

**OKLAHOMA ADVANCED MOBILITY ADVISORY
COUNCIL MEETING MINUTES
December 19, 2024**

CALL TO ORDER: Mr. Schwennesen called the meeting to order at 2:02 pm

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

Absent: Jennifer McGrail
 Garry Ambrose
 Tyler Moore

ITEM PRESENTED BY ACTING CHAIR – Mr. Schwennesen

Approval of Minutes from September 18, 2024 Meeting

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

MOTION: Carried by the following vote:

AYES: Schwennesen, Jacob, Ardies, Fendley, Walton, Grimsley, Hankins and Bunson

ABSTAIN: None

ABSENT: McGrail, Moore, and Ambrose

EMERGING AVIATION SUBCOMMITTEE UPDATE – Mr. Woods

Mr. Wood commented that the Subcommittee has completed its work with the completion of the Advanced Ability Strategic Plan. We had a number of conversations about where that group would go, and we are probably looking at disbanding it officially and then perhaps reformulating it with a new mission and perhaps some new members.

AUTONOMOUS VEHICLE WORKING GROUP UPDATE – Mr. Robins

I have three points to consider: 1) looking ahead to the 2025 National Policy Outlook, 2) how our adoption of autonomous vehicles is actually being taken by the market, and 3) safety.

So, the 1st point will be from a national standpoint. There's a kind of favorability for former Congressman from Minnesota who was selected for the Transportation Secretary he is a better balance and fit for technology; his initial comments to US Senators, as far as the Confirmation Hearing, 1) we see that being one of the confirmations that's going to happen. 2) he talked about, and I think, will provide a better sort of balance between labor unions, which Trump can still be favorable to. But I'm saying, as far as the amount that they're going to be able to save lives? I think what's going to happen is Elon Musk's outside influence in the current administration and what that'll mean in particular, for autonomous vehicle technology and adoption. It's believed that he'll be the one driving that conversation, not the actual Secretary of Transportation, at least for the short term.

Number 2) I always find it interesting because Futurists tend to overestimate or have a little bit of confidence in how technology will be adopted. Goldman Sachs just came out and revised their outlook as far as autonomous vehicle adoption and revised their numbers. In 2013, they predicted that 10% of global new car sales would be at a level of free vehicle of self-driving cars. As they define it, that means they would let drivers take their eyes off the road, their hands off the wheel, and select a situation. Their forecast now is only 12%, so they're being a little bit more conservative with fully autonomous numbers. What will continue to expand, and what they've actually increased is the level 2 autonomy that provides significant driver assist, but not full autonomy and safety tools. They have brought that from 20% to 30% of the market. The other is actually pretty exciting because it's what we've always said, but we haven't been able to articulate whether autonomous vehicle technology has a positive impact on both injuries and fatalities, but then also on the insurance market. So Waymo just came out with a comprehensive study as far as insurance claims, and it's based on just over 25 million fully autonomous miles vehicles traveled. So, they found they had an 88% reduction in property damage claims and a 92% reduction in bodily injury claims. So, across the 25-million-mile study that they were involved with, there were 9 property damage claims and 2 bodily injury claims. The average for humans driving a similar distance, you would have expected 78 property damage claims and 26 bodily injury claims. So, the autonomous definitely outperformed as far as what an average human would do. They're utilizing this study for autonomous emergency braking, lane assist, and blind spot detection. So, even compared with a human group that had those things, the damage claim showed an 86% reduction in property damage and a 90% reduction in bodily injury claims. So that's kind of the 1st comprehensive study with that significant of a data set. So, the prediction is that ultimately, autonomous vehicle technology where the human consumer will stay at level 2, maybe level 3. The fully autonomous more level 3 will be at the fleet level, predominantly driven by the taxis, and then also by the freight deal. So that's kind of a cool snapshot. We've always been talking about safety and what it might mean, but it's actually cool to be able to see it. And of course, just being more conservative and then see how Elon Musk does. So those are kind of the 3 Pillars, and we'll pick up in 2025 with our working group to see what they want and go chat with Representative Nicole Miller as far as maybe some priorities and questions she may have as far as those 3 things that we're seeing in the autonomous vehicle world.

Maynard Factor asked how the autonomous truck-mounted attenuator program we are using in maintenance is going.

Jared Schwennesen said he hasn't heard, but will find out and report back to everyone next month.

Discussion of Market Survey/Request for Information for the Center for Advanced Aviation Technologies – Mr. Ardies/Mr. Wood

Mr. Ardies referred back to an email he sent the Committee Council Members the week of Thanksgiving about the FAA requesting information for a market survey for the Center for Advanced Aviation Technologies. This was a section from the FAA Reauthorization Bill that essentially directed the FAA to, no later than the end of FY 26, establish a Center for Advanced Aviation Technologies for testing, research, and operational activities. In going through some of the negotiations of the FAA Reauthorization Bill, this is a pretty exciting topic, as most UAS AAM activities coming out of the FAA, whether test sites or beyond, as I know, James Grimsley will tell you, have been without funding. This one looks like it is authorizing funding, obviously to be seen on the appropriation side. So, we've been looking to try and gather a statewide coalition to make a response on this RFI. This would be similar to what the State did back in 2012-2013 when the FAA asked for one of the 6 FAA test site applications as a part of the 2012 FAA Reauthorization Bill. I love the attendance today, 25! Doug has been trying to put this together because, of course, the FAA would choose to submit this RFI over the holidays and make it due on January 6th. For those who have worked with the FAA, this isn't the first time they've done something like this. But at the end of the day, I think we can support it, and I hope that we have the best case for landing this Center for the State of Oklahoma and our goals to make us the center for the UAS and AAM Universe for the United States.

Mr. Wood said over the last 2 weeks, he had reached out to a number of stakeholders throughout the State that have been specifically working in this area successfully since the beginning of 2000. I invited many of them to attend today's meeting so that they could hear the discussion and see the commitment that we have to get this done. So, the RFI is very specific in terms of 2 specific areas, one developing a laboratory for Advanced Air Mobility here within the State, which we interpret to be a facility with laboratory, administrative, and research spaces not necessarily constrained to one facility. Perhaps with satellites throughout the State in specific expertise areas. Then the 2nd portion is airspace corridors and testing areas, which obviously we already have a number of and have successfully gotten waivers, authorizations, and things from the FAA for those. So those are the 2 areas that the RFI covers. We want to keep this a short document as we are limited to about 10 pages for the official portion and then as many certificates of compliance or information about each specific site as we want to attach. We've got basically 10 stakeholders that are working within their areas of responsibility to bring in additional information. So here in Oklahoma City, we have the Oklahoma City Chamber and Innovation District, in Tulsa, the Tulsa Regional Chamber, DIA and all of their partners, 5 universities working in Advanced Air Mobility or cybersecurity, which are OU, OSU, TU, SWOSU, Rose State and then our 2 leading Indian Nations, the Choctaw Nation and Osage Nation Skyway 36. ODAA will be the lead on the application for the State and everyone else being partnered with that. Then, under our purview, we will include those state entities, such as OSIDA and the Oklahoma National Guard, as well as any others that may fit. One of the things that the FAA did was redefine Advanced Air Mobility, which essentially eliminates the small UAS portion for this particular RFI, and it defines that as regional or urban air mobility. Essentially, a passenger or freight vehicle between 2 different points, regional being any 2 points, urban being any 2 points within a city or between 2 cities and there's a weight limit that has to be the maximum gross weight above 1,320 pounds, so that eliminates any of the small UAS and strictly starts working those larger freight type aircraft. So that's a real quick outline of what's required from the RFI. We had a discussion this morning to figure out how we're going to organize this response and how we're going to best present our case to the FAA that Oklahoma meets every single qualification in the document. There are a number of other States that are putting in responses, as well as multiple entities going together in multiple states going together to submit responses. But we think we have the most qualifications, and we obviously have a lot of things that other States don't have.

There was a lengthy discussion on helping Doug complete this ROI, lots of suggestions, and just overall a very good conversation. Grayson agreed to draft a letter to our Congressional Delegation and have the Council Members sign it to show that we are unified in this endeavor.

Advanced Mobility Strategic Plan Discussion - Council Members

<https://oklahoma.gov/aerospace/advanced-air-mobility/advanced-air-mobility-strategy.htm>

Mr. Grimsley asked what efforts have been made to brief the Legislators since the release of the Strategic Plan.

Mr. Ardies said many lawmakers have reached out, and to date, we have briefed 30-35 members individually. The response has been great, and they are interested in continued investment. I think the State is excited about the opportunities that AAM and UAS offer, especially with all the Tulsa Build Back Better, Tech Hub Awards, Choctaw Nation, and Osage Nation activities, Western Oklahoma Fiesta, Burns Flat activities. I think I think they see it as an opportunity to bring a new industry forward. I would say, if we have ideas beyond what we've already invested in as a State in the \$9 million, I think it's time to bring those ideas forward.

There was much discussion about this subject, and some great ideas were suggested. Doug dropped this link: <https://aamrealityindex.com/>. It tracks several metrics about the companies it is funding, where they are in their certification process, and ranks them in terms of who may be more successful than others. Three American companies are in the Top five: Beta Technologies, Joby, and Archer.

OPEN DISCUSSION

Jared said we are meeting about quarterly right now. We have talked about going bi-monthly, what are your thoughts on this.

Mr. Grimsley suggested we wait before we make a decision on this until after the first of the year. Everyone was in agreement with that.

CLOSING REMARKS

Mr. Schwennesen thanked everyone for attending and said the next meeting will be held on January 18, 2025, at 2:00 p.m.

ADJOURNMENT MOTION

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

MOTION: Carried by the following vote:

AYES: Schwennesen, Jacob, Ardies, Fendley, Walton, Grimsley, Hankins, and Bunson

NAYES: None

ABSENT: McGrail, Moore, and Ambrose

The meeting adjourned at 3:18 pm

Approval of Minutes:



Jared Schwennesen – Acting Chairman