**Table 1 – Total Construction-Related Fuel Consumption**

**First Industrial Logistics at Harley Knox and Indian**

| Fuel | Consumption | |
|---|---|---|
| **Diesel** | | |
| On-Road Construction Trips[1] | 24,750 | Gallons |
| Off-Road Construction Equipment[2] | 35,752 | Gallons |
| **Diesel Total** | **60,503** | **Gallons** |
| **Gasoline** | | |
| On-Road Construction Trips[1] | 33,816 | Gallons |
| Off-Road Construction Equipment[3] | - | Gallons |
| **Gasoline Total** | **33,816** | **Gallons** |

Notes:

1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2025 and fleet-average fuel consumption in gallons per mile from EMFAC2021 web based data for Riverside (South Coast). See Table 2 for calculation details.
2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.
3. All emissions from off-road construction equipment were assumed to be diesel.

**Table 2 – On-Road Construction Trip Estimates**

**First Industrial Logistics at Harley Knox and Indian**

| Trip Type | Trips | Trip length | Vehicle Miles Traveled (VMT) | Fuel Efficiency | Annual Fuel Usage[1] | |
|---|---|---|---|---|---|---|
| | (trips) | (miles) | (miles) | (mpg) | (Fuel) | (gallon) |
| Worker[2,3] | 47,762 | 18.5 | 883,597 | 26.7 | Gasoline | 33,815.53 |
| Vendor[4] | 17,780 | 10.2 | 181,356 | 7.6 | Diesel | 24,750.49 |
| Hauling[5] | 0 | 20 | 0 | 6.2 | Diesel | 0 |

Notes:

1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod (See Air Quality/GHG Memo) for construction and fleet-average fuel consumption in gallons per mile from EMFAC2021 web based data for 2025 in Riverside (South Coast).
2. Worker trips were assumed to be 100% gasoline powered vehicles.
3. Per CalEEMod, worker Trips were assumed to be 25% LDA, 50% LDT1, and 25% LDT2.
4. Vendor trips were assumed to be 50% MHDT and 50% HHDT, split evenly between the MHDT and HHDT construction categories.
5. Per CalEEMod, hauling trips were assumed to be 100% HHDT.

**Table 3 – Annual Energy Consumption from Operation**

**First Industrial Logistics at Harley Knox and Indian**

| Fuel Type | Energy Consumption | Units | Natural Gas | Units |
|---|---|---|---|---|
| **Electricity** | | | | |
| Building[1] | 2,861,916 | kWh/year | **10,496,652** | kBTU/yr |
| Water[2] | 132,995 | kWh/year | | |
| EV Charging Stations[3] | 7,227,000 | kWh/year | | |
| Forklifts[4] | 1,283,436 | kWh/year | | |
| Yard Trucks[5] | 61,320 | kWh/year | | |
| **Total Electricity** | **11,566,667** | kWh/year | | |
| **Mobile[6]** | | | | |
| Gasoline | **190,932** | gallons/year | | |
| Diesel | **128,272** | gallons/year | | |
| Natural Gas | **6,688** | gallons/year | | |
| Plug-in Hybrid (Combustiion Portion) | **1,908** | gallons/year | | |
| Plug-in Hybrid (Electric Portion) | **19,528** | kWh/year | | |
| Electricity | **95,754** | kWh/year | | |
| **Stationary Equipment[7]** | | | | |
| Diesel | **200** | gallons/year | | |

Notes:

1. Building electricity use from CalEEMod (See Air Quality Memo).
2. Calculated based on the Project's annual water consumption from Eastern Municipal Water District and CalEEMod defaults using CalEEMod SCAQMD energy intensity of 0.005306 kWhr per gallon for supply, distribution, and treatment of water and 0.006807 kWhr per gallon for supply, distribution, and treatment of water and wastewater treatment.
3. Forty-four (44) Electric Vehicle (EV) charging stations assumed. Per SCAQMD's Final Staff Report for Proposed Rule 2305 and Proposed Rule 316, May 2021, each charging station is assumed to have a 50 kW charger and daily usage is estimated at approximately 10 hours a day, or equal to approximately 450 KWh per day.
4. Electric forklift estimates includes approx. 66 forklifts, each using 19,446 KWh per year based on usage rate of 0.12 forklifts per 1,000 square feet from the SCAQMD High Cube Truck Trip Warehouse Study White Paper Summary of Business Survey Results, June 2014 and annual electricity consumption from the Electric Power Research Insitute in 2015 (See Air Quality/GHG Memo).
5. Electric yard truck estimates includes approx. 2 yard trucks each using 84 kWh per year based on SCAQMD Governing Board Meeting Agenda: May 7, 2021, Item 27: Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions (See Air Quality/GHG Memo).
6. Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output for operational year 2026 and fleet-average fuel consumption by fuel type per mile from EMFAC2021 web based data in Riverside County (South Coast).
7. Stationary equipment fuel use based on usage data from CalEEMod output (See Air Quality Memo) and average fuel consumption rate of 18.5 bhp-hr/year from CARB Carl Moyer Guidelines (2024).