jurisdictions in the Swell Creek watershed. To ensure that all watershed interests are represented, the Technical committee has been presenting these draft priority area maps to cities, counties, and townships for their feedback. In 2008, the committee will incorporate concerns, finalize the priorities, and seek final jurisdictional approval for formal endorsement.

Swell Creek runs through Highland Park in Toledo. A low head dam in the park has been identified as an impediment to the movement of fish and as a hazard for people. In similar cases, communities have removed dams and restored a river’s flow. However, the Highland Park Dam is actually an encased sewer line that will have to be part of any project. Members of the Highland Park Dam Mitigation and Riparian Enhancement Project are working with a contractor on a plan to restore a more natural water flow and improve the riparian area. Surveying for the project began in 2007.

Portage River Watershed

A full-time Portage River Coordinator began work December 2006 and is working with TMACOG’s Portage River Basin Committee and other groups active in the four-county area. In 2007, the coordinator met with residents and farmers to learn about erosion concerns on the south and east tributaries of the Portage and to learn about options for flood and erosion control in other areas of the watershed.

A home sewage treatment plant replacement program in the Portage River watershed was extended in 2007. Over a period of two years, the program replaced 54 septic systems that were affecting water quality in the Portage River. Concerns about water quality at county health departments will stretch the program to up to a dozen more installations than had been budgeted for. The replacement program is funded by a grant from the Ohio EPA, coordinated by TMACOG.

TMACOG’s Portage Basin Council coordinates the Portage Student Congress, a student water quality testing program that works with classrooms from middle school to senior high. At different times throughout the year, students take the measure of water quality. They present their findings at a joint spring meeting where they also learn about wildlife that depends upon the health of the watershed.

TMACOG and partners in the Portage watershed are developing a Portage River Watershed Action Plan. Their plan will be improved by data from a new water sampling station installed in 2007 on the Portage River as part of a larger state study. Before the new sampling began, the lost water quality data on the Portage was more than a dozen years old. The new sampling data will be a valuable tool for early detection of contamination and provide essential baseline information about the health of this important water supply. This information will help communities evaluate the effect that development has on the water supply, including point sources such as wetland Feeding Operations (SF0) that are planned or under development in the watershed.

Ottawa River Watershed

In a Report to the General Assembly held in May 2007, TMACOG and several partners provided an update on ongoing progress in the Ottawa River. Reports included current information on soil and sediment testing and possible economic sources of funds for sediment remediation. In 2007, no funds were secured that would actually cap or remove sediment although studies did reveal that about one-fifth of the sediment and nature of the contaminated sediments.

A habitat inventory program was begun in 2007 to identify riparian areas along the Ottawa River with good potential for habitat restoration. The goal of the inventory program is to identify and prioritize promising land that could be later used for wetland restoration projects as opportunities become available. Developers who build on wetlands sometimes get permission to do so by agreeing to restore another area. A delineation that are already identified and studied would help speed such restoration. The priority list should be complete in early 2008.

Thanks to the efforts of citizens in Wood and Lucas counties, TMACOG’s Air Quality Committee has been successful in getting our counties back into attainment with federal Clean Air Act requirements.

-Tim Brown, President of Wood County Commissioners, TMACOG Air Quality Committee

TMACOG Air Quality Committee
Maumee River Watershed

The Maumee River, and its sizeable watershed that drains into the Great Lakes. Its watershed is massive: 4.2 million acres or roughly 6,600 square miles. The Environmental Management Team at TMACOG works with jurisdictions along the development of a larger Basin to help organize projects, research funding opportunities, and coordinate groups and organizations engaged in the common cause of cleaner water.

The subject of bacteria at the beaches of Maumee Bay State Park has been studied for several years. Work in 2007 helped on earlier research which measured bacteria level at several sites along the Maumee Bay and indicated different weather conditions. These studies point to Wolf Creek/Berger Ditch as a significant source of bacteria that moves to the beaches at different times throughout the year. A study completed in 2007 recommended a design for a wetlands to retain water, treat bacteria naturally, and add to the habitat and beauty of the park.

Get the Land Out is an annual clean up day organized by TMACOG and the Maumee BAP that follows the spring fishing runs on the Maumee River. On May 12, 2007, groups of volunteers worked popular fishing sites pulling discarded line, lures, and sinkers out of stream banks, bridle, and nature of the contaminated sediments.

Swan Creek Watershed

The development of a plan for priority land use has been a major focus in the Swan Creek watershed. Late 2007, the Swan Creek Watershed Pilot Project Committee worked with local jurisdictions to develop a ranking system to identify priority development, priority conservation, and priority agricultural areas. The plan then charted their data and generated a series of detailed maps. Before the plan can be submitted to the state of Ohio for approval, the priority areas must be approved by at least 75% of the political jurisdictions in the Swan Creek watershed. To ensure that all watershed interests are represented, the technical committee has been presenting these draft priority area maps to cities, counties, and townships for their feedback. In 2006, the committee will incorporate concerns, finalize the priority, and lead to an official endorsement for formal endorsement.

Swan Creek runs through Highland Park in Toledo. A low head dam in the park is identified as an impediment to the movement of fish and a hazard for people. In similar cases, communities have removed dams and restored a river’s flow. However, the Highland Park dam is actually an encased sewer line that serves as a barrier for people and fish. In different times throughout the year, students take the measures of water quality. They present their findings at a joint spring meeting where students learn about wildlife that depends upon the health of the watershed.

Teaching the next generation about our water resources is one goal of the Student Watershed Watch held in the fall of each year since 1994. In 2007, the State of Ohio Environmental Protection Agency and TMACOG sponsored a joint meeting of area mayors. They presented their findings at a joint spring meeting where students learn about wildlife that depends upon the health of the watershed.

Portage River Watershed

A full-time Portage River Coordinator began work December 2006 and is working with TMACOG’s Portage River Basin Council and other groups active in the four-county area. In 2007, the coordinator met with residents and farmers to hear about erosion concerns on the south and east tributaries of the Portage and to learn about options for flood and erosion control in other areas of the watershed.

A home sewage treatment plant replacement program in the Portage River watershed was extended in 2007. Over a period of two years, the program replaced 54 septic systems that were affecting water quality in the Portage River. Careful management by county health departments will stretch the program to up to a dozen more installations than had been budgeted for. The replacement program is funded by a grant from the Ohio EPA, coordinated by TMACOG.

Portage River Basin Council coordinates the Portage Student Congress, a student water quality testing program that works with classrooms from middle school to senior high. At different times throughout the year, students take the measures of water quality. They present their findings at a joint spring meeting where students learn about wildlife that depends upon the health of the watershed.

A habitat inventory program was begun in 2007 to identify riparian areas along the Portage River with good potential for habitat restoration. The goal of the inventory program is to identify and prioritize promising land that could be used for wetland restoration projects as opportunities become available. Developers who wish to purchase this land to get permission to do so by agreeing to restore and maintain wetlands. A recommendation that are already under development in the watershed.

Thesis to the use of different materials in the Portage River. Reports on water quality projects in the Portage Watershed Pilot Project Committee have been made. This information will help communities evaluate the effect that development has on the water supply, including development of larger Animal Feeding Operations (AFOs) that are planned or under development in the watershed.

Ottawa River Watershed

In a Report to the Congress in May 2007, TMACOG and several partners provided an update on the Ottawa River Watershed Pilot Project. Reports were shared on information on soil and sediment testing and possible economic sources of funds for sediment remediation. In 2007, no funds were secured that would actually cap or remove sediment although studies did help the group outline the extent and nature of the contaminated sediments.

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Environmental Management Team convened at the request of area mayors.

A workshop by the Stormwater Coalition on best management practices at construction sites. A list of areas that are already identified and studied would help speed this effort. A priority list should be complete in early 2008.
Improving Options for Commuters

The Commuter Services department at TMACOG has been continuing its work of direct service to area commuters by participating in new coordinated public transit and human services planning for the region. In 2006 and 2007, funding processes changed for all commuter services provided by TMACOG. Federal commuter funds must now be part of a “loosely developed, coordinated public transit/human services transportation planning for the region.” In our region, TARTA became the agency responsible for submitting such a plan with TMACOG supporting TARTA, and serving on the technical committee that developed the plan. The goal of a coordinated plan for the region is full utilization of facilities and shared resources between agencies.

CommuteLINK provides 90 days of transportation to qualified people who are working or taking a training course at a site not accessible by public transit. In our region, buses don’t always run to where the jobs are. To be eligible, clients must be receiving Ohio Works First benefits, a cash assistance program for individuals, but TMACOG began administration of the Lucas County Department of Jobs and Family Services (LCJFS) which provides funding for services First is administered through Lucas County. To be eligible, clients must be receiving Ohio Works First benefits, a cash assistance program for individuals. Many clients are referred to the Car Buy Program application and interview process. During the 12-month program, families pay $150 each month, a sum that covers the car payment and insurance. Clients also attend classes on household budgeting, car maintenance, and defensive driving. At the end of the program, families receive clear title to their car or van. Many Car Buy clients have previously used CommuteLINK.

Starting in 2007, Commuter Services staff took on additional responsibilities for qualifying the applicants and monitoring the Car Buy Program. In previous years, clients had been approved by LCJFS but starting in 2007, CommuterLINK also began to work with car dealers that have the ability to offer financing packages. During the 12-month program, families pay $150 each month, a sum that covers the car payment and insurance. Clients also attend classes on household budgeting, car maintenance, and defensive driving. At the end of the program, families receive clear title to their car or van. Many Car Buy clients have previously used CommuteLINK.

Environmental Planning

The Environmental department at TMACOG organizes much of its work on a watershed and regional basis. In the mid-1990s, TMACOG began coordinating with other agencies to form the Stormwater Coalition, which brings together townships, cities, and counties within each region. Some of the work of the department consists of issues that cross watershed and jurisdictional boundaries. In all cases, TMACOG and its partners are looking ahead to anticipate the needs of future development, and looking behind to identify problems and areas where remediation is needed.

The Areawide Water Quality Management Plan (the 2035 Plan) is a consensus plan for stormwater and waste treatment facilities throughout northwest Ohio. Communities work together to plan ahead for development, and agree on practices to protect rivers and streams from runoff of untreated stormwater. The program is reviewed and updated as needed. In 2007, three amendments addressed the need of members to meet requirements of the U.S. Environmental Protection Agency (EPA) and accommodate planned development.

The Stormwater Coalition has become a strong partnership to address agricultural and urban runoffs throughout northwest Ohio. In 2007, members formally adopted the Stormwater Management Standards Manual as policy. Coalition members have also worked to incorporate the manual’s model ordinance language on conservation development and riparian setbacks into local regulations. In 2007, Wood County and Lake, Middleton, and Perrysburg townships became new members of the coalition. In September, the second annual Stormwater Workshop, sponsored by the Stormwater Coalition, attracted more than 120 engineers and construction professionals to a presentation of best management practices.

Planning for the Future, Learning from the Past

In 2007, for the first time in decades, the Lucas and Wood County air quality region was declared to be in compliance with all six monitored air pollutants, including ozone. To earn the ozone redesignation, TMACOG’s Air Quality Committee worked with the Ohio EPA to submit conformity reports through the new long range transportation plan (the 2035 Plan), and by working with Toledo Environmental Services to review and submit air monitoring results. It continues to improve air quality and remain in compliance with ever tougher regulations, the committee continues to research control measures, promote public awareness projects, and work with local officials to acquire resources to incorporate trees and native species in transportation plans.

Joining the Stormwater Coalition was a good decision for Middleton Township. By working with TMACOG and others, we can accomplish more than if we tried to work alone.”

-Penny Getz, Trustee, Middleton Township

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A Non-partisan Forum for Member Concerns

Early in 2007, TMACOG was asked to serve as the facilitator for a series of meetings about public transportation in our region. The purpose of these meetings was to gather information from residents and elected officials and other community leaders to help determine the direction and priorities for public transportation in the region. The meetings were held in Toledo, Sylvania, and Sylvania Township. TMACOG was instrumental in coordinating the logistics for these meetings and in helping to ensure that the meetings were productive and informative.

Better Information Improves Road Safety

An important initiative in 2007 was the clean up of crash data in Lucas and Wood counties and development of a crash data system. The clean up of crash data involved several steps, including: identifying the crashes in the data, matching the crashes to the appropriate road segments, and assigning the crashes to the appropriate jurisdictions. The clean up of crash data was a crucial step in improving the accuracy and completeness of the crash data in the region.

The Car Buy Program completed its seventh year in 2007 and it continues to be a success. Payoff is excellent as most people who enter the program complete the 12-month commitment on time. TMACOG’s goal is to place four cars with families each month. In the fiscal year (July 1, 2006 – June 30, 2007) 18 families were in the program and making payments, 46 cars were delivered to families and 51 cars were paid off.

In 2007, the Toledo Environmental Center held two meetings to educate residents about the crash data in Lucas and Wood counties. The meetings were held in the city of Toledo and Sylvania Township and were attended by residents from both counties. The meetings were an important opportunity to educate residents about the crash data and the importance of improving the quality of the crash data in the region.

The Car Buy Program also conducted a survey of participants to gather information about their experiences in the program. The survey results indicated that the program was successful in meeting its goals and that participants were satisfied with their experience. The survey results also indicated that the program was improving the quality of the crash data in the region.

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Milestones Mark Progress

The Vineyard: Glass City bypass provides an extraordinary vantage point from which to reflect on the many accomplishments of transportation planning at TMACOG. From the summit of the bridge we can admire a unique transportation structure that came about through the drive of TMACOG members and partners throughout the area. We can also see ahead to envision what we can accomplish next year.

Before the Ohio Department of Transportation (ODOT) began the heroic construction project, TMACOG and its partners built a foundation for the scarecrow with extensive planning and analysis, studies, projections of traffic and population patterns, constant public input, and focus. We can look back on that work proudly. Now, in 2007, we are looking forward with a new regional transportation plan that is just as ambitious.

Work to develop a new long range transportation plan began in 2005 with the recruitment of more than 50 task force members. Those members, from throughout the region and with diverse backgrounds, got a thorough education on the state and federal requirements. In April, the plan was approved by the Transportation Council, and in June it was approved by the TMACOG Board of Trustees, bringing us in line with state and federal requirements.

"On the Move: 2007–2035 Plan" is a prioritized list of projects, initiatives, and policies that will guide development of transportation for the next 25 years and more. Most of the projects are improvements to existing infrastructure widening roads, updating expressways, replacing old bridges. Some of the projects will make big changes possible: upgrading rail lines to allow for fast

2007 Revenue/Expense (unaudited)

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2008 Revenue/Expense (budgeted)

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<tr>
<td>Reserve</td>
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</table>
Transportation and Communities

March

Milestones Mark Progress

The state’s Glass City Skyway provides an extraordinary vantage point from which to reflect on the many accomplishments of transportation planning at TMACOG. From the summit of the bridge we can admire a unique transportation structure that came about through the drive of TMACOG members and partners throughout the area. We can also look ahead to envision what we can accomplish next. Years before the Ohio Department of Transportation (ODOT) began the heroic construction project, TMACOG and its partners built a foundation for the skyway with extensive planning and analysis, studies, projections of traffic and population, public input, and focus. We can look back on that work proudly.

Now, in 2007, we are looking forward with a new regional transportation plan that is just as ambitious.

Work to develop a new long range transportation plan began in 2005 with the recruitment of more than 50 task force members. Those members, from throughout the region and with diverse backgrounds, got a thorough education on the state and federal requirements. “On the Move: 2007-2035 Plan” was approved by the Transportation Council, and in June it was approved by the TMACOG Board of Trustees, bringing us in line with state and federal requirements. “On the Move: 2007-2035 Transportation Plan” is a prioritized list of projects, initiatives, and policies that will guide development of the transportation system.

Most of the projects are improvements to existing infrastructure: widening roads, updating expressways, replacing old buses. Some of the projects will make big changes, updating expressways, replacing old buses.

In January, the draft “On the Move: 2007-2035 Plan” was subjected to fiscal and environmental analysis. A final round of public meetings described the 2035 Plan and asked for any additional comments. In April, the plan was approved by the Transportation Council, and in June it was approved by the TMACOG Board of Trustees, bringing us in line with state and federal requirements. “On the Move: 2007-2035 Plan” is a prioritized list of projects, initiatives, and policies that will guide development of the transportation system for the next 25 years and more.

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Most of the projects are improvements to existing infrastructure: widening roads, updating expressways, replacing old buses. Some of the projects will make big changes, updating expressways, replacing old buses.
For the year 2007 was monumental for our community; we reached important, exciting milestones. As a planning organization that is so often involved in getting projects off the ground and started, it is gratifying to see big regional projects complete and have the evidence that TMACOG is making, nations knowing, making progress.

In 2007, we saw the grand opening of the Veterans’ Glass City Skyway, 20 years of concentrated regional effort finally paying off in brilliant fashion. After three years of work we completed the 2035 Plan, a new long-range transportation plan that is our blueprint for the future. Also in 2007, TMACOG hosted the first Ohio Conference on Freight; an exciting and inspiring event that we are confident will generate innovation in the freight and transportation logistics industry. TMACOG members also came to consensus on stormwater standards and have been making progress on establishing common stormwater regulations in jurisdictions throughout the region.

We are at an interesting crossroads, where we can look back at that beautiful bridge and know that we have the tools and the drive to accomplish a great goal for the people of our region, and we can see how to expand this exciting new collaborations and opportunities.

With a record of success behind us, TMACOG members are still focused on what we need to do next. We have learned a lot about bacteria in the Maumee Bay Brackish. Now we can take it to the freight and transportation logistics industry. TMACOG members also came to consensus on stormwater standards and have been making progress on establishing common stormwater regulations in jurisdictions throughout the region.

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TMACOG will be the governmental partner of choice to coordinate regional assets, opportunities and challenges.

A Letter from the Chair and the President

Chair, TMACOG
President of Council, City of Sylvania President, TMACOG
Barbara R. Sears Anthony L. Reams

To coordinate regional assets, opportunities and

TMACOG will be the governmental partner of choice to coordinate regional assets, opportunities and challenges.
The new Maumee River crossing is truly a regional accomplishment and credit for it should be widely shared. The Veterans’ Glass City Skyway was built by the people of the region who saw the need, the elected officials who worked together to find funding, the Ohio Department of Transportation (ODOT) that responded to the local needs with an ambitious plan, and of course, all the workers who designed and built it. TMACOG played an essential role from the very beginning of the process.

TMACOG was designated as the Metropolitan Planning Organization (MPO) for Lucas and Wood counties in Ohio and three townships of southern Monroe County in Michigan in 1975. The MPO is required to maintain a long range transportation plan, a major responsibility for TMACOG. In 1986, TMACOG began work on a 20-year transportation plan. Early research cited a shortage of highway capacity for river crossings and suggested that a new Maumee River crossing be considered a priority. In 1988, TMACOG published the Year 2010 Regional Transportation Plan. The top priority, with special status and urgency, was a new Maumee River crossing.

The next year, in 1989, TMACOG initiated the formation of the six-member team that would drive the Maumee River Crossing project. The cities of Toledo and Oregon, Lucas County, the Toledo-Lucas County Port Authority, and ODOT provided the initial funds for the initial feasibility study. The Maumee River Crossing Task Force was formed at TMACOG, with members from throughout the region. Their first meeting was in 1990.

Local need and commitment were firmly established. But such an enormous project needed state and federal money. Many financing options were floated, including a toll bridge which was seen locally as very undesirable. Under pressure during the 1990 gubernatorial campaign, a hurdle was passed when candidates for Governor pledged that there would be no toll on the new crossing.
In 1991, TMACOG published a feasibility study evaluating three options for a crossing. **Congresswoman Marcy Kaptur** and **Senator Howard Metzenbaum** used the study to secure an initial allocation of $38 million in federal funds. The new bridge would eventually become the largest, most expensive single project undertaken by the Ohio Department of Transportation. In the years to come, ODOT would approve $220 million for the construction cost of just the bridge portion of the project. In the early 1990s, the TMACOG task force began to concentrate on public input while ODOT drove the engineering and construction.

In 1999, with public input, basic design and materials were selected. The high-level, cable-stay design includes unique manufacturing features and glass design elements not found in any other bridge in the U.S. Groundbreaking for the unnamed bridge was May 18, 2001.

After a great deal of public discussion, a bill was introduced in the Ohio legislature in 2003 to name the new bridge the Veterans’ Glass City Skyway. The name became official in 2005 when Ohio Governor Robert Taft signed the bill.

Seventeen years after they first assembled, TMACOG’s Maumee River Crossing Task Force gathered for their final meeting **June 15, 2007**.

**June 23, 2007** was the long-awaited grand opening celebration of the Veterans’ Glass City Skyway. Thousands of local residents from throughout the region celebrated, participating in parades, listening to speeches, and taking in the view from the bridge. The bridge opened to traffic the next day.

**Still to come** is completion of the plans for the old Craig Bridge and for land beneath the new bridge. The Tribute Committee formed by the Maumee River Crossing Task Force will continue to coordinate the community’s memorial to all those who worked on the bridge, which includes five men who died in two separate accidents. The permanent memorial will include a kinetic sculpture built in Ravine Park which has been re-named Tribute Park. Plans are also in place to fill and landscape trenches in the old roadway area and to build bike paths that will reconnect neighborhoods on both sides of the river.