



Air Resources Board



Matthew Rodriguez
Secretary for
Environmental Protection

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Edmund G. Brown Jr.
Governor

TO: All Interested Parties

DATE: November 14, 2014

SUBJECT: INITIAL PUBLIC RELEASE OF DRAFT EMFAC2014

The EMFAC model is the primary tool that the California Air Resources Board (ARB) uses to assess emissions from on-road vehicles including cars, trucks, and buses. EMFAC2014 is the latest emission inventory model that calculates emission inventories for motor vehicles operating on roads in California. EMFAC2014 represents the next step in the ongoing improvement of the EMFAC series of emissions estimation models, and reflects the ARB's current understanding of how vehicles travel and how much they pollute. The EMFAC2014 model is needed to support the Air Resources Board's (ARB) regulatory and air quality planning efforts and to meet the Federal Highway Administration's transportation planning requirements.

The California Air Resources Board (ARB) is releasing a draft version of EMFAC2014 on Friday, November 14, 2014 for public testing and commenting. This notice, a draft version of user's guide, and the installation package of the draft model are posted on our website at <http://www.arb.ca.gov/msei/msei.htm>.

The draft version of EMFAC2014 is intended to be fully functional. It is capable of generating emissions estimates using EMFAC default or custom activity data as well as emission rates for project-level assessments. However, since it is an initial public release, please treat outputs as preliminary draft information. **Please do not use model results for any purposes other than for model testing because the numbers are still subject to change until the official version of EMFAC2014 is released toward the end of the year.**

Note that model runtimes are dependent on how many Sub-Areas and Calendar Years are picked, the Aggregation Level of Output Files, and the performance of the computer system that is used. It may take a long time to finish a run due to the larger amount of data being processed and methodology changes. There will be on-going efforts to improve the computational efficiency of the model.

Due to the significant changes to the Graphical User Interface and overall flow of using the EMFAC2014 compared to previous versions of EMFAC model, we strongly recommend the users to thoroughly read the draft user's guide before installing and running the model. We are looking into scheduling a training webinar to provide

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Public Workshop
November 14, 2014
Page 2 of 2

tutorials on how to use the EMFAC2014 model. Please join the MSEI email list at http://www.arb.ca.gov/listserv/listserv_ind.php?listname=msei if you would like to be informed of any developments related to EMFAC2014 and to be notified of the dates and times of future training webinars.

If you have any comments or questions regarding this initial public release of the model, please contact us at emfac2014@arb.ca.gov, which is an email account dedicated to EMFAC2014.

Sincerely,

/s/

Vernon Hughes
Chief, Mobile Source Analysis Branch
Air Quality Planning and Science Division

Cc: Chengfeng Wang, Ph.D.
Manager, On-Road Model Implementation Section
Air Quality Planning and Science Division