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Transportation Planning Manager Timothy Papandreou, representing Metro, recently spoke at the 2007 Los Angeles Global Warming Forum. The day-long event was hosted by Congresswoman Hilda Solis at California State University Los Angeles.



Photo by Jimmy Stroup

## Metro Presents Agency's Environmental Efforts at the Los Angeles Global Warming Forum

By JIMMY STROUP

(Aug. 23, 2007) In a forum seeking innovative solutions to and informing about global warming, Timothy Papandreou, transportation planning manager, presented the case for what Metro does now and what it plans to do to further mitigate the agency's affect on the environment.

The 2007 Los Angeles Global Warming Forum, a day-long event, Aug. 16, was hosted by Congresswoman Hilda Solis at California State University Los Angeles. Papandreou said the forum drew "standing room only" crowds to hear presentations from politicians, civic representatives and scientists.

"It was an overview of what's causing climate change," he said. "For our part, it was about how the transportation sector is contributing to climate change, what strategies we can [apply] to lessen it, and then what are the challenges to those plans and opportunities."

Papandreou said Los Angeles should be employing what's known as a sustainable mobility policy – where city, state and federal agencies cooperate with private enterprise to encourage and approve urban building that promotes fewer cars and more transit riding (or bicycle riding or even walking).

Click on image to view to view the entire presentation in pdf format.



Papandreou distributed flow charts from the presentation at the forum to show the transportation sources of greenhouse gas emissions (p.9) and greenhouse gas emissions reduction strategies (p.11) for global climate change. The chart detailing solution strategies suggests reducing global warming requires individual and governmental involvement.

### **Transformation is necessary**

"That's where we have to go if we're going to survive. There's no other way around it," he said. "And the example of Melbourne [Australia], where I'm from, is that they were like we are now in the 1980s, and they changed.

"A lot of people see Melbourne as a very good example of a new, Western city that was built upon the automobile, but has transformed itself toward the pedestrian, the bicycle and the transit system," he explained.

Among his more radical ideas, Papandreou advocates for a change in the way cities are constructed, suggesting a model where living and working sites are closer together, instead of the suburban model California is famous for.

"Local funding decisions to build single-family neighborhoods and separating jobs from houses means people have to drive," he said. "And that driving – excessive driving – causes greenhouse gases."

He's also in favor of turning the freeway system into a series of toll roads and for increasing car registration and insurance costs.

The ideas might seem unpleasant to the daily commuter – even a Metro employee – but Papandreou said the only sure way to force Southern California out of a car culture is to make daily auto commuting vastly more expensive than public transit.

But before you say, "Oh, well that's easy for him to say," consider this: Papandreou doesn't own a car. He uses Metro everywhere he goes and lives in a part of North Los Angeles that allows him to walk or bike to everything he needs.

### **The here-and-now and then the future**

Papandreou counted the forum as a successful arena for the agency to present its environmentally-friendly programs, such as CNG buses to lessen greenhouse gas emissions, Metro Freeway Service Patrol to keep the roads cleared and traffic flowing, and Leadership in Energy and Environmental Design (LEED) certified building practices.

He also detailed the future plans the agency has to keep climate change

in check, like complying with the recently-passed AB32, which requires a 25 percent reduction from 1990 levels of greenhouse gases statewide by 2020.

"Transportation planning has a large role to play in how we can get those emissions down, so we're going to have to start looking at our funding decisions and our funding priorities," he said. "And a shift toward more sustainable mobility is going to be necessary to achieve those goals."

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