

TABLE 16.—ADJUSTMENTS TO BENEFITS DUE TO SECONDARY EFFECTS OF OPTIONS RELATIVE TO THE STATUS QUO
 [(Millions of dollars per year) (Values in parentheses are negative)]

	Current/100 percent	PATT	ATA	FMCSA
Change in Benefits due to New Long-haul Drivers	(103)	(154)	(36)	(54)
Change in Benefits due to New Short-haul Drivers	(7)	(77)	(3)	(13)
Change in Benefits due to New Long-haul and Short-haul Drivers	(110)	(230)	(38)	(67)
Change in Benefits due to Change in Long-haul VMT	101	162	32	54
Net Damages (i.e., Reduction in Benefits due to Secondary Effects)	(9)	(68)	(6)	(14)
Total Unadjusted Benefits	452	851	176	685
Total Adjusted Benefits	443	783	170	671

Source: RIA Exhibit 9–8. Totals may not sum due to rounding.

Finally, Table 17 (RIA Exhibit 9–17) shows the net benefits of compliance with the current rule and of the

alternatives, relative to the Status Quo. This table presents the total cost and total benefits lines from Tables 14 and

16, and subtracts costs from benefits to yield net benefits.

TABLE 17.—NET BENEFITS RELATIVE TO STATUS QUO
 [(Millions of dollars per year) (Values in parentheses are negative)]

	Current/100%	PATT	ATA	FMCSA
Total Benefits	443	783	170	671
Total Costs	2,187	5,546	744	1,282
Net Benefits	(1,744)	(4,763)	(574)	(611)

Source: RIA Exhibits 9–12 and 9–14.

Table 18 shows the impact of different assumed baseline percentages of fatigue-related crashes. Specifically, it includes estimates of the benefits and number of fatalities assuming that 5 percent and 15

percent of all current crashes are fatigue-related (compared to a baseline figure of 8.15 percent). These values were chosen because the majority of the figures submitted to the docket or in

public hearings fall within this range. The FMCSA's interpretation of the crash literature indicates that it is very unlikely that the true percent of fatigue-related crashes falls outside this range.

TABLE 18.—SENSITIVITY ANALYSIS OF NUMBER OF FATALITIES USING DIFFERENT BASELINE PERCENT FATIGUE-RELATED CRASHES
 [Values in parentheses are negative]

	Status Quo	100% Compliance	FMCSA
5% Baseline Fatalities	243	196	171
Change from Status Quo	0	(47)	(71)
Change from 100%	NA	0	(24)
8.15% Baseline Fatalities	396	318	278
Change from Status Quo	0	(79)	(120)
Change from 100%	NA	0	(40)
15% Baseline Fatalities	729	584	510
Change from Status Quo	0	(144)	(219)
Change from 100%	NA	0	(75)

Numbers may not add because of rounding.

Based on Table 18, if motor carriers were adhering fully to the current HOS regulations, the FMCSA estimates that between 196 and 585 fatalities would occur each year on the Nation's roads because of drowsy, tired, or fatigued CMV drivers transporting property. The FMCSA estimates that this final rule, when motor carriers adhere to it fully, would save between 24 and 75 lives each year as compared to complying fully with the current rules.

The RIA shows that both the ATA and FMCSA alternatives have net benefits compared to the current rules with full compliance. Only the FMCSA alternative, however, provides positive safety benefits compared to the current rules with full compliance; the ATA alternative has large cost savings that outweigh negative safety benefits. The PATT alternative has somewhat higher safety benefits than the FMCSA alternative, but imposes costs that outweigh the additional benefits.

After careful consideration of the regulatory impacts of the alternatives analyzed, the FMCSA has decided to make final the alternative proposed by the agency staff. All of the changes are within the range of changes proposed in the NPRM. The FMCSA has also chosen to maintain most existing rules for passenger carriers, including carriers of migrant workers.

The FMCSA believes these requirements will increase driver alertness and reduce fatigue problems, if