

**OKLAHOMA ADVANCED MOBILITY  
ADVISORY COUNCIL MEETING MINUTES**

**September 18, 2024**

**CALL TO ORDER:** Mr. Schwennesen called the meeting to order at 2:01 pm

**ROLL CALL:**       **Present:**   Jared Schwennesen for Tim Gatz  
  Grayson Ardies  
  Amy Loftis-Walton  
  Maynard Factor for Steve Fendley  
  Jamey Jacob  
  Jennifer McGrail  
  Tim Bunson for Hopper Smith

**Absent:**   James Grimsley  
  Garry Ambrose  
  Tyler Moore  
  Jennifer Hankins

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

**Approval of Minutes from June 20, 2024 Meeting**

ACTION: Walton moved, and Bunson seconded that the Minutes be approved as presented.

MOTION: Carried by the following vote:

AYES: Schwennesen, Jacob, Ardies, Fendley, Walton, McGrail, and Bunson

ABSTAIN: None

ABSENT: Grimsley, Moore, Hankins, and Ambrose

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

Ms. Ewing, Project Management Director for HNTB presented the completed Oklahoma Advanced Mobility Strategy Plan that will be introduced on Monday, September 24<sup>th</sup> at 1:00 at the Capitol. She said hopefully, this is the exact tool that you will need to advance your policies here in Oklahoma. She said in talking to stakeholders, three words kept coming up, "Prepare, Establish, and Invest." Certainly, many of these types of plans do end up having that same overarching theme in the history of the transportation network for the state. But to apply the prepared established investments against your history to, in fact, show that it's a proven method that has gotten you on your way with transportation in the past. So as far as your world-class support of the national aviation defense industry, building out your ground mobility network, how that evolved over time, and how you have branched into advanced air and ground mobility. So, you can plainly see that this is the way to get things done here, "Prepare, Establish, and Invest." Things she highlighted and suggested we really look at closely were:

- The entire workforce training programs;
- The legislative framework, which list all the various bills & laws that passed supporting the industry;
- The economic future for the State of Oklahoma & how many job will be created in this space;
- The 20-page list of proven cases that use unmanned aircraft systems, i.e., drones, that help various industries do their jobs;
- The facts, figures, maps, pictures that show some of the different technologies in use;
- The section listed policy and investment recommendations.
- If dedicated funding does come into play have the Council oversee and infrastructure, investment prioritization program;

- Having that portfolio of shovel-ready opportunities. As you hear of funding opportunities, the Council can let them know where that money would be used for, i.e., moving projects forward or just helping the industry. That's one of the main reasons that the Council was created was to come up with ideas and how we could use the money to make it happen.

We want an opportunity to make investments and flesh out a vertiport network in Oklahoma. What that would look like is upgrading or constructing 30 vertiport sites and supporting that with a centralized command that would have at least six regional posts, for a total of \$194 million dollars out to the year 2045, with investments in 5-year increments of under \$50 million dollars.

*Mr. Ardies stated that I think the graph looks pretty good and pointed out this is over the next 20-year time period. This is not entirely a state lift, it's a combination of lifts from various sources. So that's one of the things I'll mention in my remarks next week when we present this plan at the Capitol. We are excited to see how this, you know, plays out over the next 20-plus years, and I know everyone else is excited as well, as we have talked about the industry at some of the events that we've had lately. Hopefully, we'll have a good crowd next week.*

Ms. Ewing mentioned an \$83 million investment already being planned in Oklahoma with the national electric vehicle, infrastructure funds, and deployments associated with that. So, I feel like that coincides well with this already. Remember this: as you leave the meeting, there is \$194 million on the air side and \$1.4 billion dollars on the roadside out to the year 2045.

You are now at the stage where you are maximizing your return on investment. This is tightening up around the strategy and coming up with ways to move these things forward. Rep. Miller has a proposal for an interim study. For that discussion, it goes around along with a map in the plan. We know that Texas is getting ready to start the Texas Triangle Study which is looking at multi-mobility. I know that because I work on a Team that is working on it. This is just like the front door to that conversation. In that interim study language, she talks about that very relevant, really on top of the pulse of what's happening here. You guys haven't missed a beat as to what's happening around you in the field, and I think that's awesome that you're taking the next step.

We are just excited to see what Oklahoma does next. You have a great group of stakeholders who really know how to do these things independently and also communicate them together. When it all comes together, the way that you'll do it, I feel like you have a real chance to get a hold of this industry.

### **EMERGING AVIATION SUBCOMMITTEE UPDATE – Grayson Ardies**

Mr. Ardies said he had nothing to report since they had not had another meeting since the last AAMC meeting last month. There have been some discussions of what we do next because the original subcommittee was designed to help be the subject matter experts for this strategic plan. So, how do we reinvent and reinvigorate the subcommittee to move forward? And what is the strategic direction of that subcommittee?

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

Since we last met, the autonomous vehicle group partnered with the Oklahoma Safety Office to have autonomous vehicles and freight as a breakout, educating law enforcement partners on autonomous vehicles. The numbers came out for 2022, so the estimated total cost to us for crashes is \$340 billion dollars. So, it's not just the economic gain; it's the trying to take some pressure off of just the actual dollars spent regarding the crashes. The number of fatalities between 2022 and 2020 was 10%, but the fatalities slightly dropped. Almost unmeasurable in a slight dip last year, and fatalities.

But where the headwinds are, even if it's leveling out in a car situation, pedestrian fatalities are now up 13% and at the highest recorded levels in modern transportation history. So as more people use various forms of mobility, from walking to electric-propelled scooters and whatnot, they mix in their digitally drunk behaviors that are provided for us.

There's an increase in the number of AV technologies working in tandem, and we've leveled out a little bit on the car stuff, but the pedestrians mixing in there—we're still kind of in the heart of the crisis, of how we save you. That has a real cost in dollars, injuries, and fatalities.

### **OPEN DISCUSSION**

Jared reminded everyone about the Oklahoma Advanced Mobility Strategy Release on Tuesday, September 24<sup>th</sup>, at 1:00 p.m. in the Capitol's 4th Floor Rotunda. Many of us will speak about this plan, have a media release, and really get this out to the legislators so we can start moving forward.

Ms. Walton remarked that our friends at Kodiak are running truck routes in the Permian basin. They're taking their sand trucks to and from autonomously, so they're driverless, completely driverless, which I think is fantastic in terms of their advancements. As you're likely aware, 49 % of fatality crashes are in the oil field. It's about half if you take out the major incidents where you have multiple fatalities from well blowouts or something like that; it dominates the numbers on a regular basis. So yeah, I think this is pretty good, excellent!

### **CLOSING REMARKS**

Mr. Schwennesen thanked everyone for attending; and said the next meeting will be held on October 17 @ 2:00 pm.

### **ADJOURNMENT MOTION**

ACTION: Ardies moved, and Walton seconded that the Meeting be adjourned.

MOTION: Carried by the following vote:

AYES: Schwennesen, Jacob, Ardies, Fendley, Walton, McGrail, and Bunson

NAYES: None

ABSENT: Grimsley, Moore, Hankins, and Ambrose

**The meeting adjourned at 2:43 pm**

Approval of Minutes:



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Jared Schwennesen – Acting Chairman