4. Using the projected VMT reduction percentages from the TCM analysis, calculate the reduction in VMT for each TCM analyzed;
5. For each TCM, estimate the emission reductions in tons per day based on the corresponding reductions in VMT, and lastly;
6. Determine if TCM implementation is feasible for RACM purposes in the Baton Rouge nonattainment area.

The results of steps 1-3 of the analysis methodology are shown in Table 3. The potential ozone-precursor emission reductions from each of the TCMs are derived from steps 4-5 and are summarized in Table 4.

Table 3

Baton Rouge Attainment Year Mobile Source Emissions, Vehicle Miles Traveled (VMT), and Light-Duty Vehicle Contributions to Total VOC and NOx Emissions.

Total 2005 On-Road Mobile Emissions (tpd)		**Estimated Emissions from Light-Duty Vehicles (tpd)**		**Attainment Year VMT (mi/day)**	**Daily Emissions from Light-Duty Vehicles (tons/mi)**	
VOC	**NOx**	**VOC (80%)**	**NOx (70%)**		**VOC**	**NOx**
16.14	**35.72**	**12.91**	**25.00**	**16,775,710**	**7.70E-7**	**1.49E-6**