

**CITY MANAGER'S NEWSLETTER
SEPTEMBER 22, 2023**

IMPORTANT COUNCIL DATES:

- October 2, Monday, 6:30 p.m. – Regular Session (30 Park)
- October 8, Sunday, 2 – 5 p.m. – Family Fall Festival/Scarecrow Row (Shafor Park)
- October 16, Monday, 5 p.m. – Work Session (30 Park)
- October 17, Tuesday, 5:30 p.m. – BRC (30 Park)
- October 23, Monday, 5 p.m. – Council Retreat (30 Park)
- November 6, Monday, 6:30 p.m. – Regular Session (30 Park)
- November 20, Monday, 5 p.m. – Work Session (30 Park)
- November 28, Tuesday, 5:30 p.m. – BRC Meeting (30 Park)
- December 4, Monday, 6:30 p.m. – Regular Session (30 Park)
- December 10, Sunday, 6:30 p.m. – Holiday of Lights (Shafor Park)

BUSINESS UPDATE:

- Hawthorn Hill Event: By all accounts, the big event last Monday was a huge success. Enclosed are *DDN* and *Register* articles.



- Administrative Policies and Procedures: We recently updated 15 of the Administrative Policies and Procedures. All of them are posted on the city website at <https://oakwoodohio.gov/policies-procedures/>.
- October 23 Council Retreat: We will conduct the October 23 retreat in the second-floor training room here at the city building. As always, we will begin with a dinner meal at 5 p.m. I anticipate that the meeting will last until around 8 p.m.
- Garden Road: Concrete repair work on Garden Road is progressing well. Enclosed is a *DDN* article.
- Five Points: Enclosed are comment forms received this week, along with two *Register* letters to the editor.
- Leaf Collection: Enclosed is a press release distributed this week. Our annual leaf collection takes place during the 10 weeks from Monday, October 9 through Friday, December 15.
- Safety Department Report: Enclosed is the August report.
- Board of Health: The Board of Health meets next Tuesday. Enclosed is the meeting packet.
- Oakwood Teen Court: Enclosed is a *DDN* article about our Oakwood Teen Court.
- PC: We have no applications so the October 4 meeting is cancelled. Enclosed is the cancellation memo.
- 2023 Sidewalk, Curb & Apron Program: Thanks to the dry weather we have had recently, we are finally making good progress on the 2023 Sidewalk, Curb & Apron Program. Adleta, our contractor, is anticipated to complete work in the southwest part of the city by the end of next week, marking completion of the 2023 program pending our final inspection.
- Far Hills Stormwater Inlet and Curb Project: Adleta is also performing the Far Hills Stormwater Inlet & Curb Project under a separate contract with the city. The Adleta crews will transition to the Far Hills Inlet & Curb Project once they complete the Sidewalk, Curb & Apron Program. Adleta already performed extensive saw-cutting along Far Hills in preparation for the concrete replacement. Their next steps involve replacing curb and sidewalk along the Far Hills corridor from Patterson to the south corporation line, after which they will replace deteriorating concrete inlet tops. We have 15 tops scheduled for replacement, ranging in length from 12 feet to 20 feet, but may add one or two more if we have remaining money in the budget.
- 2023 Asphalt Resurfacing Program: Neyra Paving has completed the program, except for a couple of minor punch list items, which includes repairing the dip in the asphalt pavement on northbound Far Hills near Beverly. We also added one small section of alley off of Rubicon. That work is planned for completion in a week or two. We will notify impacted residents as soon as we have the construction date.

- Far Hills Storm Sewer Reconstruction: Kinnison Excavating completed a substantial portion of the storm sewer replacement along the northbound side of Far Hills and along the 100-block of Dellwood Avenue. Recently, they encountered unforeseen conflicts with underground water and gas mains near the intersection of Dellwood and Schantz. The conflicts require adjustments to the water and gas mains in order to complete the first phase of the storm sewer installation. The water main lowering is scheduled for September 26 and is not anticipated to disrupt water service to any residents nor to OHS/OJHS. The gas main work will be handled by CenterPoint's contractor Miller Pipeline, and we are working to schedule it as soon as possible. In the meantime, Kinnison Excavating anticipates starting excavation on the second phase along Devereux Drive as early as next week. They are currently performing preliminary work along Devereux such as underground utility locating, material delivery and staging, and minor tree trimming and clearing.
- Trash/Recyclables Cans: We recently installed two new trash/recyclables cans in the Far Hills Business District... one in front of Flyboy's Deli and the other in front of Tropical Smoothie. The existing decorative trash cans along the Far Hills Business District and along Park Ave are showing signs of aging. They were installed in 2004 as part of a major streetscape improvement project. We are completing an assessment of the old cans and will likely include some money in the 2024 budget for replacement cans, with the split trash/recyclables design.



HAVE A GREAT WEEKEND!

TRANSMITTALS NOTED WITHIN NEWSLETTER

Register & DDN articles re: Hawthorn Hill Event

DDN article re: Garden Road

Five Points Citizen Comments & *Register* Letters to the Editor

Leaf Collection Press Release

August Safety Department Report

Board of Health Meeting Packet

DDN article re: Oakwood Teen Court

PC Cancellation Memo

'A GREAT DOUBLE WIN FOR THE MIAMI VALLEY'



Springfield, state and national officials cut the ribbon Monday for the new National Advanced Air Mobility Center of Excellence at Springfield-Beckley Airport. BILL LACKEY PHOTOS / STAFF

Air Mobility Center opens at Springfield airport as plans are revealed to make flying cars near the Dayton airport.

By Thomas Gnau
Staff Writer

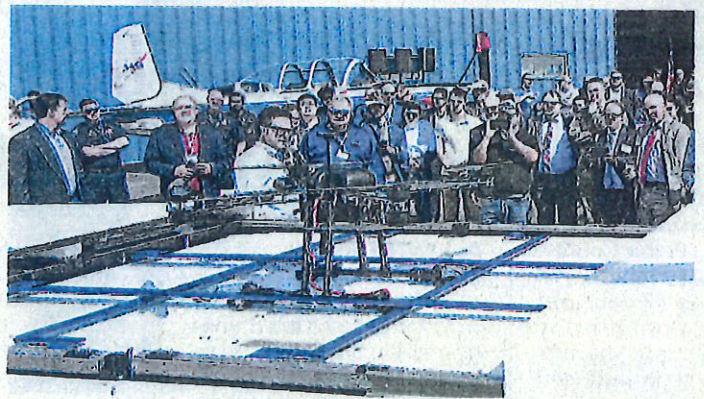
SPRINGFIELD — The National Advanced Air Mobility Center of Excellence officially opened at Springfield-Beckley Municipal Airport on Monday, a day when a California company's announcement of a manufacturing project in Dayton put air mobility and its commercial possibilities at the top of the agenda.

Joby Aviation joined the state of Ohio on Monday in announc-

ing that the company intended to make electric planes near the Dayton International Airport for commercial aviation taxi services.

The state expects Joby to invest up to \$477 million and create up to 2,000 jobs, Ohio Gov. Mike DeWine's office said. That investment will be supported by as much as \$325 million in state and local incentives, the company and the state of Ohio said Monday.

Opening continued on B4



Guests at the National Advanced Air Mobility Forum watch a demonstration by STRIX Drones. The air mobility center is a "culmination of activity and effort that we've been working on for like a decade," says Tom Franzen, Springfield assistant city manager.



Springfield, state and national officials cut the ribbon Monday for the new National Advanced Air Mobility Center of Excellence at Springfield-Beckley Airport. PHOTOS BY BILL LACKEY / STAFF

Opening

continued from B1

The planes expected to be made in the Dayton area are cutting-edge electric planes that take off and land vertically.

"This has been, at least in my career, one of the most amazing days," said Terry Slaybaugh, JobsOhio vice president of sites and infrastructure and a former director of aviation for the city of Dayton.

"What a great double win for the Miami Valley," said Jack Marchbanks, Ohio Department of Transportation director, referring not only to the Joby announcement but the official opening of the new center.

Fueled by a \$6 million Department of Defense community infrastructure grant and a nearly \$3 million JobsOhio grant, the center will be a home to military and civilian research in the realm of electric vertical takeoff and landing, or eVTOL, vehicles and other "advanced air mobility" projects.

The center, also called "NAAMCE," is adjacent to the Springfield-Beckley Municipal Airport terminal. The new building is a two-story, 30,000-square-foot office building that will house administrative, laboratory, meeting and collaboration space, with 25,000 square feet of aircraft han-



Guests at the National Advanced Air Mobility Forum look over a UAV from the ELROY Air company Monday in Springfield.

gar space for the Air Force and private industry.

"This center is a game-changer, folks," said Springfield Assistant Mayor Rob Rue.

"It's a culmination of activity and effort that we've been working on for like a decade," said Tom Franzen, Springfield assistant city manager.

This idea to create space where a facility can support the missions at Wright-Patterson Air Force Base, while also support the missions at the Air National Guard Base, home to the Ohio National

Guard 178th Wing, as well as private industry.

"It's really continuing to build those relationships with Air Force Research Lab, NASA, the FAA, our colleges and universities," Franzen said.

The Joby announcement would not have happened without a commitment to military and civilian imperatives, he said.

"We need access to American ingenuity, to the type of companies you see exhibited here," said Col. Elliott Leigh, director of AFWERX, a technology directorate of

AFRL, which is headquartered at Wright-Patterson Air Force Base.

The ribbon-cutting at the new center opened the two-day National Advanced Air Mobility Industry Forum, which continues Tuesday at the Hollenbeck Creative Arts Conference Center.

"Today is just the beginning of being able to open this building and being able to support more of this activity," Franzen said.

Contact this reporter at 937-681-5610 or email tom.gnau@coxinc.com.

DDN
7/19/23

COMPANY PLEDGES \$500M TO BUILD 'FLYING CARS'

First-of-its-kind facility would bring 2,000 jobs in about 5 years.

By Thomas Gnau
Staff Writer

Joby Aviation Inc., a much-watched player in the emerging field of electric vertical take-off and landing aircraft – often called “flying cars” – will build an aircraft production operation near Dayton International Airport valued at up to \$500 million, supported by as much as \$325 million in state and local incentives, the company and the state of Ohio announced Monday.

The plan is historic. Manufacturing this kind of aircraft on this scale has never been attempted, Joby and state officials said.

“Our goal is to bring flight to people’s daily lives,” Joe Ben Bevirt, Joby’s founder and chief executive, said in an interview with the Dayton Daily News. “The Wright Brothers had the dream of flight more than 120 years ago, and they created that in Dayton. We’re so excited to build on the incredible aviation legacy that Dayton has.”

Joby plans to build a facility capable of delivering up to 500 aircraft per year on a 140-acre site near the airport. An existing building will begin operations, with new construction expected to be part of the project. The average salary is expected to be about \$70,000, according to the state.

The company will have 2,000 jobs at the manufacturing site by about 2028 or so, state leaders said.

Those interested in applying for jobs can register interest at the company’s hiring site, www.jobyino.com.

Joby continued on A5

ALSO INSIDE

» A closer look at Joby Aviation Inc., A5



A Joby Aviation Inc. photo of its prototype eVTOL — electric vertical-takeoff-and-landing aircraft — or “air taxi.” The California company intends to build a production facility near Dayton International Airport, the state of Ohio has said. CONTRIBUTED



AT LEFT: Lt. Gov. Jon Husted and Gov. Mike DeWine applaud Joby Aviation Inc. founder Joe Ben Bevirt at Hawthorn Hill on Monday after Bevirt announced his company’s pledge to bring thousands of jobs to the region at a facility that will specialize in the production of “flying cars.” Hawthorn Hill is the house that served as the post-1914 home of Orville Wright. MARSHALL GORBY / STAFF

JOBY AVIATION INC.

Headquarters: Santa Cruz, Calif.

Business: Developing all-electric vertical take-off and landing aircraft as part of a fast, quiet and convenient air taxi service, beginning in 2024.

Finances: Net loss of \$286 million as of June 30, 2023, with \$1.2 billion in cash and short-term investments on hand.

Plans: Joby intends to build a manufacturing facility near Dayton International Airport capable of delivering as many as 500 aircraft per year, investing up to \$500 million, creating up to 2,000 jobs.

SOURCES: JOBY, STATE OF OHIO

Joby

continued from A1

Construction of the local plant is expected to start next year, with operations beginning in 2025.

The site is big enough to allow future growth, with enough space to accommodate a manufacturing complex of up to 2 million square feet.

State and local incentives up to \$325 million will be available, and Ohio said the U.S. Department of Energy has invited Joby to apply for a Title XVII loan to support the site as a clean energy project.

Bevirt said details regarding the property are being finalized, and he expects ground to be broken for Phase 1 of construction next year. He confirmed the building will be near the airport, but he declined to say exactly where. It was not immediately clear which municipality will host the site.

Called simply the "Joby Aircraft," what will be built here is an electric-propulsion, emissions-free aircraft that takes off and lands vertically, carrying a pilot and up to four passengers.

With six electric motors, a top speed of 200 mph and a maximum range of 100 miles, the craft will be able to cover in a few minutes what would take an hour or more on the ground in dense urban settings, company officials say.

"This is building a next-generation aircraft in the birthplace of aviation," Ohio Lt. Gov. Jon Husted said.

Gov. Mike DeWine, Husted and J.P. Nauseef, president and CEO of JobsOhio, the state's private jobs creation arm, told the Dayton Daily News the presence of Wright-Patterson Air Force Base was instrumental in drawing Joby to the Dayton area.

Wright-Patterson is the heart of much of the Air Force's research and development work, home to the Air Force Research Laboratory, which for years has encouraged Joby and other companies to pursue the development of electric vertical-takeoff-and-landing aircraft — also called eVTOLs or "flying taxis."



An artist's rendering of the local facility where Joby Aviation intends to build its electric aircraft. CONTRIBUTED

"It's about jobs, but it's beyond that, as far as I'm concerned," DeWine told the Dayton Daily News. "This is the future, and the fact that they're going to be made in Ohio, in the Miami Valley, I think this is one more signal to people who are looking at where to go with their company, that Ohio is just a very welcoming place."

'We like the chances'

This will be the biggest economic development project announced in Ohio this year, Husted said. (Honda and LG Energy Solutions' plan to invest \$3.5 billion in a Fayette County EV battery plant, with 2,200 expected workers, was announced in the fall of 2022.)

Agility Prime, the AFRL program exploring how to develop and deploy eVTOLs, has eyed the creation of a dual-use military and civilian market for the electric vertical lift vehicles. Agility Prime is said to be the only all-electric passenger aircraft program in the U.S. government.

"We've had a longstanding relationship with the Agility Prime program, so the proximity to Wright-Patt is really fantastic," Bevirt said.

In April this year, AFRL said Joby will deliver up to nine of its electric flying vehicles to the Air Force and other government partners.

The first two Joby aircraft — described as "low acoustic signature, zero-operating emissions aircraft" — will be delivered to Edwards Air Force Base in California early in 2024, AFRL said in April.

State leaders expressed confidence that Joby has the financial muscle to make a brand-new vehicle serving a brand-new market.

But they acknowledge the risks.

"If you look at the history, you don't do something like this without taking some chances," DeWine said.

This is an emergent industry, Nauseef noted. "We like the chances, and we believe they are very confident," he said. "We have to assume some risks, just as their investors assume some risk. If they're going to do it, their best chance is in this community."

"This is a startup company, and obviously it has to be successful for this to really realize all that we hope for," Husted said. "But all indications are that Joby is a leader, if not the leader, in this space."

Wright-Patterson Air Force Base and Skyvision

As the civilian and military workforce at Wright-Patterson has grown from about 19,000 people in 2002 to some 35,000 today, that attracts new companies to the region — companies wishing to work with AFRL, the Air Force Materiel Command, the Air Force Life Cycle Management Center and the National Air and Space Intelligence Center and other crucial Air Force missions, all headquartered on the base.

"Through AFWERX's Agility Prime program we have worked with several companies to accelerate the development and adoption of advanced aerial mobility technologies, such as (eVTOLs), and we're thrilled to see the results of that investment strengthening the defense industrial base," Brig. Gen. Scott Cain, AFRL commander, said in a statement for this story.

Important as well has been the establishment of Skyvision drones testing at the Springfield-Beckley Municipal Airport.

The Ohio UAS (Unmanned Aerial Systems) Center, AFRL, the Ohio Department

of Transportation and others invested \$5 million to develop SkyVision, a ground-based detect-and-avoid radar system at the Springfield airport. The system uses FAA radar systems to track drones flying beyond what a drone operator can see.

Another Joby connection to Springfield and the Dayton area: The company has permanently situated a flight simulator at Springfield-Beckley.

But while Ohio is home to Wright-Patterson and the state has long seen itself as the birthplace of aviation, a large-scale manufacturing operation of aircraft has eluded Ohio ... until now, state leaders hope.

Said Husted: "With this announcement, that aspiration becomes reality. To me, that's what's so special about this."

Bevirt offered three reasons for coming to the area: Workers, government incentives and Wright-Patterson.

"No. 1 is the manufacturing workforce – the talent, and I was really impressed by the quality of life (in the Dayton region)," Bevirt said. "No. 2, the JobsOhio team and the package of both state and local incentives, and the flexibility of that."

Another piece was the presence of existing facilities and what Bevirt expects is the ability to start hiring soon.

'Big thinking, big vision'

State leaders see this project as two decades in the making, a result of establishing Wright-Patterson as a primary focus of economic development efforts in the Dayton-Springfield region.

"We were in a long competition to secure this, and we won," Husted said.

State officials and Bevirt declined to discuss who the finalists were for Joby's location decision, but some reports pointed to Ohio and North Carolina.

"This was incremental, but it was based on big thinking, a big vision and a big dream," Nauseef said.

DeWine and his wife, Fran, spent a day with company leaders in Greene County as part of the effort. A team of advocates spent months making the case for the Miami Valley. Joby principals were introduced to Air Force and Wright-Patt leaders, Nauseef said.

"It wasn't linear," the JobsOhio CEO said. "There were ups and downs along the way."

Said Husted: "It was not the most lucrative incentives package, and we knew that. We knew that because we were told that."

'Come here to test, stay here to build'

When Husted spoke at the Dayton Development Coalition's annual meeting in February 2022 and challenged coalition leaders to land an eVTOL manufacturing facility in the region, "We were ready," said Jeff Hoagland, president and CEO of the coalition.

"Twenty years ago, we developed a strategy aimed at supporting an emerging industry that not only aligned with the missions at Wright-Patt, but represented the opportunity for private industry investment, as well," Hoagland said. "Our region's eVTOL tagline has urged companies to leverage the region's network of resources and, 'Come here to test, stay here to build.' Joby is doing exactly that."

Dayton's history in flight invention remains a draw for companies, Ohio politicians said.

"Joby Aviation is a leader in aviation innovation and a pioneer in the air taxi market," said U.S. Rep. Mike Turner, R-Dayton. "Today's announcement that Joby has chosen the Miami Valley for the site of its new manufacturing facility further signals to other companies in the aviation and innovation space that the spirit of the Wright Brothers in this region is alive and thriving. I look forward to further working with Joby to grow the future of advanced air mobility here in Dayton, the birthplace of aviation."

A 10 a.m. event to celebrate the announcement was held Monday at Hawthorn Hill, the home of Orville Wright. The event concluded with a ceremonial flight of a replica Model "B" Flyer, the world's first production airplane.

"Ohio is the undisputed home of aviation," Sen. J.D. Vance said. "I'm excited that new, innovative flight technologies have found a home in the Dayton area, just miles away from where the Wright brothers started it all. We want to see Ohio become the research, development, and manufacturing hub for the future of military and civilian aerospace technologies. Joby Aviation's new investment is a welcome step toward advancing that goal. I look forward to working with them and wish them the best of luck."

The state cautioned that realization of the project is contingent upon due diligence, state and local approvals of incentives, permitting and other legal and regulatory matters.

Contact this reporter at 937-681-5610 or email tom.gnau@coxinc.com.

DDN
9/19/23

Several factors played into Joby's Dayton choice

Manufacturing capacity, military base, aerospace work among those cited.

By Sydney Dawes
Staff Writer

Leaders of Joby Aviation Inc., the company known for the production of "flying taxis," said Monday morning that Ohio's quality of life, capacity for manufacturing and its innovation in aerospace influenced their choice to open a Dayton production facility.

"The facility we're building here will also play a key role in ensuring the U.S. continues to lead the way on the manufacturing and adoption of this important new technology," JoeBen Bevirt, the founder of the aerospace company, said at the historic Hawthorn Hill on Monday morning.

"They could have put this factory anyplace in the country, and Ohio won and Dayton won because of a great team effort."

Lt. Gov. Jon Husted



A replica of a Wright B Flyer files over historic Hawthorn Hill, where the Joby announcement was made Monday. MARSHALL GORBY / STAFF

He and state leaders gathered together in front of the historic home of Orville Wright to

announce plans for the company's \$500 million project and pledge to bring up to 2,000 high-

paid jobs to the region.

Up to \$325 million in state and local incentives will support the development of the facility, expected to be located near Dayton International Airport, according to the company.

Joby leaders expect to close on a 140-acre property in the coming weeks and begin hiring "straight away," according to Bevirt.

Many factors made Ohio – specifically the Miami Valley – appealing to Joby, according to Bevirt. This includes current aerospace research partnerships with area airports and the region's military base, and the state ranking third nationally for manufacturing jobs.

"The depth and breadth and quality of the workforce in Ohio is just incredible," Bevirt said.

Factors continued on A5

Factors

continued from A1

Joby's electric vertical take-off and landing (eVTOL) aircraft can travel up to 200 miles per hour and have space for a pilot and four passengers. They can travel up to 100 miles and make little noise – like wind in the trees, officials said.

Joby hopes to launch the commercial service of the eVTOL aircraft as early as 2025.

"This announcement is just more evidence that Ohio continues to build on our great tradition, a great tradition of dreaming and inventing and creating the technology of the future," said Gov. Mike DeWine on Monday.

Lt. Gov. Jon Husted said Ohio did not make the largest offer to Joby.

"When making economic development deals ... it's a competition. Joby is making a product that's going to be globally competitive," Husted said. "They could have put this factory anyplace in the country, and Ohio won and Dayton won because of a great team effort."

U.S. Sen. Sherrod Brown said the Joby deal was another example of the state burying the term "Rust Belt."

"You've seen it in Springfield. You've seen it in my hometown of Mansfield. You've seen it in Dayton. You've seen it in southern Ohio," he said. "The technology, the future will be developed in America ...

and in the industrial heartland in Ohio, in the Miami Valley."

Joby's job application site launched early Monday morning, and Bevirt said his company has already received hundreds of applications. The company is looking to fill manufacturing and customer service positions, and it will also be rolling out a pilot academy to train people to operate the aircraft.

"We're so excited to be growing jobs in the great state of Ohio," Bevirt said.

Congressman Mike Turner, R-Dayton, said that collaboration among the state, Springfield and Dayton were also crucial in coaxing Joby to the area, applauding communities' efforts to expand their aerospace opportu-

nities at Wright-Patterson Air Force Base and Springfield-Beckley Municipal Airport.

Turner also pointed to the Monday opening of the \$8.2 million National Advanced Air Mobility Center of Excellence in Springfield, a project boosted by \$6 million in U.S. Department of Defense funding.

"This is a team sport. We all work together," he said.

Dayton Development Coalition President Jeff Hoagland called Monday a historic day for the region.

"We are honored and humbled to be chosen as the chosen site for Joby aviation's manufacturing operations," he said.

Contact this reporter at Sydney.Dawes@coxinc.com.

DDN
9/19/23



JoeBen Bevirt, founder and CEO of Joby Aviation, shakes hands with Young Sang Ryu, President and CEO of SK Telecom. BUSINESS WIRE

What to know about pioneering Joby Aviation

By Thomas Gnau
Staff Writer

Joby Aviation Inc. is turning heads in a new market, but the company itself is anything but new.

The company was founded in 2009 by a small group of engineers working in a “barn” in the mountains of central California.

And while the idea of flying cars may feel like the stuff of science fiction, serious engineers, military leaders, business executives and government regulators are working to make such vehicles real.

In February, Joby said it had completed the second of five stages required by the Federal Aviation Administration to certify its electric vertical take-off and landing aircraft, also called eVTOL, for commercial passenger use.

“We’re taking this in a step-by-step progressive way, and we’ve grown the company just as we’re maturing the technology,” Bevirt said in an interview with this newspaper.

“We’re making fantastic progress on the type certification.”

Joby already has a manufacturing facility in Marina, California, that is smaller than the one the company plans to build near Dayton International Airport next year, where it intends to make as many as 500 electric-propulsion aircraft per year.

“We rolled our first aircraft off that pilot manufacturing line (in California) in July,” Bevirt said.

“Now we have multiple aircraft that are going through the manufacturing process.”

The company also has the support of household names in the world of commerce.

Its long-term investor, Toyota, has worked with Joby on the design and launch of the company’s pilot production line. The automaker plans to continue to advise Joby as it prepares for scaled production of its commercial passenger air taxi in the Dayton area.

Toyota’s presence in Georgetown, Kentucky, where the automaker has its biggest assembly plant in the world, was another reason to consider the Dayton area for manufacturing, Bevirt said.

Joby partnerships

Based in Santa Cruz, California, Joby is a publicly traded company, whose stock (NYSE: JOBY) closed at \$6.54 Friday, down nearly 5.8%. The stock bounced back to \$6.83 Monday, up 4.5%. The company went public in August 2021.

Joby has received investments and support with global names such as Toyota and Delta Airlines. Finan-

cial press reports have said Joby is backed by some \$700 million in funding and partnerships.

For the second quarter of 2023, Joby reported a net loss of \$286 million, reflecting what the company said was the unfavorable revaluation of derivative liabilities of \$181 million and operating expenses of \$116 million, partly offset by interest income of \$11 million.

Still, at the end of the second quarter on June 30, Joby said it had \$1.2 billion in cash and short-term investments.

Net cash used in operating activities and property plant and equipment totaled \$77 million in the most recent quarter, Joby said.

Another highlight of the quarter: Joby said its first production prototype rolled off the line and started flight testing.

Toyota in June became Joby’s largest external shareholder, having invested around \$400 million in the company since 2020. The two companies signed a long-term agreement for the supply of powertrain and actuation components.

In October 2022, Delta announced a multiyear, multimarket commercial and operational partnership with Joby, with plans to create a Joby-operated service into Delta’s customer-facing channels, providing Delta customers who travel through New York and Los Angeles a chance to fly on the Joby aircraft to and from airports in those cities.

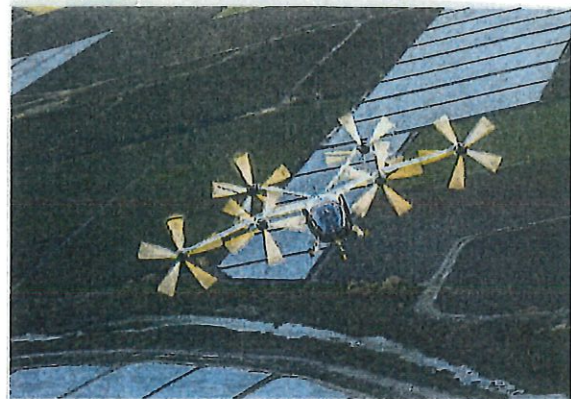
Delta said it made an upfront equity investment of \$60 million in Joby, with the opportunity to expand that to \$200 million.

“Delta always looks forward and embraces opportunities to lead the future, and we’ve found in Joby a partner that shares our pioneering spirit and commitment to delivering innovative, seamless experiences that are better for our customers, their journeys and our world,” Delta CEO Ed Bastian said in 2022.

In late 2020, Joby also welcomed \$75 million from Uber as part of a broader transaction involving the acquisition of Uber Elevate, Uber’s effort since 2016 at creating an aerial ridesharing market.

Even as it launches big plans in Ohio, Joby’s headquarters, pilot production facility and research and development will remain in California, Ohio officials said. With about 150 open positions across the company’s three Northern California sites, Joby continues to grow there.

But Ohio is distinctive in its own way, home to Wright-Patterson and crucial Air Force missions that have played a formative role in Joby’s history.



In this 2022 photo provided by Joby Aviation is Joby’s pre-production prototype aircraft in flight above the company’s facilities in Marina, Calif. CONTRIBUTED

DDN

9/19/23



Photo by Leon Chuck, Pressbox Photo

Governor visits Oakwood to announce new plant

Hawthorn Hill, the Wright family mansion in Oakwood, served as a backdrop as Ohio Gov. Mike DeWine, Lt. Gov. Jon Husted and Joe Ben Bevir, CEO of Joby Aviation, on

Monday announced the company will be building a \$477.5 million manufacturing plant at the Dayton airport. The plant is expected to create 2,000 jobs and produce 500 eVTOL

– electric vertical takeoff and landing – aircraft a year, according to the company. A replica Wright Flyer flew over Hawthorn Hill following the ceremony;

OR 9/20/23

OAKWOOD

**Garden Road
work continuing**

Construction on Garden Road between Patterson Road and Lookout Drive is expected to continue through mid-October.

The project includes concrete street panel removal and replacement. The goal is to maintain Garden Road and offer residents a smoother and safer driving, biking and walking experience. City staff has identified certain areas along Garden where the concrete joints are displaying signs of wear and separation.

The work may cause some temporary inconveniences, but the contractor and city staff will make a concerted effort to minimize disruptions, officials said. Through traffic patterns and on-street

parking could be temporarily interrupted while access to and from property will be maintained during the project.

DDN 9/21/23



OAKWOOD FIVE POINTS INTERSECTION

Public Comment Form

Contact information is not required but will ensure you receive a response, should one be necessary.

Name: Joan Cole

Mailing address (or nearest cross streets): _____

611 Fawcett Ave

Email address: rc17099@gmail.com Phone: 937-409-5011

Address of impacted property (or nearest cross streets): _____

Business/Organization Name (if applicable): _____

Business/Organization Address: _____

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed letter
- TV or radio
- Word-of-mouth
- City website
- Social media
- Email
- Other:

What is your interest in the Five Points intersection? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

How often do you or your family members travel through the Five Points intersection?

- Daily
- A few times a week
- Weekly
- A few times a month
- Monthly
- Other: _____

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Bicycle
- Walk
- Other: _____ (Select all that apply.)

Questions/Comments:

This is my second write-in on the proposed roundabout.
I still am asking "why." Safety is not the issue. 15K
cars a day is 5.5 million a year. An accident
every 22M is not worth mentioning. The city has
 (write additional Questions/Comments on back as needed)

COMMENTS DUE BY
August 11, 2023

Questions/Comments may be submitted:

- Verbally or in writing
- By email at fivepoints@oakwoodohio.gov
- By telephone at 937-298-0600
- Online at oakwoodohio.gov



Additional Questions/Comments:

Spent too much \$ on this venture. The ODOT funding is very competitive per my ODOT friend!

City funding is ^{be better} spent on cleaning up Oakwood. Ethan needs more help to enforce.

Also, I would use our addresses to weigh our ~~opinion~~ opinions. Around 5 pts yes!

Velousia / Irving / East Dr. No!

Thank you,

Jean Cole

From: notify@proudcity.com
To: [Traffic Signal Study](#)
Subject: Website Feedback - Five Points
Date: Sunday, September 17, 2023 4:32:26 PM

Name

David Montgomery

Address

2615 Ridgeway Rd.
Oakwood, OH 45419
[Map It](#)

Phone

(937) 631-8369

Email

dmontgomery@ix.netcom.com

Business/Organization Address

United States
[Map It](#)

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed Letter
- TV or radio
- Word-of-mouth
- City website
- Social media
- Email

What is your interest in the Five Points intersection? (Select all that apply.)

- Area resident

How often do you or your family members travel through the Five Points intersection?

- Daily

How do you or your family members usually travel through the Five Points intersection?

- Automobile
- Bicycle
- Walk

Questions/Comments

Given the historically rare occurrence of serious accidents at this intersection it is impossible to justify the expense to local and state taxpayers of this boondoggle. I went through Harman and OHS for 13 years through this intersection every day, walking, bicycling or by car. My three grandkids go through this intersection multiple times every day, walking, bicycling or by car. I have nothing against roundabouts, having spent years commuting daily 15 miles to graduate school at Harvard. I can only assume that the city council selfishly thinks it will look impressive on their resumes.

From: notify@proudcity.com
To: [Traffic Signal Study](#)
Subject: Website Feedback - Five Points
Date: Saturday, September 16, 2023 9:20:34 AM

Name

Diane Lai

Address

118 Peach Orchard Ave.
Oakwood, OH 45419
[Map It](#)

Email

wenbilai@gmail.com

Business/Organization Address

United States
[Map It](#)

How did you hear about the open house meeting? (Select all that apply.)

- Newspaper
- Mailed Letter
- Social media

What is your interest in the Five Points intersection? (Select all that apply.)

- Area resident

How often do you or your family members travel through the Five Points intersection?

- A few times a week

How do you or your family members usually travel through the Five Points intersection?

- Automobile

Questions/Comments

Simulations exist to monitor the flow of traffic, and I haven't seen anything. What I am worried about is whether having more flow through the Five Points intersection will end up clogging up the Patterson/Far Hills stop light. I also liked that the stoplight at Five Points made people slow down on the hill. I feel that people will drive faster and more dangerously if they knew they didn't have to stop in a roundabout. This would make it more dangerous for pedestrians who are trying to cross. People turning left at 5points was never a huge concern for me and didn't delay me much.

Sharing some doubts about the Roundabout

After reading an article regarding a proposed roundabout in *The Oakwood Register* on September 6 written by AI, I decided to provide my human comments.

Though it is true that there are many advantages for roundabouts in general being highlighted in the article, we need to discuss advantages and disadvantages of those arrangements applied specifically to this complex intersection.

What is specific about it?

Firstly, it is not symmetric. In the Southern direction, the majority of traffic is moving along Far Hills and continues on Far Hills. Also, quite a bit of traffic is traveling southbound from Oakwood Avenue and continues to Far Hills. Traffic along Thruston Blvd and southern section of Oakwood Avenue can be considered local. In the southern direction traffic path from both Far Hills and Oakwood Avenue experiences a smooth left turn. We need to notice that RTA

Trolleybus southbound route travels from Oakwood Avenue and continues on Far Hills.

In the northbound direction, the majority of traffic continues on Far Hills but some of it takes a smooth right turn to Oakwood Avenue, including RTA trolleybus.

Secondly, at the southern end of the intersection, there is a pedestrian crossing of Far Hills Avenue controlled

See **Roundabout** on page 14 ►

► Roundabout from page 2

by a traffic light. It is heavily used by students going in and out of the Harman elementary school and is being manned by a safety officer at dedicated hours. I would strongly oppose elimination of "normal" traffic light-controlled pedestrian crossing and converting it into flashing light nonsense. To make this situation

worse, the northbound approach to this intersection by Far Hills is a downhill curve with restricted view to the right.

If we consider those aspects of the roundabout, we would likely observe the following, just to name a few:

Southbound traffic from Oakwood Avenue would have difficulty waiting for the open spot because of the prevailing traffic northbound along Far Hills.

Instead of a smooth left turn from Oakwood Avenue to southbound Far Hills, RTA trolleybuses and buses would have to make a sharp right turn to the roundabout and then sharp left turn (and we know that sharp turns are very slow for the trolleybuses). It would clog the flow northbound continuing on Far Hills and southbound Far Hills traffic as well.

Similarly, instead of a smooth right turn from northbound Far Hills to Oakwood Avenue, an RTA trolleybus would have to make a series of sharp right and left turns to the roundabout

and then to Oakwood Avenue.

A pedestrian traffic light at the south end of the roundabout on Far Hills will clog the southbound traffic and southbound half of the ring.

It would be interesting to see computer simulation of the traffic flow at different scenarios of incoming traffic. If the videos of those simulations are available to the public, please publish the link.

At the same time, elimination of one traffic light (and not completely - note the pedestrian traffic light) would potentially eliminate just one among many traffic lights along Far Hills within Oakwood Avenue - having traffic lights at intersections with Schantz Boulevard, Patterson Road, and Park Avenue, to name a few.

As a suggestion, I would propose to keep the traffic light system in place, but to upgrade its controls with more sophisticated software and sensors monitoring the amount of traffic.

Kirill Ignatiev

OR 9/20/23

Roundabout will restrict access

Linda Grandfield's letter concerning traffic flow after construction of the "peanut" is right on.

Prior to moving to Dayton, my family lived off of a heavily traveled road. West of our entrance to the road was a four-way stop. The stop created regular breaks in the traffic flow, making it possible to merge with

the traffic. When a roundabout replaced the four-way stop there were no longer periodic breaks in the traffic, making for a difficult entry - at times almost impossible. Oakwood driveways off of northbound and southbound Far Hills lanes exiting the peanut will be the similarly affected.

Charles Cornett

OR 9/20/23



PRESS RELEASE

The City of Oakwood
30 Park Avenue
Oakwood, Ohio 45419

Subject: 2023 Leaf Collection

Date: September 20, 2023

OAKWOOD, OHIO:

The city of Oakwood will begin the annual fall leaf collection program on Monday, October 9. As in previous years, the program will provide bi-weekly leaf pickups of all areas throughout Oakwood. The city is divided into ten sections with each being collected on a 2-week interval. The collection schedule is posted on the city website (www.oakwoodohio.gov) and is published in the October/November Oakwood Scene newsletter.

Property owners should place their leaves directly into the roadway gutter, just a day or two before the scheduled pick-up day. Alternatively, citizens may self-dump their leaves 24-7 at the Recycling and Yard Waste Drop-Off Facility located at the entrance to the Public Works Yard, 210 Shafor Boulevard.

The leaf collection program is scheduled to end on Friday, December 15, but will be extended if conditions warrant.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT
K. Douglas Spitler, Director of Public Works
(937) 298-0777
spitler@oakwoodohio.gov

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**THE OAKWOOD PUBLIC SAFETY DEPARTMENT'S
REPORT TO THE CITY MANAGER**

AUGUST 2023

Submitted by Chief Alan Hill

LAW ENFORCEMENT

PART 1 CRIMES: There were seven Part 1 crimes reported during the month of August. These included six thefts and one domestic violence incident.

TRAFFIC ENFORCEMENT: During the month of August, 104 traffic violations were cited and 69 parking citations were issued.

DETECTIVE INVESTIGATIONS:

23-002421	600 Blk Acorn	Possession of Drugs	Under Investigation
23-002482	300 Blk Forrer Blvd	Death Inv	Closed
23-002513	Shafor/Aberdeen	Assault	Under Investigation
23-002544	2800 Blk Far Hills	Theft	Closed
23-002653	700 Blk Acorn	Emergency Detention	Closed
23-002657	2700 Blk Far Hills	Theft	Under Investigation

LEADS: The LEADS validation report this month concerned warrant entries. All entries have been validated and the Safety Department remains in compliance with LEADS protocol.

TEEN COURT: There was one case referred to the Oakwood Teen Court and two cases were referred to the Montgomery County Juvenile Court during the month of August.

BIKE PATROLS: There were nine bike patrols conducted during the month of August.

FIRE

FIRE: There were eight total fire responses in August, all were to Oakwood. These included three alarm investigations, one arcing line, one mulch fire, one odor investigation, one smell of smoke investigation and one vehicle fire causing \$2,000 in damage.

APPARATUS: There were no maintenance issues reported during the month of August.

FIRE INSPECTIONS: There were nine fire inspections conducted during the month of August.

EMERGENCY MEDICAL SERVICES

REMOVALS: There were 41 total calls for emergency medical services in August, including three mutual aid requests from the Dayton Fire Department and one DOA. Six patients refused medical treatment and/or transportation. All other patients were transported to area hospitals for treatment.

MISCELLANEOUS

DARE: There were no DARE activities during the month of August.

TRAINING

Public Safety Officers, Lieutenants, Command Staff, and Dispatchers completed a total of 137 hours of training during the month of August.

During the month of August, Safety Department personnel completed EMS online continuing education training presented by 24/7 covering Pediatric Airway Management and Pediatric Cardiac Arrest.

Fire Training consisted of using the Hose Maze, and covered both MAY DAY and Portable Radio JPRs.

OPOTA online Officer Wellness Seminar was completed for the required CPT police training, and Safety Department members also participated in Range training which included rifle qualifications at MCSO outdoor range.

August 8-9 Officer McElroy attended monthly SWAT training with the Kettering Regional SWAT Team.

August 14-18 Officer Yount attended the 40 hour CIT course.

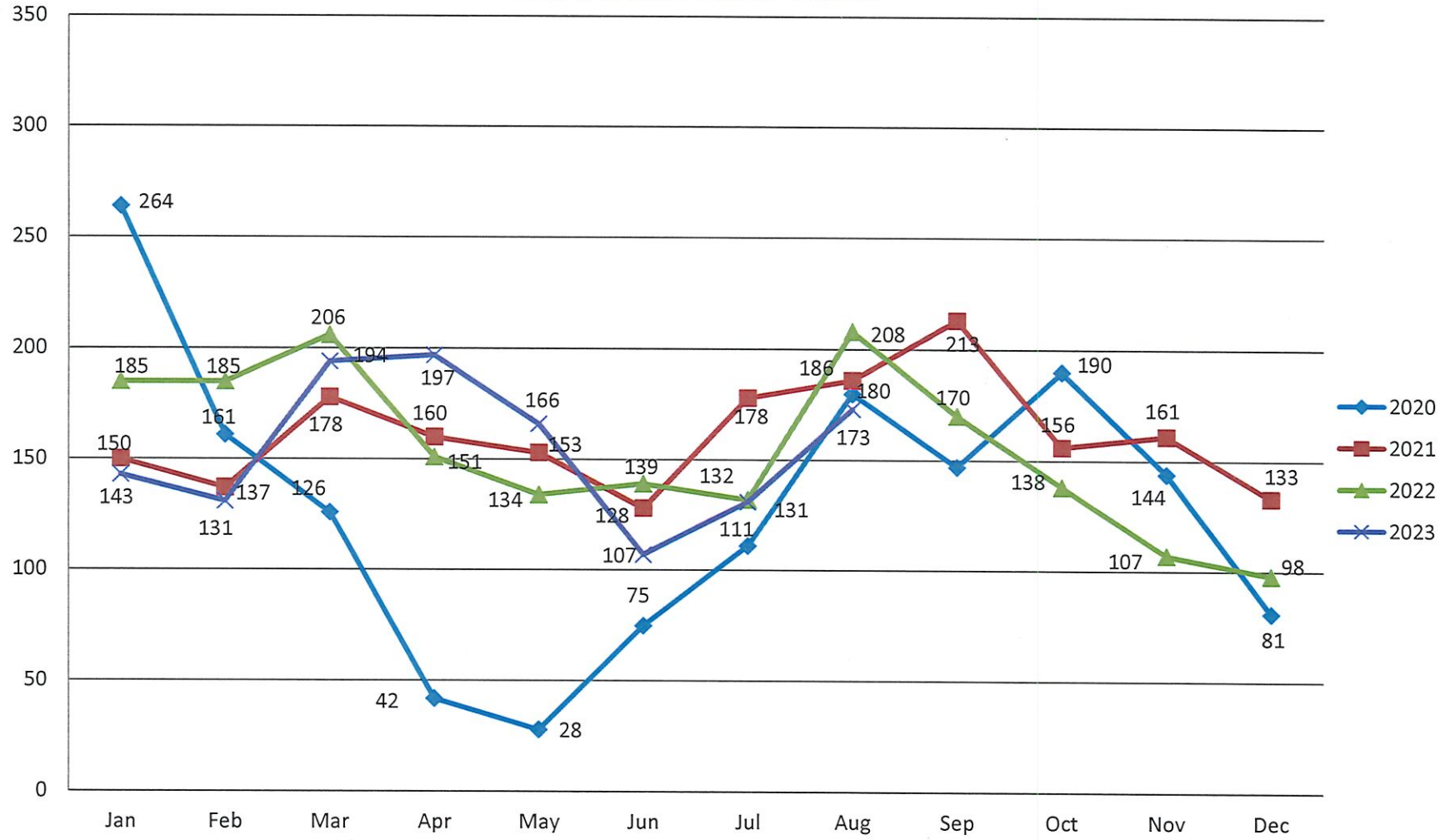
Lastly, Dispatchers completed training through APCO entitled "Inside the Console: Getting the Message to the Field" this month.

OFFICER ACTIVITY

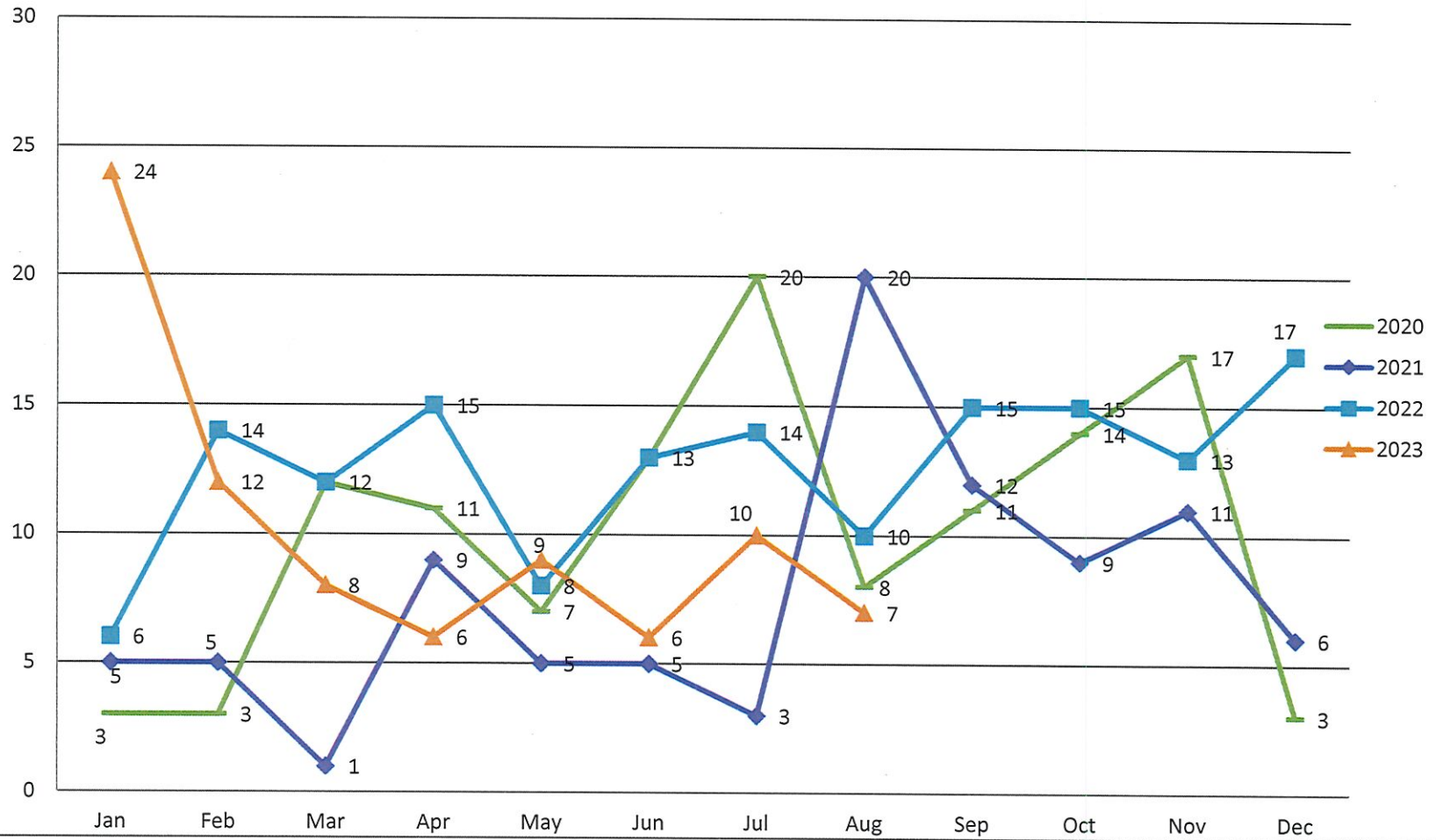
	ARRESTS	TRAFFIC VIOLATIONS CITED	OVI	FIELD REPORTS	REPORTS TAKEN	PARKING	WARNINGS	VHC	COMMUNITY MAINTENANCE
Staff	0	2	0	0	10	2	14	6	1
1	5	44	0	1	24	25	54	86	3
2	6	32	1	1	24	28	33	76	8
3	5	26	1	1	21	14	59	57	3

TRAFFIC VIOLATIONS CITED			WARNINGS	
White		69	White	83
Black		20	Black	45
Indian		1	Indian	8
Asian		4	Asian	2
Hispanic		4	Hispanic	5
Middle Eastern		0	Middle Eastern	5
Unoccupied Vehicle/Other/Unknown		6	Unoccupied Vehicle/Other/Unknown	12
TOTAL		104	TOTAL	160
FIELD INVESTIGATIONS			ARRESTS	
White		3	White	12
Black		0	Black	4
Indian		0	Indian	0
Asian		0	Asian	0
Hispanic		0	Hispanic	0
Middle Eastern		0	Middle Eastern	0
Other/Unknown		0	Other/Unknown	0
TOTAL		3	TOTAL	16

CITATIONS 2020-2023



PART 1 CRIMES 2020-2023



MEMORANDUM

TO: BOARD OF HEALTH MEMBERS
FROM: NORBERT KLOPSCH
SUBJECT: SEPTEMBER 26, 2023 MEETING
DATE: SEPTEMBER 22, 2023

Greetings from City Hall!

We meet at 5:30 p.m. next Tuesday, September 26 in the council chamber at the city building. For those wishing to participate via Zoom, below is the access information:

<https://us06web.zoom.us/j/85740433363?pwd=a0FpSnE5RjZUd0xJbkNwak5IS1lwQT09>

Meeting ID: 857 4043 3363
Passcode: 725302

Enclosed are:

- The meeting agenda.
- Minutes of our July 25, 2023 meeting.
- Resolution 23-1 Fees for Food Establishment and Service Operations.

Our remaining meeting this year is scheduled for 5:30 p.m. on Tuesday, November 21.

c: Mayor William Duncan, President
Dr. Steve Enseleit, Health Commissioner
Dr. John Ewing, Assistant Health Commissioner/Medical Director
Matthew Tyler, REHS, Environmental Health Director

BOARD OF HEALTH
AGENDA
SEPTEMBER 26, 2023

- I. CALL TO ORDER
- II. MINUTES OF PREVIOUS MEETINGS
 - July 25, 2023
- III. REPORT FROM CHAIR
- IV. REPORT FROM ENVIRONMENTAL HEALTH DIRECTOR
 - Influenza Report
 - Emergency Response Plan
- V. REPORT FROM HEALTH COMMISSIONER
- VI. REPORT FROM ADMINISTRATOR/CITY MANAGER
 - Annual Water Testing
 - Water Production Annual Report
 - Five Points Intersection
 - Housing Inspections
 - Gardner Pool
- VII. OLD BUSINESS
- VIII. NEW BUSINESS
 - Resolution 23-1 Fees for Food Establishment and Service Operations, First Reading
- IX. ADJOURN

THE MINUTES OF THE MEETING OF THE BOARD OF HEALTH, CITY OF OAKWOOD,
STATE OF OHIO

The meeting was conducted on Tuesday, July 25, 2023 in the council chamber at the Oakwood City Building, 30 Park Avenue, and was also accessible via Zoom.

Attending in person were:

Dr. Bill Coyne, D.D.S., Vice Chair
Dr. Elizabeth Maimon, DVM, M.P.H., Member
Dr. Elizabeth Hardy, Ph.D., Member

Norbert Klopsch, Administrator/City Manager
Connie Freese, REHS, General Services Manager

Attending via remote teleconference was Mayor Bill Duncan, President.

Excused absent were Dr. David Denka, D.O., Chair; Mrs. Diane Scott, R.N., Member; and Dr. Steve Enseleit, M.D., Health Commissioner.

Dr. Coyne called the meeting to order at 5:30 p.m. and led a discussion on the following agenda items:

Minutes of Previous Meetings: Dr. Coyne asked that the minutes of the May 23, 2023 meeting be reviewed. Dr. Hardy mentioned that she does not recall seconding the motion to approve the minutes of the March 28, 2023 meeting, given that she was not a board member at that time. The minutes were edited to reflect a second from Mrs. Scott. With that change, Dr. Coyne asked for a motion to approve the minutes. The motion to approve was made by Dr. Maimon and seconded by Dr. Hardy. Upon viva voce vote, the motion passed and the minutes were approved.

Report from Chair: No report.

Report from Environmental Health Director: Connie Freese, REHS, General Services Manager with Public Health – Dayton & Montgomery County commented on the following:

- Proposed 2024 Health Inspection/Permit Fees: Ms. Freese reviewed the process by which the 2024 license and permit fees were calculated, and the process by which they are adopted.
- 2022-2023 Influenza Report: Mr. Klopsch noted that the discussion on the influenza report will be moved to September 26 meeting agenda.

Report from Board Administrator/City Manager: Mr. Klopsch commented on the following items:

- Five Points Intersection: Mr. Klopsch provided an overview of a potential roundabout at the Five Points intersection and presented a video showing bird's-eye and driver views of vehicle and pedestrian traffic flow at various times of the week. He explained that a traffic signal study that began last year identified that a roundabout intersection design was worth studying given the vehicle and pedestrian movements, volumes, and land ownership. The main purpose of this potential project is to slow down vehicles and improve safety at the intersection. Roundabouts have proven to slow down traffic and therefore reduce the number of serious injury crashes. Mr. Klopsch shared that the engineering is sound for the construction of a roundabout at Five Points. The public feedback about the roundabout has been mixed. Mr. Klopsch read a citizen's comment form that was received today that is in favor of the roundabout, but added that there have been a number of comment forms opposing the roundabout. With any new traffic changes, there will be a learning curve before motorists understand how to navigate it. This is particularly true for roundabouts. Construction would likely not take place for several years, which would give people time to get comfortable with the idea of a roundabout.

Dr. Coyne asked how the new roundabout on Mad River Road is working out.

Mr. Klopsch said that he has only heard positive things about the roundabout at the intersection of Mad River and Alex Bell in Washington Township. He also noted that Montgomery County Engineer Paul Gruner, P.E., P.S., and Miami Valley Regional Planning Commission Executive Director Brian Martin are in favor of building a roundabout at the Five Points intersection.

There was a brief discussion on the potential construction timeline, the movement of emergency vehicles, and communication with the immediate neighbors around the Five Points intersection.

- Planning, Zoning, and Property Maintenance: On June 19, Ethan Kroger was promoted to Planning & Zoning Manager. He previously held the position of Code Enforcement Officer.
- November Board Meeting: The November 28 meeting is rescheduled to November 21 due to a meeting conflict with the Budget Review Committee.
- Water Line Breaks: There have been four water line breaks on Far Hills Avenue in the past few weeks, all of which have been successfully repaired. All of the health and safety protocols prescribed by the Ohio Environmental Protection Agency were followed. The city tracks water line breaks annually and is not seeing an uptick in occurrences.
- Gardner Pool: Gardner Pool has had a wonderful season thus far. There has only been one medic call dispatched to the pool this season and it was for a minor incident.

Mayor Duncan asked if there was an update on the infant fatality that was mentioned at the May 23 meeting.

Mr. Klopsch said that he is not aware of the autopsy results, but he will check and follow up with the information.

Old Business: None.

New Business: None.

There being no other business, at 6:24 p.m. Dr. Coyne adjourned the meeting.

Chair

Secretary

Commissioner of Health



Seasonal Influenza Surveillance: Oakwood City Health Department 2022-2023 Season

The **2022-2023** influenza season began on **10/02/2022** and ended on **05/20/2023**. Oakwood City Health Department's influenza-associated hospitalizations (6) were **1.2x higher** compared to the 5-year average (5). Additionally, the percentage of constitutional emergency department visits (ED) was **stable**, while fever + influenza-like-illness (ILI) ED visits were **below** the 5-year average.

Table 1. Influenza Surveillance Indicators, Oakwood City Health Department, 2022-2023

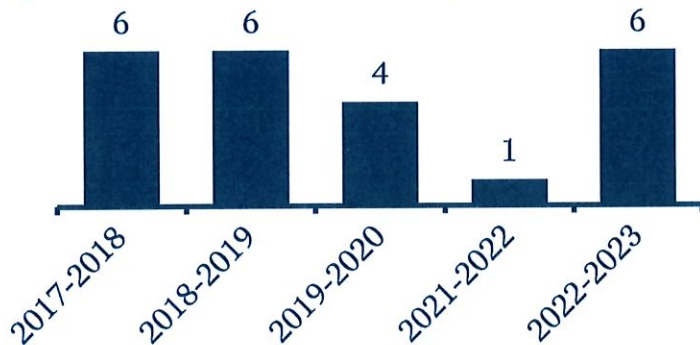
	5 Yr. Average*	2022-2023	% Difference	2022-2023 Season Compared to 5 Year Average
Hospitalizations	5	6	20%	↑
% Constitutional Visits	9.4%	9.4%	0.0%	→
% Fever + ILI Visits	2.3%	2.2%	4.3%	↓

*Note: the 5-year average represents the last five years of normal influenza seasonal data (2017-2022). The 2020-2021 influenza season is omitted due to potential irregularities related to the COVID-19 pandemic. Constitutional syndrome and fever + ILI percentages are of total emergency department visits. Constitutional Syndrome is a group of symptoms that affect an individual's general wellbeing. Representative examples include fever, chills, fatigue, weakness, and weight loss.

ILI – Influenza-like-Illness

Sources: Ohio Disease Reporting System (ODRS); EpiCenter

Figure 1. Influenza-Associated Hospitalizations by Season*, Oakwood City Health Department



During the **2022-2023** influenza season:

- Influenza-associated **hospitalizations** were **higher** than five-year averages for **Oakwood City, Montgomery County, & West Central Ohio**.
- **Ohio** saw a **decrease** in **hospitalizations** compared to the five-year average.

Source: Ohio Disease Reporting System (ODRS)

*Note: the 5-year average represents the last five years of normal influenza seasonal data (2017-2022). The 2020-2021 influenza season is omitted due to potential irregularities related to the COVID-19 pandemic.

Table 2. Influenza-Associated Hospitalizations: Montgomery County, West Central Ohio & Ohio, 2022-2023

	5 Yr. Average*	2022-2023	% Difference	2022-2023 Season Compared to 5 Year Average
Montgomery	719	898	25%	↑
West Central Ohio	1,857	2,018	9%	↑
Ohio	9,985	9,270	7%	↓

*Note: the 5-year average represents the last five years of normal influenza seasonal data (2017-2022). The 2020-2021 influenza season is omitted due to potential irregularities related to the COVID-19 pandemic.

Source: Ohio Disease Reporting System (ODRS)

Sources of Influenza Surveillance Data

Four data sources were examined to help determine the influenza activity level for Oakwood City Health Department.

Emergency Department Visits (EpiCenter): EpiCenter collects emergency department chief complaint data from hospitals and urgent care facilities across Ohio counties in real time and classifies them into symptom and syndrome categories. Chief complaints from the constitutional syndrome category and the fever + ILI symptoms classifier are analyzed for influenza surveillance.

Laboratory Surveillance: Positive laboratory reports are forwarded to local health departments. Generally, specimens are submitted by health care providers or hospitals.

Influenza-associated Hospitalizations (ODRS): Influenza-associated hospitalizations are reported to local health departments for entry into the Ohio Disease Reporting System (ODRS). Hospitalizations can be used as an indicator of the severity of illness during a particular influenza season. This condition became reportable in 2009.

Influenza-associated Pediatric Mortality (ODRS): Influenza-associated pediatric mortalities are reported to local health departments for entry into ODRS. Pediatric deaths can be an indicator of the severity of illness during the influenza season. This condition became reportable in 2005.

For further information or questions, please contact Public Health - Dayton & Montgomery County, Department of Epidemiology at epi@phdmc.org

Completed by PHDMC Department of Epidemiology, on July 20th, 2023

STATEMENT OF PROMULGATION

The Public Health – Dayton & Montgomery County (PHDMC) Emergency Response Plan (ERP) establishes the basis for coordination of PHDMC resources and response to provide public health services during an emergency or disaster. The fundamental assumption is that a significant emergency or disaster may overwhelm the capability of the local government or the healthcare system to carry out operations necessary to save lives and protect public health. Consequently, PHDMC will provide public health assistance throughout Montgomery County.

All PHDMC program areas are directed to implement training efforts and exercise these plans in order to maintain the overall preparedness and response capabilities of the agency. PHDMC will maintain this plan, reviewing it and reauthorizing it at least annually; findings from its utilization in exercises or real incidents will inform updates.

This ERP is hereby adopted, and all PHDMC program areas are directed to implement it. All previous versions of the PHDMC ERP are hereby rescinded.

8-1-23

Jennifer Wentzel

Date

Health Commissioner,
Public Health – Dayton & Montgomery County

8/8/23

Dr. Steve Enseleit, MD

Date

Health Commissioner,
Oakwood – Montgomery County Health District



Dayton & Montgomery County

**OAKWOOD BOARD OF HEALTH
RESOLUTION**

NO. 23-1

TO ADJUST FEES FOR THE LICENSURE OF RETAIL FOOD ESTABLISHMENTS (RFEs) AND FOOD SERVICE OPERATIONS (FSOs), BOTH FIXED AND MOBILE, AS WELL AS SWIMMING POOLS, SPAS, AND VARIOUS BODY ART SERVICES, PURSUANT TO THE APPROPRIATE STATE-MANDATED COST METHODOLOGY.

WHEREAS, the Oakwood Board of Health has heretofore adopted a state-mandated cost methodology for the calculation of licensing fees for Retail Food Establishments (RFEs) and Food Service Operations (FSOs), both fixed and mobile, as provided under Ohio Revised Code Section 3717.07; and

WHEREAS, the Oakwood Board of Health has also adopted a uniform system of fees to pay the costs of other services provided by the Board, including the licensure of Swimming Pools, Spas, and services relating to permanent and/or temporary Tattooing, Body Piercing, Combined Body Art, and Permanent Cosmetics, as provided under Ohio Revised Code Section 3709.09; and

WHEREAS, utilizing the statutory cost methodology where applicable, the City Sanitarian has determined that such licensing fees should be increased for 2024, as shown on the attached Exhibit A; and

WHEREAS, pursuant to Ohio Revised Code Section 3717.25(A), the Board is authorized to establish and collect fees for such licensing services;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF HEALTH OF THE CITY OF OAKWOOD, MONTGOMERY COUNTY, OHIO, THAT:

Section I.

Exhibit A, which sets forth licensing fees for the 2024 licensure year, calculated pursuant to the state-mandated cost methodology where applicable, is hereby incorporated by this reference.

Section II.

The Board hereby adopts and establishes the licensing fees set forth on Exhibit A, to take effect for the 2024 licensure year and to remain in effect until further action by the Board.

Section III.

This resolution shall take effect as of the earliest date permitted by law.

ADOPTED BY THE BOARD OF HEALTH OF THE CITY OF OAKWOOD, MONTGOMERY COUNTY, OHIO, this ____ day of _____, 2023.

David Denka, D.O., Chair
Oakwood Board of Health

ATTEST:

Secretary

TO THE SECRETARY:

Please publish in a newspaper of general circulation within the Oakwood Health District, such publication to be made once a week for two (2) consecutive weeks.

City Law Director

City of Oakwood Health Department 2024 Proposed Fee Schedule Changes

Food Protection	2023 Current Local Fees	2024 Proposed Fees	State Fee	
Commercial Food				
Risk FSO & RFE < 25,000 ft ²	Level 1	\$95.00	\$110.00	\$28.00 16.00%
	Level 2	\$105.00	\$124.00	\$28.00 18.00%
	Level 3	\$210.00	\$236.00	\$28.00 12.00%
	Level 4	\$270.00	\$299.00	\$28.00 11.00%
≥25,000 ft ²	Level 1	\$140.00	\$158.00	\$28.00 13.00%
	Level 2	\$145.00	\$167.00	\$28.00 15.00%
	Level 3	\$540.00	\$589.00	\$28.00 9.00%
	Level 4	\$570.00	\$624.00	\$28.00 9.00%
Non-commercial Food				
Risk FSO & RFE <25,000 ft ²	Level 1	\$47.50	\$55.00	\$14.00 16.00%
	Level 2	\$52.50	\$62.00	\$14.00 18.00%
	Level 3	\$105.00	\$118.00	\$14.00 12.00%
	Level 4	\$135.00	\$149.50	\$14.00 11.00%
≥25,000 ft ²	Level 1	\$70.00	\$79.00	\$14.00 13.00%
	Level 2	\$72.50	\$83.50	\$14.00 15.00%
	Level 3	\$270.00	\$294.50	\$14.00 9.00%
	Level 4	\$285.00	\$312.00	\$14.00 9.00%
Mobile Food		\$42.00	\$30.00	\$28.00 -29%
Vending Food		\$0.00	\$16.04	\$6.00
Temporary Food (fee per event)	Commercial	\$30.00	\$35.00	\$0.00 17.00%
	Non-Commercial	\$15.00	\$17.50	\$0.00 17.00%
Swimming Pools		\$170.00	\$170.00	\$80.00 0.00%
Spa		\$170.00	\$170.00	\$80.00 0.00%
Special Use		\$170.00	\$170.00	\$80.00 0.00%
each additional unit		\$85.00	\$85.00	\$55.00 0.00%
Tattoo		\$50.00	\$24.95	\$0.00 -50.00%
Body Piercing		\$50.00	\$24.95	\$0.00 -50.00%
Combined Body Art		\$50.00	\$24.95	\$0.00 -50.00%
Temporary Tattoo/ Perm Cosmetic/ Piercing		\$25.00	\$25.00	\$0.00 100%

8/1/2023 CMF/MT

Teens in court face judges who are Oakwood High School students

1st-time offenders can avoid Montgomery County Juvenile Court.

By Nick Blizzard
Staff Writer

Oakwood has a teen court in which qualifying juvenile offenders are judged by high school students.

The diversionary program allows first-time offenders who

are minors and fit the criteria – regardless of where they live – to avoid Montgomery County Juvenile Court and a possible criminal record.

“If the offense is committed in Oakwood and you are a teenager and you otherwise meet the criteria, you will be directed to teen court with one big condition: You have to admit that you did it,” court adviser Chris Conard told Oakwood City Council this week.

“If you want to deny it, you’re

going downtown” to juvenile court, he added.

Aside from admitting guilt, the young defendants must have committed a nonviolent crime, Conard said. Typically, these offenses involve less than \$1,000 in property damage or are minor traffic violations, by far the most common cases the teen court hears, he added.

The Oakwood program started in 1963 and is sanctioned by the county’s juvenile court, records

show.

More than 30 years later, there were 78 youth courts nationwide, according to the U.S. Office of Juvenile Justice and Delinquency Prevention. Today, more than 1,400 exist.

“I believe the experience deters future offenses and allows young people to learn valuable life experiences without the fear of a life-long impact for conduct that is the

Teen court continued on B2

Teen court

continued from B1

due to youthful indiscretion and poor judgment,” Conard told the Dayton Daily News.

“Teen courts give teenagers a chance to learn important life lessons before they become adults,” he added.

All teen court records are confidential, according to county documents.

This is the first year the court compiled an annual summary of cases, Oakwood Safety Director Alan Hill said.

Of the four cases eligible in the 2022-23 school year, two took part in the diversion program, and two others opted out and were referred to juvenile court, records show.

A satellite juvenile court operates in Miamisburg through a partnership with the city, the Miami Twp. Police Dept., and the Miamisburg, Valley View and the West Carrollton school districts, county spokeswoman Erika Mattingly said.

That program, which started in 1995, is also diversionary, but the cases are heard by Magistrate Katie Lenski, according to county juvenile court Administrator Eric Shafer.

Officials “in that area wanted to provide local resources for low-risk, first-time offenders and came together to develop the process,” Shafer said in an email.

“The juvenile court works closely with the staff to monitor cases and (is) working to

develop needed resources,” he added, noting that the program is locally funded.

Franklin County’s teen court is similar to Oakwood’s in that first-time offenders are judged by their peers, according to records.

“The youthful offender becomes better equipped to make better life choices, change negative behaviors and leads to the enhancement of public safety,” Franklin County’s website states.

In Oakwood, minors may be referred to teen court along with at least one parent or guardian, according to the city.

Eligible cases include misdemeanor traffic offenses that do not involve impaired driving, those within the

\$1,000 property damage threshold and offenses that do not involve possession of weapons, drugs or drug paraphernalia, Oakwood records show.

Sentences can vary from work projects, restitution, license suspension or other sanctions, city records state.

Oakwood High School juniors and seniors are eligible to be judges who serve one-year terms, Conard said. Candidates must apply and are picked in a competitive process, he added.

Commonly, 10-12 judges serve, but due to scheduling conflicts usually five to seven hear cases, Conard said.

“Deliberations are lively, thoughtful discussions that lead to fair punishment,” he added.

MEMORANDUM

TO: PLANNING COMMISSION MEMBERS
FROM: ETHAN KROGER
SUBJECT: CANCELLATION OF OCTOBER 4 MEETING
DATE: SEPTEMBER 22, 2023

The Planning Commission meeting on Wednesday, October 4, 2023 has been cancelled due to a lack of agenda items. The next regularly scheduled meeting is at 4:30 p.m. on Wednesday, November 1, 2023.

EK:ls

c: Members of City Council
Norbert Klopsch, City Manager
Robert Jacques, Law Director