

## Charles Komanoff

11 Hanover Square  
21<sup>nd</sup> Floor  
NYC 10005  
komanoff@gmail.com  
(212) 260-5237 office  
(347) 961-9684 mobile  
[www.komanoff.net](http://www.komanoff.net)  
<https://twitter.com/Komanoff>

---

### Summary

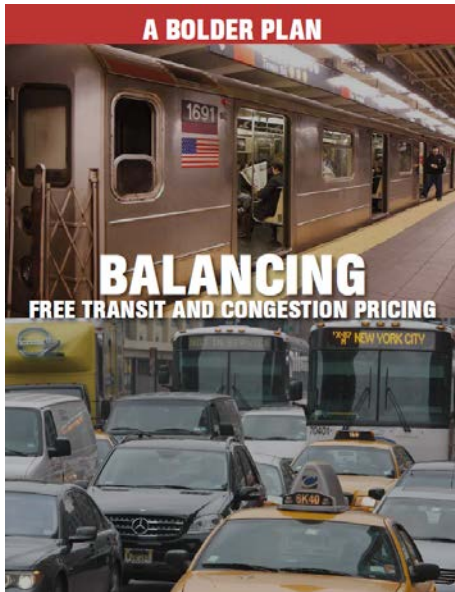
- Developer of traffic-modeling tools for analyzing urban and regional road pricing and other transportation reforms to improve urban mobility and generate funds for transport investment.
- Authority and quantifier on energy, transport and environment; road pricing, public transit and urban transportation; electricity generation economics; climate policy; energy usage and supply; bicycling; traffic crashes; cost-benefit analysis; policies to internalize societal costs of energy and transport.
- Advocate for “livable streets” including bicycling facilities, pedestrians’ rights and strategic pricing of automobile use.
- Author (four books), blogger, essayist, journalist, dynamic and persuasive public speaker.

Komanoff is director of the consulting firm **Komanoff Energy Associates**, co-founder and director of the **Carbon Tax Center**, a founding trustee of the **Tri-State Transportation Campaign**, “re-founder” of the renowned bicycle-advocacy organization **Transportation Alternatives**, an organizer with the pedestrian rights organization **Right Of Way**, and transit advisor and traffic modeler for both the **Move NY** campaign and the **Nurture Nature Foundation**. His work combines expertise in policy analysis, a flair for expressing data in concrete terms, and a passion for progressive social change.

Komanoff graduated with honors from Harvard College in 1968 with a B.A. in Applied Math.

### Developer of traffic-modeling tools to support road pricing and livable streets

Komanoff is creator and curator of the “[Balanced Transportation Analyzer](#) (BTA),” a comprehensive and intricate spreadsheet model that estimates the impacts of road tolls and transit fares on a city or region’s travel speeds, congestion delays, agency revenues and air emissions. In its [profile of Komanoff](#), *Wired* magazine pronounced the BTA a “masterpiece” for capturing the interactivities among different travel modes, for reflecting the feedbacks between drivers’ tolls costs and time savings, and for allowing estimation of the “social delay costs” caused by the proverbial incremental car trip into the urban core. The BTA is a powerful yet instantly-usable tool that gives NGO’s the capacity to test congestion-pricing and other transport management proposals that heretofore only government agencies could assess.



The BTA, developed under the tutelage of the late New York civic titan Theodore W. Kheel, and with generous support from Kheel’s Nurture Nature Foundation, is the analytical engine for fresh approaches to congestion pricing in New York City designed to circumvent the perceived geographic and class inequities that contributed to the defeat of the pricing plan advanced earlier by Mayor Michael Bloomberg. This endeavor, conceived by renowned traffic guru “Gridlock” Sam Schwartz, is supported by a coalition of stakeholders as an innovative response to the twin crises of chronic traffic congestion and underfunding of public transit in the New York region.

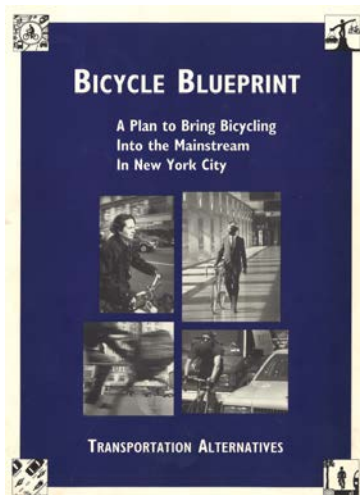
Komanoff, whom the *Wired* profile called “the man who could unsnarl Manhattan traffic,” has presented the BTA model to city officials in New York and San Diego; at high-level transport meetings in Washington and Paris; to city and university officials in Guangzhou, China, and to national and regional transportation and environment ministers in Beijing and Hangzhou, China.

**Authority on energy, transport and environment**

Throughout his more than 4-decade career as a policy analyst, Komanoff has addressed the two largest sources of environmental and social harm in industrial societies: misallocation of resources in electricity generation, and failure to balance motor vehicle transport with other travel modes including public transit.

**Transport**

Since 2008, Komanoff has been a key component of citizens-based campaigns to implement rational road tolling as a means to reduce traffic gridlock and create a robust new revenue source for public transportation. (See discussion above of the BTA spreadsheet.) He was principal author of the Nurture Nature Foundation’s pathbreaking 2008 report, *Balancing Free Transit and Congestion Pricing* (cover depicted above).



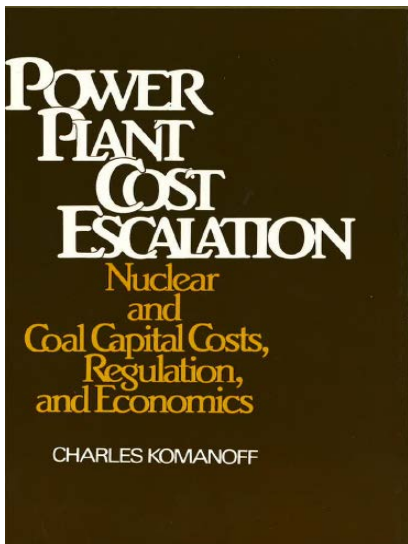
Komanoff was a founding trustee of the [Tri-State Transportation Campaign](#), whose expert advocates work to reform transport planning and financing in the New York region. He edited and co-authored Tri-State’s founding document, the *Citizen Action Plan*, a holistic approach to regional transport emphasizing road pricing, center-oriented development and strategic transit upgrades.

Komanoff conceived, managed and edited the *Bicycle Blueprint*, the most ambitious bicycle-transport plan ever published for any U.S. city (cover depicted at left). He contributed a volume, *Environmental Benefits of Bicycling and Walking in the United States*, to FHWA’s *National Bicycling and Walking Study*. He has spelled

out road-pricing proposals in a report for the Energy Foundation and numerous periodicals ranging from the *Pace Environmental Law Review* to many newspapers and magazines. He composed the chapter on bicycling for the *Encyclopedia of Energy*.

### Energy and Electricity

Throughout the 1970s and '80s — a period of ferment and debate over the economics of nuclear power — Komanoff was the leading U.S. source of credible information on reactor costs. Through painstaking data collection, rigorous analysis, a stream of articles and books (one of whose covers is depicted below), and articulation to journalists, he helped policy-makers and the public grasp the dimensions of nuclear power's spiraling costs. During this period, Komanoff consulted for two Congressional agencies, the U.S. Department of Energy, and close to two dozen states including New York, California, Texas and Florida; presented expert testimony before the U.S. Nuclear Regulatory Commission and 20 Public Utility Commissions; testified before four Committees of Congress and the Select Committee on Energy of the House of Commons (U.K.); and tutored a generation of journalists on the extent and causes of cost escalation in the U.S. nuclear power industry.



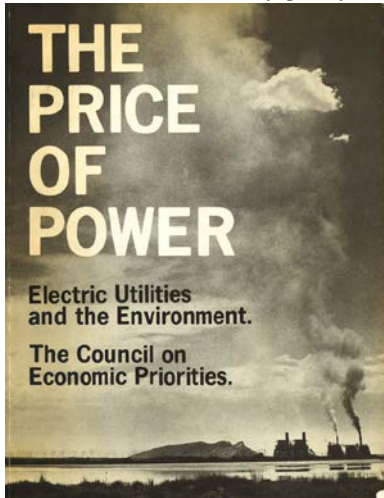
Komanoff represented Manhattan community groups in evaluating and mitigating a proposal by Con Edison to expand its East 14th Street steam-and-electric station; analyzed the potential for electricity conservation in the New York area for a coalition seeking energy alternatives to the Indian Point reactors in Westchester County; and published [Ending The Oil Age](#), a detailed post-9/11 policy prescription for immediately reducing U.S. oil consumption by up to 10%. He was co-developer of “Greening A Block,” an ambitious effort to implement energy-efficient heating, hot water and electric systems on a community scale in buildings on Manhattan’s Lower East Side.

In 2007, Komanoff founded the [Carbon Tax Center](#), a clearinghouse and resource center to educate and inform policy makers, opinion leaders and the public about the benefits of and critical need for robustly rising taxes on the carbon contents of fossil fuels. CTC has established a strong presence in Washington DC, within the environmental community and in the national civic arena.

### Environment

Komanoff’s work on environmental policy dates to 1971-72, when he co-directed a landmark study of pollution in the U.S. electric power industry, *The Price of Power* (cover is depicted on next page). In 1972-74, as an environmental economist for the NYC Dept. of Environmental Protection, he composed original analyses that revealed the poor economic prospects for both the Storm King pumped-storage project in the Hudson Highlands and a vast LNG tank farm on Staten Island, contributing to the demise of both ventures. He has also published popular and technical articles on air pollution and on the balancing required to advance wind power projects.

Komanoff is also an authority on noise pollution. His monograph, *Drowning In Noise: Noise Costs of Jet Skis in America*, published by the Noise Pollution Clearinghouse, used a multi-disciplinary approach to impute dollar costs to noise from jet skis and rank mitigation options. He has advised Manhattan community groups in their efforts to reduce noise emissions from a large telecommunications facility in lower Manhattan and a heliport on Manhattan's West Side.

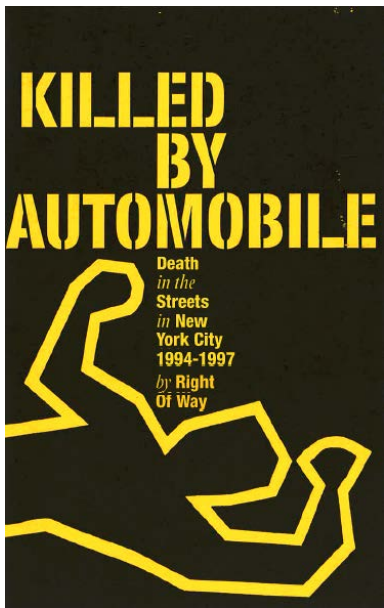


### **NYC activist and advocate for “livable streets”**

Komanoff brings to advocacy a flair for translating data into human terms, familiarity with New York City's rich history, solidarity with the city's many cultures, and a passion for social justice.

Komanoff “re-founded” the NYC-based advocacy organization, Transportation Alternatives, in 1986 and led it as unpaid (but virtually full-time) president for six successful and groundbreaking years. He forged T.A. into a vibrant force for non-motor transportation in the New York region and made it a model for grassroots transportation advocacy in dozens of U.S. cities. Under his leadership T.A. defeated a proposed Midtown bike ban and expanded cycling access to area bridges, roads and transit systems. *Bicycling* magazine acknowledged Komanoff's accomplishments by naming him a 1990 “Bicyclist of the Year.”

After stepping down as T.A. president in 1992, Komanoff co-founded the pedestrian rights organization [Right Of Way](#). He spearheaded the group's “street memorial” project that created hundreds of individualized on-site memorials to New York City pedestrians and cyclists and was recognized in 2001 by *Industrial Design* Magazine for advancing socially conscious design. Komanoff's 1999 report for Right Of Way, [Killed By Automobile](#) (cover depicted at left) drew on statistical analysis by the group's volunteers of nearly 1,000 NYC pedestrian and cyclist fatalities. These endeavors provoked a paradigm shift from victim-blaming to driver culpability that contributed to reducing New York City pedestrian fatalities and helped lay the groundwork for the city's “Vision Zero” initiative against traffic dangers. Right Of Way re-organized in 2013 with new energy from a younger generation of activists whose artistry and use of social media have made the work even more radical and humane.



### **Writer: Selected Bibliography**

List includes printed pieces only and thus omits dozens of Web-published posts on *Grist*; more than 120 posts on *Streetsblog*; and several hundred on the Carbon Tax Center's blog; some links are available at [www.komanoff.net](http://www.komanoff.net).)

Books (some with covers depicted above)

[\*The Bicycle Blueprint: A Plan to Bring Bicycling into the Mainstream in New York City\*](#) (Transportation Alternatives, 1993), chief editor, and co-author with Michele Herman et al.

[\*Power Plant Cost Escalation: Nuclear and Coal Capital Costs, Regulation and Economics\*](#) (Komanoff Energy Associates, 1981, republished by Van Nostrand Reinhold, 1982).

*Power Plant Performance: Nuclear and Coal Capacity Factors and Economics* (Council on Economic Priorities, New York, 1976).

[\*The Price of Power: Electric Utilities and the Environment\*](#) (Council on Economic Priorities, 1972, republished by M.I.T. Press, 1974), co-authored with Sandy Noyes and Holly Miller.

#### Book Chapters

“Whither Wind?,” in *Annual Editions: Environment 08/09*, McGraw-Hill, 2008.

“Whither Wind?,” in *Taking Sides: Clashing Views on Environmental Issues*, McGraw-Hill, 2008.

“[Bicycling](#),” in *Encyclopedia of Energy*, Elsevier Science, San Diego, 2004 (2013 update not Web-available).

“Bicycle Transport in the US: Recent Trends and Policies” (with John Pucher), in *Sustainable Transport* (R. Tolley, ed.), Woodhead Publishing Ltd., Cambridge, England, 2003.

“Doing Without Nuclear Power,” in *Accidents Will Happen: The Case Against Nuclear Power*, Environmental Action Foundation and Harper & Row, New York, 1979.

#### Major Reports

*Balancing Free Transit and Congestion Pricing in New York City* (Nurture New York’s Nature, [www.nnyn.org/kheelplan](http://www.nnyn.org/kheelplan), 2008).

*The Hours: Time Savings from East River Bridge Tolls* (Bridge Tolls Advocacy Project, New York, [www.bridgetolls.org](http://www.bridgetolls.org), 2003).

*East River Bridge Tolls: Who Will Really Pay?* (Bridge Tolls Advocacy Project, New York, 2003).

*A Value-Pricing Toll Plan for the M.T.A.* (Tri-State Transportation Campaign, New York, 2003).

*Securing Power Through Energy Conservation and Efficiency in New York: Profiting from California’s Experience* (Riverkeeper et al., 2002).

[\*Ending The Oil Age: A Plan to Kick the Saudi Habit\*](#) (Komanoff Energy Associates, New York, 2002).

[\*The Only Good Cyclist: NYC Bicyclist Fatalities — Who’s Responsible?\*](#) (Right Of Way, New York, 2000), with Michael J. Smith.

[\*Drowning In Noise: Noise Costs of Jet Skis in America\*](#) (Noise Pollution Clearinghouse, Montpelier, VT, 2000), with Dr. Howard Shaw.

[\*The Price Of A Ticket: Racial Profiling and Highway Deaths in New Jersey\*](#) (Right Of Way, New York, 1999), with Michael J. Smith.

[\*Killed By Automobile: Death in the Streets in New York City 1994-1997\*](#) (Right Of Way, New York, 1999).

*Road Relief: Tax and Pricing Shifts for a Fairer, Cleaner, and Less Congested Transportation System in Washington State* (w Todd Litman & Doug Howell, 1998, [www.climatesolutions.org](http://www.climatesolutions.org)).

*Environmental Consequences of Road Pricing* (Energy Foundation, San Francisco, CA 1997).

[\*Crossroads: Highway-Finance Subsidies in New Jersey\*](#) (Tri-State Transportation Campaign, New York, with Margaret Sikowitz, 1995).

[\*Subsidies for Traffic: How Taxpayer Dollars Underwrite Driving in NY State\*](#) (Tri-State Transportation Campaign, New York, with Cora Roelofs, 1994).

*Citizen Action Plan* (Tri-State Transportation Campaign, New York, 1994), editor, lead author.

[\*Fiscal Fission: The Economic Failure of Nuclear Power — A Report on the Historical Costs of Nuclear Power in the United States\*](#) (Greenpeace, U.S.A., with Cora Roelofs, 1992).

*Environmental Benefits of Bicycling and Walking in the United States* (Federal Highway Administration, 1992,



Part 15 of the *National Bicycling and Walking Study*, 1994, lead author).

*There They Go Again: A Critique of the AER/UDI Report on Future Electricity Adequacy Through the Year 2000* (Nat'l. Assoc. of State Utility Consumer Advocates, 1987, co-authored).

*Prometheus Bound: Nuclear Power at the Turning Point* (Cambridge Energy Research Associates, 1983), with I.C. Bupp.

#### Journal Articles

*Injury Prevention*, "Safety in numbers: a new dimension to the bicycle helmet controversy?," December 2001 (letter).

*Journal of the American Medical Association*, "Elevated Blood Alcohol and Risk of Injury Among Bicyclists," May 16, 2001 (letter).

*Transportation Research "A"*, "Bicycling Renaissance in North America? Recent Trends and Alternative Policies to Promote Bicycling," 1999 (with John Pucher and Paul Schimek).

*Bicycle Forum*, "Restoring Cycling Habitat," No. 45, Summer 1997.

*Public Utilities Fortnightly*, "Predicting Nuclear Plant Capacity Factors," 1 December 1994.

*Pace Environmental Law Review*, "[Pollution Taxes for Roadway Transportation](#)," Fall 1994.

*Electricity Journal*, "10 Blows That Stopped Nuclear Power," January 1991.

*New England Journal of Public Policy*, "Dismal Science Meets Dismal Subject: The (Mal)practice of Nuclear Power Economics," Fall 1985.

*Public Utilities Fortnightly*, "Assessing the High Costs of New Nuclear Power Plants," 11 October 1984.

*Nuclear Safety*, "Sources of Nuclear Regulatory Requirements," Vol. 22, No. 4, Jul-Aug, 1981.

*Bulletin of the Atomic Scientists*, "U.S. Nuclear Plant Performance," November 1980.

*Journal of the American Pollution Control Association*, "[Pollution Control Improvements in Coal-Fired Electric Generating Plants](#)," Vol. 30, No. 9, September 1980.

*New York Affairs*, "[The Storm King Controversy](#)," Vol. II, No. 1, 1974 (with Ken Semmel).

#### Newspaper Op-Ed Pieces / Magazine Articles

*Crain's New York Business*, "[The L-train shutdown could be the crisis we've always needed to transform our transit system](#)," 5 August 2016.

*New York Daily News*, "[Cyclist deaths rising, and tickets for bells?](#)" 22 July 2016.

*New York Daily News*, "[How Donald Trump profited from clean air rules](#)," 2 June 2016.

*The Nation*, "Senate Climate Bill Dies, Does the Environment Win?," 28 July 2010.

*Orion*, "[Whither Wind?](#)" Sept-Oct 2006 (reprinted in *Mother Earth News*, February 2007).

*Seattle Post-Intelligencer*, "Forward-Thinking Idea for a Trendsetter," 2 August 2006.

*Albany Times Union*, "[In the Wind: Environmental activist's legacy would include support for windmills in the Adirondacks](#)," 19 September 2005.

*Newsday*, "City Riding hard on Cyclers' Freedom," 31 March 2005.

*Berkshire Eagle*, "Wind Power Works," 8 January 2005.

*Providence (RI) Journal*, "[Even Wind Power Can't Be Invisible](#)," 6 June 2003.

*New York Daily News*, "Deficit Burden Must Be Shared," 6 March 2003.

*New York Daily News*, "Speed Up East River Bridge Tolling," 12 June 2002.

*Newsday*, "Giuliani Puts Brakes on Car Culture," 1 October 2001.

*Downtown Express*, "Ending The Car-Eat-Bike World," 17-30 July 2001.

*New York Daily News*, "Too Many Cyclists Are Dying," 3 March 2000.

*The Washington Post*, "Refueling OPEC," 23 February 2000 (with Michael J. Smith).

*The Newark Star-Ledger*, "Putting Jersey Motorists in the Driver's Seat," 3 February 2000.

*The New York Times*, "It Isn't Too Many Double-Parkers, It's Too Many Cars," 16 October 1999.

*The New York Times*, "Pedestrians in Peril," 27 January 1998.

*New York Daily News*, "Bikes Are Safe, It's Cars That Kill," 10 December 1997.

*Staten Island Advance*, "New York Needs a Verrazano Bike Path," 18 June 1997.

*New York Magazine*, "Traffic: Demand and Supply," 16 December 1996.

*New York Daily News*, "The Man Who Had a Cure for Gridlock," 20 November 1996.

*Newsday*, "Should The L.I.E. Become a Toll Road?," 8 October 1995.

*Crain's NY Business*, "Steep Gas Tax is One Way to Ease Fiscal Pain," 30 September 1991.

*Newsday*, "Don't Convert Shoreham — Use Less Power," 4 December 1990.

*The New York Times*, "Bikes Just Lack 'Curb Appeal'," 1 September 1990.

*The Washington Post*, "Instead of a Gas Tax, How About a Carbon Tax," 6 March 1989.

*New York Observer*, "The Bike Ban is Bad Medicine," December 1987.

*The New York Times*, "The Power Shortage Is A Mirage," 28 April 1985.

*Wall Street Journal*, "Nuclear Crews Stretch Work, Up Costs," 19 March 1984.

*Newsday*, "Lilco's Owners Should Share The Burden," 11 January 1983.

*Los Angeles Times*, "A Coal-Fired Future," 3 September 1981.

*Newsday*, "Let's Halt Shoreham Work While Seeking True Costs," 19 June 1980.

*Newsday*, "Shoreham: Time For A Reappraisal," 26 June 1979.

*New York Review of Books*, "Doing Without Nuclear Power," 17 May 1979 (cover article).

*The New York Times*, "Rights for Urban Bikers," 16 July 1978.