



2024

Annual Climate Action Plan Report





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Letter from the City Planning Director

The 2024 Climate Action Plan Annual Report highlights the work of our City staff and partners who, in the face of evolving political dynamics and current funding constraints, have continued to advance our collective mission to build a more sustainable, equitable and resilient San Diego.

The City has continued to make progress on its climate action goals: laying important groundwork for efficient, electric-powered, sustainable homes and businesses; connecting people with clean energy careers; expanding access to electric vehicle charging; and increasing the amount of electricity from clean, renewable sources. The City has also advanced Climate Action Plan implementation by updating citywide policies for housing, growth and transportation in ways that achieve climate and equity goals, including a comprehensive update to the General Plan, known as Blueprint SD, and the City's first-ever Mobility Master Plan. The City is also working to update other important plans and policies, such as the Bicycle Master Plan and Street Design Manual to further implement the City's Complete Streets Policy.

Throughout the year, the City also made progress conserving and restoring natural lands to protect plants and animals and absorb emissions from the atmosphere; continuing to build capacity for food recovery, zero waste and a circular economy; planting more trees in our communities; and continuing to develop the local drinking water supply through the Pure Water San Diego program.

These advancements – among others – are detailed throughout this report and reflect the City's ongoing climate leadership and commitment to the important and ambitious goals of the City's Climate Action Plan.

Of course, more work remains ahead. Growth in worldwide emissions has slowed but continues to rise, Earth's warming is accelerating, and extreme weather events are intensifying. For San Diego, this means heightened risks to public health and safety from strained water supplies, extreme heat events, flooding, wildfires and rising seas — in ways that often have disparate impacts in historically underserved neighborhoods.



The City must continue to work to decrease emissions across all sectors, strengthen partnerships with communities and businesses and ensure that investments we make today are keeping us on the path toward a more sustainable, equitable and resilient future. Implementing the Climate Action Plan continues to require innovative policy, sustained and cost-efficient investment and collective resolve.

These actions can pave the way to cleaner air, good-paying jobs, healthier and safer communities and a more just and affordable future for all. Thank you to the City staff, community leaders and community members who have contributed to this year's achievements and into the future.

A handwritten signature in black ink, reading "Heidi Vonblum".

Heidi Vonblum

City Planning Director





- The City attained national recognition for its accomplishments in sustainability and resilience, achieving LEED Gold certification from the U.S. Green Building Council.

Introduction

The City of San Diego Climate Action Plan establishes a policy framework to achieve a fair-share greenhouse gas (GHG) emissions reduction goal by 2030 and a net-zero emissions goal by 2035, and outlines strategies, measures, performance targets and actions to reach these goals. To monitor progress during the first five years of implementation (2023–2027), the Climate Action Plan calls for reports to the City Council and public every year and GHG emissions inventories at least every other year.

This annual report provides an overview of the City's progress in 2024, the second full year since the Climate Action Plan was adopted in 2022. It presents 2023 annual emissions levels, the latest available for the city, describes progress and accomplishments achieved last year for each strategy of the plan, and reports the latest data and trends on the workforce impacts of climate action in the city.

Technical data and methodologies used to measure implementation progress and annual emissions levels are provided in appendices to this annual report. Appendix A includes the latest activity and emissions data and trends for indicators used to monitor progress on Climate Action Plan implementation. Appendix B summarizes annual GHG emissions levels in the city for 2019 through 2023, and documents the information sources, data inputs, methodologies and assumptions used to perform the emissions calculations. Appendix C contains estimates related to the number and types of green jobs in the city, and documents the information sources, datasets, methodologies and assumptions used to develop the estimates.

More in-depth information about Climate Action Plan implementation, including the latest on annual GHG emissions levels, status of actions and performance indicators, is available on the City's Climate Action Plan Dashboard at climatedashboard.sandiego.gov.

This 2024 Annual Report, along with other past and future annual reports, will help inform the next update of the Climate Action Plan, which is anticipated to start in early 2026 and be completed in late 2027. The anticipated 2027 Climate Action Plan update will help the City remain on track with meeting its climate goals.

Key Highlights

San Diego's Annual GHG Emissions Levels in 2023

Citywide emissions in 2023 were down 19% from 2019 levels, the starting point for measuring future changes in the Climate Action Plan. However, 2023 emissions were up 2% from the prior year.

Annual GHG emissions levels were estimated to be 8.52 million metric tons of carbon dioxide equivalent (MMT CO₂e) in 2023.¹ Figure 1 compares estimated emissions levels for 2023 to the following: 2019 baseline emissions levels in the Climate Action Plan; estimated emissions levels for 2020–2022; future emissions levels under a Business-As-Usual scenario (*in which City efforts to reduce emissions are not accounted for*); and emissions reduction targets included in the Climate Action Plan.

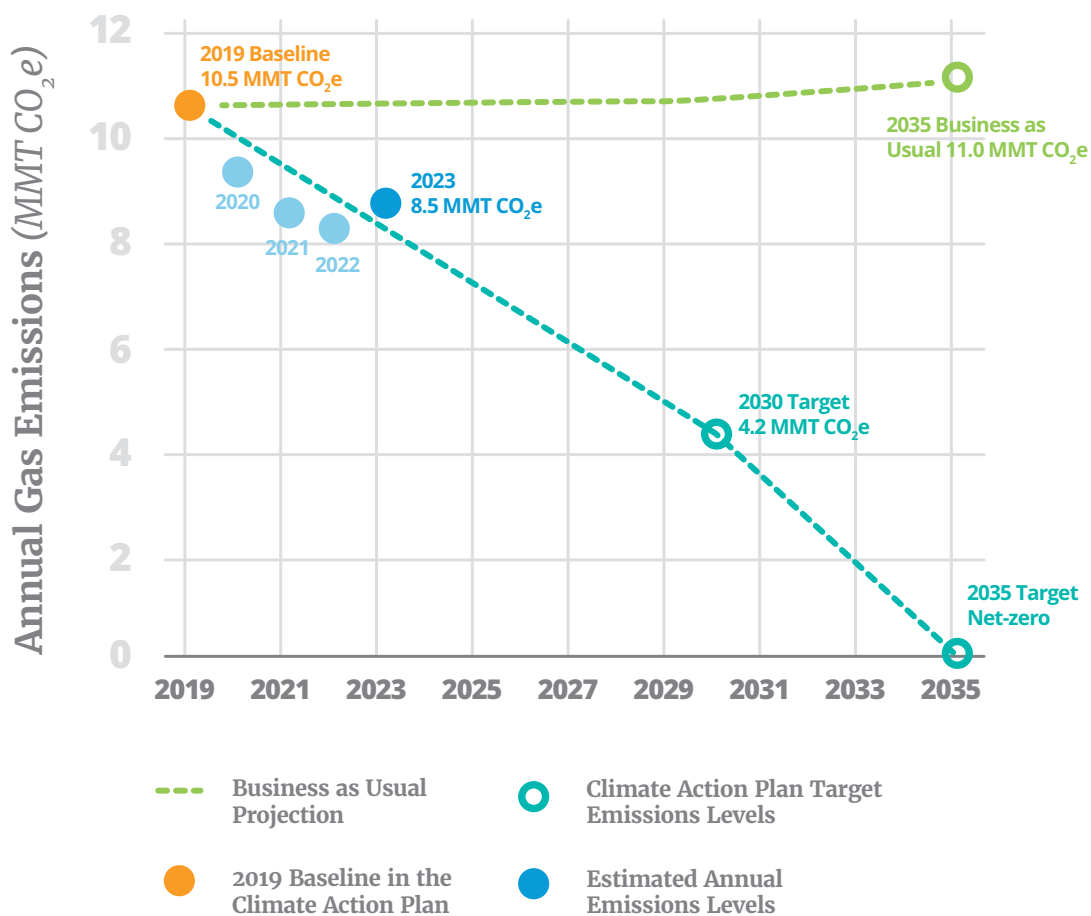
Figure 1 compares emissions levels for 2023 to emissions levels for 2019–2022 and emissions projections and reduction targets in the Climate Action Plan.

Figure 1. San Diego's 2023 GHG Emissions Levels Relative to GHG Emissions Levels for 2019–2022 and Emissions Projections and Climate Action Plan Reduction Targets

GHG: greenhouse gas

MMT CO₂e: million metric tons of carbon dioxide equivalent

- The vast majority (96%) of 2023 emissions are the result of fuels used in vehicles that move people and goods around the city and energy used to power homes and buildings.



¹ 2023 is the latest year for which complete data are available to complete an annual GHG emissions inventory for the city. Key data inputs needed to complete the annual GHG emissions inventory for 2024, including data related to energy consumption, electricity emissions, and vehicle miles traveled, are provided by agencies and entities external to the City (e.g., California Energy Commission, California Department of Transportation) and are not anticipated to be available to the City until late 2025 or early 2026. The 2024 data will be used to prepare the 2024 annual GHG emissions inventory, which will be published in 2026.

Table 1 presents annual GHG emissions levels for the city for 2019-2023, overall and for each emissions sector.

Emissions Sector	Annual GHG Emissions Levels (MT CO ₂ e)					
	2019	2020	2021	2022	2023	% Change, 2019 to 2023
On-Road Transportation	5,854,000	4,650,000	4,683,000	4,628,000	4,674,000	-20%
Electricity	2,336,000	2,286,000	1,617,000	1,527,000	1,615,000	-31%
Natural Gas	1,912,000	1,827,000	1,918,000	1,837,000	1,898,000	-1%
Solid Waste	277,000	273,000	216,000	212,000	213,000	-23%
Off-Road Transportation ¹	69,000	57,000	57,000	57,000	57,000	-17%
Water	61,000	70,000	70,000	73,000	50,000	-18%
Wastewater	26,000	23,000	24,000	13,000	13,000	-50%
Total²	10,535,000	9,186,000	8,585,000	8,347,000	8,520,000	-19%

Table 1. San Diego's Annual GHG Emissions Levels by Emissions Sector, 2019–2023 | Source: adapted from Tables 3 and 4, Appendix B3.

¹ The Off-Road Transportation sector consists only of construction equipment.

² GHG emissions for each sector and annual totals are rounded to the nearest thousands. Sums may not add up to totals due to rounding.

MT CO₂e = metric tons of carbon dioxide equivalent

As shown in Figure 1, annual GHG emissions levels for 2023 represent a 19% decrease from 2019 levels (**10.54 MMT CO₂e**), which were used as the baseline in the Climate Action Plan to measure future changes in emissions. However, the City's 2023 emissions levels do represent a year-over-year increase of 2% relative to 2022 levels (**8.35 MMT CO₂e**). As shown in Table 1, the vast majority (**96%, 8.18 MMT CO₂e**) of 2023 GHG emissions are the result of fuels used in vehicles that move people and goods around the city and energy used to power homes and buildings.

The latest data and trends for these activities — including the primary reasons emissions have decreased since 2019 and marginally increased since 2022 — are described below. The City will continue to track these data and trends in future annual reports and will work to understand and address them in the next update of the Climate Action Plan.

Refer to Appendix A and Appendix B for a complete listing of activity and emissions data and trends for indicators, more detailed information regarding annual GHG emissions levels, and descriptions of the information sources, data inputs, methodologies and assumptions used to perform the GHG emissions calculations.



- ▶ Gasoline- and diesel-powered vehicles like cars and trucks were the largest emissions source in 2023, representing more than half of annual emissions in the city.

Vehicles and Driving

Gasoline- and diesel-powered vehicles like cars and trucks were the largest emissions source in 2023, representing more than half (55%, 4.67 MMT CO₂e) of annual emissions in the city. These “on-road” transportation emissions are down 20% from 2019 levels, with less overall driving (14% fewer miles driven) and use of more electric and cleaner vehicles (8% decrease in pollution per mile).

Notably, the total number of electric vehicles has nearly tripled (199% increase) since 2019 (for San Diego County; city-level data are not available). The number of public electric vehicle charging stations has also increased significantly since 2019 as, for example, the number of Level 2 chargers and fast chargers have increased by 74% and 41%, respectively. In addition, the City has added or improved over 420 miles of bike facilities since 2019, including more than 220 miles of new bike lanes and nearly 200 miles of improved lanes.

While vehicles emitted less pollution in 2023 (2% decrease compared to 2022) and growth in the number of electric vehicles (39% increase compared to 2022) and electric vehicle chargers (4% increase in Level 2 chargers, 14% increase in Fast chargers compared to 2022) continued, the total amount of driving was higher in 2023 (3% increase in miles driven). In fact, after decreasing 20% from 2019 to 2020 due to the COVID pandemic, the amount of driving in the city has increased 2–3% per year for the past three years (2021–2023).

In addition, while regional transit use (city-specific data are not available) has continued to increase since the height of the COVID pandemic in 2020 (as measured by passenger boardings and miles), boardings and miles remain 14% and 12%, respectively, below pre-pandemic (2019) levels. As a result, 2023 on-road transportation emissions levels were 1% higher than in 2022.

- ▶ Emissions from vehicles and driving in 2023 were down 20% from 2019 levels.

Homes and Buildings

Energy used in our homes and buildings (*natural gas and electricity from the grid*) **was the second largest emissions source for 2023, representing 41% (3.51 MMT CO₂e) of annual emissions in the city.** These building energy-related emissions have decreased 17% since 2019 but increased 4% from 2022 levels.

Natural gas end uses, such as water and space heating, cooking and clothes drying, represented 22% of 2023 emissions (*1.90 MMT CO₂e*).

Natural gas emissions have decreased 1% since 2019 due to a 1% decrease in natural gas consumption, although 2023 natural gas emissions levels were 3% higher than 2022 levels (*due to a 3% increase in natural gas consumption*).

Grid-supplied electric power, which is used for air conditioning, lighting, refrigeration, appliances, cooking, electric vehicle charging and more, represented 19% of 2023 emissions (*1.62 MMT CO₂e*). Grid-supplied electricity consumption has decreased by 6% since 2019, while grid-supplied electricity emissions have decreased by nearly one-third (31%) from 2019 levels. The large decrease in emissions relative to consumption is the result of accelerating uses of solar and other renewable sources to generate electricity from 2019 to 2023.

Emissions from grid-supplied electricity increased by 6% from 2022, even though consumption decreased by 3%, because of a year-over-year decline in grid electricity supplied from renewable sources. For example, the percent renewable for SDG&E and San Diego Community Power's standard "PowerOn" service plan decreased from about 45% to 41%, and 54% to 51%, respectively, from 2022 to 2023.

Emissions from homes and buildings in 2023 were down 17% from 2019 levels

Other Emissions Sources and Activities

The following sources and activities were responsible for the remaining 4% (*0.33 MMT CO₂e*) of emissions in 2023: solid waste disposal (3%, *0.21 MMT CO₂e*); off-road transportation (<1%, *0.06 MMT CO₂e*); water supply (<1%, *0.05 MMT CO₂e*); and wastewater treatment (<1%, *0.01 MMT CO₂e*). While a small portion of overall emissions, the following trends occurred in 2023:

- Solid waste emissions decreased 23% from 2019 levels primarily due to increased collection of methane gas emissions at City landfills.
- Off-road transportation emissions decreased by 21% from 2019 levels due to availability of cleaner construction vehicles and equipment.
- Emissions associated with importing water into the city decreased 18% from 2019 levels as the amount of water supply from local sources (*including recycled water*) increased from 21% to 30% over the same period.

Workforce Impacts of Climate Action

Achieving the City's ambitious climate and equity goals requires, among other things, a strong workforce and high-quality job opportunities. The latest data and trends regarding changes in green energy job counts (2022-2023) and demand for green jobs (2017-2024) in the city are summarized below. Refer to Appendix C for additional data related to green energy jobs and green job postings and descriptions of the information sources, methodologies and assumptions used to develop these datasets.



Green Energy Job Count

- The green energy workforce in the city increased by 1,746 jobs from 2022 to 2023, accounting for almost half (46%) of all energy job growth.
- Nearly half (47%) of all new green energy jobs were in the Professional and Business Services industry.
- All industries experienced growth in green energy jobs from 2022 to 2023, except for Mining, Quarrying and Oil and Gas Extraction, which decreased by one job (*from 15 jobs to 14 jobs*) and represents a negligible portion of the energy jobs in the city (*about 0.2% of total energy jobs*).

Demand for Green Jobs

Over the past eight years (2017–2024) San Diego’s green job market has seen dynamic shifts in demand, skills and compensation.

- The number of employers hiring for green jobs nearly doubled (*from 636 to 1,252 employers*).
- The number of unique green jobs postings has increased by 55% (*from 3,770 to 5,829*).
- Among green jobs, most in-demand are green-enabled jobs² (75% of postings) followed by core green jobs³ (21% of postings) and green enabling jobs⁴ (5% of postings).

- For all green jobs, salaries advertised in postings have increased 6.1% annually on average since 2017, outpacing the 3.8% increase across all job postings.
- The most common educational requirement listed in green jobs postings is a bachelor’s degree (56%, *followed by no education level* (28%) and a master’s degree (25%).
- Since 2023, San Diego green job postings have offered the highest median salaries among major metropolitan areas of California (*e.g., Los Angeles, San Francisco and Sacramento*), when adjusted for cost of living.
- The most in-demand skills across green job postings in 2024 included project management, mitigation, construction, auditing, biology, environmental science, business development, risk analysis, marketing and data analysis.
- The types of employers advertising the highest number of green jobs include:
 - Architectural, engineering and professional services firms.
 - Public agencies and institutions including the City of San Diego, County of San Diego and University of California.
 - Renewable energy, energy infrastructure and electric power companies.

² Green-enabled jobs involve primary responsibilities tangential to the green economy but have increasingly required green skills (*e.g., technicians that maintain new energy energy-efficient systems, industrial engineers that design or build such systems*).

³ Core green jobs are primarily focused on the green economy (*e.g. solar panel installers*)

⁴ Green-enabling jobs involve work not directly related to green energy, but support a green economy (*e.g., a marketing executive at a sustainability firm*).



Climate Action Plan Strategies



Climate Action Plan Strategy 1:
Decarbonization of the Built Environment



Climate Action Plan Strategy 2:
Access to Clean and Renewable Energy



Climate Action Plan Strategy 3:
Mobility and Land Use



Climate Action Plan Strategy 4:
Circular Economy and Clean Communities



Climate Action Plan Strategy 5:
Resilient Infrastructure and Healthy Ecosystems



Healthy and Sustainable Homes and Buildings

Climate Action Plan Strategy 1: Decarbonization of the Built Environment

In 2024, the City continued to work on efforts to achieve Climate Action Plan goals to “decarbonize” existing buildings and new construction. This means making homes and buildings healthy and sustainable by replacing natural gas appliances and systems with cleaner, more efficient electric options. The City has plans in place to continue these efforts going forward.

Transitioning to Healthy and Sustainable Homes and Buildings

The Climate Action Plan calls for the development of a comprehensive roadmap outlining available policies, programs and actions to decarbonize existing homes and buildings in the city, which vary widely in age, size and use. The City will continue its efforts on this roadmap, with anticipated completion in 2026.

The City continued to implement the **Building Energy Benchmarking Ordinance** in 2024, through which owners of large buildings provide the City with real-world data on their energy performance each year. This information helps ensure that the Building Decarbonization Plan and other City actions to improve building health and sustainability are tailored to local conditions and can be measured and verified.

Last year the City also made it easier for owners of buildings covered by the Benchmarking Ordinance to report their energy data by launching Benchmarking Energy Analysis Manager (*BEAM*), the City's new centralized platform for managing building energy benchmarking compliance.

BEAM features a built-in Customer Relationship Management dashboard, which allows City staff to track and respond to building owner inquiries through a ticketing system, send customized bulk emails, and manage communications—all linked to specific properties. This helps building owners and operators receive timely, consistent responses to questions about compliance, exemptions and data corrections while reducing confusion and delays. It also enables City staff to respond more efficiently to questions and requests.



BEAM also provides improved data quality and usability, such as energy use trends for covered buildings, which benefits the building community and City staff. It helps owners and operators better understand their energy performance and identify opportunities for savings, while providing City staff with real-world data to guide complementary efforts to transition to more sustainable buildings, including an **Existing Building Performance Standards Policy**.

To support the development of the Existing Building Performance Standards Policy, the City convened a Building Performance Standards Working Group that met six times between November 2023 and April 2024 and brought together diverse voices from real estate, labor, tenant associations, engineers, architects and community-based organizations. Experts from cities with established Building Performance Standards policies, along with the Institute for Market Transformation (*IMT*), contributed insights and best practices to inform the City's efforts.

⁵ Commercial buildings over 50,000 square feet; multifamily and mixed-use buildings greater than 50,000 square feet and with 17 or more residential accounts.

Funding Rebates for Affordable Electric Homes

In February 2024, the City received \$1.18 million in federal Energy Efficiency Conservation Block Grant (EECBG) funding to support a new appliance retrofit program. This Home Electrification Affordability Rebates and Technical Assistance (HEART) program is designed to help low- and moderate-income households, especially those impacted by the January 2024 flooding, transition their homes from natural gas to electric appliances. It aims to contribute to healthier communities, lower emissions and ensure that vulnerable residents benefit from energy-efficient home upgrades. The HEART program offers funding for up to 100% of costs, including coverage for permits, appliance disposal, new appliance purchases and labor costs, ensuring equitable access to energy savings.

- The HEART program covers up to 100% of costs to help low- and moderate-income households, especially those impacted by the January 2024 flooding, transition their homes from natural gas to electric appliances, contributing to healthier homes and lower emissions.



Enhancing Standards for Sustainable New Buildings

To reduce greenhouse gas emissions from new residential and commercial buildings, one of the actions identified in the Climate Action Plan is an all-electric reach code, which refers to local building code requirements that go beyond or “reach” past State mandates to require that all building energy needs are met with electricity, and no natural gas plumbing is installed.

The City began developing an all-electric reach code following adoption of the Climate Action Plan, but has since adjusted its approach in light of regulatory and statutory changes. This includes federal Ninth Circuit Court rulings in 2023 and 2024 regarding a city’s authority to ban the installation of natural gas piping in newly constructed buildings (*California Restaurant Association v. City of Berkeley*) and California Assembly Bill 130 (2025) regarding limits on a city’s authority to make changes to State building requirements unless certain conditions are met. In light of these regulatory constraints, the City must pivot to evaluate options to meet the overall intent of reducing emissions through new building code requirements and plans to pursue these in 2025.

Modernizing City Facilities for Clean Energy

The City has expanded its efforts to decarbonize City facilities including buildings, streets and parks, which will not only help reduce pollution, but create long-term savings on utility costs. After selecting its first Energy Savings Company (ESCO) partner in 2023, in 2024, the City received preliminary assessments of 59 municipal facilities and a portfolio of over 50,000 streetlights to identify opportunities for energy improvements. Investment-grade audits are now in progress to finalize project details and advance implementation, including roof repairs, installing solar energy storage, switching furnaces and water heaters from gas to electric, putting more efficient appliances and water fixtures in City buildings, and using LED lighting to brighten streets, buildings and parks.

The City also updated its Zero Emissions Municipal Buildings and Operations Policy (ZEMBOP), clarifying requirements for major renovations and leased properties, and setting electric vehicle charging standards that go beyond the minimum requirements of the State’s green building code.

With FEMA support, the City is convening internal and external stakeholders to discuss community resiliency and design a renewable microgrid at a municipal facility to serve as a Community Resilience Hub, providing critical services like emergency response or shelter during grid outages or disasters. The site will be chosen with input from community members based on energy system risks and the needs of nearby disadvantaged communities. The project will improve neighborhood resilience by ensuring access to electricity, heating and cooling during power outages, reducing strain on the grid and cutting emissions through renewable energy.



- The City received the Better Practice Award - Better Buildings from the U.S. Department of Energy for implementing the Zero Emissions Municipal Buildings and Operations Policy to help meet Climate Action Plan goals.





Environmental Justice and Climate Equity

In July 2024, City Council approved a new **Environmental Justice Element** as part of the City's General Plan. The Element identifies Environmental Justice Communities (EJ Communities) most affected by environmental burdens and associated health risks and conducted community outreach to understand the environmental justice challenges faced by San Diegans. The Environmental Justice Element sets forth goals, objectives and policies to advance environmental justice across the City, focusing on inclusive public engagement, reducing pollution, promoting healthy living and improving community resilience.

In Fiscal Year 2025, \$2.6 million in Climate Equity Fund dollars were allocated to the following projects: \$1.5 million for Chollas Creek watershed infrastructure improvements in Council District 9, \$675,000 for traffic calming measures near Gompers Preparatory Academy in Council District 4, and \$425,000 for traffic signal modifications in Barrio Logan, Council District 8. Since 2021, the Climate Equity Fund has provided a total of \$26.4 million for infrastructure projects in Communities of Concern.

Developing a Clean Energy Career Map

The City, in partnership with the San Diego Regional Climate Collaborative, secured a \$50,000 grant from San Diego Community Power to develop the [San Diego Clean Energy Career Map](#). The goal of the Career Map is to inspire the next generation to start their career in the clean energy industry, thereby providing quality jobs for community members and growing the workforce needed to meet Climate Action Plan goals related to renewable energy, healthy and sustainable buildings and electric vehicles.

The Career Map is an interactive tool that highlights career opportunities at a variety of skills levels for five major clean energy industry sectors. It identifies critical occupations for each industry sector, along with salary ranges, training programs, certifications, apprenticeships and potential advancement routes among jobs and sectors. In addition to helping job seekers and professionals already in the workforce, the Career Map is also designed to empower other groups, such as employers, educators and career advisors, to help interested people start and grow their careers in clean energy.

The City is working with educational institutions, workforce development boards and local energy companies to ensure strong career pathways by highlighting locally available training opportunities relevant to the Career Map's listed job titles. A key focus of this initiative is promoting inclusivity by reaching underrepresented groups and communities to make them aware of this new tool, ensuring equitable access to training and job opportunities.







Homes, Buildings and Vehicles Powered by Renewable Electricity

Climate Action Plan Strategy 2: Access to Clean and Renewable Energy

Expanding Public Electric Vehicle Charging

In 2024, the City released its [Zero Emissions Vehicles \(ZEV\) Strategy](#), outlining both short- and long-term actions to achieve Climate Action Plan goals for increased use of electric vehicles. The City launched the [Public Electric Vehicle Charging Program](#) as part of the Infrastructure Buildout Strategy (*Pillar 5*). Through this initiative, the City entered into a 10-year concession agreement with an outside vendor to finance, install and maintain electric vehicle chargers in over 400 City-owned parking lots, including libraries, recreation centers and parks. The agreement includes no upfront costs to the City; the vendor is responsible for financing, installation, operations and maintenance of the chargers, and the City receives revenue as a percent share of gross revenue and per-port fee.

Through the Public Electric Vehicle Charging Program electric vehicle chargers will be installed in over 400 City-owned parking lots, including libraries, recreation centers and parks.

The rollout is taking place in phases, prioritizing:

1. Replacing nonfunctional chargers at existing City locations (**completed**)
2. Installing chargers at libraries and recreation centers (**currently underway**)
3. Expanding charging infrastructure at City workplaces (**anticipated to start in 2026**)
4. Incorporating chargers into new City facility projects (**currently underway**)
5. Exploring additional City-owned properties for future installations (**currently underway**)

This approach ensures equitable access to charging stations, particularly in higher density and historically underserved neighborhoods, where libraries and recreation centers serve as community hubs.



Increasing Use of Electric Vehicles

Use of electric vehicles has continued to increase, both throughout the community and as part of City government operations.

Drivers in the San Diego region continue to go electric, with over 7% of passenger vehicles having zero emissions as of 2024. This represents a year-over-year increase of 25% and moves the City closer to the Climate Action Plan goal of having electric vehicles used for 25% of all miles driven by 2035.

The City has also continued to replace gasoline and diesel-powered vehicles with electric vehicles. In 2024, the City completed 60 replacements, with most (50) being sedans, pickup trucks and work vans used by the Environmental Services, Public Utilities and Parks and Recreation departments.

Advancing Clean Electricity with San Diego Community Power

The City of San Diego partners with San Diego Community Power to meet its climate goals by providing San Diego homes and businesses with electricity from increasingly clean and renewable sources. San Diego Community Power is a not-for-profit public agency that provides San Diego customers with electricity sourced from more than 50% renewable sources at cost-competitive rates and drives the clean energy transition with customer programs that enhance grid resilience, generate customer savings and increase access to clean energy technologies.



In addition, San Diego Community Power provides 100% clean, renewable electricity to all City municipal buildings, as well as additional residential and commercial customer accounts, that include major attractions like Petco Park, San Diego International Airport, as well as several small businesses throughout the city.

In 2024, San Diego Community Power launched several pilot initiatives, including a rooftop-repair and electrical-panel upgrade program, to help prepare homes for solar installation. It also launched its Solar Battery Savings program, which incentivizes single-family homeowners to install battery storage systems, capturing excess renewable energy for later use and decreasing demand for fossil fuel-based electricity during peak times. In the pilot cycle, the Solar Battery Savings program provided an upfront rebate to minimize the initial cost of a battery system for 822 homeowners, with 198 participants located in disadvantaged or low-income communities. The pilot resulted in about 12 megawatt hours of installed energy storage capacity capable of supplying 9.7 megawatts of power. Every battery enrolled in the program stores solar energy generated during the day for use in the evening when demand is highest. Participation in the dispatch is required and incentivized through performance payments to the customer, maximizing benefits for both the customer and the electricity grid.



In 2024, San Diego Community Power provided 11 nonprofits located in the city with nearly \$800,000 in grant funds to support clean electricity and energy efficiency initiatives through its Community Clean Energy Grants program.





Safe and Healthy Ways to Get Around with Less Reliance on a Personal Car

Climate Action Plan Strategy 3: Mobility and Land Use

Updating Future Growth Plans to Meet Climate Goals

The Climate Action Plan calls for healthy and enjoyable communities with opportunities for new homes, jobs and safe and healthy ways to get around that reduce personal car travel. Several plans were updated in 2024 to support the City's climate goals.

In June, the San Diego City Council unanimously approved **Blueprint SD**, an amendment to the City's General Plan that aligns housing, job growth and transportation infrastructure with climate goals. Blueprint SD encourages more homes and jobs in places called Climate Smart Village Areas, which provide the greatest likelihood of transit usage and improve opportunities to walk, roll, bike and take transit for daily needs. By encouraging growth in Climate Smart Village Areas, Blueprint SD supports Climate Action Plan goals to reduce greenhouse gas emissions by decreasing vehicular travel.

By encouraging growth in Climate Smart Village Areas, the City's General Plan supports Climate Action Plan goals to reduce greenhouse gas emissions by decreasing vehicle travel.

The City Council also adopted the **University Community Plan Update** and **Hillcrest Focused Plan Amendment** in 2024, which support the Climate Action Plan by providing more opportunities for homes and jobs in areas served by transit, creating more opportunities to live and work in the same neighborhood and safely get around without using a personal car.

The University Plan allows for more homes near key job centers like biotech and research institutions and encourages designs and investments that make it easier for people to get around without a personal car. The Hillcrest Plan creates opportunities for new homes near existing transit, safe and enjoyable streets and public spaces and support for local businesses.



Creating More Places to Walk, Roll, Bike and Ride Transit

In addition to updating growth plans, the City also advanced several initiatives to make walking, rolling, biking, and transit safer and more convenient, helping reduce personal car travel. The [Mobility Master Plan](#), adopted in April 2025, is the City's first citywide data-driven strategy to guide how the City plans, prioritizes and implements transportation projects. It identifies nearly 400 future projects that encourage walking, rolling, biking and riding transit, and introduces a new prioritization tool to help the City focus investments where they will have the most impact.

The City also started work on the [Bicycle Master Plan Update](#) with a focus on making biking safer and a more equitable way of getting around, and released a first draft of an update to the [Street Design Manual](#) for review by the public. The revised manual implements the City's Complete Streets Policy and Vision Zero principles by using best practices for the creation of streets that provide safe and healthy ways to get around for everyone. An updated draft is anticipated to be released for public review in winter 2026.

Riding transit increased in popularity in 2024, with the San Diego Metropolitan Transit System (MTS) recording over 75 million passenger trips in its service area, which covers the City as well as neighboring areas in East County and the South Bay. Ridership in 2024 was the highest since the start of the COVID-19 pandemic. Supported by high-profile events like Padres

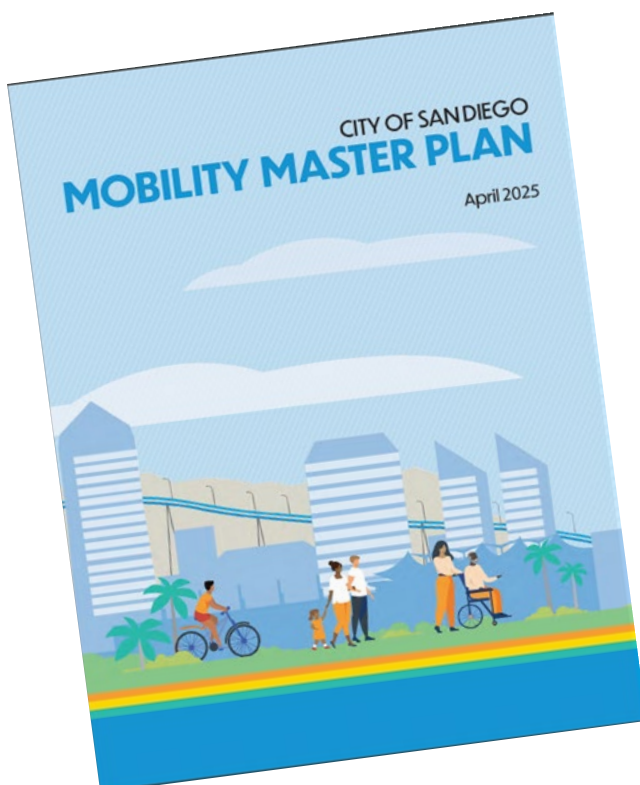
games and expanded service, MTS achieved a new post-pandemic ridership record in May 2024 (*more than 270,000 average weekday trips*) and then surpassed that record in October 2024 (*more than 280,000 average weekday trips*).

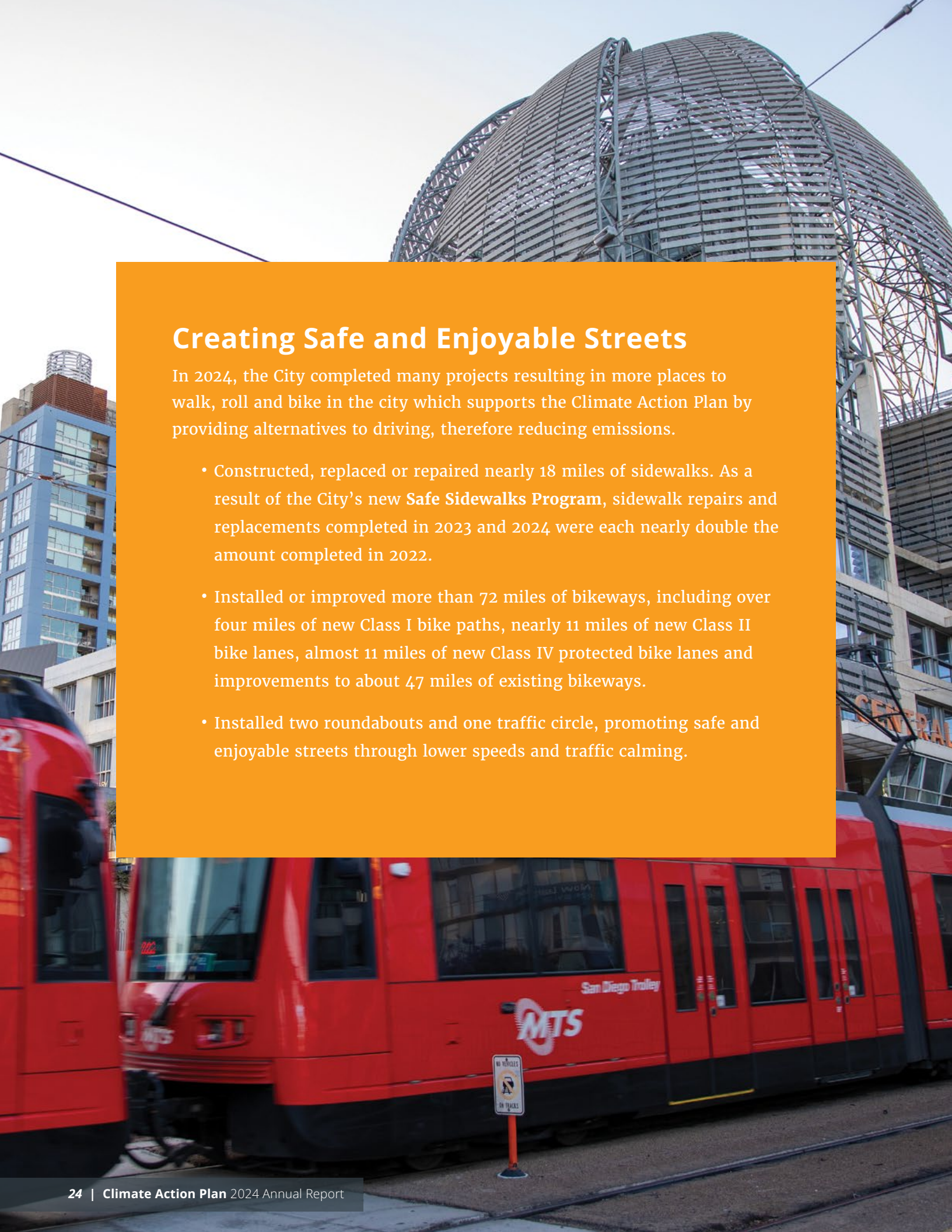


Enhancing Streets and Curb Space for a Better Climate

Enhancing the use of streets and space along the curb is critical to reducing personal car travel, traffic congestion and encouraging travel options that are better for the climate. In 2024, the City conducted a comprehensive study of on-street parking to evaluate curb space use. The findings will inform a Parking Management Plan that complements the Mobility Master Plan by supporting goals for more walking, rolling, biking and riding transit. Key priorities of the Parking Management Plan will include increasing curb turnover, improving equitable parking access and encouraging more efficient and sustainable use of street space.

As part of these efforts, the City also completed a pilot project for the Pacific Beach Shuttle (*known as The Beach Bug*), which concluded in October 2024. The pilot provided valuable insights into microtransit operations such as the importance of service planning, recurring funding sources, operational efficiencies and ongoing community engagement. These insights from The Beach Bug pilot project will help inform future curb-space policies and guide a potential future relaunch of the service with a more comprehensive, community-serving model.





Creating Safe and Enjoyable Streets

In 2024, the City completed many projects resulting in more places to walk, roll and bike in the city which supports the Climate Action Plan by providing alternatives to driving, therefore reducing emissions.

- Constructed, replaced or repaired nearly 18 miles of sidewalks. As a result of the City's new **Safe Sidewalks Program**, sidewalk repairs and replacements completed in 2023 and 2024 were each nearly double the amount completed in 2022.
- Installed or improved more than 72 miles of bikeways, including over four miles of new Class I bike paths, nearly 11 miles of new Class II bike lanes, almost 11 miles of new Class IV protected bike lanes and improvements to about 47 miles of existing bikeways.
- Installed two roundabouts and one traffic circle, promoting safe and enjoyable streets through lower speeds and traffic calming.



- ▶ SANDAG presented the City of San Diego with a Platinum Tier Diamond Award in recognition of its accomplishments promoting climate-friendly commute choices for City employees.

Increasing Opportunities for Remote Work to Reduce Vehicle Travel

The Department of Information Technology is developing a Broadband Master Plan to assess current internet access and recommend strategies to expand broadband availability, affordability and adoption — particularly in historically underserved areas. By improving internet access for all community members, the Broadband Master Plan can increase opportunities for remote work (*where feasible and appropriate*), which can support Climate Action Plan goals to reduce vehicle travel.

Funded by a \$500,000 State of California Public Utilities Commission grant, the [Broadband Master Plan](#) will guide future investments, support public-private partnerships and help meet State broadband speed standards. Community engagement is ongoing and central to the Master Plan, including focus group meetings, online surveys and partnerships with community-based organizations. The Broadband Master Plan is anticipated to be completed by mid-2027.



- ▶ The City expanded food recovery outreach in 2024, identifying over 60 business required to donate and not dispose of surplus food, helping keep edible food out of the landfill.



Reuse, Recycling and Composting of Products and Materials

Climate Action Plan Strategy 4: Circular Economy and Clean Communities

Boosting Organic Waste Diversion and Food Recovery

The Climate Action Plan encourages diversion of organic waste like food and yard trimmings away from landfills, where they otherwise decompose and release greenhouse gas emissions. In 2024, the City received \$3.55 million in Senate Bill (SB) 1383 Local Assistance Grant funding from CalRecycle to support the implementation of SB 1383, which requires reductions in the amount of food, yard and other organic waste sent to landfills. The grant enables additional education and outreach, a media campaign, partnerships with food recovery organizations and increased procurement efforts in collaboration with multiple partners.

To help reduce disposal of food waste in landfills, the City expanded food recovery efforts in 2024, using the Local Assistance Grant to conduct outreach to nearly 200 large businesses and more than 100 smaller ones. As a result of the outreach, the City identified over 60 businesses required by SB 1383 to donate surplus edible food. The grant-funded outreach also focuses on additional edible food recovery by working with San Diego's two largest food banks.

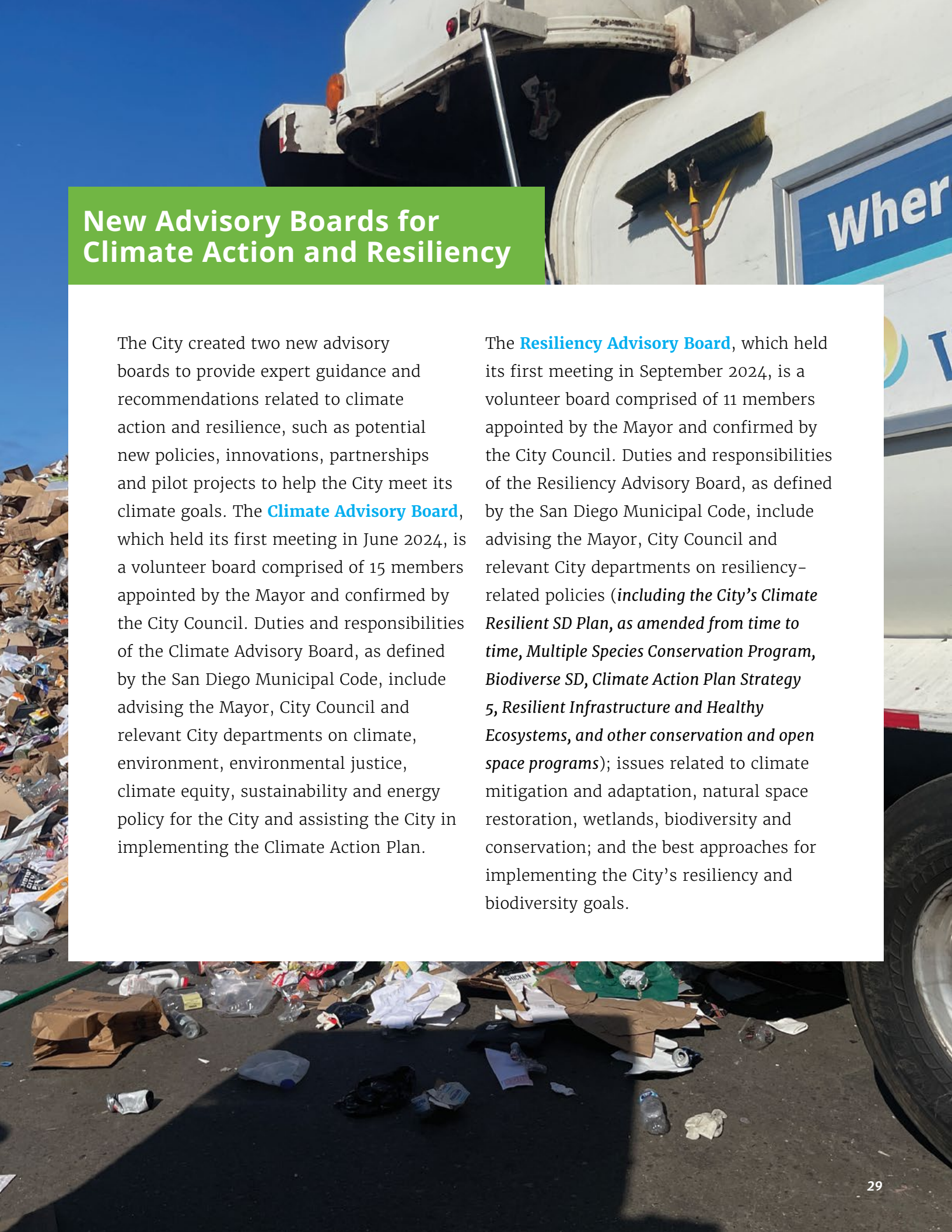
Expanding Recycling, Reuse and Plastics Reduction

To help meet the requirements of SB 1383, the City increased its efforts to reduce waste and encourage reuse. In 2024, City staff visited businesses to provide guidance and issue warnings when needed about recycling and organics rules. Residential outreach began in 2025, supported by "Oops" tags and education-first messaging.

Additionally, the scope of the [Single Use Plastic Reduction Ordinance](#) expanded in 2024 to cover all businesses, including small ones that were previously exempt. The ordinance prohibits the distribution of certain disposable plastic and polystyrene foam products, reducing disposal of these materials in landfills.

The City also made progress on other recycling and reuse programs in 2024. Started in July 2023, the Mattress Collection Site continued operations throughout the year, with the total number of mattresses and box springs recycled up to nearly 31,000 by December 2024. In partnership with Zero Waste San Diego, the City also began hosting Fixit Clinics at libraries and recreation centers, which help residents repair broken items instead of discarding them. More Fixit Clinics are planned for 2025.





New Advisory Boards for Climate Action and Resiliency

The City created two new advisory boards to provide expert guidance and recommendations related to climate action and resilience, such as potential new policies, innovations, partnerships and pilot projects to help the City meet its climate goals. The [Climate Advisory Board](#), which held its first meeting in June 2024, is a volunteer board comprised of 15 members appointed by the Mayor and confirmed by the City Council. Duties and responsibilities of the Climate Advisory Board, as defined by the San Diego Municipal Code, include advising the Mayor, City Council and relevant City departments on climate, environment, environmental justice, climate equity, sustainability and energy policy for the City and assisting the City in implementing the Climate Action Plan.

The [Resiliency Advisory Board](#), which held its first meeting in September 2024, is a volunteer board comprised of 11 members appointed by the Mayor and confirmed by the City Council. Duties and responsibilities of the Resiliency Advisory Board, as defined by the San Diego Municipal Code, include advising the Mayor, City Council and relevant City departments on resiliency-related policies (*including the City's Climate Resilient SD Plan, as amended from time to time, Multiple Species Conservation Program, Biodiverse SD, Climate Action Plan Strategy 5, Resilient Infrastructure and Healthy Ecosystems, and other conservation and open space programs*); issues related to climate mitigation and adaptation, natural space restoration, wetlands, biodiversity and conservation; and the best approaches for implementing the City's resiliency and biodiversity goals.





Local Drinking Water, Urban Forests and Healthy Habitats Climate Action Plan Strategy 5: Resilient Infrastructure and Healthy Ecosystems

Restoring Wetlands to Boost Climate Resilience

The City Council unanimously approved the [De Anza Natural Amendment](#) to the Mission Bay Park Master Plan in May 2024. This plan amendment, which will enhance and revitalize De Anza Cove in Northeast Mission Bay, recognizes the benefits of wetlands, which reduce the impact of sea level rise and improve water quality. Sea level rise modeling developed by the United States Geological Survey for Mission Bay and De Anza Cove was considered during the development of plan amendments. De Anza Natural plans for over 140 acres of new wetlands, contributing significantly to the Climate Action Plan target

to restore 700 acres of salt marshland and other associated tidal wetlands and riparian habitats citywide by 2035. The new wetlands included in De Anza Natural will increase Mission Bay's resilience to the impacts of climate change, provide critical habitat for sensitive species and create passive recreational and educational opportunities. The plan amendments are currently under review by the California Coastal Commission. Once De Anza Natural is certified – likely in 2026 – the City will begin the General Development Plan process and identify funding opportunities to implement the wetland restoration.



Planting Trees for an Equitable Urban Forest

The Climate Action Plan calls for expanding the City's urban forest because trees absorb and store atmospheric carbon, making this one of the actions that accomplishes emissions removal rather than reduction. Trees provide additional benefits such as pollution removal, heat mitigation, and runoff prevention, so their relative scarcity in the City's historically disadvantaged neighborhoods is an environmental and public health concern. The [Ready, Set, Grow San Diego](#) program, backed by \$10 million in federal funding awarded in 2023 by the U.S. Department of Agriculture, aims to increase urban forest coverage through 5,000 new trees, 600 tree protections, and community-driven planting in underserved neighborhoods. In 2024, the City used some of the program funding to hire an arborist, tree trimmer and two project officers, adding needed capacity to this and other forestry projects. As part of a related program, [Trees for Communities](#), 1,000 trees were planted in 2024. The City's street tree inventory, including trees planted in each of the two programs, can be viewed on the [Explore San Diego's Street Trees](#) website. The website provides a wealth of information about the tree species used and their cumulative contribution to carbon storage, pollution removal, heat mitigation and other benefits.

The City also completed its largest-ever Arbor Day event in April 2024, with over 1,000 volunteers planting over one hundred trees at Memorial Community Park in Barrio Logan.

- The City of San Diego's Urban Forestry Program received the Outstanding Urban Forestry Climate Equity Program award from the San Diego Regional Urban Forests Council, recognizing its support for urban forests that advance climate goals.

Accelerating Progress on Pure Water San Diego

Work continues to progress on [Pure Water San Diego](#), the City of San Diego's phased, multi-year program that will provide San Diego with a reliable, locally controlled water supply. The program will use proven water purification technology to clean recycled water to produce safe, high-quality drinking water. This is the biggest infrastructure program in the City's history, with construction of the first phase over 70% complete. Notably, the underwater pipeline in Miramar Reservoir was completed in the summer of 2024, and construction of the purified water pipeline along Eastgate Mall, Miramar Road, underneath Interstate 15 and along Carroll Canyon Road is underway with completion expected in 2025.

Investing in Flood Protection and Water Quality

The City's Stormwater Department oversees a wide range of projects and responsibilities to protect communities from flooding and improve water quality. In 2024, notable efforts included securing emergency permit waivers to clear 18 miles of stormwater channels after the January storms — an unprecedented effort to reduce flood risks. The Department also secured \$37 million in low-interest financing from the State Revolving Fund (SRF) for the South Mission Beach Storm Drain and Green Infrastructure Project to upgrade outdated storm drain systems and improve water quality in Mission Bay. Additionally, \$1.5 million from the Climate Equity

Fund was allocated to the Cherokee Point South Green Infrastructure project to support sustainable water management. These projects represent just a portion of the Department's ongoing work to enhance stormwater infrastructure citywide.

To promote water conservation, the City partnered with Solana Center to host two rainwater harvesting workshops and distribute rain barrels to residents. Rebates for rainwater harvesting equipment, including rain barrels, are available on the City's [Think Blue San Diego](#) website.





Celebrating Progress and Moving Forward

The 2024 Climate Action Plan Annual Report demonstrates both the meaningful progress the City of San Diego has achieved and the scale of work that remains to meet our ambitious climate and equity goals. By advancing clean energy, sustainable mobility, a circular economy, resilient infrastructure and environmental justice, the City continues to lay the foundation locally for a healthier, safer and more equitable future. Meeting the challenges of climate change requires ongoing innovation, strong partnerships and collective commitment from all of us, not just locally but across the world, including at all levels of government. The City will continue to be a leader in climate action, including advocating for resources from state and federal funding sources.

Appendices

Appendices are provided as separate PDF files. Click a title below to open the file.

Appendix A	Progress Tracking Towards CAP Measures
Appendix B	City of San Diego Greenhouse Gas Emissions Inventory Methodology and Updates
Appendix C	Monitoring Workforce Impacts of Climate Action in the City of San Diego

