

University of Minnesota - Twin Cities

Department of Economics
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Curriculum Vitae Fall 2017

MATTHEW H. SHAPIRO

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Citizenship: USA

Major Fields of Concentration

Industrial Organization, Applied Microeconomics, Applied Econometrics

Education

<i>Degree</i>	<i>Field</i>	<i>Institution</i>	<i>Year</i>
Ph.D.	Economics	University of Minnesota (expected)	2018
M.A.	Economics	University of Minnesota	2014
B.S.F.S.	International Political Economy	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
Professor Joel Waldfogel	(612) 626-7128 jwaldfog@umn.edu	Department of Strategic Management/Organization Carlson School of Management 321 19 th 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 - 2102 *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.
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

- “Uber: A Technology or Regulatory Innovator?” 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.”
“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

“Uber: A Technology or Regulatory Innovator?” job market paper

Uber has become a poster child for the “app-driven” economy, both because of its scale and innovations in a transportation market infamous for strict regulation. Detractors note that the company initially took advantage of its legal ambiguity to skirt around labor and licensing regulations that incumbents still bore. By studying the competition of Uber and traditional taxi cabs in New York City, this paper breaks down how much of Uber’s growth in the market is attributable to innovations in dispatching versus avoiding regulatory costs. Using a unique dataset that combines publicly available transportation data along with data scraped from Uber, I estimate a model of demand for transportation services in New York and imbed it in a spatial equilibrium framework in which different transportation platforms compete for consumers. I find that market density is the most critical determinant of Uber’s relative technological advantage to traditional taxis; in the densest markets of New York I estimate these advantages completely evaporate. These results also have implications for the medium-term welfare benefits of Uber, once we account for the deleterious effects on incumbents.

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

This paper evaluates resource misallocation in the two common 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.