

Annual Report 2014



One of an estimated 500,000 ITDP-designed modern cycle rickshaws currently operating in India, shown here in New Delhi.



Institute for Transportation
& Development Policy

ITDP Annual Report 2014

30 Years of ITDP	3
Key Achievements in 2014	4
Public Transport	6
Cycling & Walking	7
Sustainable Urban Development	7
Traffic Reduction	8
Climate and Transport Policy	9
Financial Information	10
Board and Staff	15

30 Years of ITDP: Institute for Transportation and Development Policy Annual Report 2014

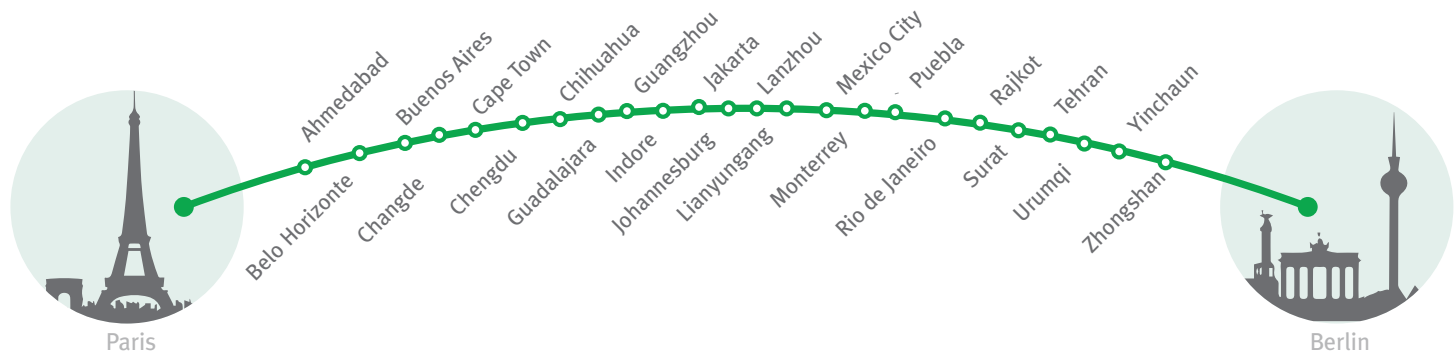
This year, ITDP is celebrating our 30th birthday. Over the past three decades, we have worked in over 100 cities in more than 35 countries. We've designed, built and implemented sustainable transport systems that save time, money, carbon emissions, and improve quality of life for millions.

Since our founding in 1985, ITDP has grown

from a small group of biking enthusiasts to a leading organization working with cities all around the world. Through it all, our mission has been the same: to promote transport and transport policies that improve quality of life, protect our environment, and increase social equality.

Here are some of our achievements.

30 YEARS OF ITDP



50+
Bus Rapid Transit Corridors

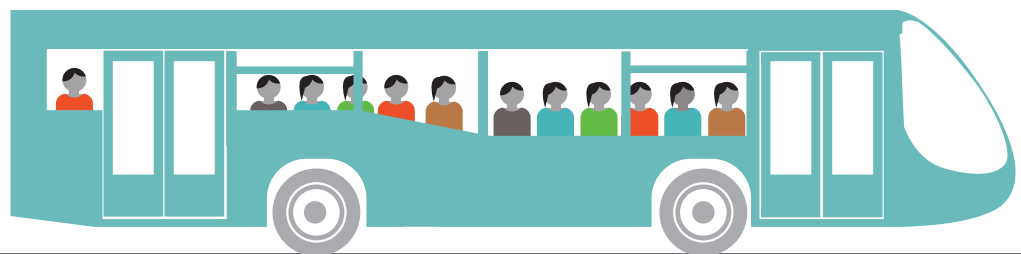


Since 2004, ITDP has designed, supported, and inspired 54 bus rapid transit (BRT) corridors, building 1,033 km of BRT.
That's enough to cover the distance from Paris to Berlin.

🕒 One Extra Week

7.7 million people ride these BRTs every day, saving each person 7 days a year in commuting time.

That's about 140,000 years in total time saved!



The Institute for Transportation and Development Policy works around the world to design and implement high quality transport systems and policy solutions that make cities more livable, equitable, and sustainable.

ITDP's projects have put more than
600,000 bikes and cycle rickshaws
on streets in the global south!



Reducing Emissions

ITDP's projects have slashed around 7 million tons of CO₂ emissions.

That's the equivalent of taking 1.8 million cars off the road for one year!



Working Capital

- ➔ Through advocacy and partnerships with the Global Environment Facility, the World Bank, the Asian Development Bank, and other large multilateral institutions, **ITDP has leveraged more than \$200 billion for investment in more sustainable transport.**



Key Achievements in 2014

In 2014, ITDP made great advancements creating, scaling up, and influencing sustainable transport policy at national and local levels. This progress was especially evident in the increasing presence of BRT corridors in cities worldwide, from Rio de Janeiro to Monterrey.

ITDP's emerging efforts in urban development and parking reform paid off in several areas. ITDP-assisted Transit-oriented Development (TOD) plans are being reviewed or adopted in cities including Ahmedabad, Chennai, and São Paulo as well as at the national level in Brazil, China, and Mexico. Major parking reform wins were achieved in São Paulo and Guangzhou, and ITDP progress was made toward a major parking reform in Mexico City.

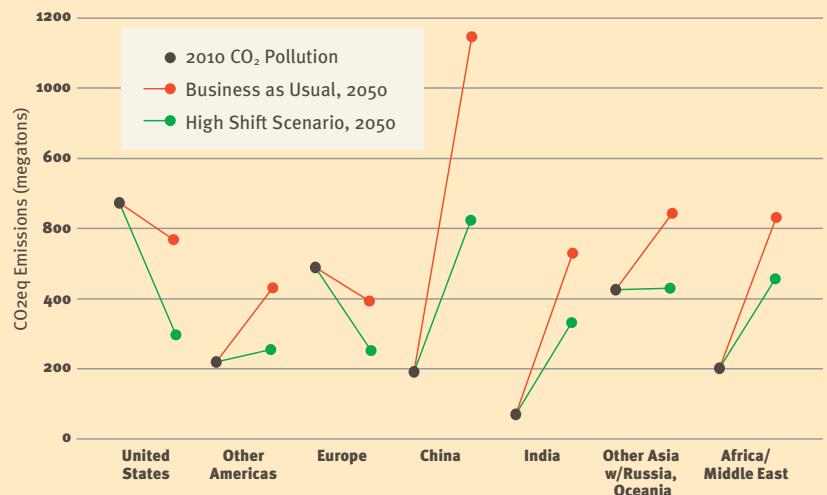
ITDP also published a groundbreaking report: *A Global High Shift Scenario*, first released at the September 17, 2014 United Nations preparatory meeting for Habitat III. The report presents a way to manage climate change, advance equitable and environmentally sustainable economic and social development, and manage unprecedented urbanization. This is the first study to examine how major changes in transport infrastructure and transit system investments worldwide would affect urban passenger transport emissions as well as the mobility of different income groups.



UC DAVIS

The “High Shift” Scenario for Global Transportation: Slashing CO₂ Pollution, Saving Money, Improving Lives

Total CO₂ Pollution From Urban Passenger Transportation



Source: A Global High Shift Scenario: Impacts and Potential for More Public Transport, Walking, and Cycling with Lower Car Use. Institute for Transportation and Development Policy and University of California, Davis. www.itdp.org

Transportation is the fastest growing source of energy-related CO₂ in the world. A new study from the Institute for Transportation and Development Policy (ITDP) and the University of California, Davis, shows how shifting investments away from cars and towards public transport can save trillions of dollars and drastically cut CO₂ pollution.

This “High Shift” scenario would:

- Significantly increase rail and clean bus transport, especially Bus Rapid Transit (BRT).
- Ensure that urban areas accommodate safe walking and bicycling.
- Lower the rates of road construction, parking garages and other ways in which car ownership is encouraged.
- Adopt more protective motor vehicle emission control standards.

By 2050, the “High Shift” scenario could:

- Eliminate **1,700 megatons** of annual CO₂ pollution from urban passenger transportation, a **40 percent** decrease from what business as usual would yield.
- Slash more than **US\$100 trillion** in the projected cumulative costs of vehicles, fuel, infrastructure construction and operations, a **20 percent** savings.
- Boost access to jobs, affordable housing, health and education, especially for lower income groups.



Clockwise from top left: A decade of civic engagement is remaking São Paulo's streets; TransCarioca, Rio de Janeiro's BRT; A rendering of new transit and pedestrian improvements in Ahmedabad; Mexico City; Beijing bike-share; Guangzhou; TransCarioca.



PUBLIC TRANSPORT



The Yichang, China BRT is under construction and scheduled to open in mid-2015.

In Brazil, Rio de Janeiro's Transcarioca corridor opened and was awarded a BRT Standard Gold rating. The BRT is expected to serve 320,000 passengers daily and remove nearly 500 buses from the streets. It features platform-level boarding, dedicated lanes, accessible stations, and clear passenger information, with bus timetables and routes. Air-conditioned, bi-articulated buses carry 180 passengers, moving more people than traditional bus service at a faster pace. Rio will see two additional corridors, Transolímpica and Transbrasil, open by 2016. In addition to the BRT developments in Rio, two gold-standard corridors opened in Belo Horizonte in 2014. ITDP worked with the São Paulo government to plan 150km of BRT and study the potential for additional projects.

ITDP saw major wins in BRT advancement in China in 2014 as well as in promotion and planning of bike share, greenways,

and parking reform. In addition to the new 24km Yichang corridor that is currently under construction with an open date in 2015, ITDP developed detailed project and policy proposals for a BRT corridor in Tianjin.

ITDP released an updated version of *The BRT Standard* in 2014. Along with the release came the creation of a BRT database collecting the total kilometers of BRT worldwide. *The TOD Standard* continues to be endorsed by organizations such as UN Habitat, ICLEI, and GIZ. Fifty new developments were scored and the Standard was translated into four more languages.

Our monitoring and evaluation team created a new metric as part of A Global High Shift Scenario, the Rapid Transit to Resident Ratio (RTR), to help compare and determine how well a country or city is meeting its transit needs. This metric specifically measures the ratio of kilometers of rapid transit in an area to the millions of residents living there.



Rio de Janeiro's new gold-standard BRT, Transcarioca



CYCLING AND WALKING



New, ITDP-designed cycle lanes in São Paulo, Brazil

In Brazil, on top of the numerous BRT successes in 2014, non-motorized transport best practices were implemented in several Brazilian cities. Rio saw the delivery of 380 km of cycling and walking infrastructure, and Belo Horizonte resumed the creation of 100km that was interrupted in 2013. São Paulo was especially successful with 400km of pedestrian and cycling paths gained.

Chennai adopted the country's first NMT policy. This policy guarantees that 60% of the city's budget be dedicated to walking and cycling initiatives. In addition, a 3,000-cycle

sharing system covering 19km² is in the works.

Mexico City was the subject of an extensive parking study and ITDP is in the process of advising on changes to the city's construction code. A major development occurred when the Mexico City Mobility Plan 2013-2018 was launched, with input from ITDP. In addition, a sixth line of the BRT began construction and a major expansion of the bike sharing system was completed. In Guadalajara, the country's second major bike share was launched.

SUSTAINABLE URBAN DEVELOPMENT

Significant progress was made on Transit-oriented Development improvements in various Chinese cities. ITDP was also asked to help plan the implementation of Guangzhou's bike sharing system - the world's largest, with more than 10,000 bikes. Guangzhou served as a regional influencer in TOD and NMT, with delegations from 77 cities

visiting in 2014.

In Ahmedabad, ITDP's technical input was crucial in creating a Local Area Plan for the Central Business District, which included the removal of all off-street parking minimums as well as on-going street improvements. Finally, ITDP worked to create development plans in both Nashik and Ranchi.

TRAFFIC REDUCTION



In Guangzhou, ITDP's work over several years with many city agencies paid off. A major on-street parking reform was implemented, with off-street parking reform in preparation. In central Guangzhou, parking fees are now 16 RMB/hour between 8am-10pm, the most expensive in China. For off-street parking spaces in commercial and office buildings, the same prices and regulations apply, although these prices are maximums, and owners can decide to charge lower rates. Residential parking fees were also raised by 20 percent. Income generated from higher parking fees is earmarked for investment in public transport and P&R in the periphery. For off-street, parking the Planning Bureau is working on a reduction of standards for new developments. In mid-2012, the then Mayor approved an increase of the standards to a minimum 1.2-1.5 parking space/100m², but now a drastic reduction is in preparation, down to 0.8 parking spaces/100m². Elsewhere in China, ITDP carried out a parking reform study for

Beijing, funded by the Asian Development bank, and reforms from that study are set to be implemented in 2015.

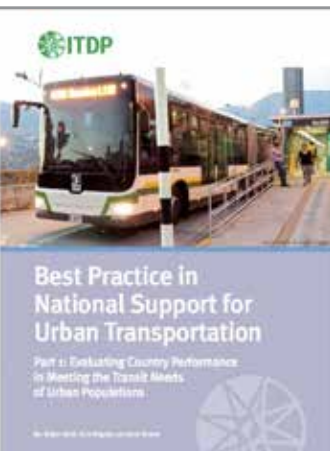
In Buenos Aires, Chennai and Rio, the process to reform on street parking has begun. ITDP authored and published an on street parking study in Rio de Janeiro's downtown, and assisted the City in the development of the TOR. In São Paulo, TOD reforms mentioned earlier included off street parking reform. In Mexico, an off street parking study was conducted as part of the process of changing the construction code.

To raise awareness about the importance of parking, ITDP partnered with Streetfilms to create a fun, partially-animated short video. The video was a massive success, with more than 35,000 views over the year, making it one of the most popular videos Streetfilms has ever produced. ITDP plans to follow up this success with more videos of this style on other Transit-oriented Development topics.





CLIMATE AND TRANSPORT POLICY



ITDP made progress on national policy in Brazil, continuing successful collaboration with the Ministry of Cities. With this agreement, ITDP serves as advisors on the implementation of the national mobility law. Mobility plans were implemented in Rio de Janeiro and Sao Paulo, while the plan is currently in review in Belo Horizonte.

ITDP Mexico continued to successfully advocate for national-level policies to include sustainable transportation. Extensive work and technical support was given in order to influence the national budget to include sustainable transport projects. ITDP hosted high-level workshops on TOD and NMT. We were also able to conduct mobility studies and draft a mobility law in coordination with the World Bank and Inter-American Development Bank.

In 2014, ITDP continued to influence Multilateral Development Banks (MDB) to provide more sustainable transport. The MDB working group of eight banks issued their first annual report regarding their \$175 billion voluntary commitment for more sustainable transport, which was critiqued by ITDP. Commitments to the spending goal are on track, but progress is uneven. ITDP's partnership with Sustainable Low-Carbon

Transport (SLoCaT) resulted in the development of a framework that was essential in winning sustainable transport references in seven of 17 Sustainable Development Goals (SDG) recommended to the UN General Assembly.

An agreement was signed with the China Urban Sustainable Transportation Research Center (CUSTReC) to promote BRT and expand promotion of global best practices for national urban transport finance and policy. China's Vice Transport Minister voiced support for our CCICED recommendations. Finally, ITDP's Founder and Managing Director for Policy, Michael Replogle, initiated contacts with Chinese banks and regulators to help influence public transport investment frameworks to better consider BRT. He was also appointed to the Climate Bonds Transportation Standards Committee, and shaped proposed standards for certification of BRT projects.

ITDP's Global Policy goals for 2015 include strengthening and accelerating both the MDB's sustainable transport progress and the UN's SDG's. The partnership with SLoCaT will continue, with Replogle chairing the board. Effort will also be put into developing certification standards for climate bonds.

FINANCIAL INFORMATION

The following statements are excerpts from ITDP's audited financial statements. For a complete presentation of the 2014 financial statements see www.itdp.org. ITDP is a 501(c)3 nonprofit organization.

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY STATEMENTS OF FINANCIAL POSITION AS OF DECEMBER 31, 2014 AND 2013

ASSETS

	<u>2014</u>	<u>2013</u>
CURRENT ASSETS		
Cash and cash equivalents	\$ 3,111,564	\$ 4,152,138
Accounts receivable	261,253	101,142
Grants receivable (Note 2)	1,899,481	2,074,935
Prepaid expenses	<u>55,571</u>	<u>118,879</u>
Total current assets	<u>5,327,869</u>	<u>6,447,094</u>
PROPERTY AND EQUIPMENT		
Equipment	66,010	66,010
Furniture	59,495	58,356
Computer equipment	265,342	245,626
Leasehold improvements	<u>222,907</u>	<u>206,886</u>
	613,754	576,878
Less: Accumulated depreciation and amortization	<u>(515,285)</u>	<u>(437,044)</u>
Net property and equipment	<u>98,469</u>	<u>139,834</u>
NON-CURRENT ASSETS		
Prepaid expenses, net of current portion	-	46,610
Deposits	48,548	54,623
Grants receivable, net of current portion and discount (Note 2)	<u>242,131</u>	<u>677,124</u>
Total non-current assets	<u>290,679</u>	<u>778,357</u>
TOTAL ASSETS	\$ <u>5,717,017</u>	\$ <u>7,365,285</u>

LIABILITIES AND NET ASSETS

CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$ 289,972	\$ 684,784
Accrued salaries and related benefits	221,642	156,210
Funds held on behalf of others	<u>75,293</u>	<u>75,293</u>
Total current liabilities	<u>586,907</u>	<u>916,287</u>
NET ASSETS		
Unrestricted:		
Undesignated	1,863,532	2,044,154
Board designated (Note 4)	<u>569,062</u>	<u>286,343</u>
Total unrestricted	2,432,594	2,330,497
Temporarily restricted (Note 5)	<u>2,697,516</u>	<u>4,118,501</u>
Total net assets	<u>5,130,110</u>	<u>6,448,998</u>
TOTAL LIABILITIES AND NET ASSETS	\$ <u>5,717,017</u>	\$ <u>7,365,285</u>

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY
STATEMENTS OF ACTIVITIES AND CHANGES IN NET ASSETS
FOR THE YEARS ENDED DECEMBER 31, 2014 AND 2013

	2014			2013		
	Unrestricted	Temporarily Restricted	Total	Unrestricted	Temporarily Restricted	Total
REVENUE						
Contributions	\$ 193,718	\$ -	\$ 193,718	\$ 163,513	\$ -	\$ 163,513
Grants	1,311,134	3,928,244	5,239,378	1,012,750	8,408,153	9,420,903
Government grants	10,095	-	10,095	-	-	-
Interest income	8,796	-	8,796	13,844	-	13,844
Consulting and contract revenue	1,037,050	-	1,037,050	916,481	-	916,481
Contributed services (Note 6)	3,616	-	3,616	10,717	-	10,717
Other revenue	-	-	-	(582)	-	(582)
Net assets released from donor restrictions (Note 5)	<u>5,349,229</u>	<u>(5,349,229)</u>	<u>-</u>	<u>6,502,137</u>	<u>(6,502,137)</u>	<u>-</u>
Total revenue	<u>7,913,638</u>	<u>(1,420,985)</u>	<u>6,492,653</u>	<u>8,618,860</u>	<u>1,906,016</u>	<u>10,524,876</u>
EXPENSES						
Program Services	<u>7,132,978</u>	<u>-</u>	<u>7,132,978</u>	<u>7,381,889</u>	<u>-</u>	<u>7,381,889</u>
Supporting Services:						
Fundraising	60,952	-	60,952	86,303	-	86,303
Management	<u>617,611</u>	<u>-</u>	<u>617,611</u>	<u>660,944</u>	<u>-</u>	<u>660,944</u>
Total supporting services	<u>678,563</u>	<u>-</u>	<u>678,563</u>	<u>747,247</u>	<u>-</u>	<u>747,247</u>
Total expenses	<u>7,811,541</u>	<u>-</u>	<u>7,811,541</u>	<u>8,129,136</u>	<u>-</u>	<u>8,129,136</u>
Changes in net assets	102,097	(1,420,985)	(1,318,888)	489,724	1,906,016	2,395,740
Net assets at beginning of year	<u>2,330,497</u>	<u>4,118,501</u>	<u>6,448,998</u>	<u>1,840,773</u>	<u>2,212,485</u>	<u>4,053,258</u>
NET ASSETS AT END OF YEAR	<u>\$ 2,432,594</u>	<u>\$ 2,697,516</u>	<u>\$ 5,130,110</u>	<u>\$ 2,330,497</u>	<u>\$ 4,118,501</u>	<u>\$ 6,448,998</u>

FINANCIAL INFORMATION

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY STATEMENT OF FUNCTIONAL EXPENSES FOR THE YEAR ENDED DECEMBER 31, 2014

	Program Services	Supporting Services		Total Supporting Services	Total Expenses
		Fundraising	Management		
Salaries	\$ 1,449,630	\$ 31,851	\$ 295,012	\$ 326,863	\$ 1,776,493
Payroll taxes	104,025	2,372	20,299	22,671	126,696
Fringe benefits (Note 8)	193,667	5,498	64,482	69,980	263,647
Subtotal	1,747,323	39,721	379,793	419,514	2,166,837
Bank charges	14,568	30	267	297	14,865
Conferences and meetings	225,593	754	121,419	122,173	347,766
Consultants	1,258,223	2,903	23,923	26,826	1,285,049
Depreciation and amortization	93,039	-	-	-	93,039
Business meals	18,703	136	1,333	1,469	20,172
Equipment rental	5,771	14	122	136	5,907
Exchange rate loss	43,651	-	-	-	43,651
Field staff	1,625,971	-	16,824	16,824	1,642,795
Insurance	18,379	173	5,167	5,340	23,719
Legal (Note 6)	15,911	-	28,100	28,100	44,011
License fees	27,589	4,224	1,626	5,850	33,439
Miscellaneous	3,744	1,070	1,428	2,498	6,242
Office supplies	58,242	288	550	838	59,080
Postage and delivery	13,006	1,904	159	2,063	15,069
Printing	94,798	1,674	827	2,501	97,299
Professional development	7,550	145	17	162	7,712
Professional fees	475,540	5,902	14,245	20,147	495,687
Rent and office cleaning (Note 7)	402,519	959	9,289	10,248	412,767
Subscriptions and books	8,423	858	15	873	9,296
Taxes	83,199	-	-	-	83,199
Telephone and internet	36,284	56	1,163	1,219	37,503
Training	6,489	-	-	-	6,489
Travel	848,465	141	11,344	11,485	859,950
TOTAL	\$ 7,132,978	\$ 60,952	\$ 617,611	\$ 678,563	\$ 7,811,541



INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY
STATEMENT OF FUNCTIONAL EXPENSES
FOR THE YEAR ENDED DECEMBER 31, 2013

	Program Services	Supporting Services		Total Supporting Services	Total Expenses
		Fundraising	Management		
Salaries	\$ 1,525,616	\$ 49,825	\$ 268,168	\$ 317,993	\$ 1,843,609
Payroll taxes	108,230	3,189	18,769	21,958	130,188
Fringe benefits (Note 8)	171,404	12,300	38,783	51,083	222,487
Subtotal	1,805,250	65,314	325,720	391,034	2,196,284
Bank charges	12,085	48	415	463	12,548
Conferences and meetings	305,628	446	106,402	106,848	412,476
Consultants	1,177,813	-	92,240	92,240	1,270,053
Depreciation and amortization	113,755	-	-	-	113,755
Business meals	19,718	87	868	955	20,673
Equipment rental	4,109	15	168	183	4,292
Exchange rate (gain) loss	53,598	-	(70)	(70)	53,528
Field staff	1,711,426	-	8,543	8,543	1,719,969
Insurance	22,370	100	4,273	4,373	26,743
Legal (Note 6)	12,916	-	57,866	57,866	70,782
License fees	65,475	2,516	1,807	4,323	69,798
Miscellaneous	2,649	4	(495)	(491)	2,158
Office supplies	60,338	518	1,055	1,573	61,911
Postage and delivery	25,243	5,302	501	5,803	31,046
Printing	147,785	1,782	778	2,560	150,345
Professional development	11,950	581	276	857	12,807
Professional fees	510,259	6,412	35,615	42,027	552,286
Rent and office cleaning (Note 7)	304,974	1,436	11,192	12,628	317,602
Subscriptions and books	49,500	307	257	564	50,064
Taxes	72,067	-	-	-	72,067
Telephone and internet	47,507	399	2,204	2,603	50,110
Training	184	-	-	-	184
Travel	845,290	1,036	11,329	12,365	857,655
TOTAL	\$ 7,381,889	\$ 86,303	\$ 660,944	\$ 747,247	\$ 8,129,136

FINANCIAL INFORMATION

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2014 AND 2013

	<u>2014</u>	<u>2013</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Changes in net assets	\$ (1,318,888)	\$ 2,395,740
Adjustments to reconcile changes in net assets to net cash (used) provided by operating activities:		
Depreciation and amortization	93,039	113,755
Loss on disposal of fixed assets	-	582
(Increase) decrease in:		
Accounts receivable	(160,111)	(97,257)
Grants receivable	610,447	(1,625,452)
Prepaid expenses	109,918	(132,968)
Deposits	6,075	3,351
Increase (decrease) in:		
Accounts payable and accrued liabilities	(394,812)	272,958
Accrued salaries and related benefits	<u>65,432</u>	<u>37,671</u>
Net cash (used) provided by operating activities	<u>(988,900)</u>	<u>968,380</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchases of property and equipment	<u>(51,674)</u>	<u>(57,433)</u>
Net cash used by investing activities	<u>(51,674)</u>	<u>(57,433)</u>
Net (decrease) increase in cash and cash equivalents	(1,040,574)	910,947
Cash and cash equivalents at beginning of year	<u>4,152,138</u>	<u>3,241,191</u>
CASH AND CASH EQUIVALENTS AT END OF YEAR	<u>\$ 3,111,564</u>	<u>\$ 4,152,138</u>



Board and Staff

Board of Directors (as of 2014)

Enrique Peñalosa, President
Former Mayor, Bogotá, Colombia

Joseph Ryan, Vice President
Audubon Society

Jules Flynn, Secretary
New York Metropolitan
Transportation Authority

Bob Hambrecht, Treasurer
Partner, Allotrope Partners

Dan Abbasi,
Game Change Capital and
the Children's Investment Fund Foundation

John Flaherty
Capital Network Partners

Walter Hook
Chief Executive Officer,
Institute for Transportation
& Development Policy

Paul Steely White
Transportation Alternatives

Janette Sadik-Khan
Bloomberg Associates

Heather Thompson
HT Strategy

Emeritus

Michael Replogle
Founder & Global Policy Director
Institute for Transportation
& Development Policy,

Gerhard Menckhoff, Vice President
World Bank Group, retired

Staff (as of 2014)

Headquarters (New York)

Walter Hook
Chief Executive Officer

Aimee Gauthier
Chief Program Officer

Melinda Eisenmann
Chief Operating Officer

Kathleen Letchford
Development Director

Stacy Mayers
Accounting and Payroll Manager

Michael Kodransky
Global Research Manager

Luc Nadal
Technical Director,
Urban Development

Joe Westcott
IT Director

Jemilah Magnusson
Communications Manager

Gabriel Lewenstein
Communications Associate

Maxim Novichenko
Finance Manager

Gisele Ohlinger
Accounting Associate

Kyle Rechtenwald
Development Associate

Tristan Braithwaite
Accounting Associate

Bridget Burns
Administrative Assistant

Washington, DC

Michael Replogle
Managing Director
for Policy and Founder

Colin Hughes
Director of National Policy
and Project Evaluation

Jacob Mason
Transport Research
and Evaluation Manager

United States & Africa

Annie Weinstock
Director, US & Africa

Stephanie Lotshaw
Manager, US & Africa

Chris Van Eyken
US & Africa Program Associate

Indonesia

Yoga Adiwinarto
Country Director

Bella Aryani
Transport Assistant

Udayalaksmanakartiyasa Halim,
Transport Assistant

Rosyadah Hariyadi
Finance and Administrative
Assistant

Priscilla Fabiola
Communications Associate

Assafa Sufiani
Transport Assistant

Ria Roida Minarta Sitompul
Transport Assistant

Faela Sufa
Transport Program Manager

Aji Binaji
Office Support

Maulana Ichsan Gituri
Transport Assistant

Brazil

Clarisse Cunha Linke
Country Director

Celia Regina Alves de Souza
Finance & Administrative Director

Luri Moura
BRT & TOD Manager

Fábio Nazareth
Communications Coordinator

Ana Nassar
Policy Manager

Bernardo Serra
Policy Manager

João Pedro Rocha
Program Assistant

Thiago Benicchio
Active Transportation Manager,
São Paulo

Danielle Hoppe
Consultant

Gabriel Oliveira
Research Assistant

Thais Lima
Communications Manager

Rose Vieira
Administrative Assistant

Mexico

Bernardo Baranda
Regional Director, Latin America

Xavier Treviño
Country Director

Verónica Ortiz Cisneros
Communications and
Development Director

Jorge Cádiz
Community Manager

Javier Garduño
Public Policy Coordinator

Jonathan Gonzalez
GIS and Technology Developer

Alejandra Leal
Non-motorized Transport
Coordinator

Salvador Medina
Urban Development Coordinator

Laura Ruiz
Administration and Finance
Coordinator

Andrés Sañudo
Parking Policy Coordinator

Karina Licea
Mass Transport Projects
Coordinator

Angelica Mora
Administrative Assistant

Ulises Navarro
Public Transport Director
for Latin America

Xtabai Padilla
Finance and Administrative
Coordinator

Argentina,

Andres Fingeret,
Country Director

India

Shreya Gadepalli
Regional Director, India

Chris Kost
Technical Director

Rajendra Verma
Program Manager

Deepak Santhanakrishnan
Transport Policy Manager

Advit Jani
Chennai Program Manager

Jaya Bharathi Bathamaraj
Senior Associate,
Transport Systems

Kashmira Medhora Dubash
Transport Planning Associate

Balakrishnan Balachandran
Urban Development Advisor

C. Ranga Rohini
Senior Urban Development Associate

Prabhakar Balasubramanian
Administrative Assistant

Kokilavani Ravi
Accounts Associate

Sriram Surianarayanan
Technical Assistant

Aswathy Dilip
Communications Manager

Pranjali Deshpande
Program Lead, Pune

Harshad Abhyankar
Senior Associate,
Maharashtra Programs

Suraj Shamrao Bartakke
Surveyor

Apoorva Mahajan
Program Associate

Anila Smriti Surin
Senior Associate, Jharkhand

Prakash Mahto
Jharkhand Associate

Avinash Mishra
Jharkhand Associate

China

Karl Fjellstrom
Regional Director,
East & Southeast Asia

Bi Lei
Office Manager

Li Wei
Engineer, BRT & NMT Program

Yang Liuqingqing
Administrative Assistant

Yun Luo
Publications and Multimedia Expert

Jiangan Ma
Communications and
Development Officer

Hu Manying
Urban Design
& Planning Program Manager

Li Shanshan
Bike Sharing Program Manager

Liu Shaokun
Greenways &
Parking Program Manager
Vice Country Director

Li Shuling
Urban Development Program
Associate

Bram van Ooijen
Engineer: NMT, Road Design
& Parking

Zhu Xianyuan
BRT Modeling, Vice Country Director

Liu Xianwei
Junior Transportation Expert

Duan Xiaomei
Chief Technical Officer



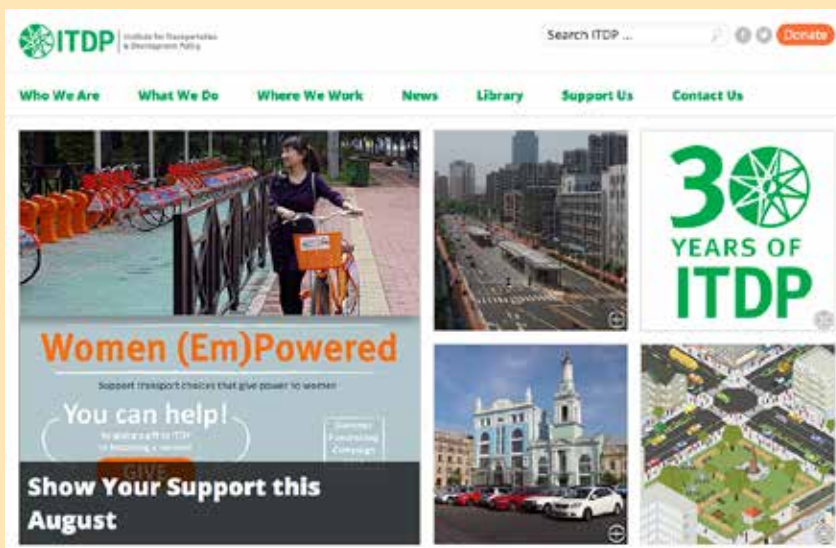
sustainable

TRANSPORT

ITDP publishes Sustainable Transport magazine, an annual publication that examines worldwide transportation practices, showcases replicable alternatives, and highlights the efforts of sustainable transport advocates. Sustainable Transport is distributed to ITDP donors, planners, government officials, and transportation and development professionals.

sustainable transport e-update

ITDP also distributes a free, quarterly e-bulletin to thousands of recipients. The e-mail version of Sustainable Transport contains project updates, critiques of transport policy, the latest news from successful alternative transportation projects, and a calendar of upcoming events. Subscribe at www.itdp.org or by sending an e-mail to mobility@itdp.org.



www.itdp.org

ITDP's website contains details about our projects, technical resources on transit and non-motorized transport planning, and recent publications. Recent and back issues of the Sustainable Transport magazine and e-bulletin are also available on the website.



Institute for Transportation
& Development Policy

9 East 19th Street, 7th Floor, New York, NY 10003 USA

Tel: +1-212-629-8001 • Fax: +1-646-380-2360 • Email: mobility@itdp.org

www.itdp.org