

Strategies and Partnerships for “Jackson Hole as a Warm Refuge” Future Scenario

A record of ideas proposed by participants at the November 7, 2024 discussion:

Climate Futures in Jackson Hole: Building Community for Adapting to a Changing Environment

A project of the Wyoming-Anticipating the Climate-Water Transition (WyACT)
at the University of Wyoming

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Event Overview

On November 7, 2024, 38 community members and University of Wyoming researchers and staff gathered in Jackson Hole at St. John's Episcopal Church for a facilitated conversation about future climate scenarios.

Scenario planning is a set of strategic planning tools used to guide how action and decisions should be taken today in the context of uncertainty about the future. The workshop built on WyACT's previous scenario planning work with the broader Jackson community in the previous 18 months. Within WyACT, scenario planning is a method of co-producing knowledge about the impacts of climate on water resources in order to build greater adaptation capacity.

Participants:

The group consisted of University of Wyoming climate researchers (13 people), local community decision makers and leaders (19 people), and members of the region's immigrant community (6 people). At a similar event held in May 2024, the balance of decision makers/leaders to immigrants was roughly flipped, with many more immigrants in the room.

We use the ecology-based metaphors of *grassroots* and *grasstops* to recognize and differentiate between two types of participating stakeholders, working together to build a thriving community in the face of climate change. **Grassroots** are those in the region most vulnerable to the impacts of climate change, especially immigrants who are a large portion of the area's workforce. While the needs of grassroots community members are often the focus of policy and planning, they are often not included in processes to plan for the future. Yet their stories, experiences and perspectives can be more meaningful to decision-makers than the numbers summarizing their interests or needs. **Grasstops** participants are natural resource managers, planners, city and county staff, educators, non-profit leaders and elected officials. They have the institutional and/or bureaucratic power, capacity or resources to build and design for the new climate future.

Workshop goals:

1. Foster strong connections between and within groups (grassroots, grasstops and climate scientists)
2. Stimulate conversations about potential partnerships, focused on:
 - Adaptation to current and projected future climate changes
 - Systemic and institutional change that draws on the expertise and experience of both grasstops and grassroots community members

3. Build shared knowledge among grassroots, grasstops, and WyACT researchers of each other's work

Voting and breakout group activity:

Participants were divided into three groups of roughly eight participants each, plus a facilitator and notetaker from the WyACT research team. Groups went through two rounds of confidential voting to identify three strategies to work with during the discussions.

In the first round of voting, groups were presented with a set of seven categories of strategies. In round one of voting, each person voted for their top three preferred categories. The categories were:

1. Housing
2. Transportation and Other Infrastructure
3. Ecosystem and the Environment
4. Economic Security and Equity
5. Regional Growth and Visitation Management
6. Collaboration and Political Action
7. Individual Action and Accountability

Each category contained 3-6 specific strategies for adapting to the scenario of Jackson Hole as a warm refuge (see “Strategies” in the Appendix). The strategies were generated by participants in previous scenario planning events run by WyACT and represented the combined ideas of both the grassroots and grasstops.

In round two of voting, each participant voted for their top strategy within each of the three winning categories. Groups finished the voting process when they had selected three strategies to work with for the remainder of the time. Voting results are presented below.

Discussion prompts:

Next, groups discussed the following set of questions related to each of the strategies they selected. The remainder of this report summarizes those discussions.

1. What would it actually take to make that strategy happen?
 - What agencies, groups, communities or individuals would need to act?
 - How could they be encouraged to act?
2. How can the people in this room make each strategy happen?
 - Actions from both grasstops and grassroots that support each other

Group facilitators:

- Group 1: Anderson de Figueiredo, Clare Gunshenan
- Group 2: Mary Keller, Ashley Babcock, with Spanish language interpreter
- Group 3: Caitlin Ryan, Jeff Hamerlinck

Voting results

Round 1 Voting Results: Top 3 Categories by Group

Category of strategies	# of votes			All groups total
	Group 1	Group 2	Group 3	
Housing	6	2	3	11
Transportation and other infrastructure	4	4	5	13
Ecosystem and environment	3	2	4	9
Economic security and equity	2	4	0	6
Regional growth and visitation management	3	2	5	10
Collaboration and political action	5	3	3	11
Individual action and accountability	1	2	0	3
Key:	Top 3	Bottom		

Round 2 Voting Results: Top 3 Strategies by Group

Category of strategies	Group 1	Group 2	Group 3
Housing	Deed restrict properties		
Transportation and other infrastructure	Better public transportation options	Better public transportation options	Better public transportation options
Ecosystem and environment			Carrying capacity study
Economic security and equity		Change the tax structure	
Regional growth and visitation management			Shift from local to regional tourism planning
Collaboration and political action	Increase pressure on politicians	Increase pressure on politicians	
Individual action and accountability			

Group 1 Discussion Summary

Moderators: Anderson de Figueiredo, Clare Gunshenan

Strategy: Increase pressure on politicians

- After the second round of voting, there is a tie under the collaboration category between “increase pressure on politicians” and “solutions-oriented climate education”. Group discussion to make a selection:
 - o Education can contribute to more pressure on politicians, so the two strategies are very similar
 - o Education doesn’t necessarily lead to action, so you need to pair education about climate change with specific actions you can take, like going to politicians. Don’t want education to encourage apathy.
 - o One participant voted for this strategy because it can be hard to feel connected to other people in Wyoming
 - o After eyes-closed voting between the two strategies, the “pressure on politicians” strategy wins by a slim margin. The group notes that “solutions-oriented climate education” is very important, too.
- We should start at the top, go to the governor and the governor’s administration.
 - o Start by educating the governor’s office on the problem, and emphasize/explain why it is urgent. Once you find someone in the governor’s office who can champion that topic or be your ally, you work with them to identify policies that can move the needle. Maybe there isn’t someone in Gordon’s office dedicated to climate change, but we need to find someone who has shared interests
- Regular citizens can attend meetings with Teton county commissioners.
 - o But meetings are in the middle of the day, so they are hard to get to for most people
 - o Town council meetings start at 6pm on Monday evenings, twice a month.
- We need to do more to get young people, people who have families, or people who have restaurant jobs, to the meetings. Most people who come to public meetings are retirees, and they have different priorities.
- We need to better understand the barrier to attending public meetings. Is it childcare, language, knowing about the meetings, that people have no time because they work many jobs? Why can’t people make it? Last year, the town dedicated some office space to a daycare facility for staff during the day, and to offer childcare during town council meetings. But few or no people have used it yet
 - o People don’t go because they don’t know about the meetings. That is the second biggest reason, after needing childcare.

- The Teton County Facebook page should share more information in Spanish.
- The town puts out an email and newsletter, but many Spanish speakers don't check or read email regularly. They get their information in different ways.
 - Need to use the right communication method for the intended audience.
- Many people don't know how to get on the agenda of a town or county meeting.
 - Also need to understand which meeting is the right one to attend.
- There are two primary ways to be heard at town council meetings:
 - 1. Talk to a staff person or perhaps an elected official about your idea, and hope that they bring it up or consider it when a vote is happening.
 - Reach out to your contacts at the city or county directly – by email or phone – to tell them about the things you care about. They will respond to you, and help you figure out how to get involved. Several town and county representatives at this event tonight (Nov. 7, 2024) shared their business cards with participants in their groups.
 - 2. Or, come to the public comment period at the beginning of town council meeting to raise your concern.
 - If you raise a new issue or idea, even if council agrees that it is important, it might not get addressed for a year or two because the agenda for the year gets decided at a workshop in January.
- Make immigrants feel comfortable going to town council meetings and speaking
 - Events such as this one tonight (Nov. 7, 2024) make immigrants feel more comfortable to do so.
 - Town council should have office hours to go and get to know them, to break down that barrier a little bit.
 - There is a monthly chat with council over lunch – advertised on Facebook. Only people who work downtown can realistically make it in person. Usually there are between 6-24 people at these lunches – it is small enough that you can ask a question or raise an issue.
 - It is easier to speak at a council meeting if you go with someone for support, and get your thoughts and ideas together before you go into a meeting. This is where the “Solutions-oriented climate education” strategy works hand-in-hand with the “increase pressure on politicians” strategy, building the social connections as well as developing the ideas needed to advocate for your ideas in public meetings.
 - The immigrant community can select a representative who attends meetings like this one (the WyACT scenario planning event on Nov. 7), and then the representative can communicate the ideas they hear to local/regional government.

- But, do you need multiple community representatives? How do you make sure all the needs and ideas are voiced?
 - There are leadership programs where a small group works on a problem and then they try to meet with the governor or town council. We need a climate leadership program.
- How can people be encouraged to act? How can we make the actions we discussed today happen?
 - Making public meetings more accessible. Childcare at time that works for everyone, and offering a virtual option
 - Need a shared vision. Through events like this scenario planning event, have a round table discussion to identify goals and a vision, as well as actionable steps and recommendations before you go to the board of commissioners or the governor.
 - There could be a place to drop ideas if you can't attend a meeting. A google form, or a classic suggestion box.
 - Need to create a more comfortable space to have conversations with officials. At a council meeting, you only get three minutes to speak.
 - It is especially important to identify a time of day and format that would feel inviting, and spur attendance and conversation
 - A documentary viewing and then a discussion afterwards
 - It's very hard to show up for something heavy like climate change. It's intimidating and hard to solve. So make the subject more locally-specific to Jackson, rather than about a global topic that nobody can solve.
 - You have to start with the connection, socializing and chatting, maybe some free food. Like the Chamber of Commerce mixers. They're fun! People are motivated by connection to each other, and they show up for something that sounds fun.
 - Immigrants have told WyACT repeatedly that text as a form of communication is just not engaging enough.

Strategy: Better public transportation options

- If two-thirds of greenhouse gasses are from transportation, it is a crucial piece for climate mitigation (as well as an adaptation strategy).
- Transportation and housing have to go together, because transportation is organized around where and how people live, around land use.
- The town has been meeting all week about transportation projects. There's a lot of activity going on right now, and opportunity to have your voice heard if you have ideas
- Expand the START On Demand program. Public transportation connects to places like Teton Village and Target, but not everyone needs to go to those places.
- Americans are pretty attached to their cars, and we live in a rural place. If you need to go to Idaho Falls for healthcare, you have to take your car.
- The problem is the winter. It's freezing! Some people will always opt for their car instead of an e-bike. And when going to/from meetings, they might want to look a little bit more polished, which is harder on a bike.
 - o Winter is also difficult for seniors who are afraid of slipping on ice – they may choose to drive even when it is walkable for them in a different season.
- A variety of times and methods of transportation need to be offered to be competitive with the flexibility of a car. It is the accumulation of your day that can prevent you from taking the most efficient thing. For example, after work you may have to do a bunch of errands in different locations
- We need more parking in town.
- Alternatively, we should reduce the number of cars in town through bike and car-share programs by offering better public transport options. We should do the same for cars coming from outside of town.
- What about public transportation into GTNP? Would you use that to go for a hike with your friends, instead of driving?
 - o When the Park ran a pilot shuttle program to the airport, we found that there wasn't enough parking in town to support the shuttle, so it wasn't a functional system.
 - o The other factor with Park system shuttles is that they can bring a lot more people into the park than the place can support. Other parks with shuttle systems are navigating that challenge. You can still manage capacity in different ways, though.
- There are multiple issues that transportation systems address:
 - o Emissions from vehicles
 - o Traffic: buses and bikes are more efficient ways to move people across the landscape

- Parking: A lot of our city's space is taken up by parking lots and parking spaces. If we had fewer cars, these spaces could be used for things like less expensive housing, parks, or beautiful sidewalks for a walkable city. Parking lots are ugly.
 - And we don't charge for parking even though we have the most expensive land in the country. We are okay spending \$20 million to pave something for cars, though.
- The city has discussed whether to bringing back a bike share program, an e-bike program. It's useful for tourists, and for locals who can't fit an e-bike into their apartment or carry it up the stairs.
 - One of the biggest barriers to bike sharing is winter. And bike sharing is mainly for people who live downtown, but that isn't everyone. In less densely populated areas, placement of bike share stations can be a challenge
- The city has also talked about a car share program. If it was available, some people may choose to live without a car entirely to save a bit of money and have a more affordable lifestyle, or live with just one car per household. This works if you only need a car 1-2 times a week. Sharing would be way cheaper. This is an idea that has come up at city meetings.

Strategy: Deed-restricted properties

- A lot of people who work in Jackson would like to live here, but they can't afford to. And they don't have the time and energy to put into pressuring politicians or trying to help this community, especially when they don't even live here and have to spend hours commuting.
- In previous interviews for scenario planning, housing was the most important issue for immigrants.

Group 2 Discussion Summary

Moderators: Mary Keller and Ashley Babcock, with Spanish language interpreter

Strategy: Better public transportation options

- Teton County and the Town of Jackson are already working on integrated transportation planning. We could bring the feedback generated by this group, and other groups at this event, if they are also discussing transportation, to town and county officials to incorporate into their planning.
- WYDOT could consider a high-occupancy vehicle (HOV) lane for WY 22.
 - o 1.5 years ago the WY state legislature approved HOV lanes in the state of WY. The planning process for Highway 22 is a great opportunity for people to comment to WYDOT that they want an HOV lane there.
- Need to incentivize people to use alternative forms of transportation instead of single-occupancy vehicles
- Need to share commuter survey report (developed by the town, START bus) with the community.
 - o The START program was going to expand services for commuters around the time of the landslide on Teton pass this summer - what happened to those plans?
- The On-Demand START vans are unreliable. One time, a participant was left waiting for almost an hour. You can't use the service if you need to be somewhere on time, such as taking your kid to school.
- START also removed routes south of town.
- The START bus isn't coordinated with school bus pickups – the last commuter bus in Lincoln County for the morning comes before the school bus, so you can't catch it if you have to take your kid to the school bus. Therefore the commuter bus excludes all parents.
 - o In addition, the commuter buses are 20 minutes apart in the morning and evening, and they tend to be pretty empty. They should be full, so maybe they need to be spread out a bit more.
- Employers whose workers commute to Jackson from areas with cheaper housing, including government agencies, could offer teleworking to decrease traffic.
- The shuttle bus to the airport should run year-round, not only in the winter season.
 - o Also, for it to function, there should be parking available for people who use it.

Strategy: Increase pressure on politicians

- The most effective strategies to convince the town and elected officials include:
 - o Attend county commission meetings and town council meetings to speak. At the beginning of every county commissioner meeting there is space for open comment, so you can speak about anything. You can also speak about the topics on the commissioner's agenda for that day.
 - o Write to elected officials - Community members can express their opinions by emailing the county commissioners and the town council at any time.
- Teton County posts the commissioner's meeting calendar on its website, but only in English. Meeting announcements and engagement opportunities should be made in Spanish, too.
- Commissioners tend to hear from the same people who attend meetings, and who speak over and over again. They are not hearing from diverse groups, and from people who don't usually come.
- Create mechanisms to allow underrepresented communities to engage and provide feedback in meetings with elected officials. County commissioner meetings are on Monday and Tuesday mornings, which does not work well with the workforce schedule.
- Voices JH is the best organization in town to serve as a hub for city/county staff to reach out to underrepresented demographics in the community. Voices JH was created during the pandemic because there was a need to get health-related information out, and then it expanded to include other information that was needed by their network of immigrant families.
 - o Other ways to get the word out about public engagement opportunities include: The Rec Center, which often posts in Spanish and English, and through the schools – children often bring information home or convince their parents.
- Provide childcare at public meetings: Although Teton County does not provide childcare due to liability concerns, parents can bring their children into the commission chambers. Sometimes a kids activity table is available during meetings.
- Need to hear from Jackson's seasonal workers, who make up an unusually large number of residents compared to other towns. Their voices matter and should be heard by planners.
- County commissioners need to hear more from the public that people want them to focus on climate.
- In Mexico, there isn't a mechanism for the public to give direct feedback or opinions to elected officials.

- Get our ideas from this meeting, and previous scenario planning meetings, out. Write a press release about the process and distribute to journalists. We need to call in a newspaper to share that these discussions are happening, to make some noise.
- The Forest Service has open public meetings, they are announced in press releases and in the news. People's input can change a project as it moves down the road. The Forest Service is in the middle of a planning process right now, which may have opportunities to get engaged.

Strategy: Change the tax structure to discourage wealthy residents from pushing the working class out, e.g. a graduated income tax system

- There is no state income tax in Wyoming, but Idaho does have one. So if you live there for the cheaper housing, you have to pay income tax to Idaho
- Property taxes:
 - o A constitutional amendment that was approved on Tuesday to separate residential and commercial property taxes gives the state more flexibility.
 - o Don't know how you would tax second homes. Property taxes could be at a higher rate for second homes, although many second homeowners in WY actually claim WY as their primary home.
 - o Higher taxes on homes would affect both property owners and renters, it would get passed on to renters.
 - o Officials are already doing property tax rebates based on income levels, but that only works if you are wealthy enough to own a house to begin with.

Group 3 Discussion Summary

Moderators: Caitlin Ryan, Jeff Hamerlinck

Strategy: Shift from local to regional tourism planning

- Leverage existing regional groups such as the Greater Yellowstone Coordinating Committee (GYCC)
- Understand if all the communities around Yellowstone want to share in higher visitation. Some may welcome it, but others may be resistant to it.
 - o To get the buy-in of other communities – explain how coordination among gateway communities can benefit them, economically and indirectly
- Limit the number of visitors through each Yellowstone entrance, encourage more people to enter through the east entrance and send visitors up to Cody, rather than most people entering via the south and coming through Jackson.
- Teton Village, the Chamber of Commerce and the Jackson Hole Travel and Tourism Board (JHTTB) could coordinate a regional planning effort – these groups have bigger budgets than the town of Jackson.
 - o Expand the scope of the JHTTB to a regional focus including the Greater Yellowstone area, across multiple state lines. JHTTB is working on organizational structure right now, so it could be a good time to raise this idea
- Regional planning is also needed for the fast-growing permanent populations in the region. The fastest-growing population of the region is in eastern Idaho, in towns like Idaho Falls and Rexburg. Understand how growth in outlying towns will affect the JH population and workforce needs.
- Different rules and laws across state boundaries are a barrier to regional planning. Towns in Idaho run into state-level regulations on how quickly they can raise taxes, for example.
 - o There are not many successful examples of regional planning across multiple states in the US. The Tennessee Valley Authority, Lake Tahoe, and the Great Lakes region have done it to some degree.
- Build strong relationships at the highest levels for regional planning to be successful – more frequent meetings between mayors and elected officials from Teton County, WY and Teton County, ID..
- We also need to think about the scope of regional tourism planning – how big or small should we be thinking?
 - o Greater Yellowstone Ecosystem

- If we have to start smaller, then at a minimum start with the WY communities on this side of Yellowstone – Dubois, Pinedale, Star Valley and Teton Valley, ID. Maybe Cody.
- We need better transportation to/from outlying communities for visitors.
- Consider the unintended consequences: regional planning that tries to spread visitation out by marketing lesser-known places might end up attracting even more people than would come otherwise. Smaller communities like Rexburg or Bondurant could get destroyed; natural areas could see higher impact – this has already happened to Curtis Canyon and Delta Lake.
 - The flip side is that without planning, the increased visitation might just happen anyway. Smaller towns could end up becoming ghost towns full of Airbnbs and no employee housing, no community, if there is no planning.
 - Consider the recommendation of Sally Jewell (Secretary of Interior during the Obama administration), that “some places will get loved to death.” We may need to sacrifice some places to save others. Near Jackson, Curtis Canyon, Delta Lake, Jenny Lake are all heavily visited.
- Understand how dispersing visitors equally across the GYE, versus concentrating visitors in some places, will have different impacts on wildlife populations.

Strategy: Complete a carrying capacity study

- Equity is a significant concern whenever you are trying to limit visitors. No system manages equity well – whether it is a lottery or increased fees or a timed reservation system. Only people who can hover over their computer at certain times of the day can get reservations
- Limit vehicles instead of people: Implement an alternating license plate system by day – odd numbers allowed in on some days, even numbers allowed on the others. It is still possible to cheat the system, but this has the potential to be more equitable. Doesn’t require you to sit at a computer. Yellowstone used this system during Covid, though it wouldn’t work for GTNP since it is a throughway to Yellowstone.
- Provide a regular bus service that costs less than driving a private vehicle to get into the park. Add racks for toys (bikes, skis, paddleboards), stop at all the main points
 - A bus system still requires a parking lot somewhere. Don’t tear up sagebrush for pavement.
 - Start using school parking lots, which are big and empty all summer long.
 - Do not expand the Bradley-Taggart parking area, instead expand a lot for buses.

- Recognize that busing in the Park is never going to be profitable. But who will pay for it? The airport board won't, but they do have the money to do it.
- There are 2 very different user groups for national parks versus national forests, so need to consider both. ~90% of park visitors are from far away, while ~85% of national forest visitors live within 50 miles.
- Lotterize the number of boat trips people can take, rather than just taking sign-ups until there are no more spots.
- Clearly define "carrying capacity." Some would say 4 million visitors a year to Yellowstone is at capacity, but others say 10 million. It depends on how spread out they are, both in time/by season and across the space/landscape.
 - Need to identify your metric/goal in order to define carrying capacity. Do you want to reduce traffic? Keep parking spaces low or number of toilets low? Each one has a different impact on the landscape.
 - Greenhouse gas emissions as a variable to define carrying capacity
- Visitors are somewhat regulated by the available number of available campsites and beds in town. The number of campsites in the Park hasn't increased in a very long time.
- We are going to see pulses of people in certain times of the year, driven by extreme weather events such as wildfires/smoke or rain-on-snow/flooding. Planning needs to take that into consideration.

Strategy: Better transportation options

- The premise of the strategy - having extra tax revenue to spend - is unrealistic. Anything extra will go to the courthouse. And with more people in town, you need to increase staffing at the sheriff's office, the police department, etc.
- It was hard to catch the winter airport bus because there is nowhere to put your car. It's easier for visitors/ski tourists to use the bus than locals who don't live near the pickup spots.
- Car share and bike share programs can help a little – people in town may not need to own a car, and fewer commuters would have to drive
- Jackson Hole already has good public transportation compared to the rest of Wyoming, and it is very bikeable. We will need a policy to handle all the e-bikes, such as a dedicated lane.
- We need to be willing to lose money on public transportation. Across the US, public transportation never covers its costs.
- The next infrastructure improvement should not be adding more buses to the Teton Village line, but adding a dedicated bus lane on highway 22 that bypasses traffic.

Warm Refuge Scenario

In this scenario, snow declines and temperatures increase, but not as much in other portions of the West. Summers become warmer, but still cooler than elsewhere. Jackson Hole may become an attractive destination, especially during heat waves. Jackson Hole becomes an even more popular destination for both tourists and for people looking to permanently relocate to favorable climates. At the same time, spring floods are more common because spring rains fall on lingering snow. The faster spring runoff means that the summer is characterized by low water levels and drought conditions. A typical year has one week of 90F weather and two weeks of unhealthy, low-visibility smoky days.

Where does this scenario come from?

This scenario was built on regionally specific data from the [Greater Yellowstone Climate Assessment](#) by scientists at the University of Wyoming to portray plausible conditions in the Snake River Headwaters by the middle of the century (2040-2060). In combination with two other scenarios (“Shrinking Snowpack” and “Hot and Smoky”), it allow us to explore different scientific expectations about the future as well as uncertainties, including human actions to reduce future carbon emissions.

Strategies for the Warm Refuge Scenario

Housing	Vivienda
1. Use nearby public or national forest lands to build workforce and affordable housing (everything else that is buildable is privately owned).	1. Utilizar terrenos públicos o de bosques nacionales cercanos para construir viviendas asequibles y para la fuerza laboral (todo lo demás que es edificable es de propiedad privada).
2. Create permanently affordable housing by establishing deed restricted properties . Deed restrictions can require that the sale of the unit goes only to income-eligible parties, and they can limit the resale price in the future, ensuring that the unit is protected from rapid price appreciation and remains affordable for decades.	2. Crear viviendas permanentemente asequibles mediante el establecimiento de propiedades con restricciones de escritura. Estas restricciones pueden exigir que la venta de la unidad se haga solo a personas con ingresos elegibles, y pueden limitar el precio de reventa en el futuro, asegurando que la unidad esté protegida de una apreciación rápida y siga siendo asequible durante décadas.
3. Establish an incentive structure for builders and investors that encourages mixed-use housing developments (where low-, middle- and high-income housing are all on same site)	3. Establecer una estructura de incentivos para constructores e inversores que fomente el desarrollo de viviendas de uso mixto (donde haya viviendas de bajos, medianos y altos ingresos en el mismo sitio).
4. When a property is sold to a new owner, reduce the maximum square footage limit for new units on the site. This could discourage developers from building large, luxury housing, and encourage them to build smaller, more affordable units for the region's workforce.	4. Cuando una propiedad sea vendida a un nuevo dueño, reducir el límite máximo de superficie de construcción para las nuevas unidades en el sitio. Esto podría desalentar a los desarrolladores de construir viviendas grandes y lujosas, y alentarlos a construir unidades más pequeñas y asequibles para la fuerza laboral de la región.
5. Provide more protections for renters who face evictions and/or unreasonable rent increases from their landlords (renters' Bill of Rights).	5. Proporcionar más protecciones para los inquilinos que enfrenten desalojos y/o aumentos de alquileres irrazonables por parte de sus propietarios (Ley de Derechos de los Inquilinos).
6. Allow RVs to park in town, recognizing that many people in the local workforce who can't afford housing live in their RV.	6. Permitir que las autocaravanas (RVs) estacionen en la ciudad, reconociendo que muchas personas de la fuerza laboral local que no pueden pagar una vivienda viven en sus RV.

Transportation and Other Infrastructure	Transporte y otras infraestructuras
<p>1. With greater summer tourism, Jackson Hole and Teton County will see increases in tax revenue. Use these funds for infrastructure and public works improvements, such as providing better public transportation options, including e-bike programs and infrastructure, as well as additional transportation routes. These kinds of programs reduce greenhouse gas emissions.</p>	<p>1. Con el aumento del turismo en verano, Jackson Hole y el condado de Teton verán un incremento en los ingresos fiscales. Utilizar estos fondos para mejoras de infraestructuras y obras públicas, como proporcionar mejores opciones de transporte público, incluidos programas de bicicletas eléctricas e infraestructura, así como rutas de transporte adicionales. Estos tipos de programas reducen las emisiones de gases de efecto invernadero.</p>
<p>2. Taxation on second homes – this may or may not discourage second home ownership, but it would definitely increase the contribution to the town and county tax base for improved service provision (e.g. fire, water, emergency services, transportation, infrastructure, affordable housing, public health, etc.). This can contribute to both mitigation and adaptation goals.</p>	<p>2. Imponer un impuesto sobre las segundas residencias: esto puede o no desalentar la propiedad de segundas viviendas, pero definitivamente aumentaría la contribución a la base impositiva del pueblo y el condado para mejorar la prestación de servicios (por ejemplo, bomberos, agua, servicios de emergencia, transporte, infraestructuras, vivienda asequible, salud pública, etc.). Esto puede contribuir tanto a los objetivos de mitigación como de adaptación.</p>
<p>3. Place a ban on tourist RVs driving through the town of Jackson because they create traffic and parking issues – route RVs through the Moose-Wilson road instead</p>	<p>3. Imponer una prohibición a las auto-caravanas turísticas (RVs) que atraviesan la ciudad de Jackson, ya que crean problemas de tráfico y estacionamiento – redirigirlas a través de la carretera Moose-Wilson.</p>
<p>4. Develop a multimodal transportation system that incorporates <i>all</i> modes that people use to get around (bikes, walking, cars, buses, scooters and e-bikes, cross-country skis)</p>	<p>4. Desarrollar un sistema de transporte multimodal que incorpore todos los modos que las personas utilizan para moverse (bicicletas, caminatas, autos, autobuses, scooters y bicicletas eléctricas, esquís de fondo).</p>

Ecosystem and Environment	Ecosistema y medio ambiente
1. Phase out mega ranch complexes in the future to reduce habitat fragmentation	1. Eliminar gradualmente los complejos de mega-ranchos en el futuro para reducir la fragmentación del hábitat.
2. Establish more check stations for Aquatic Invasive Species (AIS)	2. Establecer más puntos de control para Especies Acuáticas Invasoras (AIS) .
3. Public education on how to take care of our land	3. Educación pública sobre cómo cuidar nuestras tierras.
4. Complete a carrying capacity study to understand how many visitors and permanent residents the public lands around Jackson can support. Then implement measures to stay within the limit, such as imposing new or higher entrance fees, using a lottery system for entrance, manage overflow camping and increase oversight of dispersed camping, provide more public transportation to the Park and national forests, and/or implement day use fees.	4. Completar un estudio de capacidad de carga para comprender cuántos visitantes y residentes permanentes pueden soportar las tierras públicas alrededor de Jackson. Luego, implementar medidas para mantenerse dentro del límite, como imponer tarifas de entrada nuevas o más altas, usar un sistema de lotería para la entrada, gestionar el desbordamiento de campamentos y aumentar la supervisión de campamentos dispersos, proporcionar más transporte público al Parque y bosques nacionales, y/o implementar tarifas de uso diurno.

Economic security and equity	Seguridad económica y equidad
1. Transition from seasonal to permanent jobs	1. Transición de trabajos estacionales a permanentes
2. Keep the price of groceries in the peak season the same as in the off-season for locals.	2. Mantener el precio de los comestibles en la temporada alta igual que en la temporada baja para los residentes locales.
3. Change the tax structure to discourage wealthy residents from pushing the working class out, e.g. a graduated income tax system	3. Cambiar la estructura tributaria para desalentar a los residentes adinerados de desplazar a la clase trabajadora, por ejemplo, un sistema de impuestos sobre la renta graduado .
4. People with the most resources need to support and protect the working class and the poor, and hold themselves accountable for the negative social impact that they have on the community.	4. Las personas con más recursos deben apoyar y proteger a la clase trabajadora y a los pobres, y responsabilizarse del impacto social negativo que tienen en la comunidad.

Regional Growth and Visitation Management	Crecimiento regional y gestión de visitas
<p>1. Understand Teton County’s growth capacity for permanent residents: how many people could sustainably live in the region? How fast can it grow? Where and how should this growth occur? What are the experiences and lessons of other towns and regions that are climate refugia, or that have seen rapid growth due to natural-resource based amenities?</p>	<p>1. Comprender la capacidad de crecimiento del condado de Teton para residentes permanentes: ¿cuántas personas podrían vivir de manera sostenible en la región? ¿Qué tan rápido puede crecer? ¿Dónde y cómo debería ocurrir este crecimiento? ¿Cuáles son las experiencias y lecciones de otras ciudades y regiones que son refugios climáticos o que han experimentado un rápido crecimiento debido a las comodidades basadas en recursos naturales?</p>
<p>2. Understand Teton County’s growth capacity for visitors: How many beds, hotel rooms, and parking spaces are needed? What are the seasonal workforce needs associated with expected increases in visitors in summer, winter and shoulder seasons?</p>	<p>2. Comprender la capacidad de crecimiento del condado de Teton para visitantes: ¿cuántas camas, habitaciones de hotel y espacios de estacionamiento se necesitan? ¿Cuáles son las necesidades de la fuerza laboral estacional asociadas con los aumentos esperados de visitantes en verano, invierno y temporadas intermedias?</p>
<p>3. Shift from local to regional tourism planning, e.g. gateway communities working together (Cody, Red Lodge, Jackson); Jackson working with satellite communities (Driggs, Afton, Bondurant, Alpine/Teton County ID); Town/county working with public lands managers to anticipate and manage visitation</p>	<p>3. Cambiar la planificación turística local a una regional, por ejemplo, comunidades puerta de entrada trabajando juntas (Cody, Red Lodge, Jackson); Jackson trabajando con comunidades satélites (Driggs, Afton, Bondurant, Alpine/Condado de Teton ID); el pueblo/condado trabajando con los gestores de tierras públicas para anticipar y gestionar las visitas.</p>

Collaboration and political action	Colaboración y acción política
<p>1. Increase pressure on elected politicians to support policies related to adapting to the future impacts of climate change.</p>	<p>1. Aumentar la presión sobre los políticos electos para que apoyen políticas relacionadas con la adaptación a los impactos futuros del cambio climático.</p>
<p>2. Solutions-oriented climate education: Create common awareness about climate change impacts <i>and simultaneously</i> increase education around problem-solving and possible solutions, especially among younger generations, to generate collaboration and teamwork in the community for finding solutions</p>	<p>2. Educación climática orientada a soluciones: crear una conciencia común sobre los impactos del cambio climático y, <i>al mismo tiempo</i>, aumentar la educación en torno a la resolución de problemas y posibles soluciones, especialmente entre las generaciones más jóvenes, para generar colaboración y trabajo en equipo en la comunidad para encontrar soluciones.</p>
<p>3. Communicate the past policy successes in the community to generate more support for replicating and scaling them up</p>	<p>3. Comunicar los éxitos pasados de políticas en la comunidad para generar más apoyo para replicarlos y escalarlos.</p>

Individual action and accountability	Acción individual y responsabilidad
1. Encourage people to make lifestyle changes for both climate mitigation and adaptation	1. Alentar a las personas a realizar cambios en su estilo de vida tanto para la mitigación como para la adaptación al clima.
2. Be good neighbors (e.g., if you see someone littering, educate them; similarly, help other campers understand how to avoid starting forest fires).	2. Ser buenos vecinos (por ejemplo, si ves a alguien tirando basura, edúcalo; de manera similar, ayuda a otros campistas a entender cómo evitar iniciar incendios forestales).
3. Rely on existing community for support: "Our farming community will figure out what needs to be done on its own, as we always have."	3. Confiar en la comunidad existente para obtener apoyo: "Nuestra comunidad agrícola descubrirá lo que se debe hacer por sí misma, como siempre lo hemos hecho".

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