

Summary Report on ITEP's Tribal Listening Sessions on Clean Transportation

April 2023

Institute for Tribal Environmental Professionals (ITEP)
Tribal Clean Transportation Program (TCTP)



Acknowledgments

We want to express our sincere gratitude to all the individuals and organizations who made the Tribal Clean Transportation Listening Sessions a success. First and foremost, we thank the Tribal leaders, Tribal members, and community representatives who graciously offered their time and insights during these sessions. Their willingness to share their knowledge and experience was critical to the success of this effort, and we are deeply grateful for their contributions. Your thoughtful input and feedback helped to shape the discussion and will inform our efforts moving forward. We want to acknowledge the dedicated National Renewable Energy Laboratory staff including Darylann Aragon who provided technical expertise and logistical support throughout the planning and execution of these listening sessions. We appreciate their partnership and commitment to advancing Tribal clean transportation solutions.

In addition, we thank the many individuals and organizations who helped promote these listening sessions and encouraged participation from Tribal communities. Your support was instrumental in reaching a diverse and engaged audience. Finally, we would like to acknowledge the hard work and dedication of the entire planning team, including event organizers, moderators, note-takers, and support staff whose tireless efforts made these listening sessions successful. Your contributions will inform and inspire our work as we strive to create a more sustainable and equitable future for all.

Report Authors:

Andy Bessler, ITEP Program Manager: Andy.Bessler@nau.edu

Ryan Tsingine ITEP Research Associate: Ryan.Tsingine@nau.edu

Website: <http://www7.nau.edu/itep/main/tribalcleantransportation/>

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*EV Charging Station at the Muscogee Creek Nation’s Tribal Headquarters, Tulsa, Oklahoma.
Photo by Andy Bessler*

Executive Summary

In early 2023, The Institute for Tribal Environmental Professionals (ITEP) developed and introduced a new initiative called the Tribal Clean Transportation Program (TCTP). The goal of the new program is to help Tribal communities navigate and lead the clean transportation transition happening across the nation. One of the program's initial activities was to host a series of listening sessions through a collaboration with the National Renewable Energy Laboratory (NREL). There were four virtual sessions conducted on February 1st, 8th, 15th, and 22nd, 2023; scheduled at 3 pm Eastern time for an hour, and the virtual platform was Zoom. For the sessions, there were a total of 134 participants including Tribal, Federal, and Non-Governmental Organizations representatives from around the country including Alaska Native Villages. Each session was recorded and posted on the [program's website](#) for transparency. The agenda for each listening session remained the same and participants were asked three questions, and an additional 12-question multiple choice poll was launched during each session that attendees were encouraged to answer.

The purpose of the listening sessions was to allow Tribal members, staff, and representatives from various backgrounds and organizations from around the country to share their voices, experiences, and knowledge on clean transportation and its challenges as well as provide input to guide the development of the TCTP. The answers to the three questions asked of participants were recorded, transcribed, and grouped into eleven focused areas listed in the results section of this report. The report concludes with specific programmatic steps that will be taken to address what was heard during the listening sessions.

Background

Tribal communities face unique challenges in addressing climate change impacts and accessing clean transportation options that would potentially help reduce greenhouse gas emissions (GHGs) that contribute to climate change. These challenges include the lack of existing infrastructure in part due to their remote locations, historic inequities, and limited financial resources. Despite these challenges, Tribes are working to implement innovative solutions such as transitioning

governmental fleets and personal vehicles from internal combustion engines (ICEs) to electric vehicles and generating cleaner sources of energy from solar and wind power. These technologies can help reduce emissions and lower transportation costs, while also providing reliable transportation options for Tribal members.

In accessing these technologies, Tribal communities are also exploring the development of transportation infrastructure such as charging stations for electric vehicles, planning for bike and pedestrian trails, and public transit. These efforts can help to create a more sustainable and accessible transportation system for Tribal communities. While Tribal communities face unique challenges in accessing clean transportation options, Tribes are working on mobility solutions for their communities through innovation and collaboration. Many Tribal communities are becoming aware that transitioning to clean transportation options can improve the well-being of their members, while also protecting the environment for future generations.

The work of ITEP’s new TCTP centers around the Justice, Equity, Diversity, and Inclusion (JEDI) model with Tribes using the following three goals:

Table 1: ITEP’s Tribal Clean Transportation Program Goals.

Goal 1	Engagement	To engage, listen and understand the major challenges that Tribes face to achieve a just transition to clean transportation technologies for Tribal communities.
Goal 2	Deployment	To successfully support the implementation of Tribal clean transportation projects to inspire Tribes to scale deployment of clean transportation across all Tribal lands.
Goal 3	Policy	To provide policy support for Tribes to advance clean transportation issues locally and nationally through a JEDI lens.

ITEP’s work will ensure the three goals are met and respond to the true needs of Tribal communities to help in this clean transportation transition and to hear directly from Tribal voices. The goals of the sessions were to determine how best to support Tribes as they explore the path to a successful clean transportation transition and to inform the development of the new TCTP.

NREL’s participation was welcomed to ensure that Tribes who were interested in securing immediate assistance could learn about its existing services for Tribes that offer 25 hours of free technical assistance on clean transportation implementation as well as learning about the other resources NREL has to offer Tribes across the country. This report summarizes the methods, results, conclusions, and next steps from the four listening sessions facilitated by ITEP, as well as provides a summary of the data collected.

Listening Session Methods

Figure 1: Screenshots of the opening slides from the listening session slide deck including the agenda.



ITEP and NREL provided outreach to their Tribal networks through email and their websites to let the public know about the listening sessions conducted each Wednesday in the month of February 2023. A total of four, one-hour listening sessions were conducted on a virtual Zoom platform. Presentations were provided to participants from ITEP and NREL staff, then questions asked of the participants were displayed on the screen. Two methods were used to collect participant feedback. The first method involved asking the participants three open-ended questions, allowing them to share their thoughts and experiences related to clean transportation in their Tribal communities. The questions were designed to encourage participants to share their ideas, concerns, and suggestions for improving clean transportation infrastructure and services in their communities. The responses to these questions were recorded and transcribed to gain qualitative data points.

The second method used was a twelve-question multiple-choice poll launched during each of the sessions. The poll questions were designed to gather quantitative data about the participants’ preferences and priorities regarding clean transportation. The questions covered various topics, including types of clean transportation technologies, funding priorities, and community engagement strategies. The poll was designed to be quick and easy to complete, and participants were encouraged to respond to as many questions as possible.

Table 2: The three questions asked during the Listening Sessions

<i>1. What are your questions about the electrification and transition to clean transportation/mobility and what barriers to electrification exist for your Tribal community?</i>
<i>2. If no funding or logistical barriers existed, what clean transportation/mobility projects would you deploy?</i>
<i>3. How can ITEP’s new program help address your Tribe’s needs?</i>

Table 3: The twelve multiple choice questions polled during the Listening Sessions

<i>1. Does your Tribe have any EV Charging Stations currently in operation?</i>
<i>2. If yes, are they owned by the Tribe or another entity?</i>
<i>3. If not, where is the nearest charging station from your reservation?</i>
<i>4. If all the vehicles in your community transitioned to electric vehicles, and there were no limits on funding or electricity, how many EV Charging stations do you think would be needed for your community?</i>
<i>5. What other mobility options would you consider implementing in your Tribal community?</i>
<i>6. Does your Tribe provide outreach for EVs and/or electrification?</i>
<i>7. If you work for or lead a Tribe, which section of the Tribal fleet are you trying to electrify?</i>

<i>8. If not listed above, please describe the specific vehicles you want to electrify.</i>
<i>9. Several federal agencies have funds available for Tribes to electrify their fleets, school buses, and other vehicles. Do you or your Tribe have a plan and staff/contractor to assist in securing federal or other funds to help meet your clean transportation goals?</i>
<i>10. If not, what specific help do you think would be helpful to secure federal funds available for clean transportation?</i>
<i>11. What is the most important way ITEP's Tribal Clean Transportation Program can help your Tribe?</i>
<i>12. Please tell us about this listening session. Was it useful and/or how could it have been improved?</i>

The responses to both the open-ended questions and the multiple-choice poll were recorded and transcribed for analysis. The data collected allowed us to gain valuable insights into the needs, preferences, and priorities of Tribal communities from several regions including Alaskan Native Villages related to clean transportation. Common themes and concerns were identified, as well as specific areas where there is a need for additional resources or support such as priority areas for funding, strategies for engaging Tribal communities and building partnerships with stakeholders. The feedback provided by participants will be used as a foundation for the program that is responsive to the needs and priorities of Tribal communities and that will be effective in promoting clean transportation solutions.

Listening Session Results

Figure 2: There was a total of 134 attendees throughout the four listening sessions which provided a helpful snapshot of clean transportation trends in Indian Country. Throughout the sessions, participants that answered the poll indicated that 47% of the Tribes they work for do not have an EV charging station in operation, but the majority, 54%, have charging stations that are in operation in some form.

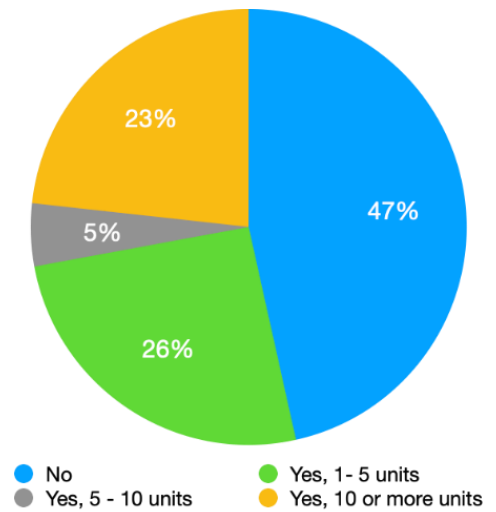


Figure 2: Question 1: Does your Tribe have any EV Charging Stations currently in operation?



Figure 3: Of the Tribes that have several charging stations in operation, 43% are owned and operated by the Tribe with 56% of the charging stations owned by another entity or a combination of both.

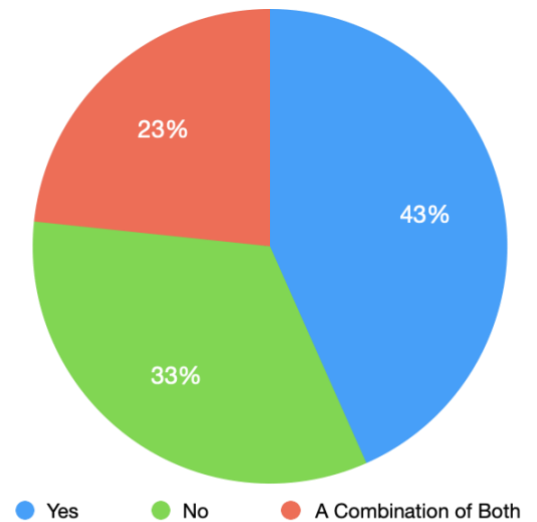


Figure 3: Question 2: If yes, are they owned by the Tribe or other entity?

Figure 4: When poll participants were asked the distance between the Tribe and the nearest charging infrastructure, 43% indicated that the approximate distance to the nearest charging station/infrastructure is between 1-25 miles.

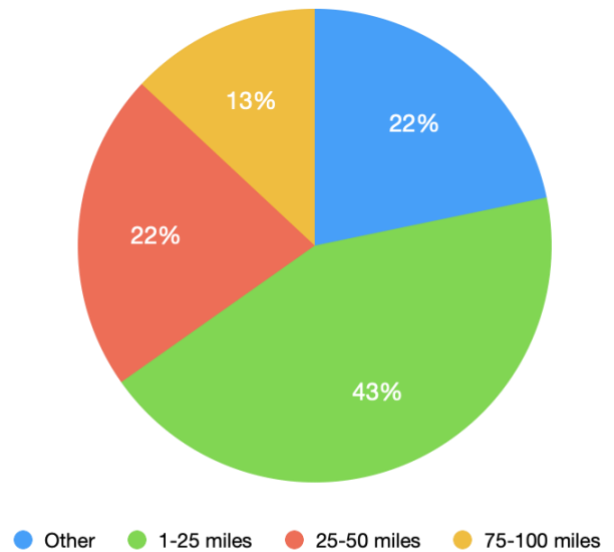


Figure 4: Question 3: Where is the nearest charging station from your reservation?



Figure 5: 64% of the participants indicated their Tribe would install more than 15 charging units within their respected Tribal boundaries, or next to major traffic corridors if there were no limits to funding or electricity.

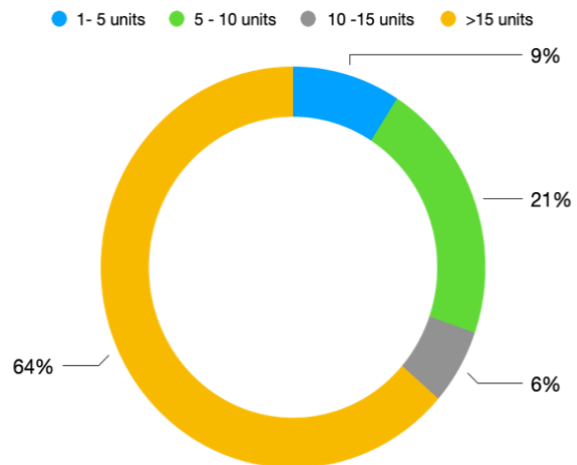


Figure 5: Question 4: If all the vehicles in your community transitioned to electric vehicles, and there were no limits on funding or electricity, how many EV Charging stations do you think would be needed for your community?

Figure 6: Most of the participants, when asked what the Tribe would want to improve within existing, or constructing new transportation technologies; 34% indicated the addition to existing transit routes both within their respected Tribal boundaries and to nearby towns that have additional services. The second most frequented improvement Tribes wish to see regarding transportation infrastructure includes increased pedestrian and bike lane access on local roads (25%).

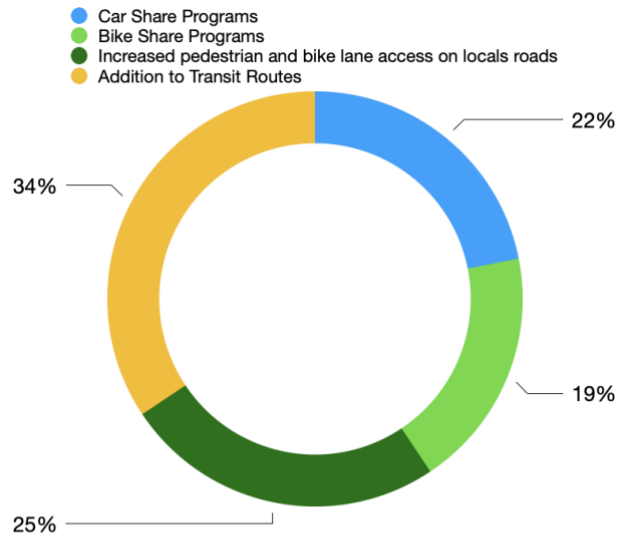


Figure 6: Question 5: What other mobility options would you consider implementing in your Tribal community?



Figure 7: When participants were asked if their Tribe conducted any type of educational outreach/training on Electric Vehicles or electrification to their Tribal community; 80% of respondents indicated that no type of outreach or educational services were available for their Tribe.

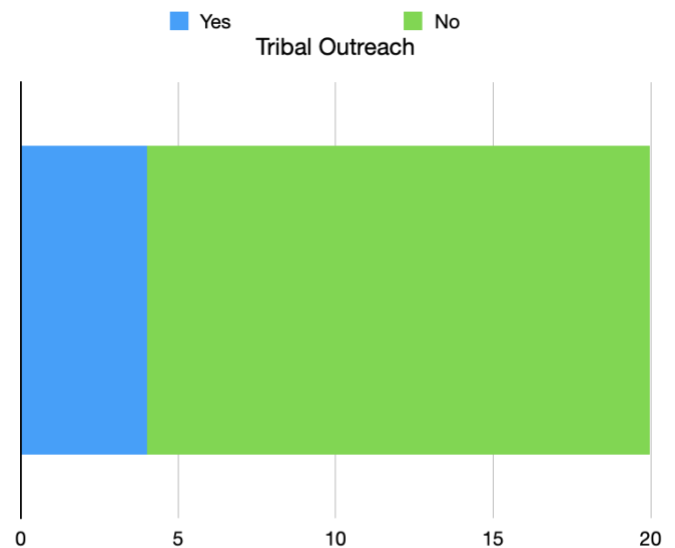


Figure 7: Question 6: Does your Tribe provide outreach for EV's and/or electrification? Green = 80% and Blue = 20%.

Figure 8: When participants were asked which fleet sector of their Tribe has the highest priority to transition to cleaner technologies; 42% of participants indicated that the passenger fleet vehicles of their Tribe are essential and top priority.

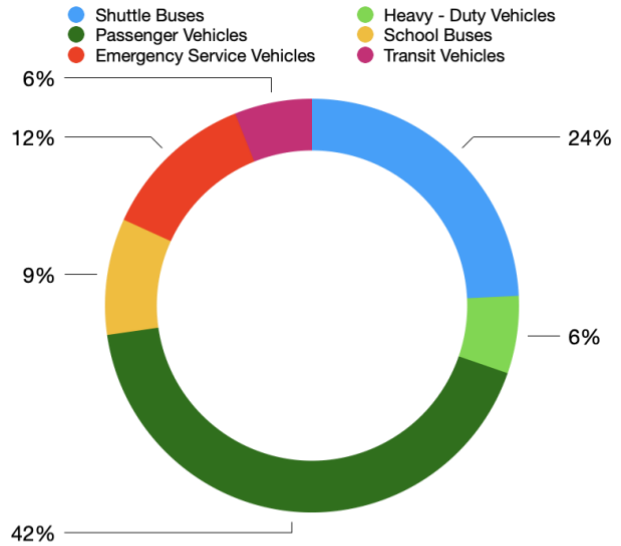


Figure 8: Question 7: If you work for or lead a Tribe, which section of the Tribal fleet are you trying to electrify?



When asked about what ITEP can do for clean transportation funding and specific help securing funding the responses indicated a trend with the top responses recorded below.

Table 4: Top responses from polling question number 10.

What specific help do you think would be helpful to secure federal funds available for clean transportation?
<ul style="list-style-type: none"> • <i>How to obtain these funds</i>
<ul style="list-style-type: none"> • <i>We welcome support applying to the programs we would like to establish heavy equipment charging stations and alternative transportation charging stations.</i>
<ul style="list-style-type: none"> • <i>Assistance with transitioning Tribal vehicles to electric; number of EV charging stations and their placement.</i>
<ul style="list-style-type: none"> • <i>Planning and grant application completion.</i>
<ul style="list-style-type: none"> • <i>Templates for applications and budgets.</i>
<ul style="list-style-type: none"> • <i>How to coordinate any effort.</i>
<ul style="list-style-type: none"> • <i>Electric engineer, design progressive electric infrastructure, development with expansion. Including, but not limited to energy sovereignty. Three types of power generation (solar, hydro, and wind) with grid tie in, alternative battery to lithium like pond hydro generation.</i>
<ul style="list-style-type: none"> • <i>The biggest things are what is the impact on our electrical grid, cost per charge, battery life in Arizona weather, and off-road capabilities.</i>

<ul style="list-style-type: none"> • <i>Notice of funding opportunities, especially those that cover the full cost and not just a small portion of costs.</i>
<ul style="list-style-type: none"> • <i>The specific grants available for EV's and their challenges with grant writing support.</i>
<ul style="list-style-type: none"> • <i>Need help with staff capacity and knowledge, need help identifying and applying for funding. Need funding that is not onerous to apply for and manage.</i>
<ul style="list-style-type: none"> • <i>Learning what types of funding is out there to purchase vehicles for program use and ensuring that charging stations can be set up at departments and programs, as well as the cost savings.</i>

In addition to these polling questions listed above, three additional questions during the listening sessions were displayed on the screen for participants to answer verbally and in the chat feature of the Zoom platform.

Table 5: A few responses to the three questions attendees were asked during the listening session.

<p>1. What are your questions about the electrification and transition to clean transportation/mobility and what barriers to electrification exist for your Tribal community?</p>
<ul style="list-style-type: none"> • <i>The State plan puts charging stations on the highway that runs through the middle of the reservation, which is helpful, for, I mean most helpful for tourists, but not necessarily is so helpful for the people who live in rural communities on the reservation. So, we're working on getting easy charging stations into those rural communities. so that people that live 30 miles off the highway don't feel like they're being left out of this transition.</i>
<ul style="list-style-type: none"> • <i>There's a lot of skepticism that we hear, especially related to procuring lithium batteries. How do you recycle those kinds of batteries? And those EV's are just too expensive. so, we are kind of fighting an uphill battle, and it just need a lot of better PR so we can talk about the benefits as well. We certainly hear about climate change daily, but people are not ready to change unless we have some good examples that are tangible and measurable.</i>
<ul style="list-style-type: none"> • <i>It is hard to convince people that EVs are an option in -20-degree weather and if Tribal members have HUD homes, they usually don't have garages.</i>
<ul style="list-style-type: none"> • <i>Besides funding, one of our major barriers is just finding the time to do the research to see what avenues we would like to try. There's definitely, I'm assuming, like most other departments and Tribal nations, a lot of staff shortages. I think we do have a couple of</i>

charging stations for the public, however just finding the people to actually run any programs that can get established is definitely one of our main concerns that I've noticed so far.

- As we look at some of the environmental things that are happening and the needs to create these vehicles, too. We're trying to convince people about carbon offsets, right? You have that offset of gases and the gas, and the price of fuel, and all the oils and everything else. Well, how much more damage are we really doing in mining for the batteries and the waste of the batteries? And how long are they lasting? And you know all of these things. And anytime you're trying to transition that's a hard part, right? We're kind of right in the middle of it.*

2. If no funding or logistical barriers existed, what clean transportation/mobility projects would you deploy?

- I want to see small EV Fleet and chargers for Tribal government fueled by Solar energized microgrid with battery backup as well as EV Retrofit training for Tribal shade- tree mechanics.*
- Our aspirations right now are building out public transportation. It's a large rural reservation, and car ownership isn't particularly high, so getting those options would be important to us.*
- I'm trying to get some vehicles through some grants that I'm applying for, and so I would love to see Trucks and heavy-duty vehicles that we would use and slowly start to make that transition. But it's been a really an uphill battle to even get one vehicle within the community, you know, to be an electric vehicle, you know, since the whole fleet is all gas, right? And so, what I would like to see is a small fleet initially, and then use that as kind of the pilot, I guess what to seeing. If it makes sense, then to transfer all of them slowly into an entire electric fleet. We do have capabilities, and we do have some here at the Casino with some charging stations, and I know that we have charging stations, and the technology for easy charging. I mean, you could literally plug them into an outlet. Now you know it doesn't have to be these big, extravagant charging stations, so I mean it's come a long way, but I would like to see a small pilot project with here within in our Environmental Department.*
- We did a strategic energy plan several years ago, and one of our goals was to replace our Tribal fleet, not necessarily with electric vehicles but with 50% more efficient vehicles by 2020.*

<ul style="list-style-type: none"> • <i>So yeah, so we're still working on that with like vehicle chargers for our education program, our elder's program, and potentially some of our commercial projects like our Hotel Casino and trying to bring in some charging stations for our future Tribal fleet.</i>
<p>3. How can ITEP's new program help address your Tribe's needs?</p>
<ul style="list-style-type: none"> • <i>It would help connecting interested Tribes with Tribes that have successfully implemented various types of projects. Facilitating networking/connections would be super helpful.</i>
<ul style="list-style-type: none"> • <i>During the transition to EVs having technical assistance to determine practicality and/or legality of combustion to Electric Vehicle Conversion vs EV replacement would be helpful. Also assisting Tribes with decisions to make to dispose of combustion engine vehicles (Cash for clunkers?) that are planned where local and Tribal governments can assist.</i>
<ul style="list-style-type: none"> • <i>Overcoming skepticism is definitely what we need to do here in Alaska. More and better electric vehicle options like ATV's/snowmobiles.</i>
<ul style="list-style-type: none"> • <i>I think just basic education to Tribal members would be a great help.</i>
<ul style="list-style-type: none"> • <i>I wonder if it'd be helpful for Tribal offices to know the pros/cons of having EV cars vs. gas cars for their Tribal fleets.</i>

In general, there was agreement and support for a national trend towards electrification of the transportation sector, but participants expressed many different concerns about the logistics needed for this transition to occur. There was a general skepticism about the enormity of the national transition from internal combustion engines to EV's. There was a concern about creating new environmental impacts from securing the raw minerals for EV batteries and charging stations. There was a discussion about the “chick and egg” problem of people not buying EV's until they have adequate access to charging stations and electrification but Tribes won't invest in charging stations unless they see more Tribal members who have EV's.

Several themes emerged and were echoed by multiple participants throughout the listening sessions. Many attendees expressed concerns generally within the themes shown below when

planning clean transportation projects not only with Tribal members and staff but also with Tribal leadership. Areas of concern expressed throughout the four listening sessions included:

Table 6: Key Priorities from the Attendees

Key Priorities from the Attendees
<p>1. Funding: Tribal communities often lack the financial resources needed to invest in clean transportation technologies, including the purchase of electric vehicles and the installation of charging infrastructure. Access to new funding sources can be a challenge as Tribal staff often do not have additional time to research and process new grants, and don't have existing plans or budgets for clean transportation projects. New plans, budgets and additional staffing time are all needed to move forward on clean transportation projects.</p>
<p>2. Technical Assistance: Many Tribes may lack the expertise needed to navigate the complexities of clean transportation technology and infrastructure development, requiring technical assistance and support to better understand what projects are possible, how they work, how much projects will cost and what equipment is needed. Once Tribal staff can convince their leadership to move forward with projects, further assistance and planning is needed to secure the resources and time needed to implement projects.</p>
<p>3. Electric Vehicle Maintenance: Maintenance of electric vehicles EVs require specialized training and equipment, which may not be readily available in Tribal communities. Maintenance workers currently employed by Tribe's work on internal combustion engines that require regular maintenance and EVs often require less general maintenance that might not require as much work, so there was a concern mentioned that some people may lose their jobs.</p>
<p>4. Cost Share: Federal funding often requires cost share from Tribal governments, which can be difficult given limited financial resources. Reducing barriers like cost shares will allow more Tribes to have access to funding.</p>
<p>5. Grid Demand: Increasing electrical loads on existing grids from electric vehicles can place additional strains on the electrical grid, requiring upgrades and expansion of infrastructure. Several participants mentioned that there was an assumption that</p>

<p>electrical power would be available for additional EV charging stations and that additional power might actually not be available.</p>
<p>6. Local Utility Collaboration: Collaboration with local utilities is necessary to ensure reliable and sustainable electrical service, but this can be difficult due to differences in priorities and resources.</p>
<p>7. Community Awareness: Education and outreach are essential to building awareness and support for clean transportation technologies among Tribal communities. Community members often need to see, touch and experience EVs in order to trust that they will work and are feasible for their mobility needs. “Ride and Drive” events were discussed as helpful ways to help community members become familiar with EVs who have never experienced an EV.</p>
<p>8. Local, State and Federal Policies: Policies at the Tribal, State, and Federal levels can impact the adoption of clean transportation technologies, and intergovernmental coordination is necessary to ensure alignment and support. For example, state governments regulate highways that cross reservation lands, and these roads are often excluded as “alternative fuel corridors” that are designated for current federal funding available for installing a national network of EV charging stations.</p>
<p>9. Building Tribal Capacity: Additional Tribal staff is needed to manage and implement clean transportation projects and require additional time and resources, which can be a challenge for many communities. Significant staff time is required to review the many different federal grants available from over 10 different federal agencies, prioritize which grants to target and then actually draft the application and budget for each grant. Tribes may stack several grants to support one project, but guidance is needed when it is and when it is not feasible to do so.</p>
<p>10. Project Planning: Without familiarity with EVs and EV infrastructure, it is a challenging for Tribal staff to determining if a project is viable for the Tribe so that it may be a worthwhile investment. Tribal leadership can be skeptical to release funds or staff resources without understanding the usually longer-term benefits of a transition to electric vehicles.</p>
<p>11. Standard Operating Procedures: Developing standard operating procedures for maintenance and operation of clean transportation technologies can help ensure</p>

reliability and safety, but this requires investment in training and resources. For example, participants discussed the concerns of putting high voltage chargers close to explosive fuels at a fueling station.

Next Steps

Moving forward, it will be important to continue engaging with Tribal communities and building partnerships with stakeholders to promote sustainable transportation solutions. This will require ongoing collaboration, communication, and a commitment to adhering to the needs and priorities of Tribal communities. Based on the TCTP's three goals, the listening session's poll results, as well as the written and vocal responses, the TCTP will implement the following actions:

- Support Tribes to transition Tribal fleet vehicles towards cleaner fuel technologies and implement diverse paths of mobility such as public transit, micro-mobility, and other clean transportation tactics. Specifically, support will be provided for the transition of Tribal fleet vehicles that serve Tribal governments and benefit Tribal community members and the environment. Staff will consult directly with Tribal staff and/or leadership to determine the specific needs they require which may include basic community outreach materials, technical assistance on specific electrification projects, support identifying and securing grants. It is also important to continue connecting Tribes with additional resources and/or organizations to meet their specific needs.
- Support Tribal governments and their staff by providing educational resources such as webinars, and fact sheets and sharing expertise from partners. This will help Tribal leadership and community members learn about the benefits of and ways to transition fleets and how to fund this important work.
- Develop and implement educational outreach activities for Tribal staff to help build capacity within Tribal governments. Specific tactics will include in-person trainings for Tribal staff and events designed so Tribal leaders, staff and residents can touch, feel and drive EVs and learn about EV infrastructure.
- Provide online resources for Tribes on improving and diversifying their existing infrastructure such as additional transit routes and increased pedestrian and bike lane access on local roads. The ITEP TCTP website will host additional resources for Tribes

related to funding, technical assistance, informational webinars, how to contact clean transportation allies, toolkits, and other resources for Tribes to develop and implement their own clean transportation projects.

- Provide support for Tribes who want to learn how to plan for, fund, and implement multiple unit charging stations. Significant skepticism and the lack of familiarity prevent Tribal members from making, what is for many, a significant purchase of a new EV. Easy access to charging stations will help assure community members that they will have adequate charging infrastructure.
- Publish policy support tools to advance clean transportation issues locally and nationally through a JEDI lens. This policy support can help Tribes become more aware of the Tribal, Local, and Federal policies that enable and empower Tribal Nations to determine on their own that an equitable transition to electrification is not only possible but feasible.
- Help ensure that Tribal Nations can help the country reach an achievable zero greenhouse gas emission goal by 2030. This goal is only possible if Tribes are included in conversations and given the tools necessary to make that electrification transition just and equitable.
- Provide outreach materials and other resources to Tribes related to public transit, car share programs, micro-mobility, walkable neighborhoods, and other types of clean mobility.
- Partner with Clean Transportation allies working at the national, state, and local level to ensure Tribes are made aware of important clean transportation policy actions, and maintain a strong voice and a seat at the table regarding important policies.
- Continue to listen to Tribal voices and adjust the work based on the Tribal feedback provided moving forward.

Conclusion

Tribal clean transportation is an important aspect of promoting sustainability and reducing the impact of transportation on the environment. By working together and leveraging available resources, Tribal governments, and Tribal communities can continue to make progress in this important area. The Tribal Clean Transportation Program will continue to implement JEDI

considerations in all aspects of the program and this work moving forward. It is critical to include cultural and environmental considerations in the transition to clean transportation. Policymakers need to incorporate traditional knowledges and practices into transportation planning and understand the importance of preserving cultural resources and sites. Centering JEDI throughout this work will help educate and inform federal, state, and local policymakers, and advocate for the need to communicate with Tribes to hear from them firsthand to ensure these considerations are included.

In conclusion, the Tribal Clean Transportation Listening Sessions were an important first step for ITEP to engage with Tribal communities and gather input on clean transportation needs and priorities. Through a combination of open-ended questions and a multiple-choice poll, ITEP collected valuable feedback from diverse participants. The listening sessions also highlighted the importance of emphasizing JEDI in the work to engage with Tribal communities and build stakeholder partnerships. By providing this virtual platform for participants to share their thoughts and experiences, ITEP, NREL, Tribal attendees, and clean transportation allies together gained a deeper understanding of the challenges and opportunities related to clean transportation in Tribal communities. This understanding was shared equally with all attendees and will be critical in developing effective strategies and programs to promote clean transportation solutions and actions.