

*Costs and Benefits Relative to the Status Quo*

This section reviews the costs and benefits presented in chapter 9 of the RIA relative to a baseline representing the status quo. Table 13 (RIA Exhibit 9–13) presents the changes in drivers needed relative to the Status Quo

scenario; because the difference in drivers needed between the Status Quo and the Current Rules/100 percent is 8.1 percent for long-haul, that amount was added to the estimates that were presented in Table 5 (RIA Exhibit 9–1) for each of the alternatives. Similarly, the amount shown in the other rows of the “Current/100 percent” column in

Table 13 (RIA Exhibit 9–13) was added to the estimates presented in Table 5 (RIA Exhibit 9–1) for each of the other alternatives. Because achieving full compliance with the current rule would require more drivers, all of the values in Table 13 are higher than those in Table 5.

TABLE 13.—CHANGES IN DRIVERS NEEDED IN RESPONSE TO HOS LIMITS, RELATIVE TO THE STATUS QUO

	Current/100 percent	PATT	ATA	FMCSA
Percentage Change:				
Long-haul .....	8.1	12.1	2.8	4.2
Short-haul .....	0.7	8.4	0.3	1.4
Numbers:				
Long-haul .....	121,500	181,500	42,000	63,000
Short-haul .....	10,800	126,300	4,800	21,300
Total .....	132,300	307,800	46,800	84,300

Source: RIA Exhibit 9–1.

The direct costs of the alternatives relative to the Status Quo are shown in Table 14 (RIA Exhibit 9–14). This exhibit shows the costs of the current rules with full compliance in the fourth

column from the right. The other columns show selected cost data from Table 6 and 7 with the cost of compliance with the current rules added. Because there would be costs for

compliance with the current rules, the costs of each of the alternatives are higher relative to the status quo than relative to the current rule with full compliance.

TABLE 14.—DIRECT COST CHANGES RELATIVE TO STATUS QUO  
[Millions of dollars per year]

Cost category	Current/100 percent	PATT	ATA	FMCSA
Long-haul:				
Driver Labor Cost .....	1,185	1,472	393	550
Other Costs .....	769	1,247	206	332
Total Costs .....	1,954	2,719	599	882
Short-haul:				
Driver Labor Cost .....	143	1,700	105	233
Other Costs .....	90	1,128	41	168
Total Costs .....	232	2,827	146	400
Total Costs, Long-haul and Short-haul .....	2,187	5,546	744	1,282

Source: RIA Exhibits 9–2 and 9–3. Totals may not add due to rounding.

Tables 15 and 16 (RIA Exhibits 9–15 and 9–16) show the benefits and adjusted benefits of compliance with the current rule, as well as the alternatives, relative to the status quo. These tables

are based on Tables 1 and 3, with the benefits of compliance with the current rules added to the values in those tables. Because there would be substantial benefits to achieving full compliance

with the current rule, the benefits shown in these tables are higher than those shown in Tables 1 and 3.

TABLE 15.—VALUE OF CRASHES AVOIDED DUE TO OPERATIONAL CHANGES RELATIVE TO STATUS QUO  
[Millions of dollars per year]

	Current/100 percent	PATT	ATA	FMCSA
Benefits of Avoided Long-haul Crashes .....	429	794	162	653
Benefits of Avoided Short-haul Crashes .....	22	58	14	32
Total Benefits of Operational Changes .....	451	852	176	685

Source: RIA Exhibit 9–6.