

2024 Teton County Primary Election



Candidate Climate Survey



BY JACKSON HOLE CLIMATE ACTION COLLECTIVE &
SUNRISE MOVEMENT JACKSON HOLE

AUGUST
2024

Question Bank

1. If elected, what actions will you take to reduce our community's carbon footprint?

2. Reducing single occupancy vehicle trips in our community is critical to lowering community-wide GHG emissions. What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

*** This question will be written as “**What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles**” in all further mentions.

3. Low-income and other at-risk residents face increased risk for climate-related disasters, especially considering factors such as unstable fuel costs and inadequate housing conditions. How would you ensure the transition to a cleaner future does not leave these at-risk communities behind?

***This question will be written as “**How would you ensure the transition to a cleaner future does not leave at-risk communities behind?**” in all further mentions.

Primary Election is Tuesday, August 20th
Don't forget to bring your ID!

Jessica Sell Chambers | Mayor

If elected, what actions will you take to reduce our community's carbon footprint?

When I first got into office in 2021, I proposed a "Climate Commission" alongside the "Equity Commission". Thankfully, I achieved seating a nine person Equity Task Force. Sadly, I was unable to successfully get a Climate Body to advise the council on all things climate-related.

When the town hired the Ecosystem Administrator, Tanya Anderson, I pushed hard to include climate action in her scope of work, both for action to reduce carbon emissions and also respond to the effects of climate change already happening and on the horizon. Accordingly, I pushed for her to work on a Sustainability Plan, which surprisingly require a good bit of cajoling!

I'll continue to support her efforts as well as implement the Plan we have in place. The most important piece of that is monitoring our progress and checking back in the make sure we are hitting out benchmarks.

A smaller but not unimportant goal of mine was to step up our building codes, not just to the bare minimum of the International Codes, but to position our community to move to solar and electrical power. Still working on getting the council with me. Overall, I will continue the work I've started and listen to the invaluable advice of your two organizations!

And, I will again work to seat a "Climate Task-Force" to embed policy making with a climate lens - a task force will allow members to be paid, which as we all know is important to keep diverse voices at the table.

Jessica Sell Chambers | Mayor

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

Public transit is an absolute must, everywhere in every way we can manage. We have an integrated transportation plan that gives us a very clear road map for this future, we just need political will and funds to keep putting it in place. The Regional Transposition Planning with Dr. Frei that has been in the works will hopefully take us more and more into this carbon reduction strategy.

Denser housing with sustainable building practices and infrastructure is essential, that are either PV and EV wired or ready, to ensure we have walkable neighborhoods with services nearby! I've been pushing for loosening some zoning to allow for services like small grocery stores to be on the street level with housing above into neighborhoods for that purpose. I'll continue that work.

Additionally we need pathway redundancy, which should be a top priority with any neighborhood development. If there are too many bikes on our pathways, it's not an indicator that we need fewer bikes, it means we need more pathways.

I've made many suggestions over my time and will continue to keep supporting measures that work to this aim. I can't stress enough how housing our working community in our community is so key.

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

There's a story that I shared at the very first Mountain Towns 2030 conference I attended back in 2021 that I have shared many times because I think it really drives home the inequities faced amidst this climate crisis. For me, I have extreme privilege when facing some of these climate related disasters - even though there's not enough privilege for any of us to escape the increasingly extreme weather and changes to our ecosystems.

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Jessica Sell Chambers | Mayor

How would you ensure the transition to a cleaner future does not leave at-risk communities behind? (Continued)

During one of the periods of the worst air quality index days we had in the area when there were wildfires burning everywhere around us, I got into my car to drive to Costco to buy multiple air purifiers, for inside my (stable) home, where I was able to work due to the flexibility of my job and schedule. As someone with asthma the extreme AQI was a danger to me - but at those levels it was a danger to everyone.

As I drove down past Albertsons I looked over at a little old woman waiting at a START bus stop with a bunch of shopping bags, breathing in the horrible air waiting for a bus to get her wherever she was going. That was a really stark reminder of how these climate disasters impact at-risk and low-income, (i.e. poorer folks, because that's what we really mean when we use somewhat coded language) community members.

The first part to address the inequity is to recognize it and also where we settle on that spectrum. Without truly recognizing it, we can't change it and I don't think all people elected or running for office truly get that. Secondly, we need to offer subsidy as much as we can when we make rules changes; how do we help people afford air purifiers for their homes? How do we make bus service more efficient and predictable? How do we build affordable and more and denser homes for people? Sadly, all of these things have turned into political problems so for the time being, we have to elect people who are climate and equity champions.

Bottom line is I alone cannot ensure the transition to a cleaner future but I will every step of the way lobby for addressing it - and thankfully, we have the force of the Equity Task Force to push for these solutions as well. I'm also excited to see what we can learn during this year's MT2030 conference in Jackson. Sharing best practices and new innovative ideas within communities is key as well. I've consistently pushed for that organization and conference to be accessible to people of all socio-economic backgrounds as well, year after year, because equity is a key component of any action, and little by little my calls have been incorporated!

Scott Anderson | Town Council

If elected, what actions will you take to reduce our community's carbon footprint?

I would vote to continue efforts to use and create green energy such as community solar.

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

My strategy would be to increase the commuter bus service through START to make it feasible for our commuting workforce to leave their cars at home.

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

Again, creating reliable transportation solutions and keeping renewable energy choices affordable would be helpful.

Kevin Regan | Town Council

If elected, what actions will you take to reduce our community's carbon footprint?

The Greater Yellowstone Ecosystem is the soul of our community and the backbone of our economy. Greenhouse gasses and climate change are significant threats to ecosystem health and economic health. I have experience with climate-change related issues in several contexts, including as an attorney at Earthjustice (the largest nonprofit environmental law firm in the United States) and as a member of the START Board (i.e. working to improve transportation alternatives in the Valley). If elected, I plan to: (1) implement the Town's recently approved Sustainability Plan and (2) work to improve transportation alternatives to single occupancy vehicles.

The Town's Sustainability Plan recognizes that 60% of greenhouse gas emissions are attributed to surface transportation. It also acknowledges that visitors come from around the world to Jackson, and that the town is located far from urban centers. An important aspect of the Plan is reducing trips in single occupancy vehicles (discussed further below). Another important area is reducing greenhouse gas emissions from Town operations, including energy auditing and maximizing building efficiency. Additionally, reaching land use decisions that preserve key areas such as wetlands, pursuing "nature-based solutions," and natural infrastructure (green roofs, bioswales, community gardens, etc.) present opportunities.

Kevin Regan | Town Council

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

I am committed to reducing single occupancy vehicle trips. I strive to lead by example and increase options for others. Although I have a driver's license, I do not own a car and have not owned one for most of my adult life. I share my experience using START with others and provide representation for those that use public transportation. I currently serve on the START Board and I am the only Board member that primarily uses START, biking, and walking to get around. Improving our systems will encourage ridership and decrease single occupancy vehicle trips. I will continue to work hard for public transportation if elected.

Unfortunately, public transportation options are currently less reliable and take longer than driving. While START provides some amazing options, there is room for improvement. Increasing frequency of bus routes is vital. I am excited about Transit Signal Priority, which would let buses "skip the line" at key intersections, such as on the route to Teton Village. When individuals are stuck in traffic in their cars and watch buses go by, they may consider taking the bus. Another key priority for me is establishing permanent and workable public transportation to the airport.

Kevin Regan | Town Council

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

Climate, transportation, and housing issues in Jackson Hole are interrelated. Low-income and at-risk residents face heightened challenges when it comes to transportation and housing security. I regularly interact with these residents while I am riding START systems. For many people, a late START bus or a traffic jam can put one's job in jeopardy. Further, the housing crisis reflects a perfect storm of limited private land and high demand. As a result, many individuals are forced to live further from work and commute, which increases the use of single occupancy vehicles and contributes to Greenhouse gasses. The pass closure shows housing our workforce locally contributes to economic security.

Increasing affordable housing options and making sure our transportation planning is integrated into the development of these options is vital. We need to ensure that new affordable housing options include transportation alternatives and connectivity with pathways. A key opportunity coming down the pike is the 90 Virginian Development. I am committed to seeing this project to the finish line. It is important that the START Route Planning process dovetails with this project to avoid traffic issues and ensure that public transportation, biking, and walking options are integrated into the project.

Climate change effects, including extreme heat, forest fires, and smoke, can impact individuals who have health issues, work outdoors, or are unhoused. Further, more extreme weather, including snowmelt and flooding events, can affect infrastructure and transportation, as occurred with the Teton Pass closure and its impacts on Jackson's commuter workforce. Policies that encourage protection for sensitive populations and emergency relief systems can increase resiliency.

Perri Stern | Town Council

If elected, what actions will you take to reduce our community's carbon footprint?

The JH Climate Action Collective has provided exceptional leadership and completed significant work to develop its Climate Action RoadMap. The RoadMap lays out a clear set of strategies to reduce our community's overall carbon footprint. As council person, I would fully support the RoadMap and would convene a focused, multi-disciplinary task force that would be charged with furthering the Roadmap. Specific implementation strategies, lead implementers, corresponding timelines/deadlines for implementation, and a publicly disseminated "scorecard" based on accomplishments could all be established.

The Town of Jackson's Ecosystem Stewardship Administrator, along with representatives from the JH Climate Action Collective, the Travel and Tourism Board's Sustainable Destination Management Plan team, the Town and County's Integrated Transportation Management Plan team, and Protect Our Water JH's Water Quality Management Plan team, and other relevant entities could all be involved.

Public awareness and engagement campaigns and employer-based incentives, inter and/or intra school based "competitions" and "challenges", community wide "challenges" and "contests" could instill camaraderie and a sense that "we are all in this together". Social media is a powerful tool that could also be used. All work should be disseminated in English and Spanish. I also lead by example: I rarely drive. I ride my bicycle or take the START bus to accomplish most errands, activities. I'd encourage my fellow Council members to do the same.

Perri Stern | Town Council

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

I believe the key to reducing single occupancy vehicle trips in our community is making it easier, less expensive, faster and more desirable to take public transportation than to use a private vehicle. Having lived in urban environments for much of my life, I am a huge fan and advocate for high quality public transportation.

We need to continue to work towards developing an independent Regional Transportation Authority that would be responsible for integrating all aspects of transportation. Expanding the scale and scope of START, and promoting other forms of public transportation are key. We need year-round bus service that would enable residents and visitors across our region to travel to and from the airport. I used the airport bus this winter and am fortunate to live in Town. The airport bus has been funded again for this winter. We need to augment the airport bus with better connections and links (free, well timed transfers) from the airport bus to START so that residents and visitors can make a complete trip to and from the airport to Teton Village. We need to work with WYDOT to create low-impact bus rapid transit lanes on Highway 22. Other incentives (employer based, government based) could also be explored.

Perri Stern | Town Council

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

We are all in this together. I believe one should always “meet people where they are at” and that standards, incentives, and goals should all be commensurate with individual needs, circumstances and capabilities. I learned a lot as a COVID Case Investigator, helping community members follow Teton County Health Department recommendations during COVID. It wasn't easy; many people from all different backgrounds live in very challenging circumstances. Still, we made it work - together.

I try to avoid making assumptions about what a person or group of people can or cannot accomplish. A “one size fits all” approach is rarely effective. I would recommend Climate Action and previously mentioned leaders work with the leaders of Voices JH, One 22, and other human service nonprofit organizations who work with lower income and at risk residents to gain buy-in, create and tailor reasonable, attainable strategies that build on and are respectful of varying needs and circumstances and encourage participation. This does not mean lower expectations. Different is not less-than. Different is different. We are all in this together.

Devon Viehman | Town Council

If elected, what actions will you take to reduce our community's carbon footprint?

The first action will be to make it easier for people who want to make their homes have less of an impact have fewer hoops to jump through to do so. Jackson is doing many things right to reduce our carbon footprint and work towards becoming a net-zero community. My background in real estate leadership has allowed me to see what other communities across the country are doing to address this issue, and I would like to see our town offer incentives for green building. Large cities are having success implementing incentives for using gray water systems, recycled materials, and energy conservation. We can do it here too, and we should. Putting up solar panels shouldn't be such an arduous process, and the town needs to simplify the process for homeowners to install them. This is just one example of how the town can make it easier for residents who want to reduce their carbon footprint.

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

The most significant thing we can do to reduce the thousands of vehicles commuting each day is to house more of our workforce in Jackson. Northern South Park is our most promising opportunity to make a meaningful dent in housing more people here. Creating a complete community where people don't need to get into a car for basic needs is essential. Simple actions like making our town truly walkable and accessible by finishing sidewalks should be a priority. We don't have to reinvent the wheel here; we can learn from other communities. Recently, I chaired the Land Use & Environment Committee for the National Association of Realtors, which gave me the opportunity to work with Realtors across the country who focus on sustainability. There are many "small" solutions that work really well and don't take a lot of time or money to implement.

Devon Viehman | Town Council

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

Low-income and at-risk folks are the first to be affected by a disaster and the last to recover from it. One of the biggest issues is that people are too afraid to speak up because they fear being kicked out of their housing. We think of Jackson as this beautiful place with big, beautiful homes, but there's an ugly side that people don't seem to talk about: one where multiple families cram into one dwelling, mattresses are placed in hallways, and mold going unreported due to fear. I see it in my job, and we need to start talking about it and addressing it with policy at both the local and state levels.

Len Carlman | County Commissioner

If elected, what actions will you take to reduce our community's carbon footprint?

If elected to the Board of County Commissioners, I will advocate for putting the Jackson Hole Climate Action Collective Roadmap for Climate Action on the public agenda, testing and supporting it in the court of public opinion, and adopting as many of its provisions as I can. I expect open public processes to generate improvements and refinements to the Roadmap. I look forward to voting in favor of as many of its elements as I can. As a person who appreciates the tremendously negative consequences of current and foreseeable concentrations of greenhouse gasses in the earth's atmosphere to the balance of life on earth, including human well-being, I understand that doing nothing is not an option.

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

People in Teton County rightly think of themselves as denizens of a large and magnificent wildland complex. It's harder for us to see ourselves as generators of urban scale traffic problems, but that's also who we are. We need to locally adapt transit solutions that have been pioneered in other settings to fit the needs of our community and our planet. I support the Integrated Transportation Plan, increased service and use of the START bus, construction of the Stilson Transit Center, addition of HOV lanes on Highway 22, and the installation of smart traffic signals at every signaled intersection to give movement priority to START busses.

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Len Carlman | County Commissioner

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles? (Continued)

We need to increase the incentives for people who arrive by air to rely on the START bus and other kinds of transit, including shuttles from the airport to Jackson and Teton Village, access to low-cost City Bikes, and greater education about START on demand as an option for solving the "last mile" problem. We need airport board members who appreciate that our airport must be an important partner in addressing some of our terrestrial transportation problems. We need to raise the profile of public safety and e-bike rider education so more people can use our amazing pathway system without feeling like they are going to get hurt by Class 3 (throttle-powered, no need to pedal, top speed of ~28mph) e-bikes. Safe riding education and culture are the long-term remedies, but, in the near term, there is also a role for increased enforcement and speed deterrence actions. We need to work closely with officials in Grand Teton National Park to reduce the number of vehicle day trips, whether single-occupancy or carpoled, between the developed parts of Teton County and premier destinations within the Park. Park officials have resisted transit solutions in the past, but they are well aware of the ugliness of the parking mess near Jenny Lake and the bummer of long wait lines to pass through the Granite Canyon, Moose and Moran entrance stations. Teton County Commissioners can nurture and advance partnerships with people at all levels of the National Park Service, from local staff, the GTNP Superintendent, the Regional Director, and others in positions of influence within the agency. Continued transit teamwork, building on the recent BUILD grant and longer-rooted transit arrangements, with citizens and officials in Victor, Driggs, and Teton County, Idaho, Alta too, and northern Lincoln County, is necessary to meet the challenges of regional transportation problems with regionally grounded solutions.

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

The atmosphere belongs to everyone, whether rich or poor, at-risk or secure. It is not ok to let the atmosphere be the victim of the tragedy of the commons, where everyone takes what they think they need or deserve, and, cumulatively, everyone ends up losing. The shared problem of our ever-warming climate requires shared solutions. Those cost money. It's correct that everyone has some skin in the impact reduction game by paying for remedies though what is effectively a consumption tax, more commonly known as sales tax. A portion of annual revenue from a 7th penny of local sales tax needs to underwrite fare-free riding on the START bus during peak use times. Peak traffic times are tied to working people, including low-income workers, getting to and from their jobs. Fare free riding in those periods will benefit low income residents.

Natalia Macker | County Commissioner

If elected, what actions will you take to reduce our community's carbon footprint?

The Roadmap created by the coalition provides an excellent starting point that needs to be better integrated into the public sector policymaking and prioritized into regulatory updates as we move through them. As local government, we need to better integrate climate action into our evaluation of actions so that we aren't immediately choosing what is cheapest today with tradeoffs in the future. By institutionalizing these policies and goals into our daily actions, we will ensure that future boards as well as all who work with the county are operating towards these goals as well. I will continue to support energy efficient buildings and forward-thinking design in our government buildings, in affordable housing, and through building codes. With the recognition that this will likely create higher costs, I see the potential to build a scoring metric to add to our evaluation so we are asking ourselves - and the community - to work together to prioritize these goals and agree to higher costs with these goals in mind. Our implementation of actions through the water quality management plan also presents an opportunity to take action for the climate and human health in a powerful and transformative way. We could consider a climate action SPET item to support specific infrastructure investments and upgrades with the recognition that the long-term goal is to make this the standard of doing business and not just an add-on. I would be curious to explore opportunities to increase tree plantings in the county, find additional locations for community gardens, and improve our access to local and regionally sourced foods. I will also continue to support investment in our recycling infrastructure as well as goals around reducing consumption. This can be tied to the county's procurement policies as well as the county's work with vendors. Lastly, it would help in our broader community understanding if we were able to track and measure our progress and report out on the results.

Natalia Macker | County Commissioner

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

I see the following opportunities in the short-term: implementing fare free commuter routes, expanding commuter routes in partnership with surrounding communities and businesses, continuing to invest in appropriate transit infrastructure that is future proofed, supporting greater EV infrastructure, and collaborating with WYDOT to get HOV lanes added to highways as much as possible. I supported the hiring of the TDM coordinator and look forward to actions that will come from that work. I also think generally we need to be considering how future technology (eg self-driving vehicles) may change our habits and driving patterns and plan our infrastructure accordingly, whether that is parking requirements, bus service, or traffic management.

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

The Collective's roadmap provides guidance for this consideration that has given me a broader perspective on this question. We must invite everyone to be at the table - and bring the conversation to our impacted communities - to understand the real-life impacts and build solutions and make sure we are evaluating concepts in both the short and long-term for at-risk populations. A key component of this will be ensuring that any short term higher costs associated with transitioning - whether dealing with direct energy consumption, changing weather patterns, waste management, or water conservation - can be offset for low-income or other at-risk residents via public and community investment. I am interested to see how the upcoming community solar project roll-out works and what opportunities there may be to prioritize use and future opportunities for low-income residents and families as well as high-density housing. Finally, for all of us, continued education around the impacts and opportunities will be needed. I look forward to attending the upcoming Mountain Towns Climate Solutions Summit and hope that we will be able to identify additional actions and opportunities to advance climate action and equity in our community.

Melchor Moore | County Commissioner

If elected, what actions will you take to reduce our community's carbon footprint?

As county commissioner I am committed to be a steward for our land and environment by collaborating with such groups as Teton Climbers Coalition that sells carbon offsets for traveling adventures. While not a permanent solution, carbon offsets help mitigate emissions while we work on current technology. Electric vehicles may not be the best option as extreme cold technology for long distance travel is still not where Wyoming needs it to be. \$8M on electric buses that failed and while we all want a clean and healthy environment we need to be making informed choices as a community.

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

There's the obvious walk/bike/bus response to this question. \$8M was just spent on electric buses that failed. We all want a clean and healthy environment, but need to be making informed decisions. I believe we should encourage job growth in Teton Valley Idaho and address our unemployment in Teton County for individuals that live here and have no need to commute.

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

Fuel costs are influenced by our current federal administration, which the state of Wyoming is currently addressing in legislation. What should be addressed is an emergency budget line item that the county is not using, opening up a dependence on non-profit welfare in times of crisis. Teton County affordable housing is locally funded and does not administer HUD / Section 8 housing. Public concern is that bringing in low income residents from other counties to participate in these federal programs would create a need for further subsidy programs since our standard of living is so much higher than that of other counties that may need these benefits.

Jim Rooks | County Commissioner

If elected, what actions will you take to reduce our community's carbon footprint?

I've been elected, and my voting record clearly demonstrates my past and present actions regarding "reducing our community's carbon footprint." More specifically, the Town Council has been active in measurable ways related to our "all of the above" strategy on carbon reduction, including everything from solar energy and EV charge stations to public transit and bike/walk friendly endeavors.

I worked to establish Tanya Anderson's ecosystem stewardship position and more importantly, voted to fund/support her excellent work to date, including the ToJ Sustainability Plan. That said, WE have a long way to go. My #1 Top Priority is the protection and conservation of Land, Water, Air and Water Quality. After all of the debate and rhetoric, climate reduction is simply taking responsibility for our individual and collective actions. It also transcends across virtually everything we tackle on a governmental level. It's never NOT important. You name it....parking and human waste, housing and development, transportation and visitation....carbon emissions need to be "always and already" considered and valued.

Beyond the ideas, I'm extremely hard working, detail oriented and deeply connected to all of the stakeholders, whether they be the State of Wyoming, Native Tribes, or Federal agencies. In summary, I'm a 5th generation Jackson local who was taught by the likes of Mardy Murie and my family that our "first and forever" loyalty should be to Nature. I look forward to seeing all of you at the upcoming Mountain Towns 2030 event in October.

Jim Rooks | County Commissioner

What are your strategies for bolstering transit trips and reducing reliance on single occupancy vehicles?

Great Question! The real question is how do we shift human behavior, which is not easy. As a lifelong educator and parent of two teenagers, I have long endeavored to answer such questions! The first set of answers are easy.....do more (..and a better job) of everything we've been trying to do for decades. Of course, I agree with everything we are currently doing regarding public transit, with the Comp Plan goal of making it "as convenient as single occupancy vehicles." The Integrated Transportation Plan exists and we should read it - follow it daily. That said, I'll work to activate the following tactics that I think are currently being deferred/delayed;

- Expansion of the very successful On-Demand system across the Town of Jackson. Bike/Car shares can also help on this front.

- Expansion of the moderately successful Airport Shuttle program, including expansion to the West Bank (FYI - I just voted for this yesterday). We must endure the "implementation dip" and keep at it!

- Increased Transit-rider incentives, including reduced fares, discounted rides, employer-provided passes and expanded routes/times)

- HOV lanes (especially Highway 22/390) as soon as possible!

- Human Mobility. Sidewalks and Pathways as part of existing and new development.

Jim Rooks | County Commissioner

How would you ensure the transition to a cleaner future does not leave at-risk communities behind?

First,....we must prioritize helping the hardest-working and least stable members of our community. Nowadays, there are definitely two (...or three or four) socio-economic segments in our community. I grew up poor in this rich town and it used to be that “most of us” were lower/middle class. We all know the crushing financial realities of modern Jackson Hole. I am proud of my 22 years working in our local public schools where I bonded with thousands of local kids and their families who perfectly fit the category of people who could easily be harmed by well-intended climate change solutions.

So, this is what I think we should continue to do.....and DO MORE of!

-Create a “Justice Task Force” for Teton County (Town already has one!) to ensure that diverse voices are incorporated into all County policies.

-Maintain and expand funding for what the Town & County call “Community Service Partners,” such as One22, Voices JH and Immigrant Hope (FYI - I fought for a 100% increase in funding for all 14 of these organizations over my 4 years on Town Council). The Town is in Teton County....and the County needs to do more for it's citizens who happen to live in the Town. The State of Wyoming is failing to protect it's most vulnerable citizens, which I will fight against. In the meantime, we need to
Take Care of Our Own.

-Local Knowledge: I live in the heart of Jackson....and always have. Relationships matter and I'm deeply connected with all elements of our community at the core.

As I mentioned at the start of my response to this important question, it's really about true love and concern for others and much like climate change, needs to be authentically considered in each and every action of local government.