

**The California Department of Transportation/Air Resources Board Modeling Program
(CAMP): New Research to Improve Speed Correction Factors and Mobile Source
Emissions Modeling**

The California Department of Transportation (Caltrans), the California Air Resources Board (ARB), and the University of California, Davis have worked over the past three years to improve mobile source emissions inventory modeling. The research is motivated by two historical problems that exist in California, that of estimating facility-specific (e.g., freeway) emissions using tools developed to represent emissions from entire trips, and that of determining conformity by comparing air agency emissions budgets created with one model (BURDEN) to transportation agency emissions estimates created with a separate model (DTIM). This paper reports on the work scope, progress to date, and status of the new modeling tools. Future papers will describe specific elements of the program in more detail. One of the project's major accomplishments to date includes the collection of over 260 hours of target-vehicle driving behavior data. Data were collected in large metropolitan areas (Los Angeles, San Francisco), a medium-sized area (Sacramento), and more rural communities (San Joaquin Valley). In comparison, mobile source emissions modeling tools currently used in California include emission factors based on 15 hours of target-vehicle driving data collected in Los Angeles during 1992 ("LA92" data set). The CAMP project expands the fundamental data available to evaluate driving behavior and construct mobile source emissions factors, a contribution with national implications.