

TABLE 10.—AGENCY ESTIMATES OF BENEFITS AND COSTS OF MAJOR RULES
[October 1, 1993 to September 30, 1994]

Rule	Agency	Benefits	Costs	Other information
Manufactured Home Construction and Safety Standards on Wind Standards.	HUD	\$63,726,314 annually ...	\$412,106,180 annually	The cost estimates do not include costs associated with "out of pocket expenses related to deductibles or non-covered losses" (RIA, pp. 1–2). Non-quantified benefits include: "purchasers will experience less dislocation caused by damage to or destruction of their manufactured homes. Fourth, residents who choose to remain in their units during storms will suffer fewer injuries and deaths" (RIA, p. 1) Discount rate used = 6.64 percent (RIA, p. 8) Basis for public benefit assessment: Hurricane Andrew (RIA, p. 9).
Designate critical habitat for four endangered Colorado River fishes.	DOI	Net benefit: \$7.92 million.	Increase employment by 710 jobs, increase earnings by \$6.62 million, increase government revenue by \$3.20 million from 1995–2020 (59 FR 13374–).
Occupational Exposure to Asbestos.	DOL–OSHA	Reduction in annual cancer risk: 2.12 cancer deaths in general industry, 40.48 cancer deaths in construction industry, 14.2 cancers among building occupants. Reduction in asbestosis: 14 cases annually.	\$361.4 million annually	Non-quantified benefits include: avoided cases of asbestosis for building occupants and others secondarily exposed, reduced risks of cancer and fires (from rages contaminated with solvent), more rapid building reoccupation, reduced probability of asbestos-related lawsuits (RIA, pp 52–57).
Financial Responsibility for Water Pollution (Vessels).	DOT–USCG	525,316 barrels of oil not spilled (NPV).	\$451,440,918 (NPV)	Timeline of the analysis: 1996–2025; Discount Rate: 7%; \$1996.
Antidrug Program for Personnel Engaged in Specified Aviation Activities.	DOT–FAA	\$206.64 million (NPV) ..	\$138.13 million (NPV) ..	Timeline of the analysis: 1994–2003 (RIA, p. 12); \$1992 (RIA, p. 12); Discount rate = 7% (RIA, p. 20).
Controlled Substances and Alcohol Use and Testing.	DOT–FHWA	Reduced fatal accidents: \$680 million in 1st year, \$952 million per year in 2nd and subsequent years. Reduced injury cost: \$152.4 million in 1st year, \$213.4 million per year in 2nd and subsequent years assuming the highest deterrence scenario. Reduced property damage: \$47.5 million in 1993, \$66.5 million per year from 1994–2002. Reduced traffic delays: \$3.5 million in 1993, \$4.9 million per year thereafter assuming highest deterrence rate; Reduced other costs of free-way accidents: \$1.9 million in 1995 and \$2.7 million thereafter.	\$93,947,750 in 1995, and \$92,453,950 per year in 1996 and thereafter.	
Light Truck Average Fuel Economy standards, Model Years 1996–1997.	DOT	Not Estimated	Not Estimated.	
Prevention of Prohibited Drug Use in Transit Operations.	DOT	\$608,520,643 (NPV)	\$208,970,087 (NPV)	Timeline: 1995–2004; Discount rate: 7%; \$1991.