Table 4

TCM RACM Summary: Projected 2005 VMT and Emission Reductions for the Baton Rouge Ozone Nonattainment Area.

	TCM Descriptions	Projected VMT Reductions (%)[15]	Projected VMT Reductions (mi/day)	Projected Emission Reductions (tpd) VOC	NOx
1	Market Based TCMs	5.40	905,888	0.70	1.35
2	Activity Centers	4.50	754,907	0.58	1.13
3	Parking	3.50	587,150	0.45	0.88
4	Vehicle Use	2.80	469,720	0.36	0.70
5	Telecommuting	1.50	251,636	0.19	0.38
6	Trip Reduction	0.90	150,981	0.19	0.23
7	Employer-Based	0.90	150,981	0.12	0.23
8	Flexible Work Hours	0.90	150,981	0.12	0.23
9	HOV Facilities	0.50	83,879	0.06	0.13
10	Park-and-	0.45	75,491	0.06	0.11
11	Area Rideshare	0.28	46,972	0.04	0.07
12	Improved Public	0.20	33,551	0.03	0.05
13	Bicycle/Pedestrian	0.01	1,678	< 0.01	< 0.01
14	Traffic Flow	0.00	0	N/A	N/A
	Totals:	21.84	3,663,815	2.82	5.46

Table 4 is sorted in descending order and reflects from top to bottom the most effective TCM categories that were originally analyzed in the study. The results of this updated TCM analysis closely match the projected emission-reduction benefits from the analysis. It is evident from the data in the table that there is considerable variation in the potential for achieving emission reductions according to TCM category. Of all TCMs analyzed, categories 1-5 offer the greatest potential for reducing on-road mobile emissions in the Baton Rouge Metropolitan area. Packaged together, these five categories account for about 85% of the total projected VMT and emission reductions. However, because of the low to medium cost effectiveness (per ton of NOx

[15] Values shown are those selected for the TCM emissions benefits calculations where percentile ranges were noted in the Woodward Clyde analysis.

[16] There are no VMT reductions associated with traffic flow improvements and emissions benefits due to congestion relief were not quantified in the Woodward Clyde study.