

Yucheng Wang

<http://www.yuchengwang.weebly.com>

E-mail: yuw143@pitt.edu

CONTACT INFORMATION:

Department of Economics
University of Pittsburgh
4525 Wesley W. Posvar Hall
Pittsburgh, PA 15260

Cell phone: +1 (412) 370-3922
Mailing address: 128 N. Craig St.,
Apt 807, Pittsburgh, PA, 15213

DATE OF BIRTH: May 31st, 1994 SEX: Male CITIZENSHIP: Chinese (F-1 Visa)

EDUCATION

Ph.D., Candidate in Economics, University of Pittsburgh, June 2024 (expected)
Thesis Title: “Essays on Environmental, Urban and Transportation Economics”
Thesis Committee: Prof. Randall Walsh, Prof. Daniele Coen-Pirani, Prof. Arie Beresteanu, Prof. Shanjun Li

M. A., in Economics, Renmin University of China, Beijing, China, 2018

B. A., in Economics, Renmin University of China, Beijing, China, 2016

RESEARCH INTERESTS

Primary Fields: Environmental Economics, Urban Economics, Transportation Economics
Secondary Fields: Industrial Organization, Labor Economics

WORKING PAPERS

“[Who Receives Environmental Benefits From Driving Electric Vehicles](#)” (*Job Market Paper*).

“[Environmental Standards and Consumers Response: Evidence from Gasoline Content Regulation in China](#)” (joint with Liyang Zhou and Lei Zhang), Revised and Resubmitted, *Journal of Environmental Economics and Management*.

“[The Effects of Subway Policies on Gasoline Consumption: Subway Expansion versus Fare Changes](#)” (joint with Antung A. Liu and Lei Zhang), *Under review*.

“[Air Pollution, Sympathy, and Online Charitable Giving](#)” (joint with Chu A. Yu, Yinxiao Wang, and Ning Pan), *Under review*.

“[Road to A Free Labor Market: The Impact of Abolition of Job Assignment Reform in China](#)”.

RESEARCH IN PROGRESS:

“The Effect of Electric Vehicle Adoption and Exposure on Air Pollution: Evidence from Commuting Routes in California” (joint with Prottoy Akbar)

“Understanding Selection and Additionality of Forest Carbon Credit Program” (joint with Raphael Calel, Adam Usmanov, and Jeremy Weber)

“Rural Labor Allocation, Risk Insurance, and Temporary Migration: A Quantitative Analysis” (joint with Li Zhang)

RELEVANT POSITIONS HELD

Research Assistant to Professor Marla Ripoll, Pitt Department of Economics, 2022-2023
Research Assistant to Professor Daniele Coen-Pirani, Pitt Department of Economics, 2020
Research Assistant to Professor David Huffman, Pitt Department of Economics, 2020
Research Intern, Department of Budget, Minister of Finance of China, 2016-2017

TEACHING EXPERIENCE:

Undergraduate courses: Instructor, Economic Development of China, Summer 2021 and 2022. *Average Teaching Evaluation Score: 4.68/5*

Graduate courses: Advanced Macroeconomics, Teaching Assistant to Professor Daniele Coen-Pirani and Douglas Hanley, 2019 to 2021. *Average Teaching Evaluation Score: 4.76/5, Nomination for the Elizabeth Baranger Award in Graduate Student Teaching*

SEMINAR AND CONFERENCE PRESENTATIONS:

24th CU Environmental & Resource Economics Workshop, CO, 2023
98th Western Economics Association International - AERE Session, 2023
Renmin University of China, Invited Talk 2023
CES NA Conference, Rising-Star Session, 2023
Chatham University, Invited Talk 2023
Young Economics Symposium, Yale, CT, 2022
EEA-ESEM, 2022
Chinese Economists Society Annual Conference, 2021 & 2022
Indiana University of Pittsburgh, Invited Talk 2022
86th Midwest Economics Association Annual Meeting, 2022
Northeast Universities Development Consortium (NEUDC) Conference, 2021
15th North American Meeting of the Urban Economics Association, 2021
16th Economics Graduate Student Conference, WUSTL, MI, 2021
Online Summer Workshop in Environment, Energy, and Transportation, 2021
22th CU Environmental & Resource Economics Workshop, CO, 2021
Urban Economics Association Summer School (round table), 2021
Camp Resources XXVII, NC, 2021
Empirical Methods in Energy Economics Summer Workshop, 2021

HONORS, FELLOWSHIPS AND GRANTS:

Agora Fellowship at the Center for Governance and Markets, 2023-2024
Hayek Fund, The Institute for Humane Studies, George Mason (\$2,750), 2022 & 2023
2023 China Economics Society North America Conference Travel Grant (\$500), 2023
Rawski Graduate Student Research Award (\$10,000), 2022
Andrew W. Mellon Predoctoral Fellowship, 2021-2022
Linda Penkower Summer Research Grant (\$3,000), 2021
Pitt Summer Award (\$945), 2021
Elizabeth Baranger Awards in Graduate Student Teaching Nomination, 2021
Department of Economics Summer Fellowship (\$2,500), 2020
Dietrich School of Arts and Science Graduate Student Fellowship, 2018-2019
China National Fellowship for Graduate Students (\$3,000), 2017-2018

PROFESSIONAL ACTIVITIES AND MEMBERSHIPS:

Referee Service for: *Journal of the Association of Environmental and Resource Economists; Association of Environmental and Resource Economists Summer Conference; Pacific-Basin Finance Journal; Humanities & Social Sciences Communications; The Journal of World Economy (in Chinese)*

Member of: *American Economic Association, Association of Environmental and Resource Economists, Society of Labor Economists, Chinese Economist Society*

LANGUAGES:

Mother Tongue: Chinese, Mandarin
English: Fluent

WORKING PAPERS: ABSTRACTS

“Who Receives Environmental Benefits from Driving Electric Vehicles?” (*Job Market Paper*)

Electrification of on-road transportation is a prominent strategy for emissions reduction. The distribution of environmental benefits from driving electric vehicles (EVs) largely depends on the regions to which EVs are driven. I develop a structural model of the U.S. auto market and use data from California to study household decisions with respect to both EV adoption and trip-specific vehicle selection. Combining the model-predicted probability of EV driving with simulated optimal travel routes, I construct a measure of the cumulative EV mileage at a highly granular geographic level, which captures the spatial distribution of environmental benefits. I show that higher-income communities receive more environmental benefits. However, this disparity is less pronounced than that observed in EV adoption, suggesting a positive environmental spillover effect from EV driving. In the counterfactual policy experiments, I compare the effect of EV purchasing subsidies (both universal and targeted to low incomes) with charging station investments under various spatial deployment scenarios. The results suggest that investment in charging infrastructures generates more environmental benefits than purchase subsidy policies. Furthermore, place-based charging station policies can promote a more equitable distribution of these benefits.

“Environmental Standards and Consumers Response: Evidence from Gasoline Content Regulation in China” (joint with Liyang Zhou and Lei Zhang), Revised and Resubmitted, *Journal of Environmental Economics and Management*.

This paper investigates the impact of gasoline content regulation on consumer demand in China. Our empirical design takes advantage of a unique market structure and policy-induced changes in gasoline formulation. Using detailed gas station-level data, we compare the sales volume of stations that are contiguous to city borders, both before and after one side imposes higher gasoline emission standards. A standard upgrade increases both the price and the environmental quality of the gasoline. We find that consumers respond positively to standard upgrades and substitute higher-emission gasoline for lower-emission gasoline. The Willingness to Pay (WTP) for gasoline increases by roughly 5% in response to this environmentally-friendly reformulation. We present evidence to suggest that the effects are driven by the preference for the higher environmental value of the new gasoline, and discuss related policy implications.

“The Effects of Subway Policies on Gasoline Consumption: Subway Expansion versus Fare Changes” (joint with Antung A. Liu and Lei Zhang), *Under review*.

Investments in light rail are meant to improve accessibility and replace driving, but little research has documented the link between alternative subway policies and vehicle usage. Based on a unique data set from a major gasoline retailer in China, this paper compares the effects of expanding the subway network with revising subway prices. We find that both subway expansion and the fare change significantly impact gasoline consumption in the short run. However, the effect of subway expansion is larger and more durable. A cost-benefit calculation finds that expanding the subway is more cost-effective in reducing driving than fares changes.

“Air Pollution, Sympathy, and Online Charitable Giving” (joint with Chu A. Yu, Yinxiao Wang, and Ning Pan), *Under review*.

We investigate the relationship between sympathy and charitable giving in a natural setting with an unconventional context: exposure to air pollution that elicits sympathy and promotes donations for its victims—respiratory disease patients. Leveraging detailed visit data from a major online medical crowdfunding platform in China, we show that air pollution affects charitable giving in two ways: 1) through a mood effect that reduces giving and 2) by evoking sympathy, which draws donors’ attention to environmental-related features, particularly respiratory diseases, and increases donations. We find that a one-standard-deviation increase in ambient PM_{2.5} experienced by a visitor leads to a significant 21.5% rise in donations towards respiratory disease patients compared to non-respiratory disease patients. We also find that air pollution predominantly influences charitable giving through direct physical exposure to local air pollution rather than by disseminating information about the pollution itself.

“Road to A Free Labor Market, The Impact of Abolition of Job Assignment Reform in China”

How does the liberalization of employment affect the equilibrium of the labor market? This paper studies the Job Assignment Reform (JAR), a unique historical episode that ended government-assigned employment in modern China. Using cohort-specific exposure to the reform and individual-level micro data, I estimate the impact of the reform on labor market outcomes. The results suggest that the JAR decreases the employment rate of college workers by about four percentage points but increases wages by about 17.5 percent, conditional on being employed. To

quantify the mechanisms and welfare effects, I develop and calibrate a two-sector search and matching model with unobserved human capital heterogeneity, and show that the reform benefits high-human-capital workers by allocating to them more productive vacancies, but that the reform harms low-human-capital workers due to increasing unemployment risks.

SELECTED PUBLICATIONS IN CHINESE

“**Promotion Incentive, Competition Driven, and Capacity Expansion: Evidence from the Electricity Sector Reform in China**” (joint with Lunyu Xie and Jing Jin), in *Journal of World Economy* (2021), 08.

“**Should District Heating Cross the Huai River?---Estimation Based on Chinese Residential Energy Consumption Survey**” (joint with Jing Jin and Xinye Zheng), in *China Economic Quarterly* (2020), 01.

“**Coordination between Government Departments and the Allocation of Public Resources: Theory and Empirical Evidence**” (joint with Xinye Zheng and Li Zhang), in *Economics Research Journal* (2019), 10.

“**National Industrial Policy, Local Government Behavior and Effective Tax Rate: Theoretical Analysis and Empirical Evidence**” (joint with Jie Guo and Bohan Zhen), *Journal of Financial Research* (2019), 04.

REFERENCES:

Professor Randall Walsh
(co-chair)
Department of Economics,
University of Pittsburgh
4166 W.W. Posvar Hall
Pittsburgh, PA 15260
E-mail: walshr@pitt.edu

Professor Daniele Coen-Pirani
(co-chair)
Department of Economics,
University of Pittsburgh
4710 W.W. Posvar Hall
Pittsburgh, PA 15260
E-mail: coen@pitt.edu

Professor Arie Beresteanu
(committee member)
Department of Economics,
University of Pittsburgh
4529 W.W. Posvar Hall
Pittsburgh, PA 15260
E-mail: arie@pitt.edu

Professor Shanjun Li
(external committee member)
Dyson School of Applied Economics
and Management
Cornell University
405 Warren Hall, Ithaca, NY 14853
Email: SL2448@cornell.edu

PLACEMENT OFFICERS:

Prof. Stephanie W. Wang (412) 648-1749 email: swwang@pitt.edu
Ms. Gwen Viles email: gev26@pitt.edu