

# Annual Report 2013



**ITDP**

Institute for Transportation  
& Development Policy

# ITDP Annual Report 2013

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# Mission

Founded in 1985, the Institute for Transportation and Development Policy (ITDP) is a leading organization in the promotion of sustainable and equitable transportation policies and projects worldwide. ITDP is at the forefront of efforts to reduce carbon emissions, protect the environment, enhance economic opportunity, and improve the quality of urban life for the billions of people living in cities.

By providing technical transport and planning expertise to local authorities, ITDP helps cities design, build, and implement bus rapid transit (BRT) systems, develop high quality cycling and walking infrastructure, manage traffic demand, and promote pedestrian and transit-

oriented development.

ITDP's work also extends to guiding transport and climate policy at all levels of government. Every ITDP project builds local knowledge and skills while generating greater public awareness of viable sustainable transport solutions. In addition, completed projects serve as demonstrations—inspiring other cities towards more environmentally and people-friendly transportation.

ITDP has offices in Argentina, Brazil, China, India, Indonesia, Mexico, and the United States; employs more than 80 staff members; and supplements this team with leading architects, urban planners, transport experts, developers, and financiers.



# Letter from the Chief Executive Officer

By Walter Hook



Dear Friends,

Here in the U.S., following World War II, when our middle class took to their cars and moved away from our transit-rich cities to the car-dependent suburbs, a huge segment of the population became trapped in a world of agonizing commutes, strip malls, fast food drive-in windows, and minivans.

In the U.S., this sort of urban blight is rapidly becoming part of a bygone era. Our cities are revitalizing and remaking themselves around new downtowns and new transit nodes. In New York, the South Bronx, well served by the bus and subway system, is again attracting major development. Overcoming this strange legacy of urban blight was the life's work of a talented group of municipal officials and their partners among non-profit urban redevelopment and affordable housing professionals. The U.S. philanthropic community, such as the Ford Foundation and many others, played a critical role in this urban renaissance, creating networks of community development corporations that catalyzed urban redevelopment. While the U.S. doesn't build that much affordable housing these days, what it does build is better integrated into stable communities. It is often in mixed-use developments, and increasingly, it is located adjacent to reasonably high quality transit.

Today, in the developing world, we are seeing a similarly alarming trend where the wealthy and aspiring middle class are relocating to new automobile-oriented gated enclaves. Meanwhile, the poor remain concentrated in the deteriorating parts of the city or on marginal land in informal settlements, often in the distant urban periphery.

Repeating the mistakes we made in the U.S., affordable housing policy in many of these countries is too often concentrating the poor in low-income districts far from the nearest jobs.

A poor South African family probably lives in a distant township, commuting several hours a day if they are lucky enough to have jobs. While the Government has built hundreds of thousands of affordable homes, the vast majority is in distant townships in low-income areas, reinforcing the legacy of apartheid. Today in South Africa, the poor spend 17 percent of their income on transport. Only food (18 percent) and housing and utilities (32 percent) are a bigger drain on the household income. This situation is typical in many of the megacities of the developing world.

A growing number of these cities are aware of these problems and turning to ITDP for help. They realize that if they are to tackle the problem of urban poverty, it's critical that the housing burden and the mobility burden of the urban poor be addressed simultaneously.

Over the next two decades, hundreds of millions of people will move to cities in Asia and Africa. If housing development follows the patterns of sprawl, pushing the poor to the periphery, these new residents will join





the hundreds of millions who are already stuck in isolated concentrations of continuous poverty.

There are two main ways to tackle poverty with transportation: Reduce the time and costs of travel for lower income populations, and help the poor get better access to jobs. High-quality, low-cost BRT can reduce the travel time and travel cost burden on the poor for a much lower investment than other alternatives. The working poor often make up a plurality of BRT system users, and a Gold Standard BRT can cut their travel time in half.

In Brazil, the new Gold Standard Transoeste BRT is saving the average passenger 40 minutes per trip, or about 14 days a year. If we put a value on these timesavings, using

one-third of the average hourly wage for the city, Transoeste is saving its users 70 million Reais per year, or 35 million U.S. dollars.

There are other ways that sprawl-inducing housing and transport policy is driving up the cost of living for poor people. One way is displacement. One section of the Linha Amarela highway that was built through Rio de Janeiro forced the involuntary relocation of 3,000 families. The major shopping malls in downtown Jakarta were previously low income kampongs, which are now the parking lots for wealthy motorists. The 5,000 parking spaces around one of the major shopping malls in Barra di Tijuca in Rio takes up roughly the same amount of land as Rocinha, Rio's largest favela, which houses 69,000 people.



Johannesburg's Rea Vaya BRT



BRT in Curitiba, Brazil

Transportation also generates employment for the poor. Bus operations and construction work are some of the best jobs for lifting families out of poverty. Because BRT is constructed and operated with more local labor and less technology, the local employment benefits are several times greater than for rail-based mass transit technologies.

Fortunately, many cities are waking up to these problems. They are investing in high-quality, affordable, sustainable transport solutions such as BRT, car sharing, and bike sharing. The next step is to anchor Gold Standard transit-oriented development (TOD) around Gold Standard BRT.

ITDP scoured the U.S., where TOD efforts are more advanced compared to developing cities, to find out which transit investments leveraged the most transit-oriented

development per dollar and why. We found a best practice in Cleveland, Ohio, where the HealthLine BRT leveraged a \$50 million transit investment into \$5.8 billion in new transit-oriented development. With the transit investment at such a modest figure, other city, state, and national funds were available to invest in infrastructure upgrades, like burying power lines, fiber-optic cables, brownfield cleanup, land assembly, and affordable housing. This \$5.8 billion included investments into new businesses, nursing schools, and medical technology start-ups that added hundreds of jobs to the corridor, as well as hundreds of units of affordable and student housing. The secret to success in every instance turned out to be intelligent government effort. Cleveland's accomplishment is largely due to their Transit, Plan-



ning, and Urban Development departments, which partnered with local community development corporations, and anchor institutions like hospitals and universities that first re-zoned and then actively recruited developers and businesses to the corridor.

Success was not a story of the magical unseen hand of the market acting on its own, it was a story of entrepreneurial municipal government hustling to make TOD happen. This is the lesson that ITDP hopes to bring to the developing world: Shaping the urban future is not just about market signals, though they help; it's about intelligent government planning and talented government-led execution.

This year, ITDP released The TOD Standard, a companion piece to The BRT Standard, first released in 2012. ITDP has expanded our organizational focus to delivering an affordable, Gold Standard TOD adjacent to Gold Standard BRTs in each of our core regions. This is in line with new national and municipal political mandates

to push TOD in South Africa, India, Mexico, and Brazil. We are experts in designing, building and implementing Gold Standard BRTs, and now we are rapidly learning how to best implement Gold Standard TOD in a developing-country context. This work will be critical for nations and regions that wish to leapfrog many of the design blunders that have been troubling U.S. cities, residents, and municipal budgets for many years.

As we look forward to new challenges and opportunities in the coming year, I want to acknowledge the hard work of our dedicated staff in all of our offices. We would not be able to do this important work without the support of our partners and donors.

Thank you all so much for your support.

Dr. Walter Hook, PhD  
Chief Executive Officer

# WHY TRANSPORT MATTERS

Transportation is at the heart of many of the most pressing issues facing the world today. Transport networks are the pulse of a city, defining livability and urban space.

## Air Pollution

Air pollution comes from many different sources such as factories and power plants, but one of the largest sources is from motor vehicles. Urban air quality is one of the world's worst pollution problems. ITDP promotes sustainable transportation alternatives, like cycling, walking, and mass transit, which remove motor vehicles from the road and reduces pollution levels.

## Climate Change

The transportation sector is an enormous contributor of CO<sub>2</sub> and greenhouse gas emissions. Sustainable transportation planning and policy is crucial in reducing emissions and avoiding catastrophic global warming. ITDP works at all scales - municipal, national, and international - to initiate and support action toward more sustainable transportation, urban planning and design, and policy.

## Health

Transportation impacts health in various ways relating to air pollution, sedentary lifestyle and obesity, quality of life, and access to care. ITDP promotes healthy and sustainable transportation alternatives, like cycling and walking, which helps mediate the negative effects of car transport on health. ITDP also works to improve mobility, which increases access to health care particularly among the poor.

## Poverty Alleviation

One key aspect of poverty alleviation is working to increase mobility for all residents. Access to safe and affordable transportation enables greater economic opportunities and quality of life. Inadequate mobility prevents people from being able to work, access health care, get quality nutrition, or accomplish other daily tasks we all take for granted. ITDP works to redesign and implement policies that take into account the transportation needs of those living in poverty, including generating local employment through the transport sector, and the strategic use of transport to reduce regional disparities.





## Road Safety

Road accidents cause staggering numbers of deaths and injuries, especially in the developing world. Most of those affected are pedestrians and cyclists in incidents that could be avoided with improved planning and policy. ITDP encourages cities to design infrastructure with the protection of cyclists and pedestrians in mind, while enhancing public transport and improving the behavior of motorists.

## Urbanization

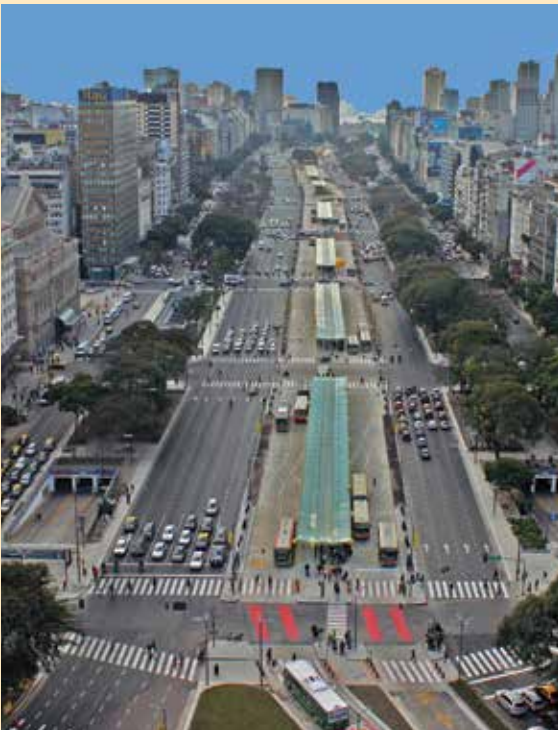
The proportion of the world population living in cities is increasing at an unprecedented rate. By 2030, five billion people will live in cities, and 95 percent of that growth will occur in Asia and Africa, much of which is underdeveloped. In order to avoid crippling congestion and emissions, cities must adapt with sustainable transportation and integrated urban planning. ITDP works with the political and economic leaders of the world's major cities to make informed decisions and take appropriate steps towards transformative urban design and transit-oriented development.

# Key Achievements in 2013

In 2013, ITDP projects built over 150 kilometers of new bus rapid transit, serving approximately one million new BRT passengers. Our office supported the building of 17 km of new cycle paths in Buenos Aires, and added 1,500 new bike share bikes in Buenos Aires and Harbin, China. In China alone, we supported the development of over 1,400 kilometers of new gre-

enway projects, and added 24,965 square meters of new pedestrian space.

In addition, ITDP influenced transport policy and the city and national levels, supported parking reforms, and secured zoning changes and created new standards and guides that support the development of more people-centered cities.



Clockwise from top left: Suwon, South Korea; Guanzhou, China BRT corridor; Reforma Avenue in Mexico City; New Metrobus Corridor along Buenos Aires' 9 de Julio Avenue.





Mexico City's Ecobici bike share program is extremely popular, with over 17,000 trips per day.

Clockwise from left: Mexico City Ecobici bike share; New York's Citi Bike system; Lanzhou, China BRT; A pedestrianized block in the Microcentro area of Buenos Aires, Argentina.





# PUBLIC TRANSPORT



In March 2013, ITDP launched an updated version of our major publication, The BRT Standard, which has now been translated into four languages. We organized recognition events with Cleveland, Pittsburgh, Eugene, United States, São Paulo, Brazil; Guangzhou, China; and Cali, Colombia, where we presented the cities with certificates and decals for their buses. We received a great deal of press for the US events and in the US cities that we identified as true BRT. We are starting to see some change in the language and descriptions of BRT in the press as a result.

In China, the city of Lanzhou opened a new BRT system. The Lanzhou BRT, which was planned and designed by ITDP and GMEDRI, opened in January 2013, and is already carrying 140,000 passengers per day. Lanzhou is the capital of Gansu Province and a major city in northwestern China. The Lanzhou BRT is Asia's second 'high capacity' system, after Guangzhou, and is the first BRT system in the world based on a split station concept with BRT buses in the same direction stopping on both sides of a platform. The Lanzhou BRT also features an innovative PPP financing mechanism, in which underground shopping malls were constructed together with the BRT corridor and are directly connected to several BRT stations. The Lanzhou system is the Asian Development Bank's first BRT project to open, and is of enormous importance in terms of impacts on ADB spending.

In India, ITDP has made steady progress on the Pune/Pimpri-Chinchwad BRT project. Construction on the first station is

near completion, and work on corridors one and two are forging ahead. This ambitious project, which will include a network of 40 kilometers and 90 stations connecting two municipalities, will serve nearly one million residents. As plans are finalized, ITDP has worked to support the process and push for improved pedestrian and non-motorized transport around stations.

The Guangzhou BRT continues to be the gold standard of Asia. In 2013, more than 50 delegations from 57 cities visited the Guangzhou BRT and its related urban transport and development improvement projects, and these are just the ones ITDP was involved in or informed about. As a result, many more cities initiated or advanced BRT plans and projects, including major cities such as Wuhan, Tianjin, Dhaka, Changsha, Kuala Lumpur, Ulaanbaatar and others. BRT projects were initiated this year in Harbin, Almaty, Jakarta, and Johor Bahru, based on visits in earlier years, and Chengdu opened a BRT system. Several other cities expanded existing BRT systems and commenced operation. This is scale-up in action.

Meanwhile in Latin American, BRT continues to make great progress. In Brazil, ITDP continues to promote Transoeste as a best practice, as well as push for gold-standard implementation of the additional BRT corridors in Rio de Janeiro. In Belo Horizonte, ITDP was able to convince the city to run its new BRT into the city center, and the first corridor opened in March 2014. The second corridor should be finished in 2015, and ITDP worked on the design of their third BRT corridor to ensure it is built to at least



silver-standard. ITDP also provided input on TORs for freight and parking masterplans. In São Paulo, the City's new masterplan has a strong focus on TOD, and Expresso Tiradentes has achieved silver-standard. In September of 2013, ITDP held a ceremony for Expresso Tiradentes which was used by the new SP Trans head to convince the new mayor to upgrade parts of the Passo Rapido corridors to silver or gold standard BRT.

Mexico City followed up 2012's success of Metrobus corridor #4 with Mexico City will corridor #5 of its Metrobus BRT. This new corridor is especially significant because it is the first calle completa, or complete street, with full NMT facilities along the BRT. This is a great new model for future corridors, in Mexico City and worldwide. Finally, in Puebla, a new BRT opened with ITDP's input, and we continue to provide support on new BRT corridors in the city.

In Buenos Aires, the city implemented

the exciting 9 de Julio project, which transformed the iconic avenue in the city, known as the 'widest avenue in the world' into a monument to BRT. The city replaced several of the more than 20 lanes of car traffic with bus only lanes for a silver-standard BRT corridor with 17 stations along the median, accommodating 11 bus lines and improving travel for more than 200,000 passengers per day. In addition, Buenos Aires opened a new 23-kilometer BRT, Metrobus Sur. ITDP gave advice and support to the city throughout the project, and commended the achievement by awarding the city of Buenos Aires with the 2014 Sustainable Transport Award in January 2014.

In total, ITDP's BRT wins to-date will reduce an estimated 21 Mtons of CO<sub>2</sub> by 2020 and 74 Mtons of CO<sub>2</sub> by 2030. The vehicle quota win in Guangzhou will reduce an additional 33 Mtons of CO<sub>2</sub> by 2020 and 115 Mtons by 2030.

## CYCLING & WALKING



In 2013, ITDP was very active in promoting non-motorized transport. In December, we released *The Bike Share Planning Guide*, a culmination of a study of more than 25 high-performing bike share systems and expertise in international best practices in bike share planning design. The guide breaks down what makes a great system, and helps to bridge the divide between developing and more developed cities' experience to provide guidance to any city wishing to implement a great bike share system, regardless of location, size, or density. The *Bike Share Planning Guide* continues to be a very popular publication, with over 150 media hits during 2013, and those stories are continuing into 2014. Thanks to the prevalence of this guide, ITDP is now routinely contacted by media for comments on bike share internationally, and has been invited to present on this guide at many conferences.

2013 was a banner year for bike share, particularly in the United States. Twenty-six new bike sharing systems have started operation in 2013, adding around 22,800 new bikes. This includes New York City, Chicago, and San Francisco. Many cities also

expanded their public bicycle systems, adding 76,800 to the current bike fleet, or around 100,000 new bikes in total. As of mid-October 2013, 81 cities in China are operating bike sharing systems, with a total fleet of around 358,000 bicycles. In late 2007, when ITDP China started working on bike sharing, no Chinese cities operated bike sharing systems.

Pedestrianization projects also increased in 2013. At least 32 cities, including Beijing, started building greenways. These cities, which were largely inspired by Guangzhou's greenway projects, are planning to build 11,000km of greenways, and completed building over 1,400km of greenways in 2013. Cities with existing greenways finished building 4330KM of additional greenway in 2013. In Buenos Aires, 33 blocks of the downtown 'microcentro' were converted to pedestrian zones, and that project is ongoing, with the plan of covering over 100 blocks. In Chennai, ITDP India succeeded in getting the first kilometer of footpaths/side-walks built out of a planned 33-kilometer network.



## TRAFFIC REDUCTION

In 2013, ITDP secured government support for significant on-street and off-street parking reforms in Mexico City, Buenos Aires, Rio de Janeiro, Ahmedabad, and Chennai. We also secured up-zoning around the Ahmedabad BRT that will ensure the city grows around the ever expanding Jan Marg system. Policy breakthroughs directly influenced by ITDP in on-street parking management were achieved in Harbin, Nanning and Shenzhen in 2013. Vehicle registration restrictions, similar to the one in Guangzhou developed with ITDP's direct input and influence, are now under study in eight more leading Chinese cities: Chengdu, Chongqing, Hangzhou, Qingdao, Shenzhen, Shijiazhuang, Tianjin and Wuhan.

ITDP also played a key role in convincing the Ahmedabad Urban Development Authority to change the zoning along the Jan Marg BRT system that we helped them design to allow for higher density develop-

ment, and to cut in half the allowable parking in those sites. This will ensure that as Ahmedabad grows, it will grow up around the mass transit BRT system.

In Mexico, on-street parking reform efforts continue to gain steam, as new parking meters have been installed in two additional neighborhoods. ITDP Mexico continues to provide input into the development of Mexico City's Mobility Plan for 2013-2018, which has benefited from our excellent access to the new mayoral administration of Mayor Mancera, with whom we have an MOU. We anticipate a massive off-street parking win in Mexico City in 2014, which will be the culmination of three year's worth of work and the first big off-street parking win for ITDP worldwide. We expect the city to announce that it will eliminate parking minimums and instead enforce parking maximums in new real estate developments.



In 2013, Mexico City worked to expand their successful parking management program, ecoParq, which was first implemented in the Polanco neighborhood in 2012.



ITDP is working with the city of Ahmedabad on eliminating parking minimums in the central business district and regulating on-street parking to reduce congestion.

# SUSTAINABLE URBAN DEVELOPMENT



This year, ITDP released the final draft, or version 2.0, of the TOD Standard. A Technical Committee has been convened, comprised of experts in urban planning, policy, and infrastructure from UC Berkeley, the World Bank, UC Denver, and Nelson\Nygaard Consulting.

The TOD Standard is based on ITDP's Eight Principles of Transport in Urban Life:

- **Walk:** Develop neighborhoods that promote walking by shortening street crossings, emphasizing pedestrian safety and convenience and creating spaces for pedestrians to relax.
- **Transit:** Locate developments near high-quality public transport so that transit stations, homes, jobs and services are within walking distance of each other, and then ensure frequent, fast and direct transit service.
- **Cycle:** Prioritize non-motorized transport networks by designing streets that emphasize bicycle safety and convenience and provide secure parking for bicycles.
- **Connect:** Create dense networks of streets and paths that do not restrict pedestrians and bicycles, allowing a larger number of routes for non-motorized transport.
- **Mix:** Provide a combination of activities along the streets and paths, balancing housing, commerce and services with parks and open spaces so that shorter trips and more lively neighborhoods are encouraged.

- **Densify:** Build vertically with taller buildings instead of outwards with sprawling suburbs, optimizing transit capacity along the way, so that cities absorb economic growth.
- **Compact:** Create regions with short commutes by focusing new development in areas adjacent to and within existing developments so that jobs and housing can be close together.
- **Shift:** Increase mobility by regulating parking and road use, using pricing and traffic reduction tools as well as limiting parking to discourage driving during peak traffic periods.

Similar to the BRT Standard, released in 2012, the TOD Standard sets metrics for each of the above categories, and assigned point values to each, enabling scoring of mixed-use development and categorization into gold, silver, and bronze TODs. The scoring of 50 developments will be released in 2014.

In addition, the Global Projects team completed several internal policy briefs on transfer of development rights, zoning, station area planning, car sharing, congestion charging, and land value capture, and in Rio de Janeiro, ITDP Brazil held a major forum on transit oriented development. This forum galvanized political support for a Gold Standard TOD project adjacent to the planned Gold Standard TransBrasil BRT corridor, which will help revitalize the city center of Rio, the most transit-oriented part of the city.



## CLIMATE AND TRANSPORT POLICY



ITDP Managing Director  
for Policy and Founder,  
Michael Replogle

In 2013, ITDP continued to make significant and critical progress with the eight Multilateral Development Banks who pledged 75 billion USD to sustainable transportation at Rio +20 in 2012. The 2012 MDB report was released in December, and reported that the commitment is on track with the pledge, with annual transport spending of \$17.5b among the banks, and movement towards more sustainable transport funding. ITDP enabled the Partnership for Sustainable Low Carbon Transport (SLoCaT), which represents over 80 organizations, to develop and release a June 2013 report, *Creating Universal Access to Safe, Clean, Affordable Transport*. ITDP also worked with the University of California Davis, International Energy Agency, International Transport Forum, InterAmerican Development Bank, and SLoCaT to initiate a Sustainable Transport Scenarios Study that is evaluating the potential impact of the Rio+20 sustainable transport VCs and related broader global reforms. ITDP issued a report in November, which was presented at the COP 18 in Warsaw, recommending how to strengthen GEF funding for sustainable transport in advance of a renewal of funding for the GEF in early 2014. ITDP, on behalf of SLoCaT, prepared extensive comments on GEF's proposed new strategy, which emphasizes more holistic, non-sectoral approaches.

On the national policy front, ITDP Managing Director for Policy and Founder Michael Replogle was appointed by the China Academy of Transportation Sciences to be part of a China Council on International Cooperation on Environment and Development (CCICED),

an expert panel advising the State Council on green urban travel. Over the course of four trips to China, Replogle and the team met with top transport officials in Beijing, Shenzhen, and Shanghai, and engaged senior officials of the Ministry of Transport (MoT), Ministry of Finance (MoF), Ministry of Housing and Urban and Rural Development (MoHURD), National Development and Reconstruction Commission (NDRC), and State Council to develop final recommendations. The final report recommends financing reforms to strengthen the long-term fiscal stability of China's public transport operators and support for non-motorized transport in cities. It was presented to the CCICED in early November and a summary of its recommendations was also presented to the State Council and Premier Li Keqiang. In addition, Michael Replogle was appointed from August 2013-July 2016 as a non-resident Visiting Professor at the China Academy of Transportation Sciences (CATS), which is part of the Ministry of Transport and serves as MOT's chief advisor on urban transport policy. Lastly, Replogle worked with the Director, Division of Urban Transport, and Institute of Comprehensive Transportation of NDRC, to develop a proposal for a China National Green Urban Transport Fund in early 2013.

ITDP made significant progress on national policy in Brazil, as well as in our key cities. ITDP signed an MOU with the Ministry of Cities to advise on the implementation of the national mobility law, which will take place through 2015. As part of this collaboration, ITDP conducted workshops on sustainable



mobility, transport carbon modeling, and the BRT Standard for the Ministry of Cities and other national level decision-makers, which were extremely well received. We believe this will improve the quality of projects being funded from the national government. In the wake of national demonstrations protesting a transit fare increase, the Dilma Administration has programmed an additional R50 billion for infrastructure, but its links to the national mobility law appear to be minimal. ITDP is now diligently working to ensure this money is programmed to the projects that will reduce the most carbon. ITDP continues to advance these policy reforms through its role on the Municipal Transport Council, which provides us a strategic position to influence transport policy in a major city. The City agreed to implement ITDP's intermodal station designs for Transoeste, as well as ITDP's NMT master plan for the downtown.

In India, ITDP made important strides to expand our influence on policy at the national level. ITDP India was invited to be part of an expert committee to review the work produced by consultants who have been appointed to develop national standards for TOD and NMT. We also stepped our work to influence policy at the state level, focusing on the state of Tamil Nadu, where we have established relationships with key decision-makers. ITDP worked with the Directorate of Town and Country Planning to develop the terms of reference for the preparation of comprehensive mobility plans in three of the eight largest cities in the state. The TORs

call for consultants to focus on sustainable transport options as they develop future scenarios and proposals. ITDP worked with the Commissioner of Municipal Administration to develop the terms of reference for NMT improvements in 53 cities in the state. The improvements will be implemented in a phased manner under the World Bank's Tamil Nadu Urban Development Project III. ITDP plans to sign an MOU with CMA by the end of the year.

In Mexico, ITDP continued its push for greater inclusion of sustainable transport in national government policy and spending. ITDP worked to influence the National Development Plan, which includes, for the first time, urban mobility and NMT needs, through high-level workshops with the Minister of Communications and Transport and the Minister of Territorial Organizing and this work is ongoing. ITDP continued focus on PROTRAM to review projects and encourage more funding allocated to BRT in cities like Pachuca, Tlaxcala and Mérida. ITDP also worked with the World Bank and Inter-American Development Bank to help them allocate resources through the National Development Bank, BANOBRAS, for Mobility studies in the Mexico City Historic Center.

# FINANCIAL INFORMATION

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The following statements are excerpts from ITDP's audited financial statements. For a complete presentation of the 2013 financial statements see [www.itdp.org](http://www.itdp.org). ITDP is a 501(c)3 nonprofit organization.

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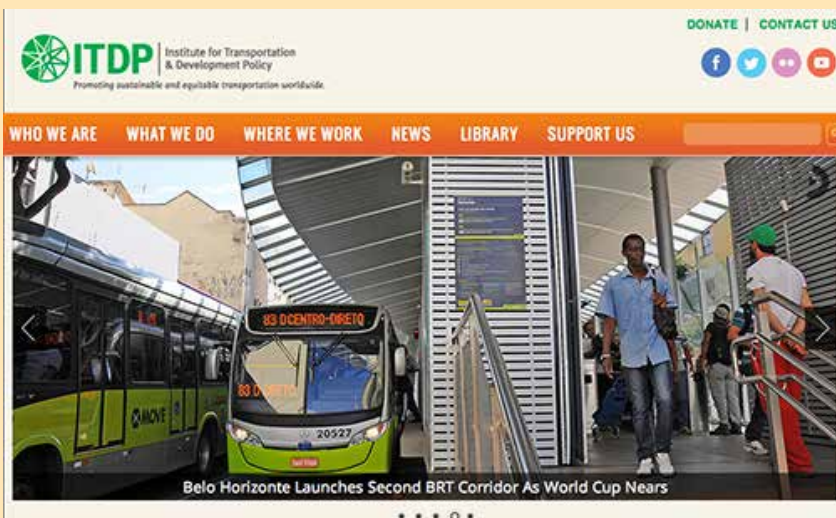


# sustainable TRANSPORT

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

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