



Metro

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Metro's Workers' Compensation Program Success

Metro has operated a successful claims reduction program since 2000. During the program's first year of operation, 3,264 workers' compensation claims were filed. In Fiscal Year 2006, Metro received 1,266 claims -- more than a 60% decline over the past six years. While the claim reduction effort provides the most dramatic testament to Metro's success, other workers' compensation performance measures have also improved.

In 2000, Metro paid out nearly \$46 million in indemnity, medical and loss adjustment expenses (primarily legal) on workers' compensation claims. Despite double digit medical cost growth and statutory increases for workers' compensation temporary disability benefits in the ensuing years, Metro's payouts on these claims fell to \$41.4 million last year. Additionally, the number of paid days of temporary total disability for 2000 was 96,390. In 2006, this figure dropped to 52,719 days. Intensive claim closure and settlement efforts have also reduced Metro's open inventory of claims from 5,294 on July 1, 1999 to 3,412 on June 30, 2006. As can be seen, Metro's workers' compensation performance has dramatically improved across a variety of measures. Metro Risk Management staff members continue to move ahead with further claims reduction targets for Fiscal Year 2007, as well.

Infrastructure Bond

Earlier today, the *Daily News* inquired about the transportation funding measures included in the state infrastructure bond package set to go before voters in November. It was reported that neither the agency as a whole nor individual staff members are allowed to campaign for any specific transportation projects that may be funded with passage of the bond. However, the reporter was told that Metro's Long Range Transportation Plan contains a list of both funded and unfunded improvements for all transportation modes to the year 2030.

Additional funds from any source could help reduce congestion in Los Angeles County and help move Metro's Long Range Transportation Plan forward more quickly. Without necessary improvements, the region could see average peak period freeway speeds decrease from 34 miles per hour to 20 miles per hour by 2030. The story is expected to run tomorrow.

Of Note

On this date in September 11, 1906, Owl transit service began in Los Angeles. Streetcars on principal lines left First and Spring Streets at 1 and 2 o'clock in the morning and were well patronized as reported by the *Los Angeles Examiner*. At the time service began, these lines linked downtown with what were then L.A.'s most populated neighborhoods around 6th & Rampart, Central & Slauson, Boyle Heights, 46th & Wesley, Vermont & 54th, and Pico & Wilton. Owl service has remained a regular feature of transit service for 100 years. Today Metro has 60 buses running on 25 lines during its overnight Owl service, roughly midnight to 5am, connecting Downtown to points north to the San Fernando Valley, south to Long Beach, east to El Monte and west to Santa Monica/Venice.

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