Organizational overview
40 years ago, a group of caring neighbors bound by a ferocious love for the magic of Jackson Hole founded the Jackson Hole Alliance for Responsible Planning. We’ve worked as a watchdog to defend Jackson Hole from many bad ideas you don’t see today, from oil and gas wells in Cache Creek and a dam that would have flooded Oxbow Bend to outlet malls at the “Y” and a massive commercial development increase in downtown Jackson. And we believe that to protect what we love about Jackson Hole, we must do more than play defense. That’s why we work proactively to make Jackson Hole a national model of a strong community living in balance with nature. This is a future for Jackson Hole where abundant populations of wildlife have the freedom to roam across the landscape, through our neighborhoods, and across our roads; where we live in walkable neighborhoods with accessible transportation choices and affordable homes surrounded by protected open space, working agricultural lands, and connected wildlife habitat; and where we respect wildlife when we recreate on protected, wild, well-managed public lands.

Transportation campaign overview
It’s hard for both people and wildlife to get around Jackson Hole. We have seasonal traffic congestion, not enough START bus service, unsafe intersections and dangerously fast traffic, and an average of over 500 wildlife-vehicle collisions every year. Despite decades of data showing wider roads only encourage people to drive more, we face proposals to dramatically expand the highways that bisect our community and to add new roads, ultimately increasing traffic and pollution. But it doesn’t have to be this way.

We have worked on valley-wide transportation issues for decades—from stopping the ill-conceived North Bridge and preventing a highway on Rosie’s Ridge to supporting START bus funding and leading the recent successful grassroots campaign for wildlife crossings (passed with 79% voter support).

Now, we will develop a clear vision for the future of our transportation system, starting with the Highway 22/390 corridors. This vision is fundamentally about prioritizing alternatives to wider highways and new roads. Instead, we’ll make dangerous intersections safer, expand transit service, dedicate funding to walk/bike/ride investments, manage parking and congestion, and build the voter-approved network of wildlife crossing structures.
Position overview
The Transportation Advocate will lead or help with this significant and complex campaign, depending on level of experience. At the Director level, they will be our transportation policy expert, and they will confidently help Alliance leadership determine how we should engage on issues as they arise and will lead the technical development of our proactive approach. At the Manager or Director level they will manage transportation planning / design / engineering consultants, and build close working relationships with county and WYDOT staff, partners, and elected representatives. At all levels they will focus on engaging the community and building grassroots power to accomplish these policy goals through local political decisions.

Major Responsibilities (depending on job level)
- **Director:** Provide overall and policy leadership on transportation campaign
- **Director or Manager:** Manage complex fast-paced campaign; manage consultants; manage program budget and fundraise for program
- Track, research, and draft proposed changes / comment letters for Comprehensive Plan, Integrated Transportation Plan, and Land Development Regulations, relevant WYDOT / state processes and legislation, and federal processes
- Attend public meetings to stay abreast of and provide formal comment on key issues
- Engage Alliance members and volunteers in effective grassroots lobbying and advocacy
- Stay informed about transportation issues through literature review, professional development opportunities and discussions with peers
- Work closely with Alliance staff, volunteers, activists, interns, and board members
- Effectively communicate complex issues in diverse media
- Build and maintain strong collaborative relationships with a broad range of organizations, elected officials, agency staff, Alliance members, and community leaders

Preferred qualifications *(not all required; will determine job level)*
- **Director:** Advanced degree in transportation planning or related field and/or equivalent relevant professional experience (e.g. 5-10 years)
- **Manager or director:** Demonstrated experience in transportation issues or political campaign leadership; at least 2-5 years work experience for Manager
- Ability to effectively speak with elected representatives and key decision makers
- Excellent writing skills, creative thinker and problem solver
- Experience engaging community members in complex processes
- Willing to work a flexible schedule with occasional evening meetings
- Ability to quickly learn technical subjects from literature review and subject matter experts
- Passion for this work
- Knowledge of local area, partners, and staff is preferred.

Compensation
This position will be filled at the Associate, Manager or Director level depending on experience. Competitive salary ranges are in the upper $40,000s (Associate), $50,000s (Manager) or $60-80,000 (Director), negotiable depending on experience. The Alliance offers a comprehensive benefits package including health, vision, and dental insurance, retirement contributions, vacation and holidays, and flexible schedules.
Note: we are currently working fully remotely, and we expect the position to start remote. Once we are back in our office, this position will be an in-person job in Jackson, WY.

Application deadline and timeline
Applications are due February 12. We will conduct interviews on a rolling basis as we receive qualified applications, so we encourage early applications. Ideal start date is March 12, 2021.

To apply
Send cover letter and resume to jobs@jhalliance.org. Please send questions about the position to skye@jhalliance.org. The Alliance is an equal opportunity employer and encourages applications from candidates in communities traditionally underrepresented in conservation work.