
Tahoe Climate Resiliency Dashboard Final Indicator Report

Winter 2023

Prepared for: Tahoe Regional Planning Agency



ECONorthwest

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Executive Summary

The Tahoe Regional Planning Agency (TRPA), California Tahoe Conservancy (CTC) and many other federal, state, and local public, private, and non-profit organizations are working to reduce GHG emissions and make the Lake Tahoe Region's built and natural environments resilient to climate change. To advance the region's climate goals, ECONorthwest is leading a team of consultants supporting TRPA in developing a Climate Resilience Dashboard. This will build on the work of the existing Sustainability Dashboard and replace it with information and metrics to better track and tell the story of climate resilience in the Lake Tahoe region.

This report provides a summary of takeaways from preliminary research and engagement work as well as an initial analysis of draft metrics selected by the Steering Team. Based on the Steering Team's feedback and TRPA staff guidance, the project team will use of the climate resiliency metrics in the Dashboard.

Through this process, the project team recommends identifying regional climate resilience goals, indicators, and metrics as key organizational elements for developing the Dashboard:

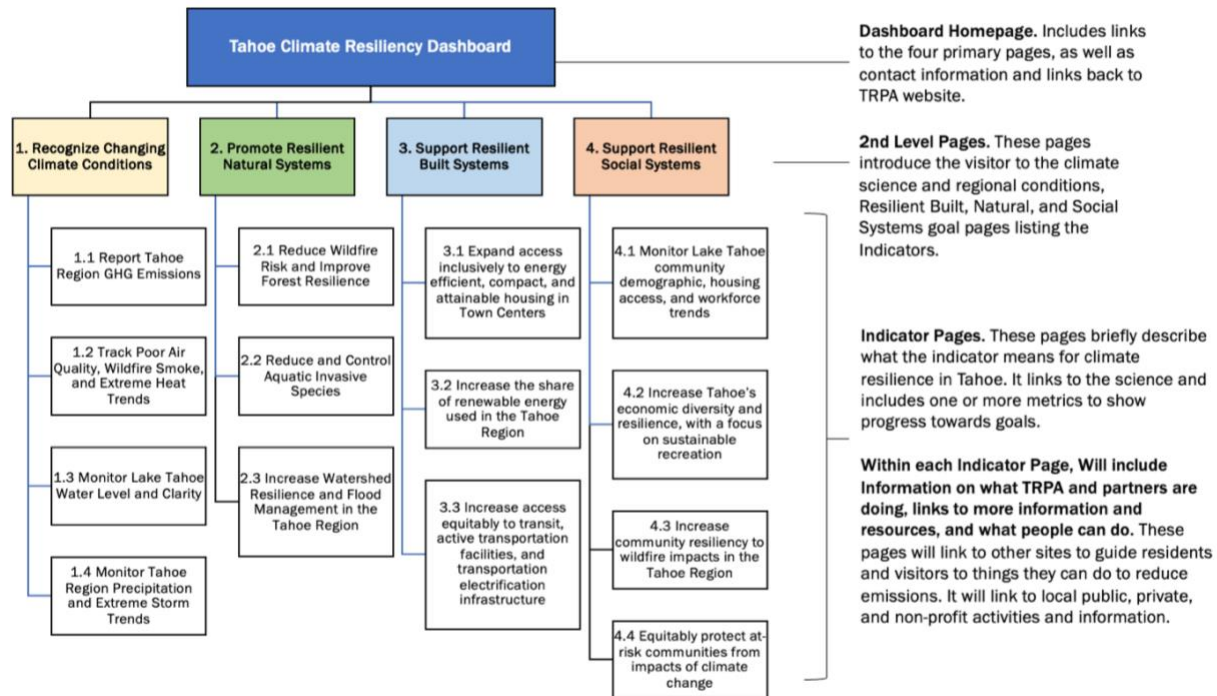
- **Goals:** General, high-level aspirations for the Tahoe Region related to climate actions. Goals are general statements on what should be accomplished. They provide direction for community decisions. **Goals should be general, simple, and comprehensively encompassing a set of indicators and metrics.**
- **Outcomes:** An outcome provide more detail on how to achieve the overarching goals and there is often more than one indicator associated with each goal. Measuring performance through targets or benchmarks helps evaluate the performance towards achieving established goals ideally with a start year and target year. These should be tied to clear measurable long-term outcomes and should be informed by specific metrics.
- **Indicators or Metrics:** An indicator or metric must be understandable and useful for measuring the progress of meeting an outcome (which can be a target) that can be measured with data available over time (can draw from quantitative or qualitative data). The data should be updated on a regular basis, ideally using values that can be compared to past values. Each indicator/metric is accompanied by a narrative that describes the purpose, how it impacts the region, actions being taken to meet regional goals, and ways the public can get involved. This information can help users assess, plan for, measure, and monitor progress towards desired outcomes and greater resilience.

Using best practice guidance, a comprehensive review of existing climate planning documents, and feedback from stakeholders, the project team identified regional goals and indicators for the Lake Tahoe region. This resulted in the following recommended layout for the Climate Resilience Dashboard shown in Exhibit 1. The focus of the dashboard was developed to integrate the Tahoe Climate Resilience Strategy (CTC, 2021) which calls for an integrated

approach to building resilience (in Lake Tahoe, in the Forested Uplands, and Communities). In addition, most of the Pillars of Resilience outlined by the Tahoe Central Sierra Initiative (2020) were encapsulated in the proposed dashboard update (such as fire-adapted communities, economic diversity, carbon sequestration, forest resilience, biodiversity conservation, wetland integrity, air quality, and social and cultural well-being).

Exhibit 1. Proposed Storyboard for the Tahoe Climate Resiliency Dashboard

Source: ECONorthwest



Within this proposed structure of the Dashboard, the project team identified and evaluated 51 initial climate resiliency metrics. These metrics were vetted by the team to ensure that they are relevant in terms of measuring climate goal outcomes and describing the risk or other conditions in the Lake Tahoe region. Using our team’s cross-disciplinary technical expertise, we identified metrics related to natural, built, and social systems as well as metrics to recognize the changing climate.

Though a thorough process engaging regional stakeholders, the project team evaluated these initial metrics to ensure that data sources are up to date (to the greatest extent possible), credible, and verifiable as well as useful for telling the story of climate change in the region. Stakeholders who reviewed the draft metrics provided key local insight into whether metrics were important for meeting the Dashboard’s goals and highlighted potential issues with obtaining and maintaining data. This process enabled the team to filter down to a list of **33 final indicators (previously referred to as metrics)** to be carried forward into the Dashboard (the original list of the metrics evaluated is listed in Exhibit 12).

Stakeholders also provided critical insight to refine the initial metrics in line with the evaluation criteria. This input helped to better aligning metrics with available information, important geographic areas, and relevance to meeting climate goals. Stakeholder feedback included both general suggestions and more specific adjustments reflected in individual metrics, such as:

- **Geographies.** Several stakeholders noted the importance of breaking down data to the most useful geographic level. Dividing between Tahoe’s North and South Shores emerged as a recommendation for aligning metrics with both transit and housing-related work. In addition to these metrics, dividing key demographic information roughly by the same boundaries as possible by census tracts can allow users to compare these data points with housing and transit information and consider equitable outcomes.

Tahoe’s two transit systems (Tahoe Truckee Area Regional Transportation and Tahoe Transportation District) respectively cover the North and South Basins and are currently reported as North and South Shore in the Sustainability Dashboard. Retaining this format can help to understand if one system is seeing different trends for ridership.

Likewise, housing metrics were recommended to follow the same North and South distinction, aligning with recent efforts like the 2019 South Shore Region Housing Needs and Opportunities report and 2021 North Tahoe-Truckee Regional Housing Implementation Plan). In the current Sustainability Dashboard, these are tracked by individual jurisdictions, but this can make it more difficult to visualize overall trends. Although more granular data can be made available as downloadable data, stakeholders recommended using the more straightforward North and South Shores.

- **Data Sources.** Stakeholders also provided insight on several important data sources beyond what the team identified in the initial draft metrics. In some cases, this included information about data that is not yet available but will be upcoming soon to be included in the Dashboard either at its launch or in the future.

Existing resources that stakeholders pointed to included additional information that could be collected from US Census data (such as home heating fuel and vacation home data), TRPA’s recent Transportation Equity Study (which includes data about transportation access for households with higher vulnerability to climate-related disasters), and EV charging data from PlugShare and the US Department of Energy.

Representatives from TRPA and other organizations also gave details about potential upcoming work that could be used to enhance final metrics, including upcoming analyses of bicycle and pedestrian low-stress networks and new assessment of probability of fire by management zone. Some upcoming work in earlier stages may also make metrics which were removed viable for the Dashboard in the future, such as measurements of carbon sequestration and visitation data.

- **Relevance.** Feedback from stakeholders helped to refine indicator language throughout the draft metrics to be better aligned with climate goals and remove some metrics which were not seen as important to telling the story of climate resilience.

For example, stakeholders noted that some metrics did not have a direct connection to climate beyond what is captured by other sources like the Environmental Improvement Program (EIP) tracker (like watercraft inspections for invasive species), changes to water pipe size and location (which is both difficult to obtain and to interpret for relevance to climate change), and data on short-term rentals (which is difficult to collect and has minimal relevance on its own).

Indicator language was also modified from the draft to the final version, including more specificity around intended outcomes and consistency with goals. Several indicators were refocused on resilience (rather than simply tracking environmental quality) alongside their intended narrative about intersections with climate.

These 33 final metrics represent data points that are obtainable from existing sources, reliably updated, relevant to climate change, representative of the region, and balanced in the level of staff effort and utility. To the extent possible, the team identified metrics which can be linked to other work by TRPA to minimize staff effort while maximizing consistency across projects. The project team also further refined indicators associated with the final metrics to best connect them with the Dashboard's goals. These metrics also include information about whether they are new metrics proposed for the Climate Resilience Dashboard, existing metrics, or adapted metrics that have been adjusted either in their data source, display, or focus from the previous Dashboard. In total, there are 15 new metrics, 10 adapted metrics, and 8 existing metrics identified for inclusion on the Tahoe Climate Resilience Dashboard.

An additional 18 of the original metrics not carried forward are detailed in Exhibit 3 below, and the rationale for which they were not carried forward. These metrics were either **consolidated** with others to display data more efficiently, **removed** due to limited relevance for climate resilience, or listed as a **stretch action** to pursue in the future due to incomplete, inconsistent, or irrelevant data. For stretch actions, our evaluation provides insight (where available) into how this data might be integrated in the future. Some data may become available as part of other TRPA efforts related to housing, transportation, or economic development, while other information may become more consistent as trends evolves such as carbon sequestration.

Exhibit 2. Summary of Final Climate Resiliency Metrics

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|---|--|--|---|--|
| 1. Recognize the Changing Climate Conditions¹ | 1.1 Report Tahoe region greenhouse gas (GHG) emissions. | 1.1.a Total GHG emissions and emissions by sector | Retain trendline chart by sector in the existing dashboard with line for total showing emissions from 2005 to latest inventory (2018, with carbon sequestration info). Include GHG emission reduction targets (currently set for 2050). | Existing GHG reporting for TRPA and update through future TRPA data collection. <i>*Adapted metric (1)</i> |
| | 1.2 Track poor air quality, wildfire smoke, and extreme heat trends regionally.² | 1.2.a Poor air quality days, wildfire smoke days, and number of extreme heat days per year. | Chart with 3 trendlines showing the poor Air Quality Index days, wildfire smoke days, and number of extreme heat days per year (possibly seasonally) over time and including data showing historical trends (such as from 2000 to current). | TRPA existing Smoke Forecast map, AirNow federal tracking database, and National Weather Service for Extreme Heat. <i>*New metric (1)</i> |
| | 1.3 Monitor Lake Tahoe water level and clarity. | 1.3.a Lake Tahoe water level | This is an existing, established metric. A chart with trendline showing lake water level seasonally over time. | UC Davis State of the Lake report (annual). <i>This is an existing TRPA Threshold metric.</i> <i>*Existing metric (1)</i> |
| | | 1.3.b Annual average water temperature, including surface water temperature | Chart with trendline of volume-averaged water temperature and surface temperature seasonally over time. | UC Davis State of the Lake report (annual) <i>*New metric (2)</i> |
| | | 1.3.c Lake clarity measured by Secchi Depth | Scatterplot with trendline of observed water clarity over time. | UC Davis Tahoe Environmental Research Center. <i>This is part of the existing TRPA Threshold Evaluation.</i> <i>*Existing metric (2)</i> |
| | 1.4 Monitor Tahoe Region precipitation and extreme storm trends.³ | 1.4.a Total precipitation in water per year, extreme precipitation, and snow as a fraction of annual precipitation | Chart with two trendlines showing total precipitation and snow measured in inches annually over time. | NOAA/UC Davis long-term daily precipitation dataset <i>*New metric (3)</i> |

¹ This goal will link to the story map describing Tahoe’s Climate Future: <https://storymaps.arcgis.com/stories/c84a6fbf85794420baf8127d141d0150>.

² The Tahoe Climate Resilience Strategy (CTC, 2022) includes a goal to advance science stewardship and accountability.

³ The Tahoe Climate Resilience Strategy (CTC, 2022) includes a goal to advance science stewardship and accountability.

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|--------------------------------------|--|---|---|--|
| 2. Promote Resilient Natural Systems | 2.1 Reduce wildfire risk for Lake Tahoe communities and improve forest resilience in the Lake Tahoe Region. ⁴ | 2.1.a Acres of forest fuels reduction treated for wildfire in high-risk areas, map of prescribed fire treatment projects | Bar chart with the number of annual acres treated by zone and the and map of treated areas. | Linked to EIP tracker <i>*Adapted metric (2)</i> |
| | | 2.1.b Tree species diversity and increasing old growth forest | Bar charts for each metric compared to established targets to align with threshold metrics: regionwide tree density, large tree density, clump/gap structure, and seral stage. | Linked to TRPA Threshold Dashboard <i>*New metric (4)</i> |
| | | 2.1.c Flame length to be updated to probability of fire by low, moderate, & high severity by management zone (WUI Defense, WUI Threat, General Forest, & Wilderness) *We are expecting additional clarity regarding this indicator. | For current flame length metric, display as a map by communities using list from existing dashboard. For Probability of Fire, display a map showing areas of low, moderate, and high severity fire. | USFS, link updated data to TRPA when completed in fall 2023 <i>*Adapted metric (3)</i> |
| | 2.2 Reduce and control aquatic invasive species. ⁵ | 2.2.a Acres treated for aquatic invasive species. *We could gain additional clarity regarding this indicator. | Include existing EIP metric but consider new metric in the future ('acres of infected' - total aquatic invasive species). | Linked to EIP tracker <i>*Existing metric (3)</i> |
| | | 2.3 Increase watershed resilience and flood management in the Tahoe Region. ⁶ | 2.3.a Acres of restored high-quality wetlands and meadows helping to store flood waters. *We could gain additional clarity regarding this indicator. | Use the metric and visualization on the EIP page but also include a map of restored areas. |
| | 2.3.b Increased number of parcels with Stormwater Best | | Keep currently tracked metric; this should also be connected through narrative to home | Linked to EIP tracker <i>*Existing metric (4)</i> |

⁴ Indicator 2.1 relates to a Tahoe Climate Resiliency Strategy (TCRS, CTC, 2021) goal to reduce wildfire risk and build forest resilience. In addition, SB 1260 (Jackson, Chapter 624, Statutes of 2018) aimed to clear the path for more collaborative wildfire fuel reduction and prescribed burning projects to reduce the risk of catastrophic wildfire. This indicator also relates to the following TCSI plan outcome (2020): Vegetation composition and structure align with topography, desired disturbance dynamics, and landscape conditions, and are adapted to climate change.

⁵ Indicator 2.2 supports TCRS (CTC, 2021) goal to increase watershed resilience and biodiversity and to prevent and control aquatic invasive species and . the following TCSI plan (2020) outcome: the network of native species and ecological communities is sufficiently abundant and distributed across the landscape to support and sustain their full suite of ecological and cultural roles.

⁶ Indicator 2.3 supports TCRS (CTC, 2021) goal to increase watershed resilience and biodiversity and restore natural infrastructure like wetlands to help boost resilience to drought, flood, and extreme heat. This indicator also supports the following TCSI plan outcomes (2020) to support carbon sequestration in a stable and sustainable manner that yields multiple ecological and social benefits; enhance meadow and riparian ecosystems since they provide multiple ecosystem services and are key linkages between upland and aquatic systems in forested landscapes; and provide critical wetlands habitat to filter and retain nutrient pollution, store carbon, enhance water quality, control erosion, and provide spaces for recreation. Wetlands are also referred to as Stream Environment Zones.

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|---|--|--|--|---|
| | | Management Practices (BMPs) improvements | hardening and highlights about key area wide stormwater projects. | |
| | | 2.3.c Increase in square feet of urban developed treated by area-wide stormwater infrastructure within key watersheds. *We could gain additional clarity regarding this indicator. | Keep, display in bar or trendline chart as percent of total area covered by treatment. | Linked to EIP tracker *New metric (6) |
| 3. Support Resilient Built Systems | 3.1 Expand access inclusively to energy efficient, compact, and attainable housing in Town Centers.⁷ | 3.1.a Total number of housing units in town centers and share of affordable housing in Town Centers | Chart with trendlines for total number of units in town centers in the Basin over time, and the number of these units that are deed-restricted affordable, moderate, and achievable units. | Parcel-level assessor data (as collected regularly by TRPA), updated annually *New metric (7) |
| | | 3.1.b Change in share of homes with electric or solar energy fuel compared to oil/gas over time | Stacked bar charts by year showing the % of total for energy sources (gas, solar, etc.) annually for the Basin. | US Census ACS 5-Year Estimates (annual updates) *New metric (8) |
| | | 3.1.c Number of deed-restricted affordable, moderate, and achievable units | Trendline chart with total number of deed-restricted affordable, moderate, and achievable units as a % of all units and split between North and South to align with housing efforts. | Parcel-level assessor data (as collected annually by TRPA) *New metric (9) |
| | 3.2 Increase the share of renewable energy used in the Tahoe Region.⁸ | 3.2.a Percent of renewable energy as a share of total energy used | Stacked bar chart showing total power mix by % of total MWh for each energy source (solar, etc.) for NV and CA sides of the Basin served by NV Energy and Liberty Utilities by year. | NV Energy and Liberty Utilities annual public reporting *New metric (10) |
| | 3.3 Increase access equitably to transit, active transportation facilities, and transportation electrification | 3.3.a Total transit ridership by transit systems | Stacked bar chart over time split between North and South Shore's individual transit systems (TTD and TART) for total ridership, integrating Lake Link data as part of total. | Linked to TRPA Transportation Dashboard and the Tahoe RTP (2021). *Existing metric (5) |
| | | 3.3.b Daily per capita Vehicles Miles Traveled (VMT) and progress towards VMT target | Bar chart consistent with transportation dashboard. | Linked to TRPA Threshold Dashboard and Tahoe RTP (2021). ¹⁰ *Existing metric (6) |

⁷ Indicator 3.1 is linked to the following TCRS (CTC, 2021) goal: Infrastructure and built systems including transportation, housing, water supply, and recreational facilities are able to withstand changing conditions and shocks, including changes in climate, while continuing to provide essential services. In addition, this supports Tahoe RTP (2021) Policy 1.1: Support mixed-use, transit-oriented development and community revitalization projects that encourage walking, bicycling, and easy access to existing and planned transit stops in town centers.

⁸ Indicator 3.2 relates to TCRS (2021) goal to upgrade infrastructure to protect vulnerable communities. The State of California has a goal to switch to 60% renewable electricity by 2030 with a goal of 100% carbon free electricity by 2045 while Nevada aims to switch to 50% renewable electricity by 2030 with a goal of 100% carbon free electricity by 2050. Locally, the City of South Lake Tahoe has a goal of 100% carbon free energy by 2030.

¹⁰ The RTP (2021) identifies a Daily per capita VMT target set at a 6.8 percent reduction from 2018 levels by 2045 (2018 per capita daily VMT is 12.48, goal is 11.63).

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|--|---|---|---|--|
| | infrastructure regionally.⁹ | 3.3.c Coverage of electric bus routes and alternative fuel, such as EV charging for vehicles and bicycles | Interactive map including point location of chargers, alternative fuel stations, mobility hubs, bicycle chargers, electric bus routes, and any other alternative fuel infrastructure features. | PlugShare and US Department of Energy Map. Linked to the Tahoe RTP (2021). ¹¹ <i>*Adapted metric (4)</i> |
| | | 3.3.d Baseline mode share and weekday or seasonal variation ¹² | Bar charts consistent with transportation dashboard, highlighting non-automobile modes. | Linked to TRPA Transportation Dashboard <i>*Existing metric (7)</i> |
| | | 3.3.e Transportation access in priority communities ¹³ | Will be consistent with TRPA equity study page once updated, showing access for adults 65+, people with disabilities, and people living in poverty. | Linked to TRPA Transportation Dashboard <i>*Adapted metric (5)</i> |
| | | 3.3.f Increased lane miles of low-stress bicycle facilities (both bicycle and pedestrian facilities that are considered comfortable enough for all users and abilities, and implicitly measures active transportation network connectivity) | Trend line chart showing the extent of shared use paths, which are always low-stress and are used by both bicyclists and pedestrians. Once available, also display miles of low levels of traffic stress (LTS) for bicycle and pedestrian facilities using TRPA analysis to be finalized in fall 2023. | Linked to TRPA Transportation Dashboard <i>*Adapted metric (6)</i> |
| 4. Support Resilient Social Systems | 4.1 Monitor Lake Tahoe community demographic, housing access, and workforce trends.¹⁴ | 4.1.a Population disaggregated by race and ethnicity, age groups | Stacked or clustered bar chart to show population by race and ethnicity and second chart to show age groups by North and South shores to easily allow for comparison with housing and transit metrics. | US Census American Community Survey 5-Year Estimates (aggregated tracts updated annually) <i>*New metric (11)</i> |

⁹ Indicator 3.3 supports TCRS (CTC, 2021) goals to upgrade transportation facilities; invest in projects that expand equitable access to transit and bike paths; and expand vehicle charging and solar energy adoption. This indicator supports Tahoe RTP (2021) Policy 4.2: Enable growth of shared and on-demand shared ride mobility services and goals to protect and enhance the environment, promote energy conservation, and reduce GHG emissions by creating a transportation system that provides alternatives to driving and enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods and Policy 1.5 facilitating and promoting the use of zero emission vehicle transit, fleet, and personal vehicles through implementation of the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.

¹¹ The Tahoe RTP (2021) shows the goal to install DC fast charging hubs in nearly every town center.

¹² The Tahoe RTP (2021) includes the following Non-Auto Mode Share Target: Improve average non-auto mode share calculated from the two most recent TRPA travel survey results; the current performance on target at 24.5% (2018-20 average) up from 18% in 2014-16.

¹³ The Tahoe RTP (2021) includes a target to increase access to each mode for Priority communities to 100% by 2045.

¹⁴ CA SB 1000 (2016) requires local governments to identify environmental justice communities and address environmental justice in general plans.

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|------|--|---|--|--|
| | | 4.1.b Median Household Income (MHI) by jurisdiction and disaggregated by remote and non-remote workers | Bar chart showing overall MHI for the Basin over past decade, with option to show split between North and South Shores to easily allow for comparison with housing and transit metrics. Separate chart to show the disaggregation of MHI by remote and non-remote workers at the PUMS geography. | US Census American Community Survey 5-Year Estimates (aggregated tracts and PUMS updated annually) <i>*Adapted metric (7)</i> |
| | | 4.1.c Housing costs (median home sales price and rental rates, by jurisdiction) | Trendline chart with average home sale and rent prices over time; adjusted to inflation for most recent year with option to split between North and South Shores (to align with the geographies of existing housing work) and total. | ZORI/Property Radar ZORI has less complete data available by zip code, Property Radar has more precise data for a small cost <i>*Adapted metric (8)</i> |
| | | 4.1.d Housing tenure (rented full-time, owner-occupied, second home), disaggregated by race, ethnicity, and age | Stacked bar chart to show occupied owner and renter units and vacant seasonal units in the North and South Shores and total. Separate charts to show the tenure split by race/ethnicity and age groups, with stacked bar charts. | US Census American Community Survey 5-Year Estimates (aggregated tracts updated annually) <i>*Adapted metric (9)</i> |
| | | 4.1.e Percent of workers who commute into the basin, origin demographics, distance travelled, difference in travel time by mode | Trend line of percentage of workers who commute; bar chart with mean distance traveled by mode; and map with origin/destination information for commuters. | LEHD/LODES from Census On the Map <i>*New metric (12)</i> |
| | | 4.2 Increase Tahoe's economic diversity and resilience, with a focus on sustainable recreation.¹⁵ | 4.2.a Transient Occupancy Tax revenue and changes over time | Keep this metric from the Sustainability Dashboard as presented; with a clear explanation for the connection to climate |
| | 4.2.b Consistent employment and median wages by sector and overall | | Show a table with employment and wages by industry for the Tahoe region using aggregated QCEW point level data for the region. | Bureau of Labor Statistics QCEW data, using the same data aggregated by TRPA <i>*Adapted metric (10)</i> |

¹⁵ Indicator 4.2 supports Tahoe RTP (2021) goal calling to support the economic vitality of the Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors. The Tahoe Climate Resilience Strategy (CTC, 2021) includes a goal to build sustainable recreation and transportation systems for Tahoe residents and visitors.

| Goal | Outcome | Indicator or Metric | Recommended Visualization | Data Source/Details |
|------|--|---|---|--|
| | | 4.2.c Access to recreation sites, fresh food, and healthcare for zero-vehicle households ¹⁶ | Map showing concentrations of zero car households and access to services consistent with Transportation Equity Study | Linked to Transportation Equity Study *New metric (13) |
| | 4.3 Increase community resiliency to wildfire impacts in the Tahoe Region.¹⁷ | 4.3.a Number of Firewise communities in the Tahoe basin | Interactive climate action map with point-level data of communities in the Basin with information about contacts. | Firewise USA *New metric (14) |
| | 4.4 Equitably protect at-risk communities from impacts of climate change.¹⁸ | 4.4.a Number/share of households with access and functional needs (These can be referred to as vulnerable populations including populations such as persons with disabilities, older adults, children, limited English proficiency, and transportation disadvantages) | Interactive map showing the concentration of persons with access and functional needs (defined as the share of people with disabilities, adults 65+, children under 18, share of people with limited English proficiency, and share of zero-car households as a percentage of the total population by census tract), and point data for heating/cooling centers and emergency infrastructure. | US Census American Community Survey 5-Year Estimates (updated annually) and local TRPA GIS data on heating and cooling centers and infrastructure. *New metric (15) |

¹⁶ Place-holder for 4.2d to add Sustainable Recreation indicator(s) when information is collected from the recreational stewardship project.

¹⁷ Indicator 4.3 supports various plans for the Tahoe Region. The TCSI plan (2020) identifies a need for greater fire-adapted communities due to wildfires increasingly threatening homes and communities, especially in the wildland-urban interface. Fire adapted communities are knowledgeable and engaged and they accept fire as part of the surrounding landscape, take action to reduce their vulnerability to fire, and adapt to live safely with fire. The related TCSI plan outcome (2020) is: Communities have adapted to live safely in forested landscapes and understand the significance of fire to maintaining healthy forests and they have sufficient capacity to manage desired fire and suppress unwanted fire. Indicator 4.3 relates to a Tahoe Climate Resiliency Action Strategy (CTC, 2021) goal to reduce wildfire risk and build forest resilience as well as upgrading infrastructure to protect vulnerable communities.

¹⁸ Indicator 4.4 supports Tahoe RTP (2021) Policy 3.4: Support emergency preparedness and response planning, including the development of regional evacuation plans. CA SB 1000 (2016) requires local governments to identify environmental justice communities and address environmental justice in general plans. CA AB 1384 requires state level adaptation planning with focus on vulnerable communities. This indicator is intended to help serve people equitably, especially during extreme heat events when people seek refuge in Tahoe (Tahoe Climate Resilience Strategy, CTC, 2021). Climate emergency communication and efforts to engage inclusively should provide language translations and messaging through diverse channels and tracking services available to the “Access & Functional Needs” population (source: [https://www.caloes.ca.gov/office-of-the-director/policy-administration/access-functional-needs/#:~:text=Access%20and%20functional%20needs%20\(AFN\)%20refers%20to%20individuals%20who%20are,Limited%20English%20proficiency\).](https://www.caloes.ca.gov/office-of-the-director/policy-administration/access-functional-needs/#:~:text=Access%20and%20functional%20needs%20(AFN)%20refers%20to%20individuals%20who%20are,Limited%20English%20proficiency).)

Exhibit 3. Initial Metrics Not Carried Forward

| Goal | Metric | Outcome |
|---------------------------------------|---|---|
| Recognize Changing Climate Conditions | Track extreme heat days in the Lake Tahoe Region over time: Number of extreme heat days per year | Consolidated: Combined with the number of poor air quality days (Metric 1.2.a) and shown as separate trendline or bar series on one chart |
| | Map of carbon sequestration measurement such as a mass measurement or percent change in soil organic matter. | Stretch Metric: Not included now because the data is not ready but should be considered in the future if data becomes available as carbon sequestration becomes more prominent. |
| Resilient Natural Systems | Watercraft inspections for invasive species | Removed: Data is available on the EIP tracker, can be referenced but does not need to be repeated. |
| | Share of Housing Affordable to Workforce in Town Centers | Consolidated: Included as a part of data for housing units in town centers (Metric 3.1.a) as a trendline |
| Resilient Built Systems | Number (or %) of homes hardened | Stretch Metric: No consistent data is currently available, but this could be a question included in the next regional housing survey or tracked through insurance companies in the future. |
| | Miles of transmission lines hardened (upgraded or undergrounded) | Removed: Utility companies annually track undergrounding, but it is not always thoroughly reported or available. Undergrounding is also not always the ideal solution for increasing resilience in all cases. This could be included as an educational spotlight on recent corridor resilience work. |
| | Number of new hydrants; increased pipe size | Stretch Metric: Data on this type of infrastructure can require a lot of effort to collect from PUDs and not necessarily useful. If this is collected for EIP or other purposes, it could be linked. |
| | Inventory of vulnerable infrastructure and facilities | Stretch Metric: This should be carried forward by collecting data on vulnerable facilities including financial estimates to help inform investment needs as opportunities come up. |
| | Total Micro-transit Ridership | Consolidated: Included in Metric 3.3.a as part of total transit ridership |
| Resilient Social Systems | Population at peak periods of visitors and seasonal residents | Stretch Metric: TRPA is working on an approach to measuring visitation that can be used consistently across projects, but it is not yet available. |
| | K-12 public school enrollment data and number of days of school closures due to extreme weather or poor air quality conditions | Stretch Metric: School closure by type for each district is only available for CA with closure reason detail. NV has school closure data by district but does not state reason. |
| | Percent of students receiving free or reduced cost lunch | Removed: Free and reduced lunch has become a less reliable metric of student economic disadvantage post-COVID and has limited relevance that isn't captured in other metrics related to income and equity. |
| | Number of days cooling centers or community resiliency centers are open | Removed: This should be included as a resource piece rather than a quantitative metric, which would be difficult and high-effort data to collect and display. |
| | Map of zero vehicle household concentration, community resource centers, and a list of the medical support in emergencies and medical equipment | Consolidated: This should be included alongside the map in Metric 4.4.a to emphasize the location of different resources and infrastructure in proximity to vulnerable households. |
| | Number of days recreation facilities are at full capacity. | Stretch Metric: TRPA's parks planning initiative has struggled to collect data from all recreation facility operators but could be included if Parks is successful with obtaining more data. |
| | Total tourism revenues and change over time | Consolidated: This is better represented through Transient Occupancy Tax data (Metric 4.2.a) and can be discussed as one topic related to tourism. |
| | Average wages in the tourist lodging industry | Consolidated: This is better represented through overall employment and wage data (Metric 4.2.b) which can discuss employment changes in accommodations and services. |
| | Access and visitor patterns showing roadway and seasonal trends | Stretch Metric: This can be revisited when TRPA's work with measuring visitation is available. |

1. Introduction

1.1 Project Overview

Project Background

The threats from greenhouse gas (GHG) emissions and climate change call for robust action. While this is a global challenge—the threats of climate change to the Lake Tahoe Region are significant—more frequent forest fires, loss of snowpack, increasing severe storms, flooding, loss of species biodiversity and increased invasives, and increased costs for infrastructure repairs and emergency services. To address these challenges, the Tahoe Regional Planning Agency (TRPA), California Tahoe Conservancy (CTC) and many other federal, state, and local public, private, and non-profit organizations are working to reduce GHG emissions and make the region’s urban and natural environments resilient to climate change.

The purpose of this project is to develop a Climate Resilience Dashboard (the Dashboard) that demonstrates the progress of regional partners on climate goals and communicates this to decision makers, regional partners, funders, and regulators (the primary audience), as well as providing transparency and showing progress to stakeholders, residents, and visitors (the secondary audience). ECONorthwest is leading the consulting team that will build upon and eventually replace the Sustainability Dashboard with a local reporting tool that tracks metrics relating to climate resilience in the Lake Tahoe Region. The metrics included in this Dashboard will help tell the story of climate resilience and engage the broader public in the conversation around climate action. It also provides professional staff a consistent source of information to show activities and track progress for reporting and funding requests. The next task of this project will be the development and launch of the Dashboard (Tasks 4 and 5).

Purpose of this Report

This report presents the goals, metrics, and indicators that the project team identified through research and engagement, as well as a logic model that clearly illustrates the relationship between the climate goals, projects, and the draft Dashboard metrics selected for evaluation. Multiple organizations are working to increase the resiliency of the Lake Tahoe region to climate change. To begin developing improved metrics for tracking progress towards climate goals, the consulting team led by ECONorthwest convened a workshop of local stakeholders, researched best practices and existing plans, and interviewed twenty individuals at key organizations in the Lake Tahoe area.

This document provides a summary of takeaways from this work as well as analysis of draft metrics selected by the Steering team. Based on the Steering Team’s feedback and TRPA staff guidance, the project team developed the final recommended resilience metrics.

1.2 Project Approach

Dashboard Purpose

The Climate Resilience Dashboard is being developed to serve as a local reporting tool that tracks metrics relating to climate resilience in the Lake Tahoe Region. The metrics will help tell the story of climate resilience and engage regional partners and the broader public in the conversation around climate action, building on previous work including the original Sustainability Dashboard. As the consulting team works with TRPA and the Steering Team to consider a variety of metrics that accurately measure the social, environmental, and economic progress of climate-related goals, the following objectives were identified to guide our work:

Proposed Dashboard Objectives

- Design a new Climate Resilience Dashboard to provide a broad understanding of climate action in Tahoe.
- Focus on metrics of regional significance that are connected to Tahoe Region planning, funding needs, or climate project investment accountability.
- Align climate resilience metrics with existing established goals and metrics, building on information previously developed, and reflecting the best available data, knowledge, and science relevant to the Tahoe Region.
- Provide clear transparent project information to increase stakeholder awareness of and preparation for climate change impacts.
- Promote resilient natural, built, and social systems.

Evaluation of Potential Metrics

With these goals in mind, the project team developed a set of criteria to systematically evaluate potential metrics and indicators, as shown in **Exhibit 4Error! Reference source not found..** These parameters were intended to determine which of the **51 proposed metrics** are the most advantageous to move forward, using guidance from TRPA staff about what aspects of these metrics are most important. Those which were not favorably evaluated were also documented to potentially be used in the future if new information channels become available. Additionally, the team further refined the indicators to ensure that they align with the goals of the Dashboard and clearly articulate a connection to climate. With the feedback of the Governing Board, we updated indicator language to focus on consistency and clarity in connecting the metrics with overarching goals.

Each of these criteria was assigned a numeric score to evaluate metrics on a scale of one through twenty, with higher numbers indicating a better fit for the Climate Resilience Dashboard. Since some aspects of these metrics are more complex than could be evaluated in this way, we also included a bonus score option for metrics that have direct connections to climate resilience in best practices literature.

Exhibit 4. Criteria and Scoring for Metrics Evaluation

| KEY | | |
|-----------------------------------|-------|--|
| Maximum Score: 20 | | |
| Cost (\$, \$\$, \$\$\$) | Score | Description |
| Free | 4 | No cost for purchasing data (agencies will provide data, cost is covered by another budget, or TRPA already has software to analyze data). |
| \$ | 3 | The data would cost less than \$500. |
| \$\$ | 2 | Cost would be over \$500 but less than \$1,000 |
| \$\$\$ | 1 | Cost would be over \$1,000. |
| Utility Rating | Score | Description |
| Low | 1 | Low value to decision making processes influencing investment and future action. |
| Medium | 2 | The metric provide medium value to decision making processes influencing investment and future action. |
| High | 3 | The metric provide high value to decision making processes influencing investment and future action. |
| Quality of Metric and Data Source | Score | Description |
| Low | 1 | Metric provides limited value in understanding climate change planning progress for the region and adaptation concerns/context. Uncertainty about whether the data is reviewed, accuracy concerns. |
| Medium | 2 | Metric provides value in understanding climate change planning progress for the region and adaptation concerns/context. Data is agency sourced (credibility is high) or privately sourced from a credible organization, reviewed (QA/QC). |
| High | 3 | Metric provides high value in understanding climate change planning progress for the region and adaptation concerns/context. Metric is well established and has been used by other agencies/organizations. Data is agency sourced (credibility is high) or privately sourced from a credible organization, peer reviewed, and science based, and reviewed (QA/QC). |
| Staff Effort | Score | Description |
| Low | 3 | The metric is anticipated to require minimal staff effort to track and update. |
| Medium | 2 | The metric would likely take a routine amount of staff capacity to track and update. |
| High | 1 | The metric requires a higher level of staff involvement and likely consultant support to track and update. |
| Understandable | Score | Description |
| Low | 1 | The metric is hard to understand and highly challenging to describe clearly for the Dashboard audience. |
| Medium | 2 | The metric could be understood with additional background information. |
| High | 3 | The metric is easy to understand and only requires a minor amount of background information. |
| Regional Scale | Score | Description |
| Yes | 1 | Data for this metric is available or can be pulled specifically for the Lake Tahoe area. |
| Somewhat | 0 | Data for this metric is not available specifically for the Lake Tahoe area, but can be pulled for counties, service areas, or other proximate geographies. (included to preserve details on data during scoring). |
| No | 0 | Data for this metric is not clearly available for Lake Tahoe. |
| Bonus Score | Score | Description |
| Direct Climate Resiliency Score | 0-3 | This metric is highly relevant for climate resiliency, and it generally recognized as an important consideration for meeting climate goals. |

Defining Climate Resilience

Climate resilience can have different meanings for different organizations and individuals. To develop a Climate Resilience Dashboard that tracks specific metrics with clear intended outcomes, a consistent definition of climate resilience is critical to ensure that the Tahoe region is working towards shared goals. Conversations with stakeholders highlighted that resilience should cover the capacity to prosper under a wide range of climate-influenced circumstances.

Recognizing the existing Tahoe narrative around climate resilience provides foundational information useful for shaping the focus of the new Climate Resilience Dashboard. TRPA's 2021 Regional Transportation Plan¹⁹ and CTC's 2022 Tahoe Climate Resilience Action Strategy²⁰ provide insights on how climate resilience is understood in the region but there is no specific definition for climate resiliency recognized in the regional level planning documents reviewed.

TRPA's climate initiative in general focuses on harmonizing the goals of both states and local governments while maintaining the Region's reputation as a global leader in sustainability. The 2021 RTP recognizes climate resilience as a goal and provides a description of climate resiliency and climate change impacts as:

"Impacts [that] pose significant and growing risks to the safety, reliability, effectiveness, and sustainability of the Tahoe Basin and its transportation network. Many impacts are already occurring, and Lake Tahoe communities need to adapt to become more resilient to these changes. Higher temperatures, changes in seasonal precipitation, the intensity of rain events, and extreme weather can degrade roadways, damage culverts, and disrupt traffic. Preparing for climate change and extreme weather events is an important element of protecting the integrity of Tahoe's transportation system, the investment of taxpayer dollars, and the achievement of the plan's goals. Additionally, TRPA recognizes the broader need to address climate change in a holistic manner that connects to environmental justice."²¹

The RTP further recognizes that TRPA has been working with partners to develop a cohesive set of bi-state regional strategies that will result in climate change mitigation, adaptation, and resiliency for the region by building on regional climate action to date and best science and planning practices.²²

Additionally, the 2022 Tahoe Climate Resilience Strategy published by CTC recognizes an integrated approach to building resilience that focuses on three main systems: the Lake Tahoe water system, the forested upland system, and communities in the Basin.²³ They cite climate

¹⁹ Tahoe Regional Planning Agency, "Regional Transportation Plan," 2021, <https://www.trpa.gov/rtp/>.

²⁰ California Tahoe Conservancy, "Tahoe Climate Resilience Action Strategy," 2022, <https://www.laketahoeinfo.org/LocalAndRegionalPlan/Detail/1171>.

²¹ Tahoe Regional Planning Agency, "Regional Transportation Plan," 30.

²² Ibid.

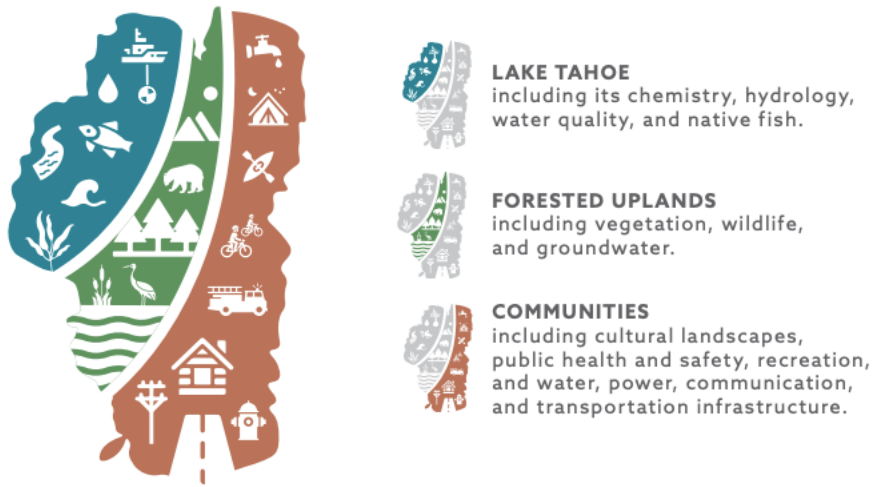
²³ Ibid.

resilience priorities surrounding the need to expand public access to amenities; elevating the role of the natural lands in fighting climate change and advancing biodiversity conservation; restoring natural infrastructure; and safeguarding jobs, rural economies, and vulnerable communities and advancing equity.²⁴

Exhibit 5. Tahoe Climate Resilience Action Strategy Approach

Source: TRPA, 2022

TAKING AN INTEGRATED APPROACH TO BUILDING RESILIENCE



Dashboard Organization Elements

While the current Sustainability Dashboard uses a range of indicators to measure different environmental and social data, the Climate Resilience Dashboard will have an expanded scope that consists of several key elements, including **goals**, **indicators**, and **metrics**. These elements were influenced by our team’s best practices research completed as part of this task. In the context of the dashboard, these are defined as:

- **Goals:** General, high-level aspirations for the Tahoe Region related to climate actions. Goals are general statements on what should be accomplished. They provide direction for community decisions. **Goals should be general, simple, and comprehensively encompassing a set of indicators and metrics.**
- **Indicators:** According to the EPA, an indicator “represents the state or trend of certain environmental or societal conditions over a given area and a specified period of time.”²⁵ **Indicators provide more detail on how to achieve the overarching goals and there is often more than one indicator associated with each goal.** Indicators can include targets

²⁴ California Tahoe Conservancy, “Tahoe Climate Resilience Action Strategy,” 3.

²⁵ United States Environmental Protection Agency, “Climate Change Indicators,” July 18, 2021, <https://www.epa.gov/climate-indicators/frequent-questions-about-climate-change-indicators#q1>.

or benchmarks. Measuring performance through targets or benchmarks helps evaluate the performance towards achieving established goals. They typically include a start year, length of time, and target. Measures can include quantitative data or qualitative assessments. These should be tied to clear measurable long-term outcomes and should be informed by specific metrics.

- **Metrics: A metric must be understandable and useful for measuring the progress of meeting an indicator (which can be a target) that can be measured with data available over time (can draw from quantitative or qualitative data).** The data should be updated on an ongoing basis, ideally using values that can be compared to past values. Each metric is accompanied by a narrative that describes the purpose of the metric, how it impacts the region, actions being taken to meet regional goals for that metric, and ways the public can get involved. Users can use metrics to assess, plan for, measure, and monitor progress towards desired outcomes and greater resilience.

2. What We Learned

2.1 Existing Dashboard Review

The Tahoe Regional Planning Authority (TRPA) is designing a new Climate Resilience Dashboard to **provide a broad understanding of climate action in Tahoe for decision makers and public stakeholders**. The existing TRPA Sustainability Dashboard needs to be revised to better reflect how climate change is impacting the region and what TRPA and other local agencies are doing to reduce greenhouse gas emissions and to build a more resilient region. According to TRPA's recent Climate Resilience Dashboard White Paper developed in 2013 to support the original Dashboard:

The current dashboard tracks 31 sustainability metrics across the triple bottom line of environment, community, and economy. The metrics are organized by 11 sub-categories. These metrics are updated on an annual basis as data is available. Since development of the sustainability dashboard, data for some of the metrics has become impossible or highly difficult to collect. The overall dashboard also needs to be refreshed to better reflect current science and action toward climate resilience.²⁶

This project will aim to better reflect updated climate action work in the past ten years, as well as the current regional atmosphere and priorities.

2.2 Best Practice Research Findings

While establishing the climate resilience metrics presented in this memorandum, the consultant team reviewed best practices for developing indicators and creating interactive dashboards. The following summary provides an overview of best practices in climate resilience indicator and performance metric development, highlighting key takeaways for suggested next steps for TRPA. Collective Strategies also reviewed existing climate dashboards to identify key dashboard design features relevant for TRPA's project goals and primary dashboard audiences. These example dashboards were chosen to provide examples of climate dashboards created by national, regional, and local agencies with goals and audiences like those of TRPA. The Appendix provides further detail on best practices and relevant example climate dashboards.

Key Takeaways for Indicator and Performance Metric Development

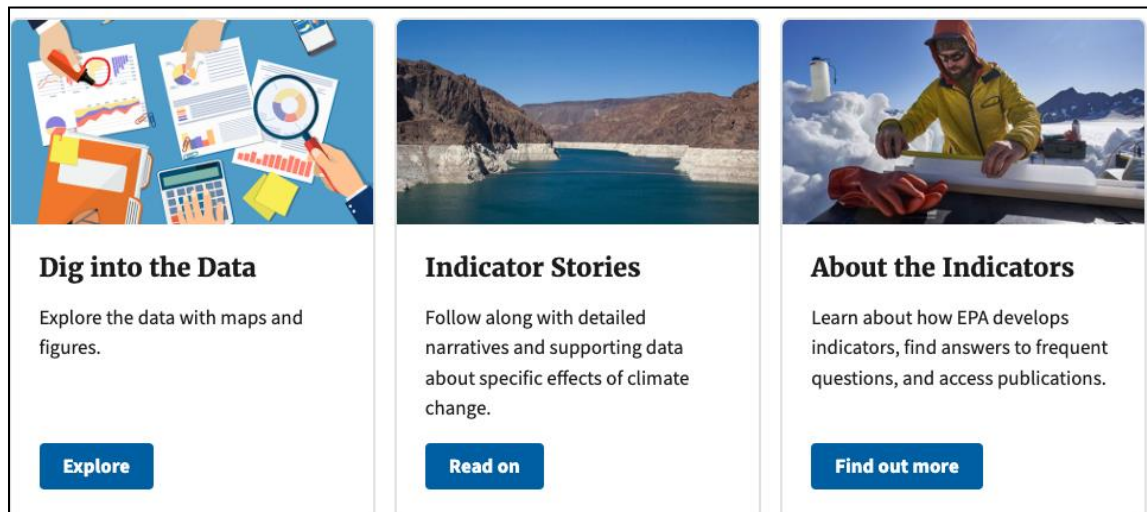
- Agencies at the national, state, and local level struggle to identify and communicate relevant indicators and performance metrics that provide a comprehensive understanding of climate change impacts in specific geographies and regions. These efforts are ongoing and will continue to evolve along with climate action goals.

²⁶ Tahoe Regional Planning Agency, "Lake Tahoe Climate Resilience Dashboard White Paper," March 23, 2023, 1.

- **TRPA should continue to track best practices at the state and national level and to integrate new resources and data as relevant to ensure that the Dashboard is aligned with and can benefit from these efforts.**
- Agencies tend to use the term “metric” and “indicator” interchangeably or to use just one or the other. For example, the US EPA uses the term “climate change indicator” and does not refer to these data as “metrics.” The state of California, in contrast, uses these terms somewhat interchangeably. California created a Resilience “Metrics” Working Group (RMWG) which then developed a list of resilience “indicators” to help track progress and guide decision making across the state. The indicators developed by California’s RMWG are high level and require the tracking of multiple specific performance metrics to gage progress towards climate goals.
 - **TRPA should revise their Dashboard to include “indicators” that refer to a trend that provides valuable information on climate action progress that are measured and tracked using specific “performance metrics.”**

Exhibit 6. EPA Climate Change Indicators Home Page Navigation

Source: US EPA



- Understanding the intended audience for the new Dashboard and how they will engage with the data is key to developing indicators and performance metrics that are meaningful and useful.
 - **TRPA should develop the new Dashboard for use by local and state agency staff to use as a tool to support communication with local Council’s and Board’s (e.g., decision makers) as well as potential funders.**
- Defining clear, measurable long-term outcomes is critical for tracking progress in building resilience beyond reducing GHG emissions — indicators should be aligned with and relevant to these outcomes.
 - **TRPA should organize the Dashboard based on specific long-term outcomes aligned with the State of California’s Adaptation Strategy: Resilient Social**

Systems, Resilient Natural Systems and Resilient Built Systems. TRPA should integrate regional GHG mitigation goals into these three outcome categories.

Exhibit 7. California Adaptation Strategy Priorities

Source: California Climate Adaptation Strategy



- Indicators should be clear and relevant to the intended audience but tied to specific performance measures that directly inform policy and implementation. For example, an indicator of a Resilient Built System could be reduced (or low) physical exposure to climate risks and hazards in residential buildings and the performance metric that help track progress could be percent of residential buildings retrofitted to withstand a 5-year storm with no damage and percent of residential buildings with air conditioning.
 - **TRPA should start to identify indicators by organizing existing regional climate goals under the long-term outcomes identified above and then identifying specific indicators and performance metrics to track progress towards those goals. Once existing goals are integrated, TRPA can identify additional indicators and performance metrics that will provide local and state agency staff with relevant data to communicate progress towards these long-term outcomes and goals.**
- Prioritizing specific indicators to track progress will inevitably involve trade-offs. State agencies in California are working to align the goals, targets, and indicators in various climate related plans such as the state’s Adaptation Strategy and the state’s Natural and Working Lands Climate Smart Strategy.
 - **TRPA should work with other regional agencies to ensure that any indicators and performance metrics used in the new Dashboard reflect local climate action goals and plans and that potential trade-offs are considered (e.g., prioritizing conservation in a specific area may impede efforts to reduce VMT at a regional level).**

Key Takeaways for Dashboard Design and Maintenance

- Many of the dashboards reviewed were outdated, included broken links and/or disclaimers about data not being updated frequently or just not available.
 - **TRPA should consider setting clear expectations for users about how often the performance metrics will be updated and provide explanations if some metrics will be updated more frequently than others.**
- The US EPA has developed a list of over 50 climate change indicators that provide valuable information on climate change impacts and trends across the US. They have also established a set of 10 criteria to evaluate potential indicators and key considerations to guide any updates to the indicator list.
 - **TRPA should consider developing a similar set of criteria and considerations to help guide the development of a revised set of indicators and performance metrics for the new Dashboard development as well as future updates and revisions.**
- Many climate dashboards are created to communicate progress on a specific plan which helps to organize the dashboard by priorities or goals and illustrate progress in that specific area.
 - **TRPA should consider what programs, goals, plans, and actions the agency is already committed to reporting on and consider how to integrate this reporting into regular dashboard updates.**
- Some dashboards include explanations about challenges and barriers like lack of funding, lack of staffing, or lack of information that impede progress in certain areas.
 - **TRPA should consider how the new Dashboard can help increase transparency around specific challenges and barriers that limit local and state agency staff member's ability to make progress on specific climate goals.**
- There are key features associated with dashboards that are built for local and state agency staff to support their work to both track and communicate progress towards specific climate goals. These include (but are not limited to) clear explanations of who the dashboard is for, sitemaps and search functions to help the user find the specific information they are looking for and narrative and graphic status updates tied to specific goals and targets.
 - **TRPA should identify specific key features for the new Dashboard that align with their goals for the project. The example dashboards (see the Appendix) provide a starting point to understand which features would be most helpful for local and state agency staff and we recommend TRPA solicit specific input from local and state agency staff on desired dashboard features to ensure that the new Dashboard is useful for this audience.**

2.3 Review of Existing Plans and Guidance

Multiple organizations are working to increase resiliency of the Lake Tahoe region to climate change. This section provides the findings from reviewing key climate resilience documents and plans for the region. The regulatory requirements, plans, programs, projects, and other guiding documents provides foundational grounding and serves as guideposts for the Climate Resilience Dashboard. The Appendix provides a detailed summary of the documents reviewed and further information about their climate goals, indicators, and metrics.

Tahoe Region Climate Planning and Implementation Over the Last Decade

The Tahoe region has several regional climate plans and implementation projects completed over the last decade along with current knowledge on how climate conditions are changing, what is known about defining climate resilience, and major climate action related targets and mandates. Key information related to the update to the Tahoe Climate Resilience Dashboard includes:

- **Climate Related Plans for the Tahoe Region.** Over the last decade, various plans and initiatives have been created for the Lake Tahoe Region communities to address sustainability and the changing climate. The 2013 TRPA Sustainability Action Plan²⁷ and associated Indicators Reporting Plan²⁸ was the first official plan outlining a menu of actions in support sustainability. Several of the 2013 Sustainability Plan actions were implemented in subsequent years, and as of 2021, nearly 76 percent of the actions have been implemented.²⁹ A companion to this plan, the 2013 Indicators Report, provided a blueprint for the existing Sustainability Dashboard.

Since 2014, various Regional Plan updates and other plans, such as the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan and the City of South Lake Tahoe Climate Action Plan, included actions, goals, policy provisions, project work, and incentives encouraging sustainability and climate resiliency. For example, updates to the Regional Transportation Plan were made in 2017 and in 2021.

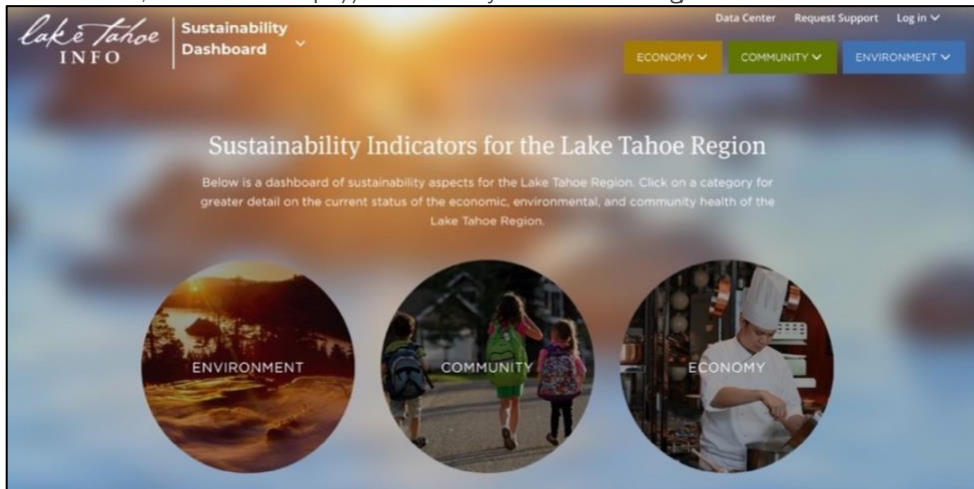
²⁷ Tahoe Regional Planning Agency, "Sustainability Action Plan: A Sustainability Action Toolkit for Lake Tahoe," December 2013, <https://www.trpa.gov/programs/climate-resilience/>.

²⁸ Tahoe Regional Planning Agency, "Sustainability Indicators Report," 2013.

²⁹ Tahoe Regional Planning Agency, "Climate Resilience," 2021, <https://www.trpa.gov/programs/climate-resilience/>.

Exhibit 8. Existing Sustainability Dashboard, Lake Tahoe Info

Source: TRPA, accessed at: <https://sustainability.laketahoeinfo.org/>



- Climate Related Projects in the Tahoe Region.** TRPA coordinates the Environmental Improvement Program (EIP) for the region which advances the attainment of environmental threshold standards through partnerships and project work since 1997. Local, state, and federal government agencies, private entities, scientists, the Washoe Tribe, and more have collaborated for many decades to restore the environmental health of Lake Tahoe and serve as the foundation for regional climate adaptation coordination.

The EIP Dashboard is generally viewed as an effective tool to communicate environmental information to a wide range of public, regulatory, and funding audiences. The EIP project list tracker includes a “Climate Resilience” tag that helps to identify various projects identified as contributing to the Tahoe Climate Resilience Action Strategy.

Exhibit 9. Lake Tahoe Environmental Improvement Program, 2021 Accomplishments

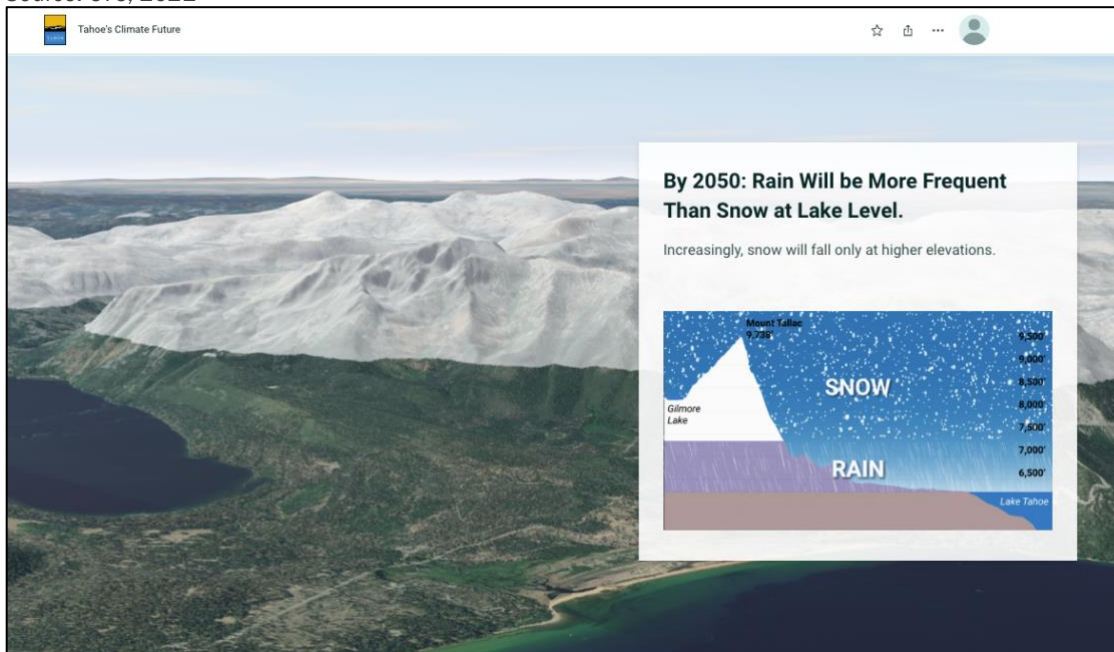
Source: TRPA, August 2022



- **Future Climate Related Work.** As of 2023, TRPA is currently working to update regulations to promote more climate smart development and incentivize resilience. This initiative recognizes the Climate Resilience Dashboard update and the need to measure what matters. This initiative also surveyed 24 stakeholders from local government, nonprofits or community-based organizations, and private organizations to learn about policy updates. Results indicate a need for Tahoe to focus on reducing traffic congestion, promote water efficient landscaping and renewable energy, facilitate the transition to electric vehicles, promote zero waste for temporary events, and continue focusing on workforce housing.
- **Tahoe’s Climate Future Story Map.** A story map was created in 2021 by the California Tahoe Conservancy (CTC) to depict how climate change is affecting Lake Tahoe, and how the region is adapting. This story map depicts future climate conditions and the associated impacts through vivid imagery, data, and user-friendly narrative. The site offers an overview of climate change effects and associated adaptation efforts.

Exhibit 10. Tahoe’s Climate Future Story Map

Source: CTC, 2021



- **Greenhouse Gas Emissions (GHG) Inventories.** TRPA’s webpage covering Climate Resilience provides a summary of the region’s GHG Emissions Inventory which has measured an overall decline by almost 39 percent over the last few decades from 2005 to 2018.

Local and Regional Mandates/Targets

At a regional and local level, various existing plans recognize specific targets for achieving climate-related goals. These will inform the Dashboard’s narrative around metrics associated with these targets, including the following:

- **TRPA’s 2021 RTP includes the following:**
 - By 2045, TRPA’s RTP forecasts a reduction of on-road transportation emissions by 13.7 percent.³⁰
 - Daily per capita VMT Target: 6.8 percent reduction from 2018 by 2045 (2018 per capita daily VMT is 12.48, goal is 11.63).³¹
 - Non-Auto Mode Share Target: Improve average non-auto mode share calculated from the two most recent TRPA travel survey results; current performance on target at 24.5 percent (2018-20 average) up from 18 percent in 2014-16.³²
 - Transportation access in priority communities Target: Increase access to each mode from priority communities to 100 percent by 2014 (on target).³³
 - Pavement Conditions Target: Maintain levels for “good” and “poor” pavement conditions: CA not on target but NV is on target.³⁴
- **The 2013 Tahoe Region Sustainability Action Plan established a GHG emission reduction target of 15 percent by 2020 and 49 percent below the 2005 baseline by 2035.** As of 2021, nearly 76 percent of the actions have been implemented.³⁵
- The City of South Lake Tahoe has a goal of 100 percent renewable electricity by 2030, at least a 50 percent reduction in GHG emissions by 2030, and an 80 percent reduction in emissions by 2040.³⁶

State Level Climate Mandates/Targets

Both the States of California and Nevada have legislative mandates or guidance on measuring and reducing GHG emissions and have set targets for GHG emission reduction, including:

Greenhouse Gas Emissions Targets

- California Senate Bill (SB) 32 (2016) calls for reducing GHG emissions to 40 percent below 1990 levels by 2030, and Executive Order B-55-18 (2018) calls for carbon neutrality by 2045.
- In Nevada, via Executive Order 2019-22 (2019), GHG emissions should be reduced by 2 percent below 2005 levels by 2025 and 45% below 2005 levels by 2030.

³⁰ Tahoe Regional Planning Agency, “Regional Transportation Plan,” 308.

³¹ Ibid 123.

³² Ibid 124.

³³ Ibid 125.

³⁴ Ibid 82.

³⁵ Tahoe Regional Planning Agency, “Sustainability Action Plan,” 3-6.

³⁶ City of South Lake Tahoe, “Climate Action Plan,” October 2020, <https://www.cityofslt.us/1126/Sustainability>.

- California Executive Order N-19-19 (2019) requires every aspect of state government redouble efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

Renewable Energy Production

- The State of California has a goal to switch to 60 percent renewable electricity by 2030 with a goal of 100% carbon free electricity by 2045 from Executive Order B055-18 (2018). California's Assembly Bill (AB) 3232 (2018) also calls for 40 percent GHG emission reductions in buildings by 2030.
- Nevada aims to switch to 50 percent renewable electricity by 2030 with a goal of 100 percent carbon free electricity by 2050 through SB 358 (2019).

Transportation Decarbonization

- California SB 375 (2008), the Sustainable Communities and Climate Protection Act requires that transportation related emission reduction targets be set: Tahoe is responsible for an 8 percent reduction by 2020 and an additional 5 percent by 2035.
- California Executive Order B-16-12 (2012) mandates state agencies facilitate the rapid commercialization of zero-emission vehicles (ZEVs). The Executive Order sets a target for the number of 1.5 million ZEVs in California by 2025. Executive Order B-48-18 (2018) directs state government to meet a series of milestones toward a long-term target of 1.5 million ZEVs on California's roadways by 2025 and 5 million by 2030.
- California Executive Order N-79-20 (2020) establishes that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035 and 100 percent of medium- and heavy-duty vehicles be zero-emission by 2045, among other emission reduction goals.

Adaptation and Resilience

- California AB 1482 (2015) Safeguarding California prioritizes climate adaptation across state agencies to safeguard California and requires a statewide adaptation plan that is updated every three years.
- California SB 379 (2015) requires all cities and counties to update safety elements of General Plans to include climate adaptation and resiliency strategies.
- California AB 1445 (2022), the Regional Housing Needs Allocation (RHNA), requires Council of Governments to consider emergency evacuation route capacity, wildfire risk and other climate change impacts when developing methodology for distributing RHNA targets.
- California AB 2238 (2022) requires California Environmental Protection Agency to develop statewide extreme heat ranking system by 2025 (ICARP or the Integrated Climate Adaptation and Resiliency Program is required to develop public communication plan for system).

Environmental Justice

- California AB 617 (2017) requires the California Air Resources Board (CARB) and local air districts to develop and implement additional emissions reporting, monitoring, and reduction plans to reduce air pollution exposure in disadvantaged communities.
- California SB 1000 (2016) requires local governments to identify environmental justice communities and address environmental justice in general plans.
- California AB 1384 (2022) requires state level adaptation planning with focus on vulnerable communities.

Resource Management

- California AB 1482 (2015) recognized climate smart land management of our natural and working lands as a critical pillar of our state adaptation efforts.
- California SB 27 (2021) required California Natural Resources Agency (CNRA) to develop the Natural and Working Lands Climate Smart Strategy, and to establish a California Carbon Sequestration and Climate Resiliency Project Registry; it also requires the California Air Resources Board (CARB) to establish carbon dioxide removal targets for 2030 and beyond as part of its Scoping Plan, considering the Natural and Working Lands Climate Smart Strategy, science-based data, cost-effectiveness, and technological feasibility in doing so.
- California SB 1260 (2018) aimed to clear the path for more collaborative wildfire fuel reduction and prescribed burning projects to reduce the risk of catastrophic wildfire.
- California AB 2470 (2018) established the Invasive Species Council of California to coordinate efforts to prevent invasive species introduction and advise efforts to control or eradicate such species.
- California SB 852 (2022) authorizes a city, county or special district to form a climate resilience district for the purpose of raising and allocating funding for projects designed to address climate change mitigation, adaptation, or resilience.

3. What We Heard

3.1 Stakeholder Engagement

As part of this initial dashboard development, the project team engaged with TRPA staff and other key stakeholders in the Tahoe region to gather insight and direction for the Climate Resilience Dashboard. Between April and June 2023, engagement activities included:

- **Two Project Team Meetings** with TRPA staff and the consulting team.
- **One Steering Team Workshop** held in-person in June 2023, with attendance from TRPA, the City of South Lake Tahoe, California Tahoe Conservancy (CTC), League to Save Lake Tahoe, and the Nevada Division of Environmental Protection.
- **16 Interviews with 20 stakeholders** working in housing, transportation, economic development, environment, energy, and local and state governments in the Lake Tahoe region.

This section summarizes the key takeaways from this engagement process that informed our understanding of the priorities, goals, and potential direction for the Dashboard. These activities were also critical for identifying potential data sources, understanding the quality of available metrics, and what needs the Dashboard should fulfill for the Lake Tahoe community.

3.2 Engagement Findings

Stakeholder Interview Findings

The robust stakeholder engagement component of this process yielded a wide range of findings that informed the development of initial goals, indicators, and metrics presented in this memorandum. Individuals working in a variety of fields provided insights which are summarized in this section. The Appendix provides additional detail about these stakeholder interviews.

Overarching Goals and Format

Stakeholders agreed that the Dashboard should provide consistent information for TRPA staff and partners as well as accessible information for public users. Different audiences are likely to use the Dashboard in different ways. For public use, it may be a tool for advocacy, finding resources, and sharing success, while for regional partners, funders, and regulators it may be more regularly used to inform new funding and programmatic initiatives. It is particularly important for the Dashboard to align regional goals and use consistent metrics for storytelling, reporting, planning, and grant applications. Stakeholders also indicated that information on the Dashboard should be condensed, easily consumable, and aligned with the public message and state level goals to reach both decision makers and the public.

Well-defined goals are crucial for demonstrating progress, which the Dashboard can aggregate in one place as much as possible. This central resource can help to identify priority strategies and integrate peer-reviewed climate science about ongoing changes to the Basin. Stakeholders also expressed that the Dashboard should present strong narratives, graphics, maps, and accessible data to enhance its usefulness for various audiences. Ultimately, the Dashboard should make climate challenges tangible and inspire action among the public, while streamlining work for decision makers, regional partners, funders, and regulators.

Specific Indicators and Metrics

Track Changes in Local Conditions

Stakeholders agreed that ongoing changes in the Basin should be a central part of the Dashboard. To highlight climate science, the Dashboard can communicate the work being done to track measures like air quality, Lake Tahoe’s water level, precipitation, and extreme temperatures. Stakeholders from TRPA and other science-oriented organizations in the Basin indicated that there are a number of these metrics already being tracked which provide vital baseline information about how climate change is affecting the region. These key metrics can be linked with social, built, and natural systems to clearly state the connection between different phenomena and trends in Tahoe with climate change.

Support Resilient Social Systems

Stakeholders across different types of organizations indicated that climate resilience work in the Tahoe Basin requires an assessment of key demographic factors and identification of vulnerable populations to target equitable climate resilience outcomes. Different groups may be more vulnerable to different aspects of climate change, and it is important to acknowledge the variety of challenges based on existing disparities and specific household needs. Access to housing, employment, transportation, outdoor recreation, and emergency services are all important considerations that are linked to climate.

Tracking a range of socioeconomic information in the Dashboard over time such as total population, income, age distribution, race and ethnicity, employment types (such as seasonal workers), cost-burden, limited English proficiency, and persons with disabilities will help to inform a variety of policies. The ability to disaggregate data by demographic groups and across different geographies will make the tool more useful to more audiences. In some cases, state law also requires this to be a consideration for many climate-related efforts. Overall, new climate work needs to be inclusive and have a role for everyone who lives and works in Tahoe.

Stakeholders emphasized that tourism is a critical industry for the region which faces a variety of challenges related to climate which the Dashboard could track. Measuring the impacts of events like wildfires, lack of snow, and extreme weather on tourism facilities and recreation sites can demonstrate important consequences of climate change for the region’s economy.

Further, understanding commuting and remote work trends, seasonal employment, changes in tourism indicators, and the ability of businesses to adapt to changing climate are all essential.

Collecting comprehensive data on these aspects allows for informed decision-making and effective climate resilience strategies in the Tahoe Basin, including developing more sustainable tourism, targeting workforce housing initiatives, and connecting businesses with existing programs for energy efficiency and wildfire resilience upgrades.

Support Resilient Natural Systems

Many stakeholders and organizations are aware of and use the current Environmental Improvement Program (EIP) tracker. That work should be linked to this project, but there should be distinct uses for both. EIP thresholds for stormwater, AIS, water infrastructure, sustainable recreation, forest health, water quality, trees per acre, and fire risk are currently being updated. The Dashboard should reflect and link to these updates (as appropriate) and make sure that it is making the specific connection to climate and the broader narrative of increasing natural disasters and resilience work in Tahoe.

Stakeholders working with scientific and environmental data indicated that air and water quality are some of the most important indicators to measure and understand environmental impacts. Interpreting these metrics and making the connection to other impacts of climate change should be an important part of the Dashboard. There are a number of climate-related metrics connected to air and water quality including smoke and ash from wildfires, nutrient loading, forest fuel reduction, vehicle miles traveled (VMT), and economic impacts of tourism. These metrics are often relevant for congressional representatives and funding, so it is important that they can be used to effectively advocate for necessary action.

Measuring forest health is important for stakeholders working in the natural environment, as well as preventing wildfire events. There are several metrics that indicate and warn against changes in forest health including monitoring species migration, tracking the presence of new and existing species, healthy forests (acres treated and wildfire risk), decommissioned forest service roads, and upgrading infrastructure against storms and landslides. Interviewees noted that the new Dashboard should serve as a valuable communication tool to tell the story of forest health and in doing so, should help make the case for additional funding to support forest health efforts. This should communicate the co-benefits like reducing wildfire risk.

Climate resilience work should include protecting biodiversity. Stakeholders indicated specific metrics should consider wildlife habitat, including surveillance and monitoring of invasive species, new species, boat inspections, and water temperature and nutrients that make the Lake more receptive to invasive species to act quickly. As climate change impacts surrounding regions, Tahoe may also see more new species migrating to the region for refuge from extreme heat. Many organizations are starting to think about the future implications of these changes for Tahoe's ecosystems.

Support Resilient Built Systems

Stakeholders identified a number of metrics related to transportation that are critical for climate mitigation and increased resilience in Tahoe. Metrics related to vehicle miles traveled (VMT) and travel modes are crucial for climate and transportation planning to reduce

automobile emissions and air pollution. Basin residents are increasingly interested in active transportation, particularly traveling on bicycles and e-bikes. These modes should be monitored through metrics like bike lane miles, low-stress network coverage, safety improvements, and uptake of e-bikes as much as possible with other TRPA efforts. Both private electric vehicles (EVs) and electrifying transit systems play a role in reducing emissions. The availability of infrastructure for these vehicles is essential to their utility in the region. However, there are potential tradeoffs between EVs, safety, and reliability due to some data that suggests that these vehicles are more frequently involved in bicycle and pedestrian crashes.³⁷ Disaggregated transportation data by residents, workers, and visitors may help to connect VMT and travel patterns with specific equity implications.

Transportation system resilience is also vital for natural disaster response, evacuation routes, and increasing wildfire risks. In the Tahoe region, transportation systems need to be able to function as a part of natural disaster response. EVs need to be able to function during emergencies, while evacuation routes from wildfires and snow-blocked roads can create safety issues in the Basin. These are tied to several other critical conversations around density in town centers, stormwater capacity, and electrical grid reliability. There is already some work being done, such as tracking trails and areas that frequently flood.

Decarbonization, transitioning to renewable energy sources like wind and solar, and grid resilience are key metrics for utility providers in the region. Grid reliability and resilience are crucial for consistent service with the shift to renewables, requiring initiatives like pole replacement, vegetation management, and microgrids which are tracked through utility providers. Annual metrics for power generation by type are available and reporting is required by state governments, but more difficult to track at smaller geographies. Current affordability programs offered by utility providers encourage energy efficiency upgrades for homes and businesses, with a growing emphasis on low-income households.

Stakeholders working with housing and land use in Tahoe emphasized the importance of location efficiency, affordability, and accessibility for meeting climate goals. Housing metrics in the Dashboard should track total housing stock, prices, rents, income levels, tenure, and affordability and make the connection with their relevance for climate resilience. Addressing the gap in affordable and workforce housing through moderate density and new housing in town centers can increase quality of life and decrease reliance on automobiles for commuting. Second homes and vacation rentals impact affordability and availability, requiring better monitoring to understand trends for Tahoe residents. Home energy upgrades, weatherization, and electrification enhance climate resilience, but are often less accessible for renters or low-income households. Disaggregated housing data can provide insights into demographic factors over time and help inform strategies for climate-friendly housing and communities.

³⁷ Pardo-Ferreira MC, Torrecilla-García JA, Heras-Rosas CL, Rubio-Romero JC. New Risk Situations Related to Low Noise from Electric Vehicles: Perception of Workers as Pedestrians and Other Vehicle Drivers. *Int J Environ Res Public Health*. 2020 Sep 14;17(18):6701. doi: 10.3390/ijerph17186701. PMID: 32938012; PMCID: PMC7558663.

Steering Team Workshop Summary of Findings

In June 2023, ECONorthwest worked with TRPA to convene the Steering Team for an in-person workshop attended by representatives from state and local governments as well as community-based organizations.

General Discussion Takeaways

- **Coordination.** Aligning with California and Nevada state strategies and funding opportunities is important to include in the Dashboard. The Dashboard should also build on existing tools, planning, and initiatives.
- **Audience.** The Dashboard should be designed for use by local and state agency staff, but also be accessible to a wider audience. A key question for the direction of the Dashboard is whether and how the public and visitors will use it. While there is potential to use the Dashboard as a tool for the public, use of the existing Dashboard indicates that it is likely to be primarily used by decision makers, regional partners, funders, and regulators. Engagement with the public should be focused on giving clear calls to action and ways to get involved.
- **Regional Significance.** The Dashboard should be relevant to the entire Lake Tahoe region, with the goal of providing easy access to high-quality, relevant, and comprehensive data.
- **Communication.** Clear definitions of goals, guiding principles, indicators, and metrics are necessary to making the Dashboard successful. Success stories should also be shared with agencies and the public to demonstrate progress through a cohesive narrative.
- **Narrative.** The Dashboard's purpose is to tell a climate-focused story to decision-makers, provide a platform to coordinate regional efforts, position the region for funding and build support and buy-in for climate action. Academia should also be considered as a key stakeholder to ensure efforts and not duplicated and as a source of ongoing feedback. The narrative should acknowledge the role the region plays as a refuge from extreme heat and the potential impacts of this role on Tahoe's resources.

Break-Out Group Takeaways

- Goals for **Resilient Social Systems** should be related to community demographics, health, education, and economy.
 - Examples of **outcomes** include sustainable living and working conditions, prevention of climate impacts on community health, promoting equity, economic resilience, and maintaining high quality of life.
 - **Metrics** could include commuting distances, consistent employment, household demographics, air quality, extreme heat days, disaster preparedness, climate emergency communication, zero-vehicle households, distance to key services, and

the number of days that recreational facilities are closed due to extreme weather conditions.

- Goals for **Resilient Built Systems** should cover transportation, housing, recreation facilities, and tourism.
 - Potential **outcomes** for built systems include resilient land use, water and transportation infrastructure, building decarbonization, and tourism facilities.
 - **Metrics** could include water supply, heat island impacts, parking, housing in flood zones, home hardening, power grid reliability, community resilience centers, vehicle miles traveled (VMT), transit use and ridership, access to evacuation routes, mode shift, and quality and accessibility of tourism opportunities.
- Goals for **Resilient Natural Systems** should consider watersheds, water quality, forest health, and biodiversity.
 - **Outcomes** for natural systems should include forest health, wildfire risk, invasive species, extreme weather events, and water quality/management. While developing the Dashboard narrative, this should also consider the time frame and the concept that change is the new normal.
 - **Metrics** should include forest heterogeneity, increase in old growth forests, wildfire flame length, preservation and restoration of natural areas, biodiversity, temperature and precipitation levels, acres of Stream Environment Zones (SEZ), basin level, nearshore Algae bloom, total maximum daily loads (TMDL), wetlands, stormwater catchment, and carbon sequestration.

Governing Board Meeting

In August 2023, the consulting team met with the TRPA Governing Board to present the draft metrics measuring climate resilience in the Tahoe region. Through this conversation, the Governing Board showed its strong support for the Climate Resilience Dashboard and provided valuable feedback on a number of metrics, focusing on the need for local relevance, equity considerations, and clearly communicating about resilience.

Board members offered critical insight on the inclusion of social and equity metrics and the need to educate the public about investments. There were suggestions to provide jurisdiction-specific data where possible, such as breaking down housing metrics by more refined geographies, highlighting the proximity of transit to community resources, and maximizing consistency with goals and metrics to align with other efforts related to recreation, economic development, transportation, and housing in the region.

The Governing Board also stressed the importance that the new dashboard provide select information helpful to local Tahoe jurisdictions. They noted that high-level information about how resilience could be framed is helpful in a region with buffers to fiscal, economic, and environmental stressors from climate impacts.

4. Climate Resilience Dashboard Goals, Indicators, and Metrics

4.1 Proposed Organization of the Dashboard

The Climate Resiliency Dashboard will use three primary elements for organization, including goals, indicators, and performance metrics (described in Section 1.2 of this document).

ECONorthwest proposes the following goals and indicators based on our team’s technical evaluation, research, and engagement with TRPA and other regional stakeholders, guided by the following proposed organization.

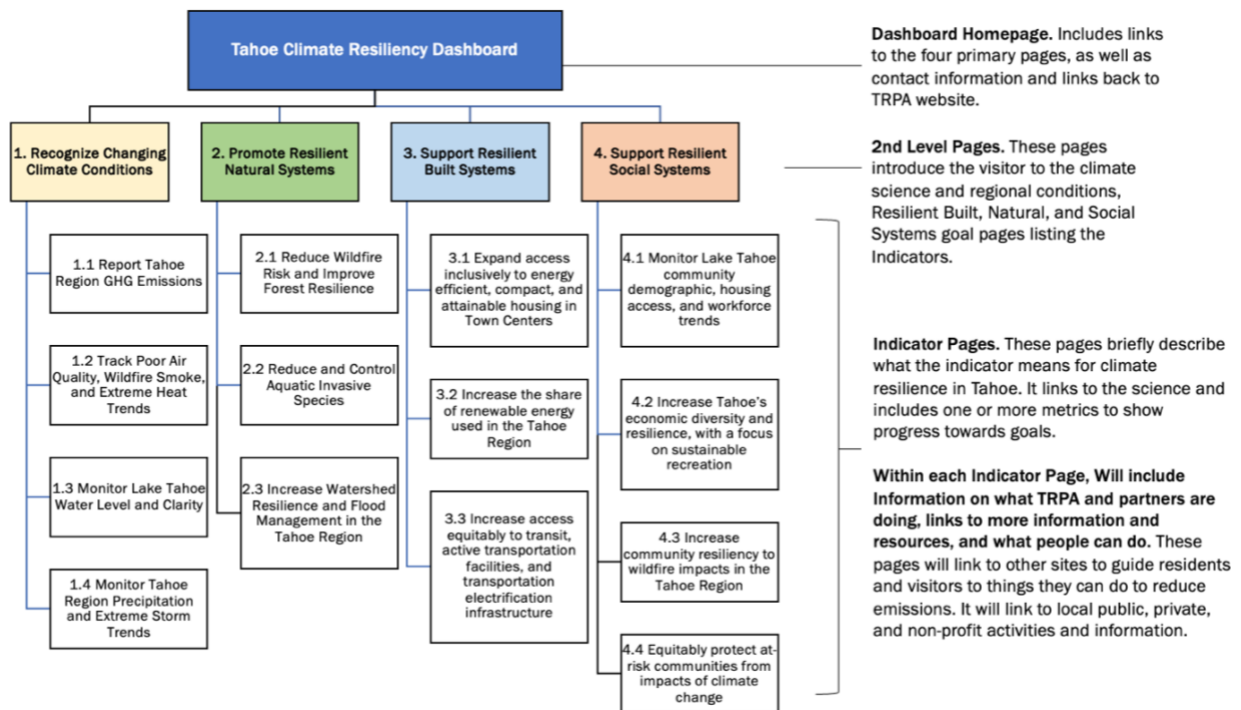
Recommended Structure

Proposed Storyboard

Using best practice guidance and feedback from stakeholders, we recommend the following layout for the Climate Resilience Dashboard shown in Exhibit 11, including the four major goals associated with the Dashboard’s indicators and an educational page that outlines how residents and visitors can be involved in climate resiliency work.

Exhibit 11. Proposed Storyboard for the Tahoe Climate Resiliency Dashboard

Source: ECONorthwest



The project team proposes the following indicator page elements:

- **Title.** The title clearly identifies the indicator being addressed.
- **Introductory paragraph:** What is the challenge and why should we care? How do(es) the metric(s) tell us we are making progress? The introductory paragraph(s) tells the story about what the indicator is and what the metric(s) tell us about the indicator, why we care about it, who it impacts, historical information, where we are now, and how we are trending over time. It will link to important information, either on Lake Tahoe Info or external to the website.

This is also the place where we can link to federal or state requirements, or other important information.

- **Metric(s) and data sources.** The metric(s) are relevant in terms of measuring climate goal outcomes and describing the risk or other conditions. Data sources should be up to date (to the greatest extent practical), credible, and verifiable. The data should be applicable to the Tahoe region (to the greatest extent practical).
- **Other related metrics.** The webpage will also link to other related metrics to make it easy for the reader to find additional information.
- **The science.** The metrics are based on the best available science and data. The Dashboard will make it easy for readers to find additional information about the science if they wish. The Dashboard will be designed to cross-reference existing information in the EIP that is already tracked online.
- **What you can do.** This section of the Dashboard will direct residents and visitors to information they can use to reduce GHG emissions and to become more resilient. Working with TRPA and partners, the Dashboard will link to local, regional, state, national, and international information.
- **What are TRPA and partners doing?** The Dashboard will link to other TRPA and partner organization sites to describe what public agencies are doing to make the Basin more resilient to climate change.

Data Visualization Guidance

In addition to the general structure of the Dashboard, it will be critical to show data in a clear and accessible way that emphasizes important factors for different climate-related efforts. The final list of Dashboard metrics includes recommendations for data visualization, and below are some best practices based on our team’s technical expertise as well as feedback from key stakeholders about what would make the Dashboard most usable for its key audiences:

- **Draw attention to key data points.** Certain data points or trends in Dashboard visualizations will be more crucial for telling the story of climate resilience. Effectively highlighting these points through visual contrast guides viewers to the most critical pieces of information first. This can involve using color intensity, different chart types, annotations, data filtering, and other means of differentiating more important data

elements. For example, key threshold levels on a chart could be called out with contrasting colors or bold text.

- **Choose appropriate graphic types.** As metrics may be added or change over time, it will be important to consider what type of display fits best with new data being presented. Stacked or clustered bar charts are generally useful to show comparisons across a limited set of categories over time, line charts for trends, scatterplots and bubble charts to display correlations and clusters, and maps for more geographically specific data. The goal is to choose the graphic formats that most clearly and accurately portray the data stories as they relate to climate change in Tahoe.
- **Aggregate geographies strategically.** For some metrics, it is important to be able to break down information by sub geographies in Tahoe. This requires aggregating geographies which may not always be consistent across different topics (such as census tracts, zip codes, or coverage of different services). Overly granular disaggregation can also cause data visualizations to be less effective by overloading users with an amount of data beyond what is needed.

For many metrics in Tahoe, dividing information by the North and South Basin may be an appropriate level of geography (as indicated in the recommended metrics) alongside the regional total. This is to better align with current systems and metrics such as the region's two transit systems that respectively cover both areas and housing planning efforts (including the North Tahoe-Truckee Regional Housing Implementation Plan and South Shore Housing Needs Report). Displaying by the North and South Basin also avoids cluttered data which can overwhelm viewers and may be better shared as downloadable data for local jurisdictions to reference.

- **Have more data available.** Aggregating data to highlight important items can sometimes have the tradeoff of losing some granularity that is useful for jurisdictions or service providers. Raw data and further disaggregated data should be made available whenever for those who wish to dive deeper into a specific subset of the overall metric and the implications for more specific segments of the community or environment. This may involve linking to other Dashboards and datasets maintained by TRPA and its partners.
- **Avoid map clutter.** Maps with too many data points or overly complex visual elements can obscure the key information being conveyed. The dashboard maps should aim for clarity and simplicity by only including the most relevant data layers and using minimalistic map elements. Excess charts, legends, and labels should be avoided so users can quickly parse the core map data.
- **Include navigation tools.** User-friendly navigation empowers dashboard consumers to interact with the data visualizations. This includes zooming, toggling layers on/off, filtering, searching locations, and more. Putting users in control of what they see, and their level of detail encourages deeper understanding and exploration. Navigation tools also allow tailoring views to particular interests or needs, allowing multiple jurisdictions

and agencies to filter what is most useful for their community within the Basin. The Dashboard should leverage navigation features that enhance usability.

Goal 1: Recognize the Changing Climate Conditions

This goal primarily seeks to advance science, stewardship, and accountability. The indicators and metrics associated with this goal should guide and protect Tahoe climate investments through cutting-edge research, monitoring, and adaptive management.³⁸ The Dashboard will track key indicators over time relevant to the Lake Tahoe Region that are helpful for comprehending changes in the climate including weather and air quality trends.

- **1.1. Report Tahoe regional greenhouse gas emissions.** Monitoring and reporting on greenhouse gas emission trends over time is critical for understanding whether mitigation efforts across the region are effective at curbing emissions. Metrics associated with this indicator will clearly showcase the trajectory of climate impacts and support data-driven policies to reduce emissions across different sectors.
- **1.2. Track poor air quality, wildfire smoke, and extreme heat trends in the Lake Tahoe Region over time.** Monitoring changes in air quality and increasing frequency of heat events demonstrates how the Tahoe region is already being impacted by climate change and how these issues are intensifying. Metrics related to this indicator can inform adaptation planning to protect community health and prepare for extreme events. Clean air is important to human health and wellness, clean water, biodiversity, and ecosystems. Smoke from wildfires discourages recreation and disrupts businesses and local economies. Furthermore, people prefer to enjoy the outdoors when it is safe to breathe and the skies are clear.
- **1.3. Monitor Lake Tahoe water level and clarity.** Improved lake clarity is a result of controlling and treating fine sediment particles often from stormwater runoff (such as through Stormwater Best Management Practices) and through the protection and restoration of ecologically fragile lands treating stormwater. A healthy ecosystem with functioning wetlands, meadows, and streams improving water quality and providing carbon sequestration all help to improve Lake Tahoe’s water clarity. Monitoring Lake Tahoe’s water level and detecting the frequency of trends particularly associated with the lake level falling below the natural rim can indicate drought conditions. Fluctuations in lake level and clarity provide measurable indicators of how climate change is affecting this vital natural resource and regional ecosystem. Protecting Lake Tahoe is intrinsically tied to climate resilience and can help to inform actions for environmental protection.
- **1.4. Monitor Tahoe Region precipitation trends and extreme storm trends.** Analyzing precipitation data reveals the effects of climate change on regional hydrology, with

³⁸ California Tahoe Conservancy, “Climate Resilience Action Strategy,” 2022.

impacts to water supply, flooding, drought, snowpack longevity, and more. This is critical for climate adaptation and strengthening regional resilience as well as understanding changes for key economic sectors like tourism.

Goal 2: Promote Resilient Natural Systems

Natural systems, including watersheds, forests, and wildlife, adjust and maintain functioning ecosystems and natural processes in the face of change. Suggested Indicators to track progress towards this goal are:

- **2.1. Reduce wildfire risk for Lake Tahoe communities and improve forest resilience in the Lake Tahoe region.** Forest restoration projects, restoration of burned forests, and implementation of the Lake Tahoe Forest Action Plan can reduce wildfire risk and build forest resilience to protect communities from wildfire and improve forest health. Catastrophic wildfires degrade air quality and cause respiratory illnesses that affect millions of people, especially children and people who work outdoors.
- **2.2 Reduce and control aquatic invasive species.** Preventing and controlling invasive species promotes adaptability and helps ecosystems withstand and recover from disturbances, including those caused by a changing climate. Biodiversity and native plants and animals help control flooding, soil erosion and cycle nutrients, and holds cultural value and recreational benefits.
- **2.3. Increase watershed resilience and flood management in the Tahoe Region.** Resilient wetlands can be net sinks of carbon and can play an important role in reducing greenhouse gas emissions seeping into the atmosphere, thereby mitigating climate change. Increased flood water storage capacity (both nature-based and stormwater infrastructure); and restored wetlands, streams, and meadows all work to increase watershed resilience.

Goal 3: Promote Resilient Built Systems

This goal focuses on infrastructure and built systems including transportation, housing, water supply, and recreational facilities. Increasing climate resiliency means that infrastructure and the built environment can withstand changing conditions and shocks, while continuing to provide essential services.³⁹ Suggested Indicators to track progress towards this goal are:

- **3.1 Expand access inclusively to energy efficient, compact, and attainable housing in Town Centers.** Equitable access to sustainable housing can help to support the mitigation of GHG emissions for all households in the Tahoe community and increase the prevalence of resilient housing.
- **3.2 Increase the share of renewable energy used in the Tahoe Region.** Switching to renewable energy is an important step to increasing renewable energy generation,

³⁹ Ibid.

responding to wildfires and other climate-related events, and ensuring the resilience of local systems.

- **3.3 Increase access equitably to transit, active transportation facilities, and transportation electrification infrastructure throughout the region to mitigate transportation GHG emissions.** Making transportation systems more sustainable can reduce and mitigate transportation related GHG emissions. Investing in projects that expand equitable access to transit and pedestrian and bike paths can make low-emissions options more accessible to the whole community. Preparing for the impacts of climate change should also include upgrading transportation facilities to prepare for longer summers, shorter winters, increased precipitation events, fluctuating lake levels, and changes in visitor patterns.

Goal 4: Promote Resilient Social Systems

All people and communities respond to changing average conditions, shocks, and stresses in a manner that minimizes risks to public health, safety, and economic disruption and maximizes equity and protection of the most vulnerable or at risk to climate impacts. Suggested Indicators to track progress towards this goal are:

- **4.1 Monitor Lake Tahoe community demographic, housing access, and workforce trends.** To see results in reducing emissions across the Tahoe community, sustainable lifestyles should be financially accessible to people with a wide range of jobs and incomes that can afford housing, transportation, and other living expenses. Climate-related events like wildfires and extreme temperatures can also have impacts on schools and other public services.
- **4.2 Increase Tahoe's economic diversity and resiliency, with a focus on sustainable recreation.** The tourism-related industry with an emphasis on ecotourism and snow sports fosters the prosperity of local businesses and ensures robust employment opportunities. However, climate change is likely to have impacts on Tahoe's key industries by creating fluctuations in visitor volumes and employment patterns.
- **4.3 Increase community resiliency to wildfire impacts in the Tahoe Region.** Residents can reduce the risk of wildfire by participating in the Firewise program and help to mitigate the impact of climate-related wildfire events. At-risk populations also require access to cooling centers in the summer and warming centers in the winter as extreme temperature and weather events occur more frequently.
- **4.4 Equitably protect at-risk communities from climate change impacts.** Extra accommodations and resources would be needed to protect populations with greater risk for climate impacts such as people with disabilities, older adults, children, people with limited English proficiency, and people with transportation disadvantages. These at-risk communities often need specialized accommodations, expanded access to community resources, transportation and evacuation support, and other specialized support during and after a climate related event or disaster (such as wildfire).

4.2 Draft Metric Review

Draft Metric Findings

Exhibit 12 lists the **51 draft metrics** evaluated as part of this project and presents a score for each metric. The full evaluation is provided in a detailed spreadsheet attachment including all of the evaluation criteria that informed the final score. Note that the score is based on the utility of the metric, staff effort to update, how understandable the metric is, and how closely it is related to climate resiliency (see Exhibit 4 for more information).

This list was shared with targeted stakeholders as well as the TRPA Governing Board, who provided feedback about the utility and viability of the proposed metrics for telling the story of climate change in the Tahoe region. Working with TRPA staff, the consulting team used this input to refine the list into **33 final metrics** presented in the first section of this report.

Stakeholders working in a variety of disciplines were sent the evaluation workbook with the consulting team's initial evaluation, then provided more detail about what is currently available and useful to display for relevant metric, and ranked each one as Very Important, Important, and Not Important. This feedback enabled the project team to remove metrics that do not have reliable, consistent, or regionally useful sources associated with them or that were not considered important for inclusion in the Dashboard. This process also provided insights and recommendations for metrics which had initially received a lower score.

The TRPA Governing Board feedback additionally gave the consulting team direction for how to organize metrics and indicators to be most useful for the Tahoe community. This guidance helped us to refine language for supporting the community's climate-related goals and developing nuanced recommendations about what geographies and community features to highlight in the final metrics.

Exhibit 12. Summary of DRAFT Climate Resiliency Metrics

Note: The goals, indicators, and metrics listed below have been updated.

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|-----------------------------------|---|---|---|---|--------------------|
| Track Changes in Local Conditions | Recognize the Changing Climate Conditions | Total GHG Emissions | Total GHG emissions over time | TRPA | 17 |
| | | GHG Emissions by Sector | Total GHG emissions by sector (energy, transportation, solid waste, carbon sequestration) | TRPA | 17 |
| | | Poor air quality days per year, number of wildfire smoke days | Atmospheric conditions worsen with climate hazards like wildfires, which can have impacts to public health, outdoor recreation, and tourism. | AirNow | 16 |
| | | Lake Tahoe water level | Fluctuating lake levels from periods of flood and drought can impact access to recreation and cause flooding for lakefront properties. | UC Davis, US Geological Survey Water Master | 15 |
| | | Annual average water temperature, including surface temperature | Long-term water temperature patterns can be good indicators of climate change because the high heat capacity of water bodies makes short-term temperature variability less noticeable. | UC Davis | 15 |
| | | Number of extreme heat days per year | Increasing heat may increase the chance of heat-related illness; while Tahoe has relatively low-vulnerability to extreme high temperatures, it is a destination for populations escaping intense heat in surrounding communities. | Cal-Adapt, National Weather Service | 14 |
| | | Total precipitation in water per year, snow as a fraction of annual precipitation | Local ecosystems are extremely sensitive and will become more vulnerable under a warmer climate with altered precipitation patterns. A declining share of snow due to warmer temperatures impacts local hydrologic systems as well as outdoor recreation. | NOAA, UC Davis | 14 |
| Support Resilient Built Systems | Support Increased Access to Sustainable Housing | Total number of housing units in town centers | Town Centers are areas that allow higher density to encourage mixed use development and efficient land use that allows for fewer GHG emissions from transportation. | TRPA, local jurisdictions | 17 |
| | | Share of housing affordable to workforce in town centers | Housing in town centers that is affordable to Tahoe workers allows more people to live close to places of employment. This can improve quality of life and reduce GHG emissions associated with commuting. | TRPA, local jurisdictions | 18 |
| | | Participating in (or funding for) energy efficiency programs | The uptake of energy efficiency and electrification rebates for homes and commercial buildings can indicate private sector investments in reducing GHG emissions from buildings. | Liberty Utilities, NV Energy | 16 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|------|--|--|---|---------------------------------------|--------------------|
| | | Number of deed-restricted affordable, moderate, and achievable units | Affordable, moderate, and achievable housing units are relative to household income. The share of these units that are regulated indicates the availability of housing for residents below the area's median income. | TRPA | 16 |
| | | Number or percent of homes hardened | Home hardening prepares residents to protect their homes against wildfires through upgrades like building materials, ventilation, and defensible space. | CTC, CalFire, Living with Fire | 17 |
| | Support Sustainable and Resilient Utility Systems | Miles of transmission lines hardened (upgraded or undergrounded) | Transmission line hardening increases the resilience of the energy grid by upgrading or undergrounding infrastructure to mitigate impacts from wildfires and other climate-related hazards. | Liberty Utilities, NV Energy | 13 |
| | | Number of new hydrants, increased pipe size | Increased access to water infrastructure helps to better fight wildfires to protect neighborhoods, particularly in high-vulnerability areas. | Local Public Utility Districts (PUDs) | 15 |
| | | Percent of renewable energy as a share of total energy used | The total share of energy from renewable sources like solar, wind, and hydroelectric power indicates Tahoe's progress towards reducing GHG emissions from power generation. | Liberty Utilities, NV Energy | 18 |
| | Upgrade Transportation Systems | Total Transit Ridership, Frequent service (20-minute headways) | A well-functioning public transit system is one of the primary tools for changing local travel patterns to be more efficient and less dependent on automobiles. Transit ridership should be analyzed by stop level ridership, not route or system wide. | Tahoe Transportation District, TART | 18 |
| | | Total Micro-transit Ridership | Micro-transit increases access to transit systems. Tracking shared rides and program usage can enhance the overall understanding of transit ridership. | Lake Link | 12 |
| | | Daily per capita Vehicles Miles Traveled (VMT) | Reducing overall VMT indicates lower use of automobiles and a potentially greater uptake of transit and other modes. | RTP, Streetlight or Replica | 18 |
| | | Quantity of alternative fuel stations, EV charging/ hydrogen, Quantity of transit fleet, jurisdictional fleets with zero emission vehicles | The availability of alternative fuel infrastructure is important for ensuring that Tahoe has the capacity for growth in lower emission travel modes such as individual EVs and electric transit systems throughout the Basin. | USDOT | 20 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|---|--|--|--|---|--------------------|
| | | Baseline mode share and weekday or seasonal variation | Tracking mode share shows the uptake of active forms of transportation such as walking and bicycling recognized in the Active Transportation Plan. These modes have strong co-benefits with climate resilience by reducing emissions. Carpooling is also a potential metric to track but can be difficult data to collect. | TRPA survey, US Census Bureau, Journey to Work, Survey of Income and Program Participation (SIPP) | 15 |
| | | Transportation access in priority communities | The RTP aims to increase access to transit, bicycle, and pedestrian facilities by 100% by 2045, measured in quarter to half mile distances in priority underserved areas. | TRPA, US Census Bureau - ACS, Justice 40 | 15 |
| | | Increased lane miles of low-stress bicycle facilities | This metric allows TRPA to assess facilities which can benefit the communities who may need low-stress bicycle infrastructure and increase access to sustainable transportation modes. | TRPA, RTP | 18 |
| | | Baseline inventory of vulnerable facilities | An asset inventory can help the region to manage and prioritize capital improvements for facilities and infrastructure with high vulnerability to climate-change impacts like extreme temperature, flooding, and wildfires. | TRPA, Caltrans, NDOT Asset Inventory | 18 |
| Support Resilient Social Systems | Enhance Access for People to Live, Work, Learn, and Play in Tahoe Sustainably | Permanent population disaggregated by race and ethnicity, age groups | Disaggregating the permanent population by demographic groups can help to identify existing disparities and needs for climate adaptation. | US Census Bureau - ACS | 16 |
| | | Population at peak periods | Population at peak periods - visitors and seasonal residents | Placer.Ai (or similar location data service - Strava Metro, Replica) | 8 |
| | | Median Household income by jurisdiction and disaggregated by remote and non-remote workers | Median household income serves as a key metric of a community's socioeconomic conditions and ability to withstand and recover from climate-related impacts. Differences between remote and non-remote workers also indicate more flexibility for some households and individuals. | US Census Bureau - ACS, LEHD/LODES | 16 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|------|---|--|--|---|--------------------|
| | | Housing costs (median home sales price and rental rates, by jurisdiction) | High housing costs can limit access to safe and resilient housing options, making it challenging for vulnerable populations to relocate, adapt, and invest in sustainable housing. | Redfin, Zillow, Realtor Associations, CoStar | 13 |
| | | Housing tenure (rented full-time, owner-occupied, vacation rental, second home), disaggregated by race, ethnicity, and age | Housing tenure can indicate a household's ability to implement climate resilience measures such as energy efficiency upgrades, as well as ability to leave during disasters. Disparities by demographic groups can indicate populations for decisionmakers to target with new programs. | US Census Bureau - ACS | 17 |
| | | K-12 public school enrollment data and number of days of school closures due to extreme weather or poor air quality | School enrollment and closures provides insight on the impacts of climate-related events like wildfires and extreme temperature, as well as changing demographics in Tahoe. | CA and NV Departments of Education, CalMatters | 13 |
| | | Percent of students receiving free or reduced cost lunch | Free or reduced lunch can be an indicator of income and poverty, although changes to the National School Lunch Program have made FRPL status a less reliable measure of student economic disadvantage in recent years. | CA and NV Departments of Education | 12 |
| | Increase Tahoe's Economic Diversity and Resilience, with a Focus on Sustainable Recreation | Percent of workers who commute into the basin on a seasonal basis, origin demographics, distance travelled, and difference in travel time by mode | Understanding commuting patterns provides information about transportation-related emissions associated with automobile travel. It also indicates whether there are economic opportunities for workers in Tahoe year-round and seasonally. | TRPA, Streetlight or Replica, US Census Bureau (LEHD/LODES) | 18 |
| | | Number of days public recreation sites, resorts, or ecotourism facilities are closed due to extreme weather or wildfire, or the amount of revenue lost | Recreation closures from climate-related events may increase in coming years. The number of days that private, local, state, and federal sites are closed, and the amount of revenue lost from closures or lower volume days can show the impact of these events on one of Tahoe's key industries. | Tahoe Science Advisory Council, Recreation Agencies | 12 |
| | | Number of days recreation facilities are at full capacity | As residents of surrounding areas may come to Tahoe during periods of extreme heat, the days that | Tahoe Science Advisory Council, Strava | 12 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|------|--|--|---|--|--------------------|
| | | | facilities are at full capacity can be an important metric for tracking increased demand in the Basin. | Metro or Replica | |
| | | Transient Occupancy Tax revenue and changes over time | TOT revenue data are one way to quantify the impacts of climate change on the tourism industry through changes in overnight visitation. These may not be in effect in all communities in the Basin. | State of California, Douglas County, Washoe County | 14 |
| | | Total lodging revenues and change over time | Total lodging revenues may be more difficult to obtain but can provide an understanding of impacts of climate change to the tourism industry throughout the region. | Smith Travel Reports | 12 |
| | | Average annual wages in the tourism industry | Annual wages in the tourism industry specifically can show the strength of Tahoe's economic opportunities and how climate-related events may impact wages in this key sector. | Smith Travel Reports, Bureau of Labor Statistics (BLS) | 12 |
| | | Consistent employment, seasonal workers unemployment rates, and median wages by sector and overall | Employment patterns can have implications for residents' and workers' vulnerability to climate change and climate-events. Understanding the types of industries that are growing in the region and workforce characteristics can help Tahoe to adapt and diversify its economy and target strategies for workers in the area. | BLS/State Economic Development Agencies (California EDD and the Nevada DETR), EMSI | 14 |
| | | Visitor device data as a proxy of visitor frequency and patterns | GPS-tracked device data can indicate the rate of visitors coming to Tahoe and the way that it fluctuates in response to climate change. | Streetlight, TRPA travel survey | 12 |
| | Prevent or Reduce Community Health Impacts Associated with Climate Change | Number of days cooling centers or community resiliency centers are open | This metric reflects the frequency and intensity of extreme heat or other climate-related events and can help to identify gaps in available resources. | CTC, Offices of Emergency Services | 14 |
| | | Number of Firewise communities in the Tahoe basin | Firewise communities are a metric of wildfire education and community-led efforts to mitigate and prevent impacts of climate-related events. | CalFire, Living with Fire | 13 |
| | Equitably Protect At-Risk | Number/share of households with access and functional needs | The population with access and functional needs may require specific considerations for climate resilience and response during climate-related | US Census Bureau - ACS | 19 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|--|--|--|--|--|--------------------|
| | Communities from Impacts | (people with disabilities, older adults, children, limited English proficiency, and transportation disadvantaged) | events. This metric can help to indicate the need for certain facilities and resources in response to climate change. | | |
| | | Map of zero vehicle household concentration, cooling/community resource centers, and a list of the medical support in emergencies | Zero-vehicles households can face challenges with evacuation during wildfires or other events. Mapping where this population is concentrated and distance to resources/supplies can help to equitably prepare communities to respond to these scenarios. | US Census Bureau – ACS or LEHD/LODES, CTC, Offices of Emergency Services | 13 |
| Promote Resilient Natural Systems | Reduce Wildfire Risk and Build Forest Health | Acres of forest fuels reduction treated for wildfire in high-risk areas, map of areas with prescribed fire treatment and project sites | Implementing projects to support forest thinning and restoration projects to protect communities from wildfire. This could be measured with acres of forest fuels reduction treated for wildfire in high-risk areas, mapping showing areas with prescribed fire treatment and project sites. | TRPA | 19 |
| | | Tree species diversity and increasing old growth forest | Species diversity metrics could include measurements of tree density, basal area, large/tall tree density, clump/gap structure, seral stage, large snag density; drought vulnerability, disturbance such as dead trees. | TRPA | 15 |
| | | Wildfire risk metrics such as restoration after, smoke/ash, treatment before | These metrics can help track the risk of high and moderate-severity fire, identify threats to infrastructure, high-intensity patch size, and proportion of high severity fires, and inform community wildfire protection and egress/ingress plans. | Unknown (TRPA currently exploring) | 15 |
| | Increase Biodiversity and Reduce and Control Invasive Species | Acres treated for invasive species | Acres treated helps to track progress for preserving and protect biological resources in the Region and protecting against invasive species increasing with climate change. | TRPA | 16 |
| | | Watercraft inspections for invasive species | Watercraft inspections are an important way to prevent new invasive species from entering the area which may flourish with changing climate conditions. | TRPA | 16 |

| Goal | Indicator | Metric | Description/Key Considerations | Source | Final Score (0-20) |
|-----------------------------------|-------------------------------|--|--|----------|--------------------|
| Promote Resilient Natural Systems | Increase Watershed Resilience | Acres of restored high-quality wetlands and meadows (also referred to as Stream Environment Zones) helping to store flood waters | Wetlands and meadows restored are a measure that helps to track increased flood water storage capacity in Tahoe and provide a number of co-benefits for water clarity and carbon sequestration. | TRPA | 20 |
| | | Increase number of parcels with Stormwater Best Management Practices (BMPs) improvements | Tracking parcels that implement BMPs also demonstrates progress for managing stormwater which is expected to increase with climate change and higher volumes of precipitations. | TRPA | 17 |
| | | Lake Clarity measured by Secchi Depth | Clarity metrics can be indicative of environmental health in Lake Tahoe and show the impacts of increased stormwater runoff on the aquatic ecosystem. | UC Davis | 16 |
| | | Shared stormwater basin project investment | Tracking shared investment shows how the region is cooperating on increasing watershed resilience and could help to identify gaps to be addressed. | TRPA | 16 |
| | | Map of carbon sequestration measurement | Mass measurement or percent change in soil organic matter and/or increase in soil water holding capacity can indicate carbon sequestration, which will be critical for mitigating climate change impacts in Tahoe. | TRPA | 11 |

5. Appendix

- Attachment A. Best Practice Research Findings
- Attachment B. Existing Document Review Summary
- Attachment C. Interview Summary