APPENDIX A: TRACKING PROGRESS TOWARDS CLIMATE ACTION PLAN PERFORMANCE TARGETS

Supplement to 2025 Annual Climate Action Plan Report

June 2026

Prepared for the City of San Diego

The City of SAN DIEGO

Prepared by the Energy Policy Initiatives Center

EPIC
ENERGY POLICY INITIATIVES CENTER
UNIVERSITY OF SAN DIEGO SCHOOL OF LAW

About EPIC

The Energy Policy Initiatives Center (EPIC) is a non-profit research center of the University of San Diego School of Law that studies energy policy issues affecting California and the San Diego region. EPIC's mission is to increase awareness and understanding of energy- and climate-related policy issues by conducting research and analysis to inform decision makers and educate law students.

For more information, please visit the EPIC website at **www.sandiego.edu/epic**.

Disclaimer

The Energy Policy Initiatives Center (EPIC) prepared this report for the City of San Diego. This report represents EPIC's professional judgment based on the data and information available at the time EPIC prepared this report. Additionally, the emission results provided in this report are estimates based on a mix of modeled and measured data, not based on direct emissions measurements. The data used reflects the best available data at the time of reporting. EPIC relies on data and information from third parties who provide it with no guarantees such as of completeness, accuracy or timeliness. EPIC makes no representations or warranties, whether expressed or implied, and assumes no legal liability for the use of the information in this report; nor does any party represent that the uses of this information will not infringe upon privately owned rights. Readers of the report are advised that EPIC may periodically update this report or data, information, findings, and opinions and that they assume all liabilities incurred by them, or third parties, as a result of their reliance on the report, data, information, findings and opinions contained in the report.

Table of Contents

Tables

Figures

INTRODUCTION

The City of San Diego (City) adopted an updated Climate Action Plan (CAP) in 2022 with new targets, strategies, measures, and actions.[1] The CAP identifies performance targets for emissions reduction measures. This report tracks progress toward the performance targets outlined in the 2022 Climate Action Plan. The performance data provided in this report is also available on the City of San Diego's CAP Dashboard**.** In this document, the government agency of City of San Diego will be referred to as 'the City', and the physical boundaries and activities that occur within them will be referred to as 'the city'.

This report is organized around the six strategies of the 2022 CAP: (1) decarbonization of the built environment; (2) access to clean and renewable energy; (3) mobility and land use; (4) circular economy and clean communities; (5) resilient infrastructure and healthy ecosystems; and (6) emerging climate action. For each strategy, the report provides: (1) emissions data and trends for 2019–2024 and (2) best available data to monitor progress toward the performance targets for each strategy. Refer to Appendix B for more information on the updated emissions data for 2019-2024, including inputs, assumptions and methods. In cases where progress can be tracked for specific actions directly, for example, tracking the number of trees planted by City departments and direct contractors, 2025 data is provided.

PROGRESS MONITORING TOWARDS CAP TARGETS

A.1 Strategy 1: Decarbonization of the Built Environment

A1.1 Activity and Emissions Trends Related to Building Energy Use within the City of San Diego:

Building energy-related emissions (fossil-fuel-based electricity and natural gas consumption) accounted for 39% of total citywide emissions in 2024. The sector had a 25% reduction from the 2019 baseline (37% reduction in emissions from electricity and 11% reduction from natural gas) and a 6% reduction from 2023. Electricity consumption and emissions from the commercial and industrial sectors are combined because some larger commercial electricity users' customer class designation may switch between commercial and industrial customer class based on their electric demand in a year. Combining commercial and industrial use shows a full picture of non-residential electric use without viewing misleading data noise due to customer class definitions.

Electricity Consumption & Emissions:

The 2019 - 2024 grid-supplied electricity is provided in Table 1. For electricity users with on-site electric generation (e.g., rooftop solar panels), only the net electricity from the grid has been included.

[1] City of San Diego: 2022 Climate Action Plan.

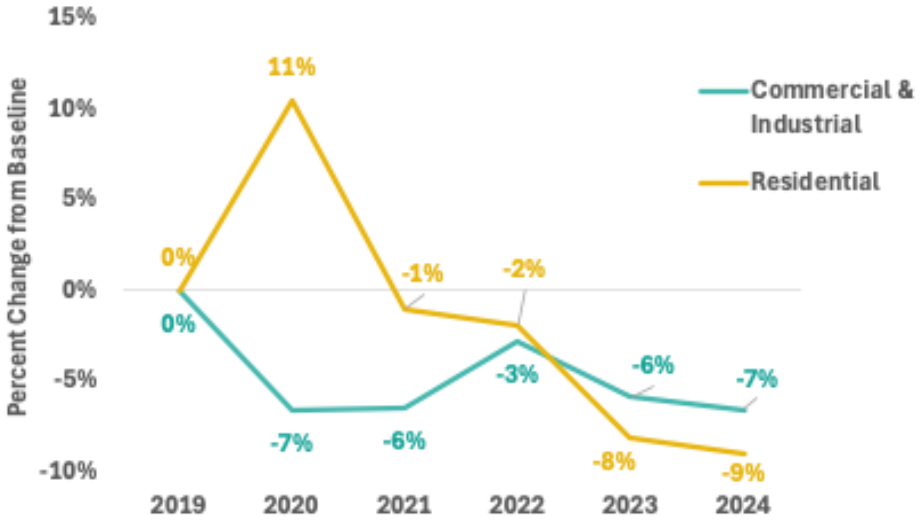
Table 1: Citywide Grid-Supplied Electricity Consumption and Emissions (2019 – 2024)

Year	Total Electricity Consumption Citywide (Including Water Sector) (MWh)	Emissions from Electricity Sector (Excluding Water Sector)[1] (MT CO_2e)
2019	7,312,722	2,336,000
2020	7,198,617	2,286,000
2021	6,957,213	1,714,000
2022	7,136,261	1,558,000
2023	6,903,306	1,594,000
2024	6,849,219	1,475,000
% Change 2023-2024	-1%	-7%
% Change 2019-2024	-6%	-37%

MWh = megawatt hour, MT CO_2e = metric tons of carbon dioxide equivalent
The MWhs do not include transmission and distribution losses, or self-serve behind-the-meter electricity generation (i.e., rooftop PV systems). The electricity consumption data does not include the electricity sales to San Diego County Regional Airport Authority, San Diego Unified Port District or military, but does include electricity consumption from water use.
The emissions calculation includes the electricity transmission and distribution losses and excludes emissions attributed to water consumption.
GHG emissions are rounded to the nearest thousand. The emissions from electricity were calculated based on the city's grid supply and power mix specifically, which may differ from other jurisdictions in San Diego region.
1. Emissions from energy used in the water sector is provided in Appendix B,
SDG&E 2026, Energy Policy Initiatives Center, University of San Diego 2026

The percent change of grid-supplied electricity consumption by sector compared to a 2019 baseline is shown in Figure 1.

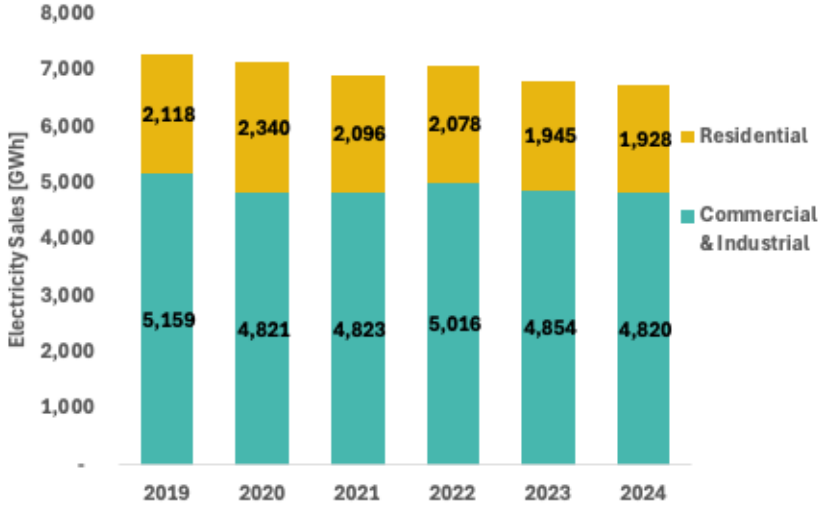
Figure 1: Percent Change in Grid-supplied Electricity Consumption by Sector from 2019 Baseline



SDG&E 2026, SDCP 2026

Total grid-supplied electricity consumption by customer class in 2019–2024 are shown in Figure 2.

Figure 2: Citywide Grid-supplied Electricity Consumption by Customer Class (2019 – 2024)



SDG&E's electricity sales within the city. Sales do not include transmission and distribution losses, and exclude sales to San Diego County Regional Airport Authority, San Diego Unified Port Authority and District Tenants, and the military.
Percentages may not sum up to totals due to rounding.
SDG&E 2026

Natural Gas Consumption & Emissions:

Table 2 provides natural gas consumption and emissions from 2019–2024. Citywide natural gas consumption in 2024 was 11% lower than the 2019 baseline and 5% lower than 2023. Natural gas consumption can fluctuate annually due to temperatures as natural gas is commonly used in the winter for space heating.

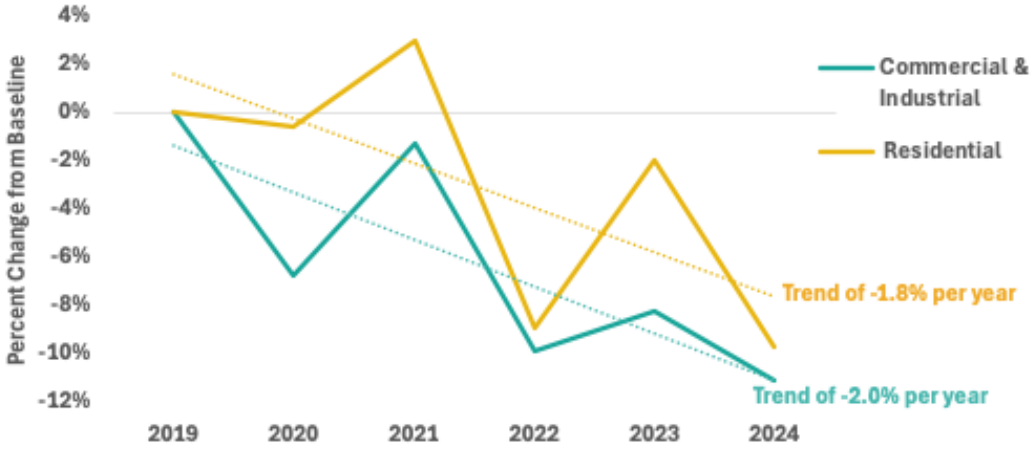
Table 2: Citywide Natural Gas Consumption and Emissions (2019 – 2024)

Year	Natural Gas Use (million Therms)	Emissions from Natural Gas (MT CO_2e)
2019	351	1,912,000
2020	335	1,827,000
2021	352	1,918,000
2022	317	1,730,000
2023	330	1,800,000
2024	314	1,710,000
% Change 2023 - 2024	-5%	-5%
% Change 2019 - 2024	-11%	-11%

Year	Natural Gas Use (million Therms)	Emissions from Natural Gas (MT CO_2e)
The natural gas consumption refers to retail sales by SDG&E. Sales data does not include the sales to San Diego County Regional Airport Authority, San Diego Unified Port Authority and District Tenants, and military. GHG emissions are rounded to the nearest thousand. SDG&E 2026, Energy Policy Initiatives Center, University of San Diego 2026		

Natural gas consumption changes compared to a 2019 baseline are shown in Figure 3. While natural gas use fluctuates from year to year typically due to weather fluctuations, both residential as well as commercial and industrial sectors have decreased on average 1.8 to 2% per year.

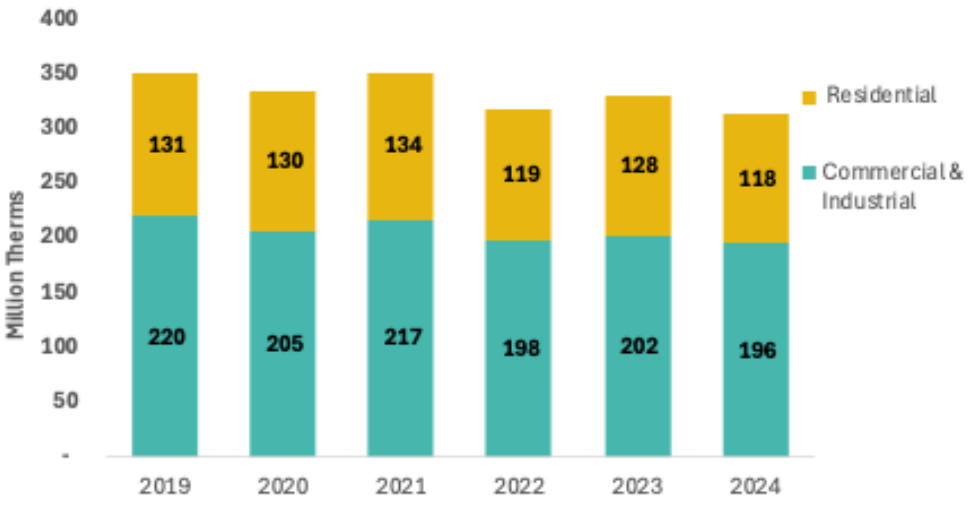
Figure 3: Percent Change in Natural Gas Consumption from 2019 Baseline



SDG&E 2026

A comparison of the natural gas use by customer class in 2019–2024 is shown in Figure 4.

Figure 4: Citywide Natural Gas Consumption by Customer Class (2019 – 2024)



SDG&E 2026

A1.2 CAP Performance Target Progress: Decarbonize New & Existing Buildings

Measure 1.1: Decarbonize Existing Buildings and Measure 1.2: Decarbonize New Building Development

- *2030 Targets:*
  - *Phase out 45% of natural gas usage from existing buildings (Measure 1.1)*
  - *All-electric reach code starting 2023 at new residential and commercial development (Measure 1.2)*

- *2035 Targets:*
  - *Phase out 90% of natural gas usage from existing buildings (Measure 1.1)*
  - *Ongoing implementation of all-electric new residential and commercial development (Measure 1.2)*

Table 3 provides the total citywide energy consumption, or the total grid electricity and natural gas consumption combined using million British Thermal Units (MMBtu), and emissions from 2019–2024. MMBtu is a common unit of energy used to enable comparison of the energy content of different fuel types. In this case, electricity in kilowatt-hours (kWh) and natural gas in therms are converted to the same MMBtu unit. Total 2024 citywide energy consumption was 9% lower than 2019 levels and 3% lower than 2023 levels. Emissions associated with energy use have decreased 25% since 2019.

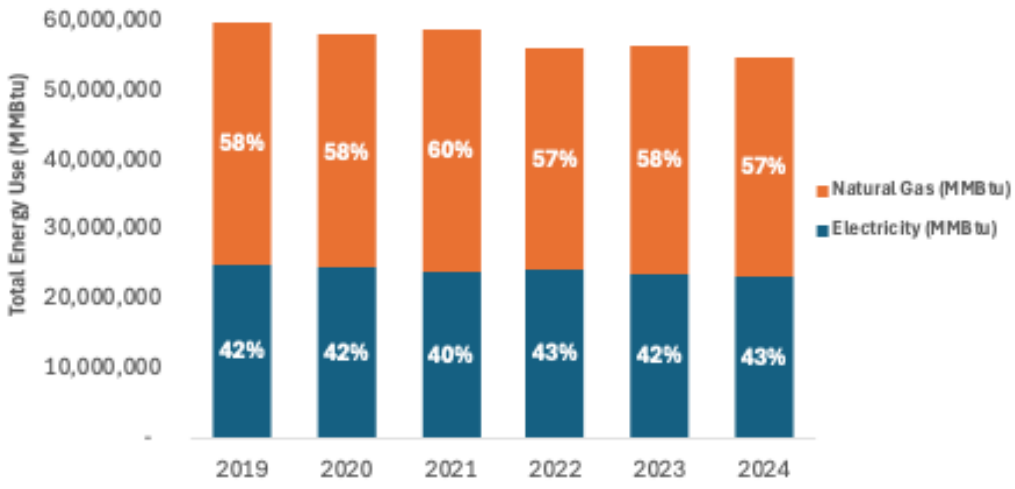
Table 3: Citywide Energy Consumption and Emissions (2019 – 2024)

Year	Electricity[1] (MMBtu)	Natural Gas (MMBtu)	Total Energy (MMBtu)	Emissions from Energy Use (MMT CO_2e)
2019	24,951,000	35,057,000	60,008,000	4.2
2020	24,562,000	33,483,000	58,045,000	4.1
2021	23,738,000	35,159,000	58,897,000	3.6
2022	24,349,000	31,716,000	56,065,000	3.3
2023	23,554,000	32,989,000	56,543,000	3.4
2024	23,370,000	31,344,000	54,714,000	3.2
% Change 2023-2024	-1%	-5%	-3%	-6%
% Change 2019-2024	-6%	-11%	-9%	-25%

MMBtu = million British Thermal Units
Conversion factors are 293 kWh/MMBtu and 10 therms/MMBtu.
MMT CO_2e = million metric tons carbon dioxide equivalent
[1] Citywide electricity consumption includes that consumed by the water sector
SDG&E 2026, Energy Policy Initiatives Center, University of San Diego 2026

A comparison of the total energy use, including grid-supplied electricity and natural gas, for 2019–2024 is shown in Figure 5.

Figure 5: Citywide Grid-supplied Electricity and Natural Gas Consumption (2019 – 2024)



SDG&E 2026, Energy Policy Initiatives Center, University of San Diego 2026

A1.3 CAP Performance Target Progress: Decarbonize City Facilities

Measure 1.3: Decarbonize City Facilities

- *2030 Target: Phase out 50% of natural gas usage in municipal facilities*
- *2035 Target: Phase out 100% natural gas usage in municipal facilities*

Total energy use for municipal operations in 2024 was 7% higher than the 2019 baseline and 8% lower than in 2023.

Table 4 shows both electricity and natural gas use by municipal operations. This data includes energy use for facilities other than buildings (streetlights, traffic lights, etc.) but does not include natural gas use for City vehicles. Emissions from municipal buildings, however, decreased 70% from 2019 levels as municipal facilities started receiving power from SDCP's Power 100 rate tier in March 2021.

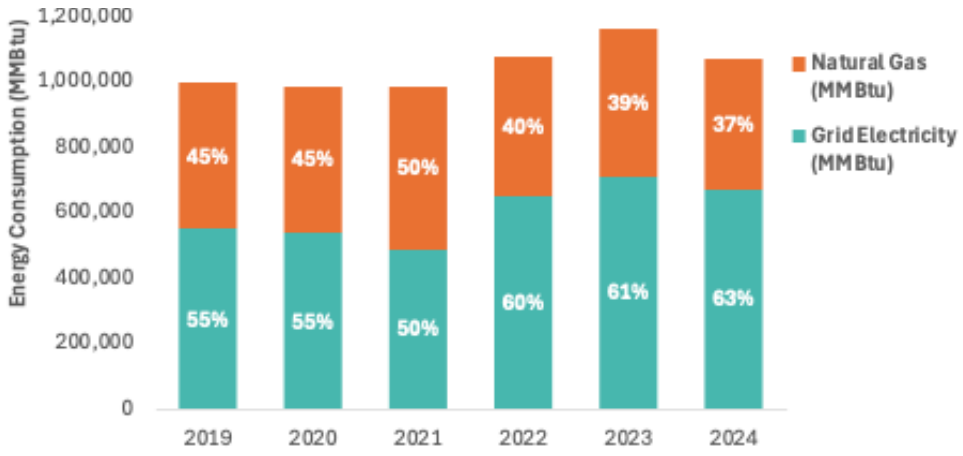
Table 4: Energy Use in Municipal Buildings (2019 – 2024)

Energy Use	2019	2020	2021	2022	2023	2024	% Change 2023-2024	% Change 2019-2024
Grid Electricity (MWh)	161,397	158,212	143,755	191,155	208,464	197,638	-5%	22%
Grid Electricity (MMBtu)	550,285	539,425	490,134	651,744	710,759	673,849	-5%	22%
Emissions from Grid Electricity (MT CO_2e)[1]	46,300	45,400	10,300	0	0	0	0%	-100%
Natural Gas (million therms)	4.47	4.47	4.94	4.27	4.51	3.97	-12%	-11%
Natural Gas (MMBtu)	446,927	446,927	493,868	427,263	451,281	396,680	-12%	-11%
Emissions from Natural Gas Use (MT CO_2e)	23,700	23,700	26,200	22,700	24,000	21,100	-12%	-11%
Total Energy Use (MMBtu)	997,212	986,352	984,002	1,079,007	1,162,039	1,070,529	-8%	7%
Total Emissions from Energy Use (MT CO_2e)	70,000	69,100	36,500	22,700	24,000	21,100	-12%	-70%

[1] City of San Diego facilities transitioned to SDCP Power 100 in March of 2021
Natural gas emissions listed in this table do not include natural gas use for vehicles. Municipal natural gas for vehicle use is shown in Figure 12. Natural gas emissions from vehicles are included in the Natural Gas sector of the citywide inventory as data is not available at the citywide level to disaggregate between building and vehicle use.
City of San Diego General Services Department, City of San Diego Public Utilities Department, Energy Policy Initiatives Center 2026

The total energy consumption for municipal operations from 2019 to 2024 is provided in Figure 6.

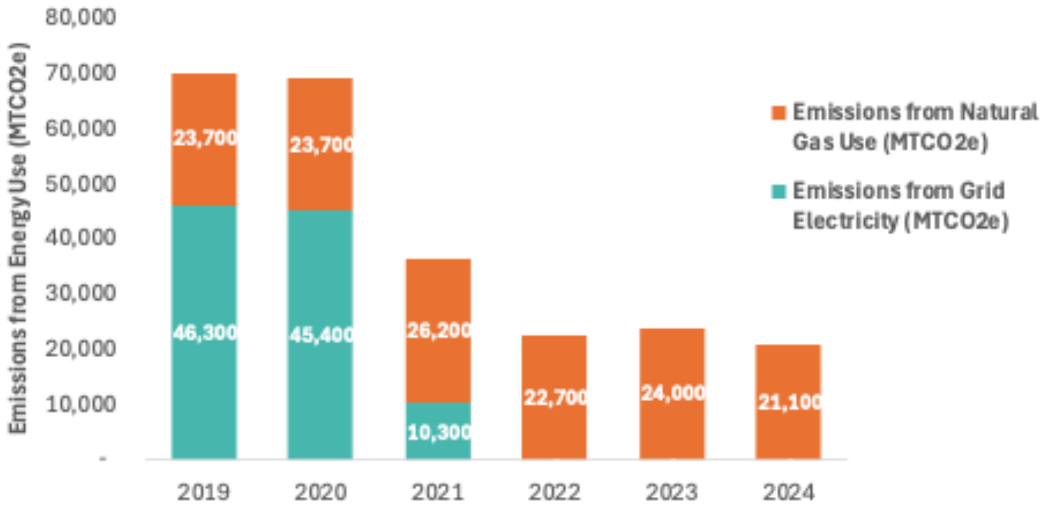
Figure 6: Municipal Grid-supplied Electricity and Natural Gas Consumption (2019–2024)



SDG&E grid purchases only. Does not include on-site electricity generation.
Does not include natural gas purchases for CNG vehicles.
City of San Diego General Services Department, City of San Diego Public Utilities Department 2026

The total emissions from energy consumption for municipal operations from 2019 to 2024 is provided in Figure 7.

Figure 7: Emissions from Municipal Grid-supplied Electricity and Natural Gas Consumption (2019–2024)



SDG&E grid purchases only. Does not include on-site electricity generation.
Does not include natural gas purchases for CNG vehicles.
City of San Diego transitioned to using SDCP's Power 100 in March of 2021
City of San Diego General Services Department, City of San Diego Public Utilities Department 2026

A.2 Strategy 2: Access to Clean and Renewable Energy

A2.1 Activity and Emissions Trends Related to Renewable Energy Access within the City of San Diego

Emissions from the consumption of grid-supplied electricity accounted for 18% of total citywide emissions in 2024. Grid-supplied electricity consumption has trended downward since 2019, with a 6% reduction from the 2019 baseline as shown previously in Table 1. Emissions from the consumption of electricity have reduced even further, with a 37% reduction from the 2019 baseline. This outsized decrease in emissions compared to the decrease in electricity consumption is due to an increase in the supply of electricity from renewables as well as carbon-free sources.

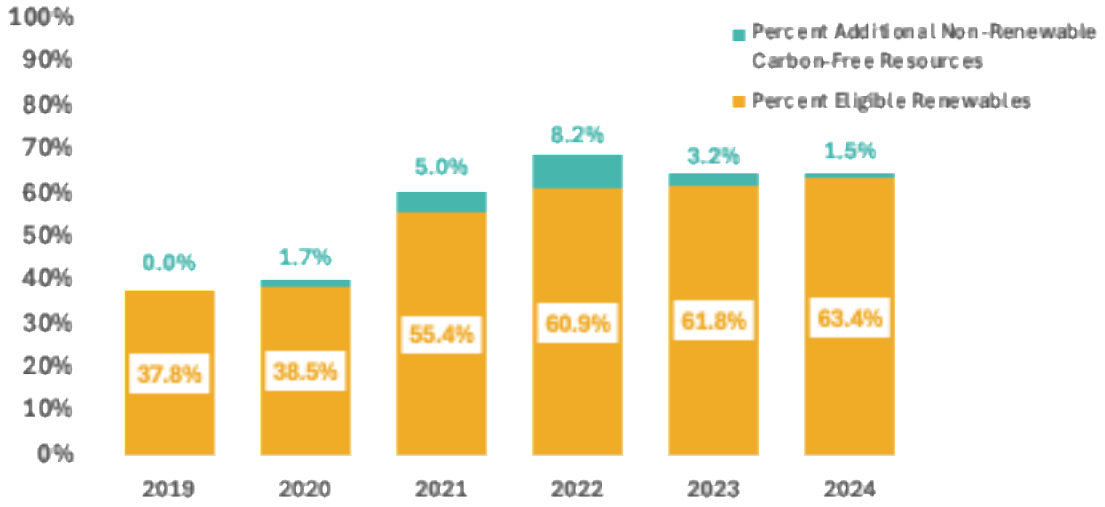
Carbon-free energy refers to any power source that emits no carbon dioxide during generation, while renewable energy refers to sources that naturally replenish themselves. As defined by the California Public Utilities Commission (CPUC) under the Renewable Portfolio Standard (RPS), solar, wind, geothermal, biomass, and small hydroelectric energy are considered eligible renewables.[2] Carbon-free energy includes all renewable sources as well as large hydroelectric and nuclear energy. California's Senate Bill 100 (Leon, 2018) mandates that 100% of retail electricity sales come from renewable or

[2] California Public Utilities Commission (CPUC). RPS Program.

carbon-free sources by 2045, with an interim target of 60% renewable by 2030.[3] This requirement applies to Direct Access energy suppliers, SDG&E and SDCP.

Figure 8 shows the percent renewables and carbon-free resources supplying customers in San Diego. The carbon-free resources other than renewables are mainly large hydroelectric in these years, and nuclear energy in certain years but not every year. Table 5 further shows the percent of renewables in the electricity supply for each load-serving entity.

Figure 8: Citywide Percent Renewables and Carbon-Free Electricity (Including Behind-the-Meter PV) (2019 – 2024)



California Energy Commission 2026, Energy Policy Initiatives Center, University of San Diego 2026

A2.2 CAP Performance Target Progress: Increase Access to Grid Renewables

Measure 2.1: Citywide Renewable Energy Generation

- *2030 Target: 100% renewable or GHG-free power for all SDCP customers within the City of San Diego*
- *2035 Target: 100% renewable or GHG-free power for all SDCP customers within the City of San Diego*

Percent of renewables in grid-provided electricity through SDG&E, SDCP, and Direct Access providers from 2019 – 2024 is outlined in Table 5. San Diego Gas & Electric (SDG&E)'s renewable electricity supply increased from 31% in 2019 to 41% in 2024. In March 2021, San Diego Community Power (SDCP) started serving customers within the San Diego region, including those within the City of San Diego. By the end of 2021, eligible commercial and industrial customers from SDG&E's bundled service (i.e. SDG&E's default service) were enrolled in SDCP automatically with the option to opt-out (return to SDG&E) or opt-up to an SDCP product with 100% renewable electricity (SDCP Power 100). In early 2022, eligible SDG&E bundled residential customers were then enrolled in SDCP automatically with the same option to opt-out or opt-up. Additionally, in 2024, SDCP added another rate option, Power Base, that customers can opt-in to. City-specific percent renewables in grid-supplied electricity is calculated

[3] Senate Bill 100 (Leon, 2018).

by taking a weighted average of SDG&E bundled, SDCP Power On, Power Base, and Power 100 electricity consumption from San Diego customers and the power supply's associated percent renewable content.

Table 5: Percentage of Renewables in Grid-supplied Electricity (2019 – 2024)

Year	SDG&E Bundled	SDCP Power Base	SDCP Power On	SDCP Power 100	Direct Access[3]	City-Specific Percent Renewables in Grid-Supplied Electricity[4]
2019	31%	n/a	n/a	n/a	16%	28%
2020[1]	31%	n/a	n/a	n/a	20%	29%
2021[2]	45%	n/a	55%	100%	23%	43%
2022	45%	n/a	54%	100%	30%	49%
2023	41%	n/a	51%	100%	39%	49%
2024	41%	45%	53%	100%	56%	54%

The percent renewable is for grid-supplied electricity; it does not account for behind-the-meter renewable supply.
[1]The California Energy Commission has updated the method to report renewable content in the Power Source Disclosure Program. The percentage starting 2022 does not reflect the supplier's Renewables Portfolio Standard compliance and does not include unbundled renewable energy credits.
[2] San Diego Community Power started serving customers within the San Diego region, including those within the City of San Diego, in March 2021.
[3] Data to estimate the percent renewable content for Direct Access electricity is not available before 2021. The data here is linearly estimated from the estimated emissions factor of the energy supply.
[4]City-Specific percent renewables in grid-supplied energy does not include behind-the-meter PV.
California Energy Commission 2026

Table 6 shows the percentage of both renewable and carbon-free electricity (total carbon-free) supplied to the city from grid supplier. As with the city-specific renewables metric, city-specific percent carbon-free in grid-supplied electricity is calculated by taking a weighted average of SDG&E bundled, SDCP Power On, Power Base, and Power 100 electricity consumption from San Diego customers and the power supply's associated percent total carbon-free content.

Table 6: Percentage of Renewable and Carbon-Free in Grid-supplied Electricity (2019 – 2024)

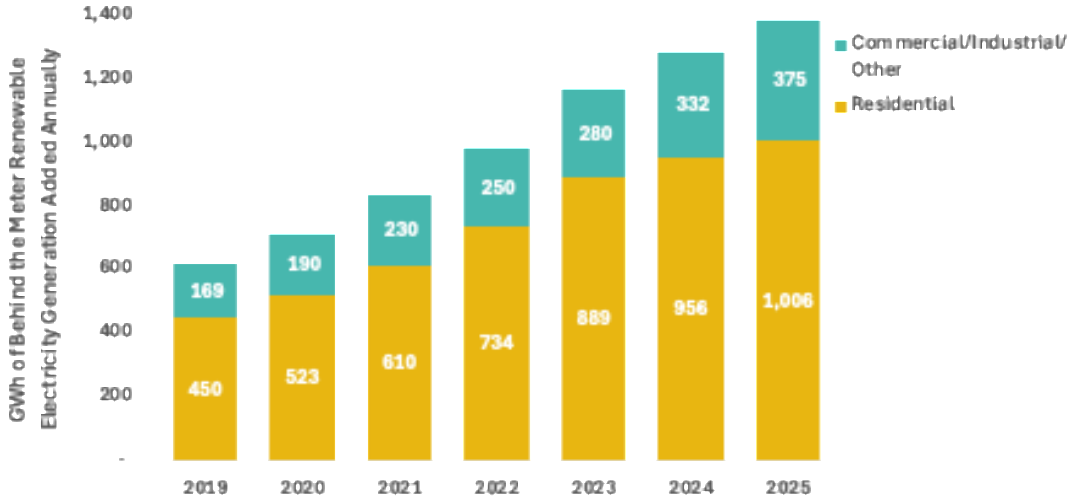
Year	SDG&E Bundled	SDCP Power Base	SDCP Power On	SDCP Power 100	Direct Access[3]	City-Specific Percent Carbon-Free in Grid-Supplied Electricity[4]
2019	31%	n/a	n/a	n/a	25%	30%
2020[1]	33%	n/a	n/a	n/a	29%	32%
2021[2]	47%	n/a	67%	100%	34%	50%
2022	45%	n/a	67%	100%	35%	57%
2023	42%	n/a	55%	100%	43%	53%
2024	41%	45%	55%	100%	59%	56%

The percent carbon-free is for grid-supplied electricity; it does not account for behind-the-meter renewable supply.
[1]The California Energy Commission has updated the method to report renewable content in the Power Source Disclosure Program. The percentage starting 2022 does not reflect the supplier's Renewables Portfolio Standard compliance and does not include unbundled renewable energy credits.
[2] San Diego Community Power started serving customers within the San Diego region, including those within the City of San Diego, in March 2021.
[3] Data to estimate the percent renewable content for Direct Access electricity is not available before 2021. The data here is linearly estimated from the estimated emissions factor of the energy supply.
[4]City-Specific percent carbon-free in grid-supplied energy does not include behind-the-meter PV.
California Energy Commission 2026

Behind-the-meter solar photovoltaic (PV) generation reduces demand on the grid, thereby decreasing the total electricity supply that utilities must source renewable and carbon-free generation for. The California Energy Commission Distributed Energy Generation database[4] has 2025 data available, so it is provided here. In 2025, solar projects for residential customers accounted for 54% of new solar generation[5] and 97% of projects. The cumulative capacity of PV systems interconnected to the grid installed as of the end of 2025 was 789 MW in the city. Figure 9 shows the estimated new solar generation added each year from 2019 to 2025.

[4] California Solar Initiative, California Distributed Generation Statistics. Accessed February 2026.
[5] Distributed Generation Statistics are provided in project capacity, not system generation. Annual generation is estimated by applying a 20% capacity factor to all projects, reflecting average solar resource availability and system performance. A 20% capacity factor is consistent with typical values used in Southern California, though actual values would be dependent on panel orientation, shading, weather variability, and system losses.

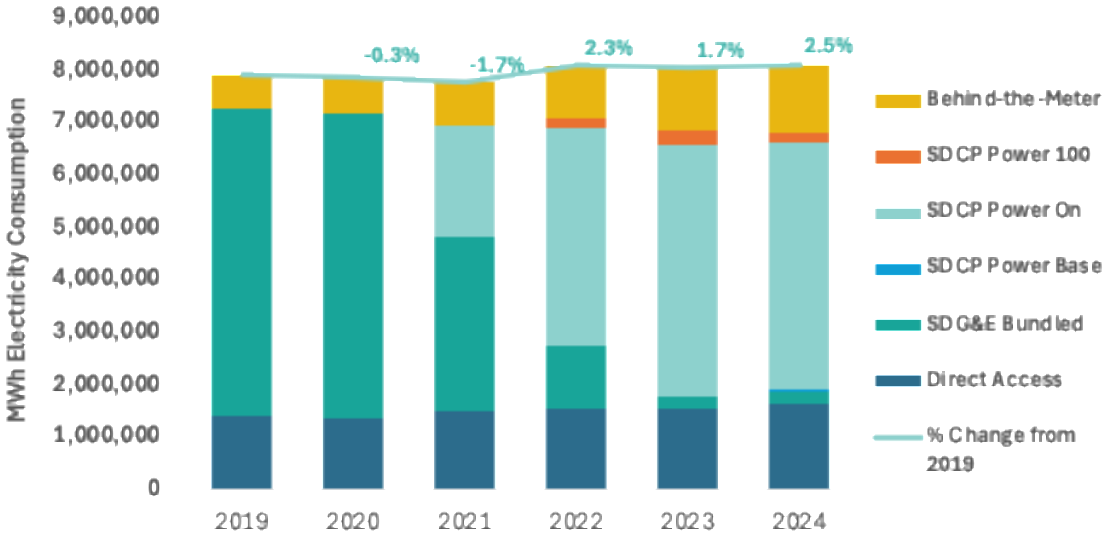
Figure 9: Citywide Estimated Solar Generation from Behind-the-Meter PV (2019–2025)



California Solar Initiative, California Distributed Generation Statistics database, Accessed February 2026
CPUC created the first NEM policy in 1996, NEM 2.0 went into effect in July of 2017, and NEM 3.0 in April of 2023.
SDG&E Interconnected Project Sites Database
Energy Policy Initiatives Center University of San Diego, 2026

Citywide electricity consumption by supplier is shown in Figure 10, including grid-supplied electricity from SDCP and SDG&E bundled, consumption from DA customers, and estimated behind-the-meter PV generation.

Figure 10: Citywide Electricity Consumption by Electricity Provider (2019 – 2024)



California Solar Initiative, California Distributed Generation Statistics database, Accessed February 2026
SDG&E Interconnected Project Sites Database
Note: The 2024 Annual Report did not include Direct Access energy, and only showed Residential energy consumption
Energy Policy Initiatives Center, University of San Diego, 2026

The City also has numerous facilities with on-site City-owned or privatized renewable generation, including: (1) combined heat and power generation using landfill gas or digester gas at Metropolitan Biosolids Center (MBC) and Point Loma Wastewater Treatment Plant (PLWTP); (2) hydroelectric generation at Point Loma Wastewater Treatment Plant ocean outfall; and (3) PV systems at office buildings' roofs or parking lots, water treatment facilities, libraries, recreation centers and fire stations.

Total on-site renewable generation at municipal facilities for 2021– 2024 is shown in Table 7. On-site renewable generation data from municipal sites was not collected until after the adoption of the 2022 CAP which is why data only goes back to calendar year 2021. The reduction in solar generation beginning in 2023 is due to solar inverters at the Otay Water Treatment Plant going offline.

Table 7: On-Site Renewables Generation at Municipal Facilities (2021 – 2024)

Municipal On-Site Generation	Estimated Annual Output 2021 (kWh)	Estimated Annual Output 2022 (kWh)	Estimated Annual Output 2023 (kWh)	Estimated Annual Output 2024 (kWh)
Solar	10,490,020	10,665,902	8,481,782	9,056,639
Hydroelectric	Not estimated	Not estimated	Not estimated	Not estimated
Co-gen with Biogas (PLWTP)	28,156,816	23,200,496	30,466,769	34,446,816
Power Plant with Landfill Gas (NCWRP)	25,107,338	6,084,753	0	0
Co-gen with Landfill Gas (MBC)	43,463,260	43,462,998	19,511,378	18,678,314
In previous Annual Reports, solar data from smaller City facilities was omitted due to a lack of monitoring data. The City has since installed monitoring systems to better understand energy generation at the smaller facilities. Historical data are updated in this report to reflect this new monitoring data. City of San Diego General Services Department, City of San Diego Public Utilities Department 2026				

The City's landfill gas power plant at North City Water Reclamation Plant (NCWRP) was put offline in 2023 as the facility transitions to the Pure Water facility. The NCWRP also has a privately-owned co-generation plant that runs on landfill gas, which provides power for operations of the NCWRP. Up until April 2023, the co-generation plant also delivered electricity to the grid under a power purchase agreement with SDG&E. The lower annual output (kWh) from the co-generation plant shown in Table 6 reflects the reduction in output resulting from the expiration of the power purchase agreement in April 2023.

A2.3 CAP Performance Target Progress: Increase Municipal Zero Emission Vehicles

Measure 2.2: Increase Municipal Zero Emission Vehicles

- *2030 Target: Percent of all municipal fleet vehicles to be ZEVs: Cars 75%, LDV 50%, MDV 50%, HDV 50%*
- *2035 Target: Percent of all municipal fleet vehicles to be ZEVs: Cars and LDV 100%, MDV 75%, HDV 75%*

As of 2025, 15% of the City's on-road vehicle fleet of 5,037 vehicles were zero emission vehicles (ZEVs) or near-zero emission vehicles (NZEVs), including 196 battery electric vehicles (BEVs, a ZEV) and 100 plug-in hybrid electric vehicles (PHEVs, a NZEV). Table 8 shows the percentage of ZEVs and NZEVs in the municipal fleet from 2020 – 2025. The municipal fleet includes on-road vehicles as well as offroad equipment, such as tractors, forklifts, or mowers. Additionally, some plug-in hybrid classifications have

changed in previous years to include after-market accessory hybrids, such as trucks with person-buckets powered by a plug-in battery.

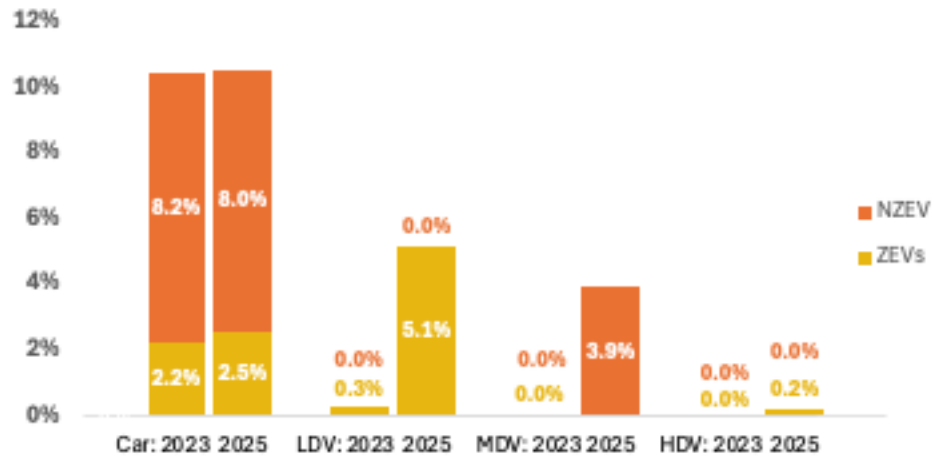
Table 8: Percent of ZEV and NZEVs in Municipal Vehicle and Offroad Equipment Fleet (2020 – 2025)

Year	2020	2021	2022	2023	2024	2025
Percent of ZEVs in Municipal Fleet	2.6%	2.5%	2.7%	2.8%	4.3%	4.6%
Percent of NZEVs in Municipal Fleet	5.5%	7.1%	9.1%	9.0%	10.8%	10.1%

Data provided in previous Annual Reports accounted for ZEVs in the municipal vehicle fleet. The data reflected here includes ZEVs and NZEVs in both the municipal vehicle fleet as well as the municipal offroad equipment fleet. Data incorporating both fleets is only available for years 2020 and beyond.
City of San Diego General Services Department 2026

The breakdown of municipal fleet by vehicle type (Cars, Light-Duty, Medium-Duty, and Heavy-Duty Vehicles) is available from point-in-time counts done in December of 2023 and December of 2025. Figure 11 shows how the municipal fleet vehicle breakdown has changed between 2023 and 2025. Numbers may be slightly different from those in Table 8 as Figure 11 does not include offroad vehicles. These are the only years with data available at the vehicle type level.

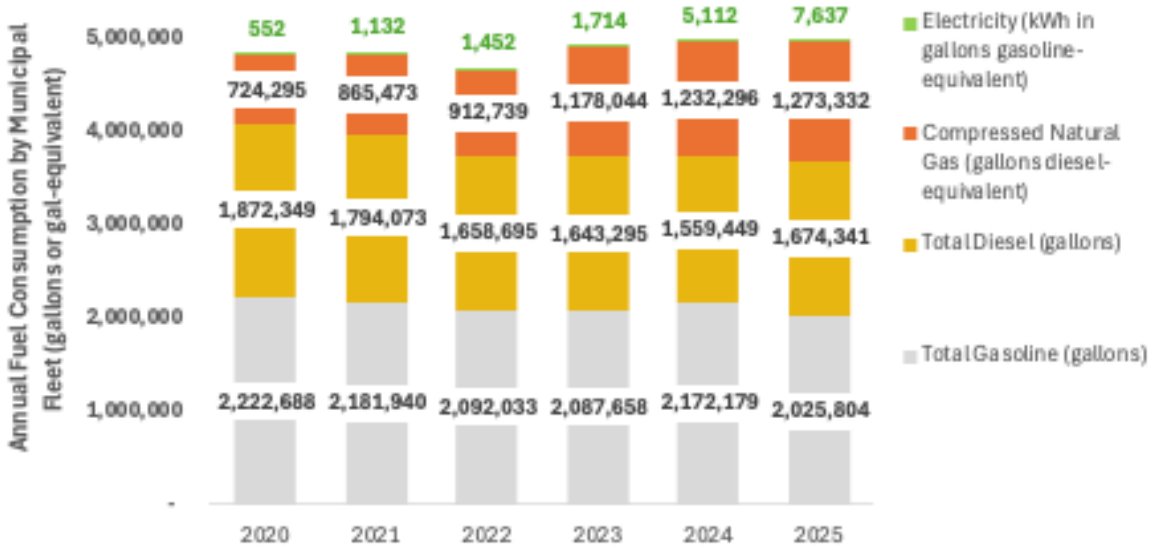
Figure 11: Percent of ZEV and NZEV in Municipal Fleet Vehicles by Vehicle Type (2023, 2025)



City of San Diego General Services Department 2026

Figure 12 provides fuel consumption by the municipal fleet from 2020 to 2025 to indicate how municipal fleet vehicle changes impacts the fuel consumption.

Figure 12: Fuel Consumption by Municipal Fleet by Fuel Type (2020 - 2025)



City of San Diego General Services Department 2026, City of San Diego Environmental Services Department 2026, Energy Policy Initiatives Center, University of San Diego 2026

A2.4 CAP Performance Target Progress: Increase Citywide Zero Emission Vehicles

Measure 2.3: Increase Electric Vehicle Adoption

- *2030 Target: 16% e-VMT out of all Light-duty VMT*
- *2035 Target: 25% e-VMT out of all Light-duty VMT*

Table 9 estimates the number of registered zero emission and near-zero emission vehicles in the city. The estimates are based on vehicle registration data in zip codes within the city. Where a zip code is partially located within the city, the number of vehicle registrations for that zip code within the city is assumed to be proportional to the number of housing units within that zip code within the city. For example, if 50 percent of a zip code's housing units are located in the city, then 50 percent of vehicle registrations are also assumed to be within the city.

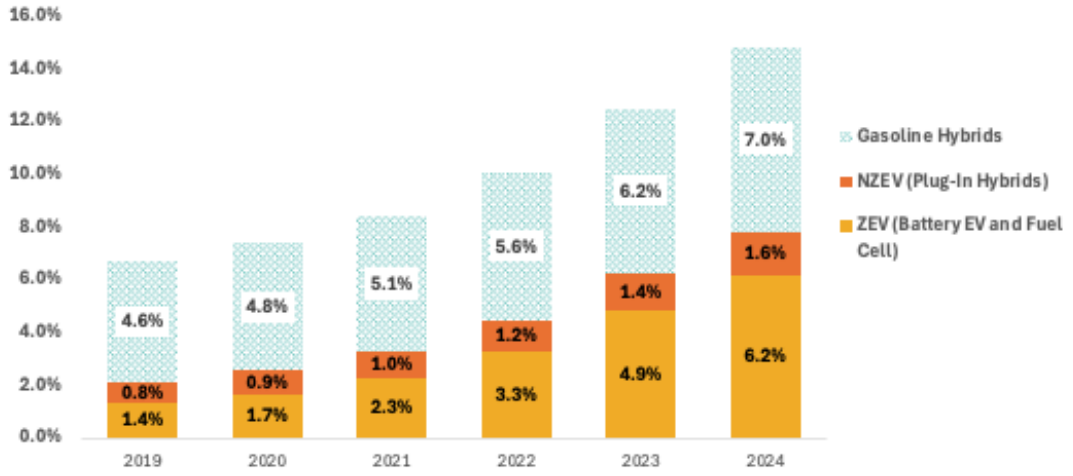
Table 9: Citywide Number of Registered Electric Vehicles (2019 – 2024)

Number of Vehicles	Number of ZEVs (Battery Electric and Fuel Cell Vehicles)	Number of NZEV (Plug-In Hybrid Vehicles)	Total Number of Registered Vehicles
2019	14,211	8,378	1,050,670
2020	17,359	8,981	1,031,615
2021	24,218	10,992	1,070,166
2022	34,762	12,484	1,054,823
2023	51,229	14,925	1,054,486
2024	65,317	17,184	1,054,166
% Change 2023-2024	27%	15%	0%
% Change 2019-2024	360%	105%	0.3%

ZEV and infrastructure data from the CEC is available at the county and zip code. City-specific vehicle counts were estimated using zip code data and housing data using 2020 census data.
California Energy Commission ZEV and Infrastructure Stats Data 2026, US Census Bureau 2026, Energy Policy Initiatives Center, University of San Diego, 2026

The number of ZEVs has increased 360% from 2019 to 2024. In 2024, 7.8% of all registered vehicles in the city were ZEV or NZEVs. The share of vehicles that are gasoline-electric hybrids, while not considered a ZEV or NZEV, has increased each year since 2019. Figure 13 shows the BEV, PHEV, and gasoline hybrid vehicle population as a percentage of total registered vehicles in the city.

Figure 13: Citywide Percent of Registered ZEV, NZEV, and Gasoline Hybrid Vehicles (2019 – 2024)



California Energy Commission ZEV and Infrastructure Stats Data 2026

The rising number of EVs increases demand for EV charging. As of December 2025, 58 public EV charging ports[6] have been installed at City facilities, 38% of which are located in communities of concern.

Table 10 shows the cumulative number of electric vehicle charging stations (EVCS) within the City.

Table 10: Citywide Estimated Number of Electric Vehicle Charging Stations (2019 - 2025)

Year	2019	2020	2021	2022	2023	2024	2025	% Change 2023-2024	% Change 2019-2024
Number of Sites with EVCSs (public and private)	300	329	627	719	732	841	952	15%	180%
Number of Public Level 2 EVCSs	930	1,284	1,322	1,557	1,626	2,043	2,626	26%	120%
Number of Public DC Fast EVCSs	230	181	210	325	379	478	659	26%	108%

EVCS = electric vehicle charging station
Number of EVCSs are the number of nozzles or plugs. One site may have more than one nozzle or plug. EVCSs installed through SDG&E's Power Your Drive program are not considered public chargers as they are installed primarily at workplaces (including municipal facilities) and multi-family buildings (apartments and/or condo buildings).
Data do not include other private workplace or in-home (e.g. single-family homes) charging stations.
US Department of Energy Alternative Fuels Data Center 2026, Energy Policy Initiatives Center, University of San Diego 2026

A.3 Strategy 3: Mobility and Land Use

A3.1 Activity and Emissions Trends Related to Transportation within the City of San Diego

Transportation accounted for 57% of all citywide emissions in 2024. Strategy 3 aims to reduce vehicle miles traveled (VMT) by reducing the length of vehicle trips and increasing the use of transit, bicycling, and walking throughout the city.

The 2019 – 2024 VMT and on-road transportation emissions attributed to the city are shown in Table 11. The data sources and method to calculate on-road transportation emissions are provided in Appendix B, Section B4.1.

[6] An EV charging port is defined as the system within a charger that charges one EV. A charging port may have multiple connectors, but it can only provide power to charge one EV at a time. Code of Federal Regulations Title 23, Chapter I Subchapter G Part 680 Section 680.104

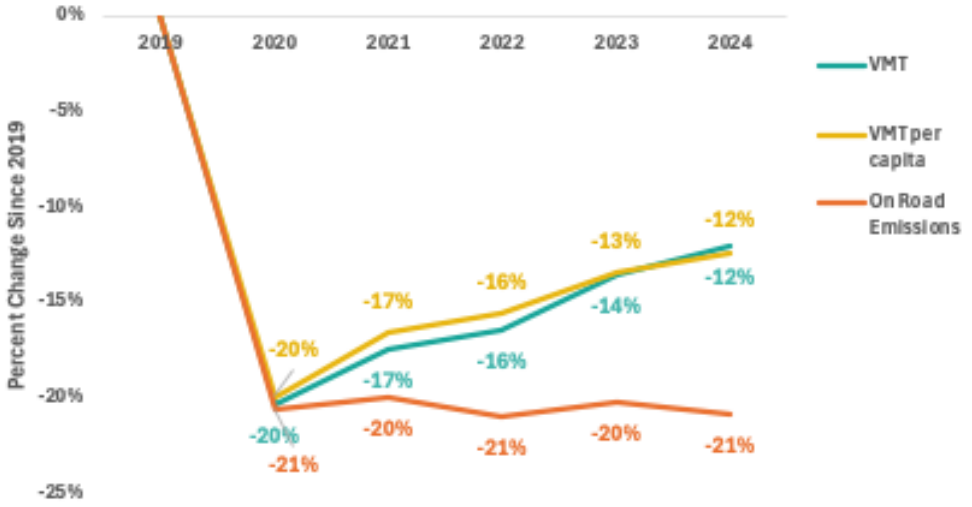
Table 11: Vehicle Miles Traveled (VMT) within City of San Diego (2019 – 2024)

Year	Total VMT (million miles / year)	San Diego Regional Average Vehicle Emission Rate (g CO2e / mile)	Per Capita VMT (miles per capita per year)	GHG Emissions (MTCO2e)
2019	13,666	428	9,835	5,854,000
2020	10,891	427	7,875	4,650,000
2021	11,288	415	8,200	4,683,000
2022	11,416	405	8,300	4,628,000
2023	11,807	396	8,513	4,674,000
2024	12,016	386	8,618	4,637,000
% Change 2023 - 2024	2%	-3%	1%	-1%
% Change 2019 - 2024	-12%	-10%	-12%	-21%

The 2019 VMT are estimates based on the 2016 City of San Diego VMT estimates from SANDAG's Activity Based Mode l (ABM2+) and Final 2021 Regional Plan, multiplied by the 2016-2022 San Diego regional VMT annual rates of growth. Annual rates of growth are estimated from the annual California Department of Transportation (CalTrans) Highway Performance Monitoring System public road data and Performance Measure System freeway data.
SANDAG 2021, CalTrans 2026, CARB2021, Energy Policy Initiatives Center, University of San Diego 2026

Figure 14 shows the changes to total VMT, per capita VMT, and on-road emissions in relation to the 2019 baseline.

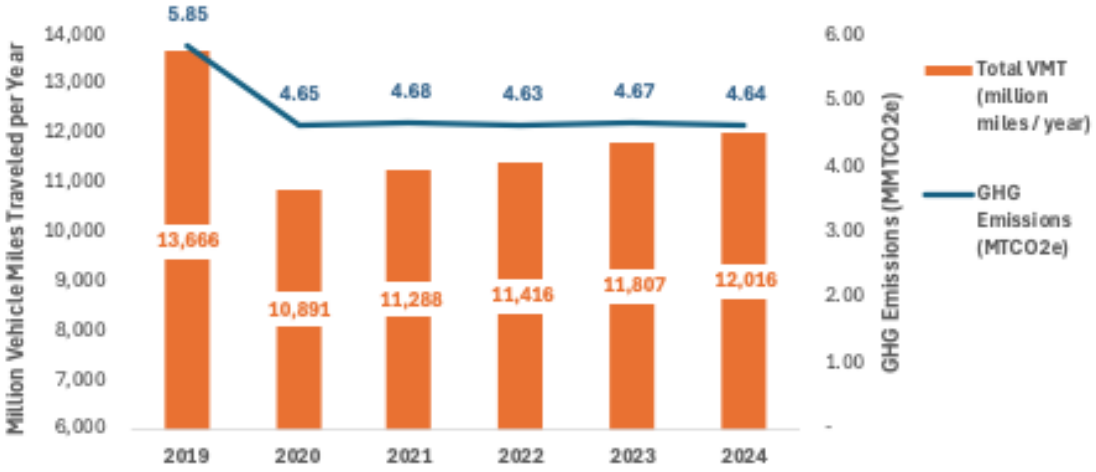
Figure 14: Changes in VMT, Per Capita VMT, and On-Road Emissions from 2019 Baseline



SANDAG 2021, CalTrans 2026, CARB2021, Energy Policy Initiatives Center, University of San Diego 2026

Due to reductions in the average vehicle emissions rate (emissions per mile), emissions from on-road transportation have remained relatively stable since the dip during the 2020 pandemic despite VMT levels increasing from 2020, as shown in Figure 15. Compared to the 2019 baseline, VMT has reduced 12% and on-road emissions have reduced 21%.

Figure 15: Citywide On-Road Vehicle Miles Traveled and Emissions (2019 – 2024)



SANDAG 2021, Caltrans Highway Performance Monitoring System 2026, CARB2021, Energy Policy Initiatives Center, University of San Diego 2026

A3.2 CAP Performance Target Progress: Reducing Vehicle Miles Traveled

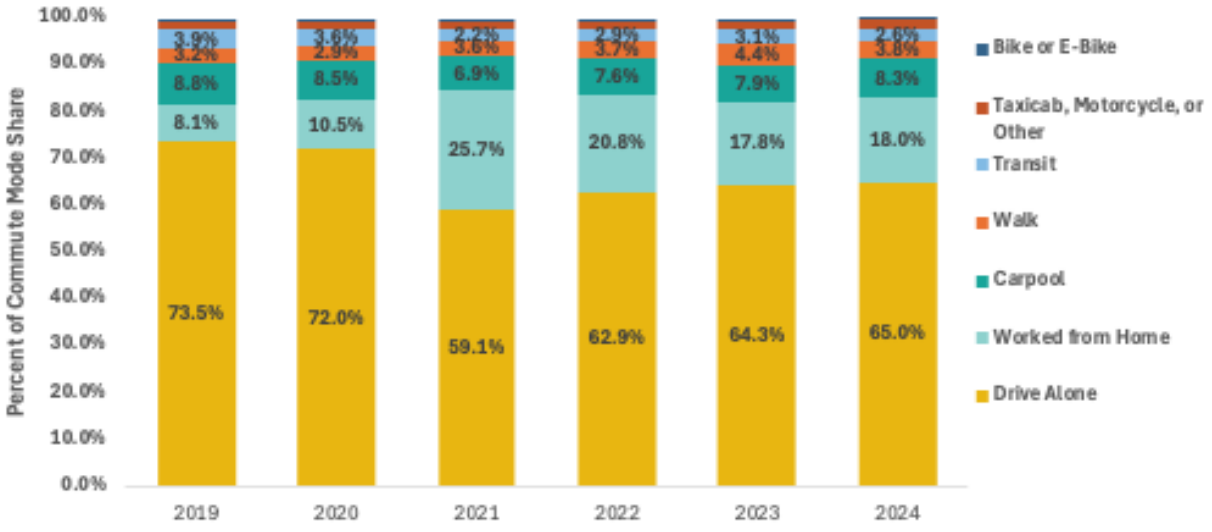
Measure 3.1: Safe and Enjoyable Routes for Pedestrians and Cyclists

- *2030 Target: 19% walking and 7% cycling mode share of all City of San Diego resident trips*
- *2035 Target: 25% walking and 10% cycling mode share of all City of San Diego resident trips*

While mode share data for all City of San Diego resident trips is not available, data is available for trips related to work commuting. Resident commute trips by transportation mode share are shown in Figure 16. This mode share data is estimated from American Community Survey[7] data, and refers only to a worker's travel from home to work and work to home without including any trip chains.[8] Previous Annual Reports used SANDAG's Employee Center survey data, though only data years 2019 and 2023 were available.

[7] **American Community Survey data.**
[8] Commuting definition by US Census Bureau, https://www.census.gov/topics/employment/commuting/guidance/commuting.html

Figure 16: Resident Mode Share for Work Commute Trips (2019 – 2024)



American Community Survey 2026

Bicycle facility improvements completed in fiscal years 2019 to 2024 are shown in Table 12. Class I bike lanes are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. Class II bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Class IV bike lanes are referred to as "protected bike lanes" and are lanes physically separated from vehicle traffic and distinct from the sidewalk.

Table 12: Bicycle Facility Improvements (2019 – 2025)

Year	2019	2020	2021	2022	2023	2024	2025	Total, 2019-2025
New Class I Bike Lane Miles Added	-	-	-	-	-	4.3	6.1	10.4
New Class II Bike Lane Miles Added	10.8	2.2	17.4	52.4	38.3	10.8	10.2	142.0
New Class IV Bike Lane Miles Added	2	3.7	34.2	34.9	28.8	10.5	7.5	121.6
Existing Bike Lane Miles Improved[1]	34.6	81.6	65.3	15.2	-	46.5	21.5	264.7
Total Miles Added and Improved	**47.4**	**87.5**	**116.9**	**102.4**	**67.0**	**72.2**	**45.3**	**538.7**

1 Includes Class I, II, and IV bike facilities
City of San Diego Transportation and Storm Water Departments 2026

Sidewalk improvements from 2022 to 2024 are shown in Table 13. Data prior to 2022 is not available.

Table 13: Sidewalk Improvements (2022 – 2025)

Year	2022	2023	2024	2025	Total, 2022-2025
Linear feet of new sidewalk improved	2,190	3,450	1,050	1,250	7,940
Linear feet of sidewalk replaced/repaired	53,469	94,331	92,819	115,017	355,636
Total Linear Feet of Sidewalk Improved and Repaired	**55,659**	**97,781**	**93,869**	**116,267**	**247,309**

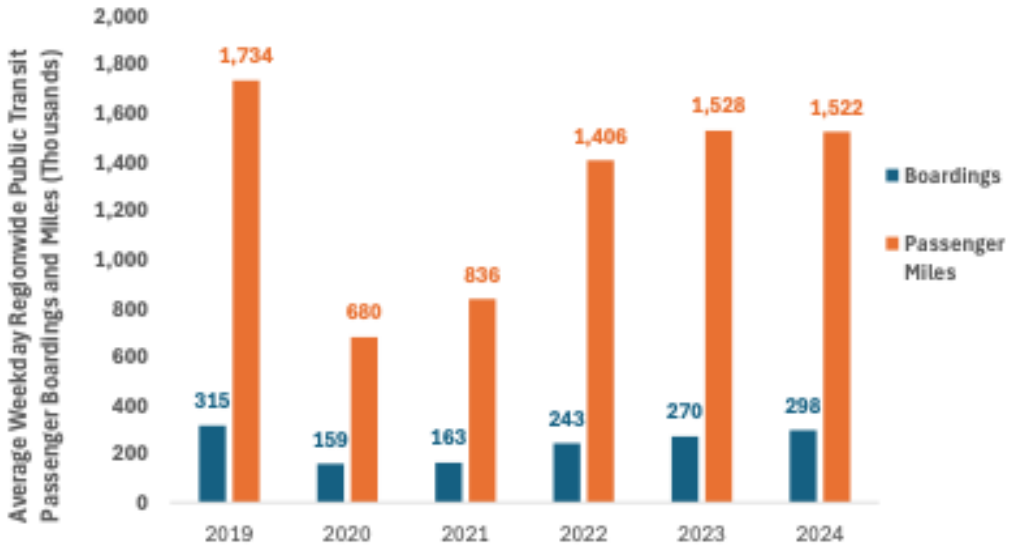
City of San Diego Transportation and Storm Water Department 2026

Measure 3.2: Increase Safe, Convenient, and Enjoyable Transit Use

- *2030 Target: 10% transit mode share of all San Diego resident trips*
- *2035 Target: 15% transit mode share of all San Diego resident trips*

Transit ridership data specific to residents from the City of San Diego does not exist, so regional and transit-authority data is used as a proxy. Figure 17 provides the average weekday passenger boardings and miles on all public transit systems regionwide.

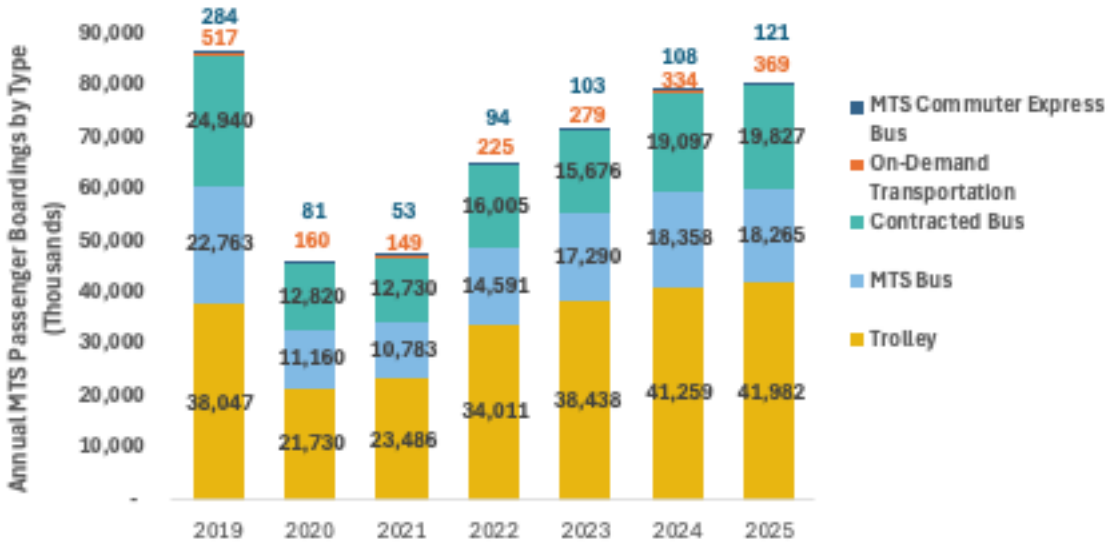
Figure 17: Average Weekday (Daily) Regional Transit Boardings and Passenger Miles (2019 – 2024)



San Diego Association of Governments, State of the Commute, 2024

Data from the entire Metropolitan Transit System (MTS) is also available which is used to better understand the breakdown of transit ridership closer to the San Diego metro area. The MTS service area includes the entire city as well as the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee. Figure 18 shows the annual passenger boardings by transit type from 2019 – 2024 across the full MTS system.

Figure 18: Annual MTS Transit Boardings by Transit Type (2019 – 2025)



Federal Transit Administration, National Transit Database, Complete Monthly Ridership 2026

Measure 3.3: Work from Anywhere

- *2030 Target: Achieve 4% citywide VMT reduction through telecommute*
- *2035 Target: Achieve 6% citywide VMT reduction through telecommute*

The percent of work commute designated as telecommute or 'work from home', has increased to 18% of mode share in 2024 from 8.1% in 2019 as shown previously in Figure 16.

Measure 3.4: Reduce Traffic Congestion to Improve Air Quality

- *2030 Target: Install 13 new roundabouts*
- *2035 Target: Install 20 new roundabouts*

The City installed 3 new roundabouts in 2024 and re-timed 305 traffic signals as shown in Table 14. These measures have been shown to reduce emissions by improving vehicle flow and reducing vehicle idling.

Table 14: Annual Roundabouts Installed and Traffic Signals Retimed (2019 – 2025)

Year	2019	2020	2021	2022	2023	2024	2025
Roundabouts Installed	0	0	2	7	4	3	5
Traffic Signals Retimed	60	70	52	404	405	305	358
City of San Diego Transportation Department 2026							

Measure 3.5: Climate-Focused Land Use

- *2030 Target: 8% VMT (commuter and non-commuter) reduction per capita*
- *2035 Target: 15% VMT (commuter and non-commuter) reduction per capita*

Measure 3.6: Vehicle Management

- *No associated targets*

The goals of measures 3.5 and 3.6 are to reduce per capita VMT through land use and parking policies. Per capita VMT changes shown previously in Table 11 and Figure 14 are attributable to many factors, including land use and parking policies.

A.4 Strategy 4: Circular Economy and Clean Communities

A4.1 Activity and Emissions Trends Related to Waste and Wastewater within the City of San Diego

Waste and wastewater accounted for 3% of total citywide emissions in 2024. The 2019– 2024 total and per capita waste disposed and generated within the city are shown in Table 15. The amount of waste disposed of in recent years has remained relatively consistent, but due to organics recycling efforts, the emissions from waste disposed have decreased by 22% since 2019. Landfill gas capture infrastructure at City-owned landfills has undergone improvements in recent years, including additional extraction wells and a new blower system installed in 2018, and further extraction wells at the West Miramar Landfill in 2021. Total quantity of landfill gas collected has increased since 2019 when ownership of the landfill gas rights reverted to the City. However, direct measurements of methane capture rates are technically complex, and the difference in methane captured before and after these site-specific improvements is not available, and therefore, is not reflected in the emissions estimates. Instead, an industry-standard landfill gas capture rate of 75% was applied for purposes of this inventory, consistent with standard practice for annual GHG reporting (refer to Appendix B).

Waste emissions are calculated using waste characterization studies, which have been conducted infrequently and represent conditions at a fixed point in time. A statewide waste characterization study released in 2021 reflected a reduced share of organics disposed to landfill, and the resulting emission factor has been applied to all inventory years from 2021 onward. The slight (1%) increase in waste sector emissions observed from 2023 to 2024 is attributable to a rise in total waste disposed to landfill. Absent an updated waste characterization study, it is not possible to determine whether or how the composition of disposed waste may have changed during this period.

Table 15: Tons of Waste Disposed and Emissions (2019 – 2024)

Year	Waste Disposed in Landfills (tons)	Per Capita Waste Disposed (daily pounds per capita)	GHG Emission Factor (MT CO_2e/Short Ton)	GHG Emissions (MT CO_2e)
2019	1,569,447	6.2	0.785	277,000
2020	1,543,627	6.1	0.785	273,000
2021	1,631,802	6.5	0.589	216,000
2022	1,597,546	6.4	0.589	212,000
2023	1,607,277	6.3	0.589	213,000
2024	1,631,407	6.4	0.589	216,000
% Change 2023 - 2024	2%	1%	0%	1%
% Change 2019 - 2024	4%	4%	-25%	-22%
City of San Diego Environmental Service Department, CalRecycle Jurisdiction Review Reports 2026, Energy Policy Initiatives Center 2026				

The 2019–2024 wastewater flow and associated emissions are shown in Table 16. In 2022, there was a sharp decrease in emissions associated with wastewater treatment. This is because the on-site generation facilities, power plants using landfill gas, at the North City Water Reclamation Plant were put offline that year. Emissions from those plants have remained lower through 2024.

Table 16: Wastewater Generated and Emissions (2019 - 2024)

Year	2019	2020	2021	2022	2023	2024	% Change 2023-2024	% Change 2019-2024
Wastewater Generated (million gallons)	38,241	38,192	37,591	36,865	39,143	39,028	-3%	-8%
GHG Emissions (MT CO_2e)	26,000	23,000	24,000	13,000	13,000	12,000	-1%	-54%
City of San Diego Public Utilities Department, Energy Policy Initiatives Center 2026								

A4.2 CAP Performance Target Progress: Waste and Wastewater

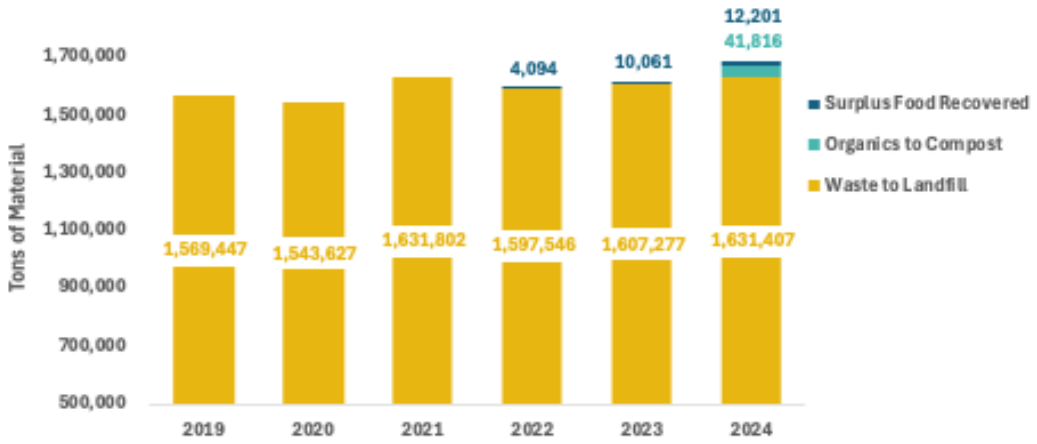
Measure 4.1: Changes to the Waste Stream

- *2030 Target: 82% Waste Diversion Rate and 85% Landfill Gas Capture*
- *2035 Target: 90% Waste Diversion Rate and 90% Landfill Gas Capture*

Figure 19 shows the total tons of waste to landfill as well as organic material diverted through composting and surplus food recovery within the city. Yard waste has historically been collected from city residents; however, standardized diversion reporting was not required until SB 1383 mandated tracking and documentation of organic waste recovery starting in 2022. As a result, the apparent increase in composted organics and surplus food recovery in recent years partially reflects improved data availability rather than solely representing a change in diversion volumes.

This reporting complexity compounds the challenge of accurately characterizing waste sector emissions over time. Because waste emissions are derived from waste characterization studies conducted infrequently (the most recent are a statewide study from 2021 or a regional study from 2014), the composition of material disposed to landfill—including the organic fraction, which drives methane generation—is not continuously monitored. As mentioned previously, the 2021 statewide waste characterization study captured a reduced organics share consistent with growing diversion efforts, and its emission factor has been applied to subsequent inventory years. However, as diversion reporting matures under SB 1383 and more organic material is tracked and recovered, future waste characterization studies may reflect further shifts in landfill disposal composition. Until such studies are available, the emissions inventory cannot fully account for these evolving conditions, and year-over-year comparisons should be interpreted with this limitation in mind.

Figure 19: Tons of Material to Landfill, Compost, and Recovery from Sources within City of San Diego (2019 – 2024)



City of San Diego Environmental Services Department 2026

Measure 4.2: Municipal Waste Reduction

- *No defined targets*

Data tracking municipal waste from is not currently available.

Measure 4.3: Local Food Systems and Food Recovery

- *No defined targets*

Surplus food recovery efforts have expanded to recovering over 12,000 tons of surplus food in 2024, up from a reported 4,094 tons in 2022 when reporting began (see Table 17).

Table 17: Surplus Food Recovered by Food Recovery Organizations (2022-2024)

Year	Total Surplus Food Recovered (tons)
2022	4,094
2023	10,061
2024	12,201
City of San Diego Environmental Services Department 2026	

Measure 4.4: Zero Waste to Landfill

- *No defined targets*

As shown previously in Figure 19, the tons sent to landfill by generators within the City of San Diego and waste diversion rate have each remained relatively steady since the 2019 baseline.

Measure 4.5: Capture Methane from Wastewater Treatment Facilities

- *2030 Target: 95% Methane Capture*
- *2035 Target: 95% Methane Capture*

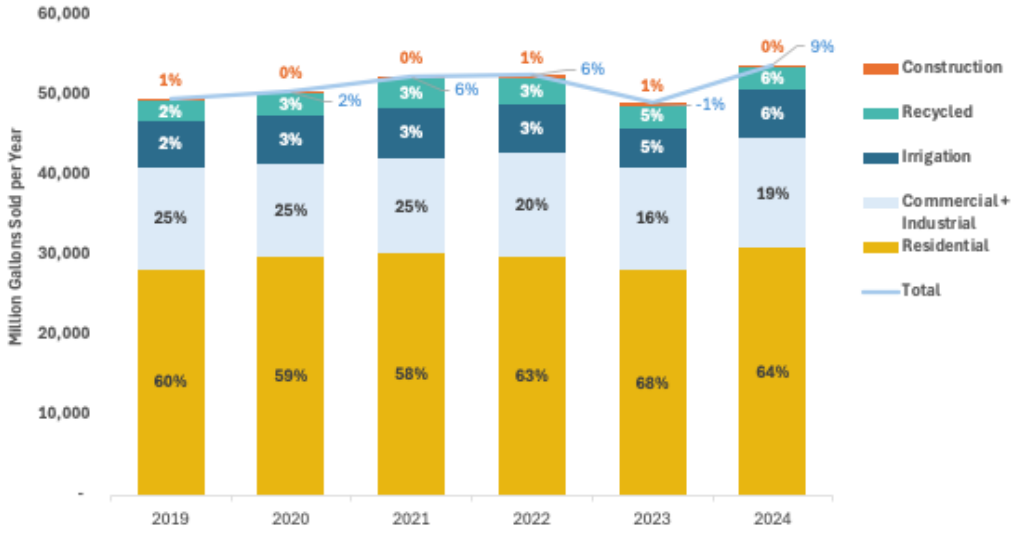
The City of San Diego's Point Loma Wastewater Treatment Plant (Point Loma WWTP) is energy self-sufficient with on-site renewable electricity production using biogas (captured methane from wastewater treatment) and hydropower. The excess renewable electricity generated at the Point Loma WWTP is exported to the grid. The digester capture rate at Point Loma WWTP is 99.9%. South Bay and North City Water Reclamation Plants are much smaller secondary treatment plants and do not generate electricity on-site.

A.5 Strategy 5: Resilient Infrastructure and Healthy Ecosystems

A5.1 Activity and Emissions Trends Related to Water Use within the City of San Diego

Emissions from the upstream supply, conveyance, treatment, and distribution of water as well as the treatment of wastewater are currently 1% of the total citywide emissions. The breakdown of citywide water sales by sector including recycled water is given in Figure 20. While overall water use has fluctuated over time, 2024 saw a 9% increase in total water sales from the 2019 baseline, up 10% from 2023.

Figure 20: Water Sales by Customer Sector (2019–2024)



Sales within City of San Diego only. Does not include sales to other agencies.
City of San Diego Public Utilities Department 2026

A5.2 CAP Performance Target Progress: Habitat, Trees and Water Supply

Measure 5.1: Sequestration

- *2030 Target: Restore 350 acres of salt marsh land and other associated tidal wetland and riparian habitats*
- *2035 Target: Restore 700 acres of salt marsh land and other associated tidal wetland and riparian habitats*

The City had restored 56 acres of riparian and wetland ecosystems prior to 2023, the latest year with data available. Table 18 shows projects and project phasing that were in progress as of 2023 (the latest year for which this data is available).

Table 18: Acres of Riparian and Wetland Restoration in Progress (2023)

Ecosystem Type	Design, Permitting, Contracting	Restoration Implementation	Long Term Maintenance
Fresh and Saltwater Marsh	4.1	0.0	0.0
Riparian	0.0	0.0	96.1
Other / Unspecified[1]	78.3	1.2	17.0

1 The Other/Unspecified category is frequently a combination of any of the following: saltmarsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodland, riparian scrub, vernal pools, and salt panne where it is difficult to quantify the specific types.
City of San Diego Public Utilities Department 2025

The City has a goal of conserving 52,727 acres of land within the Multi-Habitat Planning Area (MHPA). As of 2024, the City has achieved 99.5% of the conservation goal. Table 19 details the acres of land conserved from 2019 – 2024.

Table 19: Multiple Species Act Conservation Acreage (2019 – 2024)

Year	MHPA conservation requirement (acres)	Conserved lands within the MHPA (acres)	Conserved lands outside the MHPA (acres)	Lands obligated for future MHPA conservation (acres)	Remaining MHPA conservation requirement (acres)	% toward goal
2019	52,727	36,002	2,994	14,932	1,793	96.6%
2020	52,727	36,259	3,015	14,932	1,536	97.1%
2021	52,727	36,403	3,108	14,932	1,392	97.4%
2022	52,727	36,544	3,200	14,932	1,251	97.6%
2023	52,727	36,608	3,244	14,932	1,187	97.7%
2024	52,727	37,519	2,442	14,932	276	99.5%
2024 Multiple Species Conservation Program Annual Report, City of San Diego Planning Department						

Measure 5.2: Tree Canopy

- *2030 Target: 28% urban canopy cover*
- *2035 Target: 35% urban canopy cover*

The City of San Diego has established a target to increase urban tree canopy from a baseline[9] of 13% total coverage (reflecting 2014 conditions) to 28% by 2030 and 35% by 2035. According to a remote sensing study completed in 2025 using lidar data from 2021, San Diego's tree canopy was found to be at 15%, approximately a 2% increase from 2014 conditions.[10] Increasing urban tree canopy contributes to the capture and storage of carbon, as well as other benefits including storm water management, improved air quality, and increased property values. Table 20 shows tree planting and maintenance (trimming, removing, and evaluating) trends from 2020 to 2024; data for the CAP baseline year of 2019 is not available.

[9] The updated urban tree canopy coverage reflecting 2014 conditions was 13% in the City of San Diego, based on the Urban Tree Canopy Assessment preliminary results developed by the University of Vermont and the USDA Forest Service, funded by California Department of Forestry and the Fire Protection (CalFire) for the City of San Diego. https://research.fs.usda.gov/download/treesearch/68811.pdf

[10] The Urban Forestry Program within the Transportation Department, staff report presented at Environment Committee on May 22, 2025.

Table 20: Tree Planting and Maintenance (2020 – 2024)

Tree Planting and Maintenance Year	2020	2021	2022	2023	2024
Trees Planted[1]	1,863	1,707	1,649	1,586	1,978
Trees Trimmed[2]	33,254	35,206	61,665	48,754	55,829
Trees Removed[1]	1,824	2,151	2,004	2,827	1,169
Trees Evaluated[3]	5,316	13,393	12,237	13,296	10,488

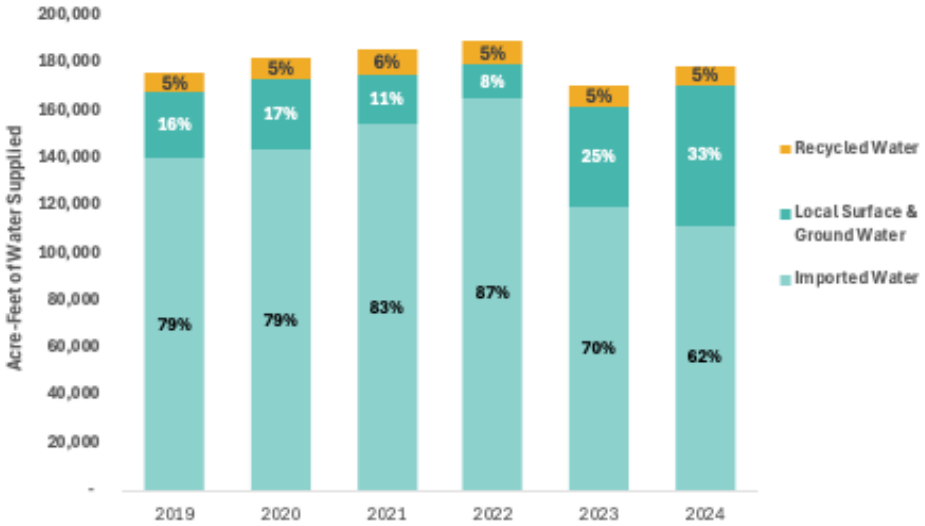
[1] Planted or removed by the Transportation Street Division and Parks and Recreation Department;
[2] Includes shade trees and palms trees;
[3] Trees are evaluated for species type, tree condition, diameter, and defects to determine the amount of corrective tree work that may be needed for the health of the tree and/or to address public safety adjacent to the tree. Historical values have been updated for this metric.
City of San Diego Transportation and Storm Water Department 2026

Measure 5.3: Local Water Supply

- *2030 Target Provide 33,000 acre-feet local water supply from PureWater*
- *2035 Target Provide 93,000 acre-feet local water supply from PureWater*

The PureWater project is still under construction, therefore no data is available to report at this time. However, other local water supply versus total water supply has been fluctuating in recent years as shown in Figure 21. The current availability of local water generally depends on rainfall and runoff into local reservoirs. In 2019, 16% of total water supply was from local surface and groundwater, in 2022 it was 8%, and in 2024 it accounted for 33% of water supply. A higher percentage of local water supply reduces the need to import water from San Diego County Water Authority and the energy and GHG emissions associated with imported water. The City also produces recycled water to meet local demand, using recycled water to meet about 5-6% of the city's overall demand between 2019 and 2024. The total acre-feet of water delivered to customers within the City of San Diego according to source (local, imported, and recycled) is shown in Figure 21.

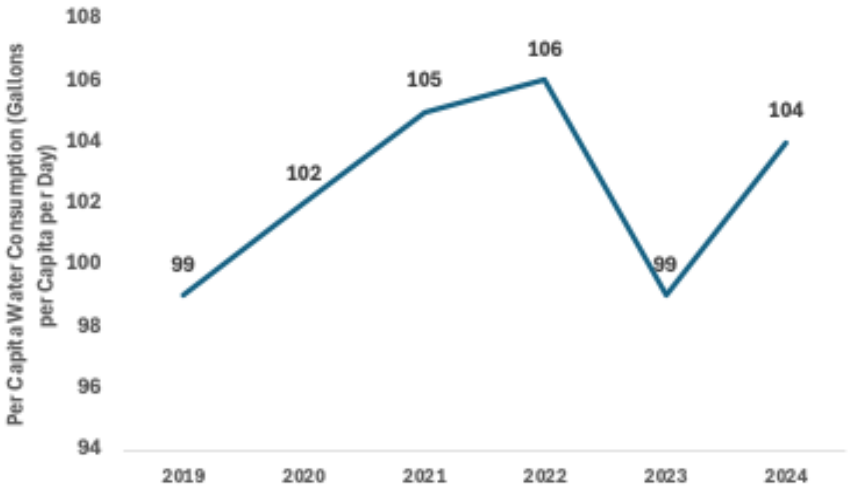
Figure 21: Acre-Feet of Water Delivered to Customers within City of San Diego (2019 – 2024)



City of San Diego Public Utilities Department 2026

Per capita water use, measured in gallons per capita per day (GPCD), increased 5% from the 2019 baseline (Figure 22).

Figure 22: Per Capita Water Use (2019 – 2024)



City of San Diego Public Utilities Department 2026

The amount of recycled water and water used for irrigation from 2019 to 2024 is provided in Table 21. Metered irrigation increased 25% when compared to 2023.

Table 21: Metered Recycled and Irrigation Water Use (2019 – 2024)

Year	Recycled Water Sales (million gallons)	Metered Irrigation Water Use (million gallons)
2019	2,606	5,631
2020	2,881	5,988
2021	3,688	6,298
2022	3,263	6,217
2023	2,827	4,917
2024	2,761	6,124
Metered irrigation water, including agricultural and landscape water use. City of San Diego Public Utilities Department 2026		

A.6 Strategy 6: Emerging Climate Action

- *2030 Target: Residual Emissions 391,000 additional reduction needed to reach fair-share target*
- *2035 Target: Residual Emissions 2,262,000 additional reduction/removal needed to reach carbon neutrality*

Measure 6.1: Explore further opportunities to achieve net zero GHG emissions

As the City of San Diego assesses and plans future climate action, updates will be provided in future reports and on the City's online CAP Dashboard.