University of Minnesota - Twin Cities

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Curriculum Vitae
Fall 2017

MATTHEW H. SHAPIRO

Personal Data

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Citizenship: USA

Major Fields of Concentration

Industrial Organization, Applied Microeconomics, Applied Econometrics

Education

Degree	Field	Institution	Year
Ph.D.	Economics	University of Minnesota (expected)	2018
M.A.	Economics	University of Minnesota	2014
B.S.F.S.	International Political Economy *summa cum laude*	Georgetown University	2011

Dissertation

Title: "Essays on the Market Impacts of Regulatory Regimes"
Dissertation Advisor: Professor Thomas Holmes
Expected Completion: Summer 2018

References

Professor Thomas Holmes	(612)625-4512 holmes@umn.edu	Department of Economics University of Minnesota 4-101 Hanson Hall
Professor Naoki Aizawa	(612) 625-6793 aizawa@umn.edu	1925 Fourth Street South Minneapolis, MN 55455
Dr. Simran Sahi	(612) 625-6353 ssahi@umn.edu	
Professor Joel Waldfogel	(612) 626-7128 jwaldfog@umn.edu	Department of Strategic Management/Organization Carlson School of Management 321 19th Avenue South Minneapolis, MN 55455

Honors and Awards

2016 - 2017   *Sandor Fellowship*, Department of Economics, University of Minnesota, Minneapolis, Minnesota
2014   *Second Prize*, Third Year Paper Competition, Department of Economics, University of Minnesota, joint with Boyoung Seo
2011 - 2012   *Distinguished Teaching Award*, Department of Economics, University of Minnesota
2011 - 2012   *Coen Fellowship*, Department of Economics, University of Minnesota
2010   *Phi Beta Kappa*

Teaching Experience

Summer 2016   *Instructor*, Department of Economics, University of Minnesota, Minneapolis, Minnesota.
Fall 2014 -   *Teaching Assistant Mentor*, Department of Economics, University of Minnesota, Minneapolis,
Spring 2016   Minnesota.
2012 - 2013   Taught Principles of *Microeconomics* and *Principles of Macroeconomics.*
Summer 2013   *Writing Assistant,* Department of Economics, University of Minnesota.
               Served as Writing Assistant for *International Trade (Writing Intensive).*

Research Experience

2013 - 2016   *Research Analyst*, Research Department, Federal Reserve Bank of Minneapolis, Minneapolis, Minnesota. Research assistant to Doireann Fitzgerald.
2013 - present   Census Bureau Sworn Status
Summer 2013   *Research Assistant*, Census Bureau Research Data Center, University of Minnesota. Research assistant to Professor Thomas Holmes.

Working Papers

"Density of Demand and the Benefit of Uber," job market paper
"Heterogeneous Effect of Subsidy and Infrastructure Investment in Electric Vehicles Adoption," with Boyoung Seo
"Competition for Land in a Market for Control with Economics of Density," with Thomas Holmes and Boyoung Seo
"Revisiting One Day at a Time: Non-Pecuniary Determinants of Cab Driver Search Behavior."

Other Work

"Identifying Import Destinations in Census Data," (Internal Census Document) with Thomas Holmes and Ethan Singer

Presentations

"Decentralized Decision Makers and Provision of Hail Taxi Services in NYC," presented at the Midwest Economic Association Annual Meeting, Minneapolis, Minnesota, March 2015.
"Regulation and Efficiency in a Land Rush, and the North Dakota Oil Boom," presented at the North American Summer Meeting of the Econometric Society (Poster Session), Minneapolis, Minnesota, June 2014.

Referee Experience

American Economic Journal: Economic Policy

Computer Skills

Python (primary), STATA, SAS, GIS, MATLAB, Julia, Fortran, LaTeX

Languages

English (fluent), Mandarin Chinese (advanced)

Abstracts

"Density of Demand and the Benefit of Uber," job market paper

Uber has attracted the attention of economists and policy makers for its innovations in the taxicab market and its potential for significant consumer welfare gains in this stagnant industry. The scale of this benefit depends in part on whether these innovations permit transactions previously costly or infeasible. Using New York City --- the largest taxi market in the country --- as its case, this paper estimates the level of any technological advantage Uber has over hail taxis in matching to consumers. I combine publicly available transportation data with data scraped from Uber and traffic cameras to estimate a model of the demand for transportation services and imbed it in a spatial equilibrium framework in which Uber and taxis compete for customers. I find that Uber's matching advantage depends on the density of the market and translates into highly heterogeneous benefits to customers across the city. In consumer welfare terms, I estimate that the introduction of Uber added only $0.10 per ride in the densest parts of New York but up to $1.00 in the least dense. These results imply Uber's appeal in its densest market has depended significantly on advantages independent from its matching technology, including its lower regulatory burden.

"Heterogeneous Effects of Subsidy and Infrastructure Investment in Electric Vehicles Adoption,"
    with Boyoung Seo

This paper evaluates resource misallocation in the two commons mechanisms used to incentivize the purchase of electric vehicles (EV): charging station infrastructure subsidies and direct vehicle subsidies. Federal- and state-level programs have offered the bulk of funds dedicated to these at a flat rate, with no discrimination toward income level or geographic features. Taking advantage of the scope of and local-level differences in these programs in California, we utilize a micro-level data set of vehicle purchases in California coupled with data on the build out of charging stations and granular policy regimes to estimate demand for EVs and to identify marginal consumers along key demographics and the marginal impact of charging stations along key geographic dimensions. We then use these results to suggest an optimal, yet feasible, policy structure – accounting for both geographic and demographic heterogeneity – to maximize EV adoption per dollar spent.