

**OKLAHOMA ADVANCED MOBILITY  
ADVISORY COUNCIL MEETING MINUTES**

February 15, 2024

**CALL TO ORDER:** Mr. Schwennesen called the meeting to order at 2:04 pm

*Mr. Schwennesen introduced and welcomed our newest Council Member, Jennifer Hankins.*

**ROLL CALL:**           **Present:** Jared Schwennesen for Tim Gatz  
Grayson Ardies  
Amy Loftis-Walton (*Came in late*)  
Miranda Adams for Steve Fendley  
James Grimsley  
Jennifer Hankins

**Absent:** Jamey Jacob  
Garry Ambrose  
Hopper Smith  
Tyler Moore  
Jennifer McGrail

**ITEM PRESENTED BY ACTING CHAIR - Mr. Schwennesen**

**Approval of Minutes from the October 19, 2023 and January 18, 2024 Meetings.**

*Approval of Minutes was deferred to next month due to a lack of quorum.*

**UAS/AAM MOBILITY STRATEGIC PLANNING UPDATE – Ms. Thea Ewing**

Ms. Ewing, Project Management Director for HNTB, updated us on where we are with the Oklahoma Advanced Mobility Strategy Action Plan. Last month, she shared policy recommendations that we were moving forward with. It was important to move ahead because we were working on some “Action Agendas” for the legislative session to ensure that ODOT and ODAA were prepared for conversations with them.

She presented a slideshow of “The BluePrint for Oklahoma’s Advanced Mobility Success” in the State of Oklahoma. We aren’t sure this is right, but we have been working with several stakeholders and ODAA to get it to where it best represents the state's assets. We did talk to some people earlier today who had a couple of edits.

The “Action Agenda” is for them to have a very high level of guidance on legislative and administrative objectives over the next 3 years based on comments from the stakeholder interviews. She asked that we look at these to ensure they are lining up, but remember they are broad and all overarching. So, they will not be super specific to one technology over another, but they will allow you a lot of freedom to have multiple supportive and specific conversations. They are here to prepare, establish, invest, and utilize 2024 as the year to prepare the industry and increase some of those benefits and educational opportunities. Then, establish yourself as a leader and establish Oklahoma as a place where businesses want to come. Once that happens, make those investments and try to leverage assets you have in infrastructure and people like AMC. Truly, one of the most important things in this “Action Agenda” for this group is that we are making recommendations that you be a body that makes decisions on projects. So, we definitely want to hear your thoughts on that as we move to the next process of developing the overarching document.

The "Air Action Agenda" provides a little more information; we produced this with the guidance of ODAA. It is a little longer, but many of the overarching themes are the same, which helps to join the story of air mobility and advanced mobility in the State of Oklahoma. One of the unique differences is that we are looking at locations by region for vertiports. We used the Department of Commerce's region map, which is more recognizable in the state from our work with NEXA, in which we could determine by region how many vertiports would be in each region. Many of these numbers came from NEXA's Economic Analysis, please let us know if you have any questions on these amounts. After these numbers go out, we want to be able to explain and work with them to make sure that this is the most complete set of numbers. We put a quote in there from Dr. Grimsley, and there are 5 other locations in this document for quotes from leaders. We know that having some of our key leaders say something about their feelings about what's happening here is important since you all are so well respected. We added a map page without the ground assets on it, but GIS was the base with a graphic presentation. It may not be exactly right, so if you see something, especially Dr. Grimsley or Dr. Jacobs, please let us know so we can correct it. She stated she was just excited to be at a point where we can actually have this conversation because we can't even get the feedback until it comes alive on the page. It's good to be at this place where we can really chart this out. There's definitely some more space to add a couple more things on this airside, but she also wants to do a combined map that looks great and sell this as a holistic advanced mobility state.

*Dr. Grimsley said he could add some things, but he would contact her after the meeting and send her some data.*

In the last "Action Agenda," we boiled things down to some very specific requests of the Legislature to make this very easy. The combined agenda contains nearly the same information.

She ended with comments on where we're at with the Advanced Mobility Strategy. We plan to have an over-the-shoulder review with the staff on February 29<sup>th</sup>. We are looking forward to getting to that point. We've had lots of copy flow through because of getting ready for these short versions. But there is just a ton of material to organize at this point to get it in the right shape for the client yourself. Then, we feel we'll be ready to have a first review by March 14<sup>th</sup>. Can't say that every single graphic would be in the right place by that point. But I think all the text will be along the lines of where we want to be, and then we should be wrapping things up around the end of March with a second review. The goal is by the end of March; we would really appreciate if everybody on each committee has taken a look at this, at least through one of those review processes, because then that last month is honestly just a back-and-forth to refine those fine things, because these documents I just showed you parts of pieces of only like 8-12 pages we should end with somewhere around 60, so there's gonna be a lot more back and forth at that point on just little points of interest. So we want to make sure there's a really good review process at that point, and that's it. I'd say the only other thing it'll say is on the action agendas themselves. I know with the version that Jared, Tom, and Doug have, we know they've been sent out in some cases, and others they may not have been. We are under a pretty tight line to get some edits back in now. So if you're on the air side, and since it's longer, by next Wednesday.

*A lot of discussion was held about the presentation.*

### **EMERGING AVIATION SUBCOMMITTEE UPDATE – Mr. Doug Wood**

Mr. Wood said they have not met since last month's Advanced Mobility Meeting. We have forwarded these documents to our subcommittee for review by the participants. I know the Choctaw Nation and our Department are on their subcommittee, so they should have those to review and make plenty of notes on. We are hoping to have those comments back from the subcommittee members. I sent a reminder email to everyone to have those back to me by tomorrow, so I hope to have those sent to HNTB soon.

## **AUTONOMOUS VEHICLE WORKING GROUP UPDATE – Mr. Tom Robins**

Mr. Robins gave an update on the Autonomous Vehicle Working Group. Last month, we participated in a virtual national “Fireside Chat” on how Amazon is “Redefining Transportation” hosted by PAVE. As you know, Amazon is redefining transportation, and what we seek out, obviously, there are billions of dollars being invested to improve safety. Safety is the overall goal, of course, for an overwhelming organization like that, which would be to be able to manage its supply chain and move towards modernization. Interestingly enough, this is where I’m glad we have a group that has a broader participation. Amy, for example, has participation from Commerce and others. California again wants to ban trucks without drivers, so to give it just a short little background, Governor Gavin Newsom vetoed a bill that was overwhelmingly passed last year. If the bill had been successfully passed, it would have required a driver in any vehicle over 10,000 pounds. Last month, we discovered that this bill had been reintroduced, and they had a big rally to support it. The labor unions and trucking companies that are trying to put the brakes on this are concerned about safety issues and drivers losing their jobs. The reason I brought this up is we've always felt like our geographic location is one of our largest opportunities, and it would be interesting to gauge our commerce to see if there is anybody who pitched a tent in California because of the framework of where they have a hostile legislature and the Governor who is barely able to hold on to a veto. However, there might be some economic opportunity that they will continue looking at around the Dallas Fort Worth area, which would benefit our state. So you have the largest infrastructure, the Organization Company Amazon, investing billions, and then you have a home state that is fostered along that shows more from a policy standpoint, which might create an opportunity for states like Texas and ours. So, we need to be able to take advantage of it by putting that out there in conversations with our legislature. The mayor needs to talk with them and put this on their radar to let people know the competitive advantage we have built around policy. The federal side still struggles with the supply chain. Specifically on how to deliver goods to people with disabilities. So UDOT this last month outlined and focused on safety and development transformation. This tells me that the states will continue taking the lead and laboratory of it. Some states will turn away from some of those economic events, so potentially, we will try and collaborate with the right folks and let them know we are available.

### **OPEN DISCUSSION**

Discussion was held about changing our meetings to quarterly or bi-monthly and to 1 hour or maybe 1 ½ hours. Andreas will send out a Doodle poll to get everyone’s opinion, and we will vote on that at the next meeting.

Dr. Grimsley said our Mike Monroney Aeronautical Center is under a political attack. We need to contact our congress and provide any political support we can. The Aeronautical Center is very successful.

Director Ardies said I know the Congressional delegation is fighting tooth and nail. There are things that the Congressional allegations can do. Then there are things that just the administration of FAA will tear apart, particularly the Training Academy of the Monroney Center, and that’s the struggle. You’ve probably seen some of the news articles about the lack of air traffic controllers causing flight delays, and it’s all the academy’s fault because they can’t get enough controllers. You know that the FAA has been at fault for the last 5-10 years. Now, they are looking for a fall guy, which happens to be the FAA Monroney Center. It’s unfortunate that Oklahoma is being pointed at, but that’s the nature of politics. There is a Federal delegation trying to help. There’s a state legislation that’s trying to go through that is at least trying to make it seem like the State’s helping with tax credits and tax incentives. Dr. Grimsley said that we must contact our legislature to support the Monroney Center. The group expressed an interest in touring the Monroney Center so we could better understand what it offers and does.

Director Ardies said it’s been a busy couple of weeks at the Capitol and will be grateful when the next 2 weeks are completed and done; lots of legislation is being thrown around out there, but we haven’t seen too many stumbling blocks yet.

## **CLOSING REMARKS**

Mr. Schwennesen thanked everyone for attending and stated that since we don't have a quorum, we won't take an adjournment motion, but the next meeting will be held on March 21<sup>st</sup> @ 2:00 pm.

**The meeting adjourned at 2:53 pm.**

Approval of Minutes:



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Jared Schwennesen – Acting Chairman