

Justin Beaudoin

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RESEARCH INTERESTS	<i>Primary</i> Transportation Economics Urban Economics	<i>Secondary</i> Environmental Economics Energy Economics
CURRENT POSITION	University of Washington Tacoma Assistant Professor, School of Interdisciplinary Arts & Sciences	2016-
PREVIOUS POSITIONS	Colgate University Visiting Assistant Professor, Department of Economics	2015-2016
EDUCATION	University of California, Davis PhD, Agricultural and Resource Economics • Dissertation: Essays on Urban Transportation Investment and Regulation • Fields: Environmental and Natural Resource Economics; Econometrics; Industrial Organization	2015
	University of British Columbia MScB Sauder School of Business – Transportation Economics	2006
	BCom (<i>Honours</i>) Sauder School of Business – Transportation and Logistics	2004
PAST EMPLOYMENT	HDR Decision Economics – Junior Economist Toronto, ON, Canada	2006-2008
PEER-REVIEWED PUBLICATIONS	Beaudoin, Justin, Y. Hossein Farzin, C.-Y. Cynthia Lin Lawell (2015). “Public transit investment and sustainable transportation: A review of studies of transit’s impact on traffic congestion and air quality,” <i>Research in Transportation Economics</i> , 52: 15-22.	
TEACHING EXPERIENCE	University of Washington Tacoma <i>Instructor</i> Introduction to Microeconomics	Autumn 2016
	Colgate University <i>Instructor</i> Introduction to Economics Urban Economics Intermediate Microeconomics	Spring 2016 Fall 2015 Fall 2015
	Simon Fraser University <i>Instructor</i> Economics of Natural Resources	Spring 2015
	University of California, Davis <i>Instructor</i> Intermediate Microeconomics I	Summer 2012
	<i>Teaching Assistant</i> Environmental Economics Natural Resource Economics	Fall 2011, Fall 2012 Spring 2012, Spring 2013

Environmental Policy	Winter 2012
Intermediate Microeconomics II	Summer 2010, Spring 2011, Summer 2011
Financial Management I, II	Winter 2009, Fall 2010, Winter 2010

University of British Columbia

Teaching Assistant

Urban Transportation Economics	Winter 2005
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RESEARCH GRANTS	Provost's Dissertation Year Fellowship in the Arts, Humanities and Social Sciences	2013-14
	University of California Transportation Center Dissertation Grant	2012
	Social Sciences & Humanities Research Council of Canada: Canada Graduate Scholarship	2005

HONORS & AWARDS	Outstanding Graduate Teaching Assistant, Department of Agricultural & Resource Economics	2013
	Environmental Science and Policy, UC Davis - Graduate Student Travel Grant	2013
	ITS-Daimler Corporate Affiliate Fellowship	2012
	Air Canada Outstanding Student Award: Top Graduate in Transportation & Logistics	2004
	UBC Undergraduate Scholar Program Scholarship	2002, 2003
	KPMG Scholarship	2003
	British Columbia Government Scholarship	2000
Central Okanagan Bursary and Scholarship Society Award	2000	

PROFESSIONAL PRESENTATIONS	Canadian Resource and Environmental Economics (CREE) Study Group Annual Conference University of Calgary, October 2016
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California State University, Fullerton – Department of Economics, March 2014

Canadian Resource and Environmental Economics (CREE) Study Group Annual Conference Brock University, September 2013
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Annual Conference of the International Transportation Economics Association (ITEA) Northwestern University, July 2013
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RESEARCH EXPERIENCE	<i>Institute of Transportation Studies, UC Davis</i> Graduate Student Researcher	2012-2013
	The Effect of Supply and Demand Shocks on OPEC's Long-Run Pricing Strategy	

<i>Air Transport Research Society</i> Research Assistant	2004-2006
Air Transport Research Society's 4th Annual Airport Benchmarking Report	

SUMMER PROGRAMS	Kuhmo Nectar Summer School on Transportation Economics	2011
	UCE3 Summer School in Environmental and Energy Economics	2011

WORKING PAPERS	<i>Evaluating Public Transit Investment in Congested Cities</i> , with Y. Hossein Farzin and C.-Y. Cynthia Lin Lawell.
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Public transit is often advocated as a means to address increasing congestion within urban transportation networks. Assuming that a Pigouvian congestion tax cannot be levied on auto travel, this paper develops a theoretical model to evaluate the extent to which traffic congestion should be accounted for when evaluating investment in public transit infrastructure. This second-best model of public transit investment indicates that the level of transit investment should be higher relative to that chosen when the congestion-reduction effects of transit are not accounted for, but the importance of this consideration is dependent upon the interaction of demand and cost interdependencies across the auto and transit modes, which may vary across regions. We then estimate the effect of past public transit investment on traffic congestion by applying an instrumental variables approach that accounts for the potential endogeneity of public transit investment to a panel dataset of 96 urban areas across the U.S. for the years 1991-2011. The results show that increases in

public transit supply lead to a small overall reduction in auto traffic congestion (on average, a 10% increase in overall transit capacity leads to a 0.8% reduction in congestion), though the magnitude of this effect is subject to heterogeneity across urban areas, varying from a congestion-reduction elasticity of transit supply of -0.02 for smaller, less densely populated regions with less-developed public transit networks, to -0.4 in the largest, most densely populated regions with extensive public transit networks.

Is Public Transit's 'Green' Reputation Deserved? Evaluating the Effects of Transit Supply on Air Quality, with C.-Y. Cynthia Lin Lawell.

In recent decades, air quality has improved significantly in the U.S. Over this time, there has been also been a steady increase in the volume of transit capacity supplied. While public transit has a reputation as a potential means to ameliorate the adverse environmental effects of automobile travel, there have been very few empirical studies of the incremental effect of transit supply on air quality. In this paper, we ask whether any of the substantial improvement in air quality observed in the U.S. from 1991 to 2011 can be attributed to increased public transit supply. To answer this question, we develop an equilibrium model of transit and automobile travel volumes as a function of the level of transit capacity. We then empirically analyze the effects of the level of transit supply on observed ambient pollution levels for 96 urban areas across the U.S. In particular, we analyze the effects of the level of transit supply on the following criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), and sulfur dioxide (SO₂). We find that – at the margin, and given existing urban travel regulations in place – there is no evidence that increased transit supply improves air quality.

The Effect of Supply and Demand Shocks on OPEC's Long-Run Pricing Strategy, with Mark Delucchi.

We examine OPEC's behavior within the global oil market, accounting for both short-run and long-run supply-side and demand-side factors that can affect the market equilibrium. To do so, we develop a dynamic model of competition within the global oil market that incorporates a feedback effect of OPEC's contemporary supply decisions on the future demand for oil in order to simulate OPEC's optimal price path. OPEC's large petroleum reserves and market power combine to produce countervailing pressures of high current profits versus a longer-term view of harnessing oil prices in order to reduce the incentives for innovation and processing of new energy sources on the supply-side, and to reduce substitution activity on the demand-side. The specification of the model allows for a wide array of scenario analyses to be undertaken in order to evaluate the effects of various factors on the oil price path in the coming decades. An understanding of the relative importance of these various factors is important for both forecasting future oil prices and for informing potential policy responses designed to influence the oil and related energy markets.

REFEREE
ACTIVITIES

Regional Studies

PROFESSIONAL
AFFILIATIONS

Canadian Resource and Environmental Economics (CREE) Study Group
International Transportation Economics Association (ITEA)

COMMUNITY
ENGAGEMENT

Moderator for Sound Transit 3 public forums organized by the League of Women Voters in Pierce and King Counties (September 2016)

REFERENCES

C.-Y. Cynthia Lin Lawell
Associate Professor
Agricultural and Resource Economics
University of California, Davis
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Michael Springborn
Associate Professor
Environmental Science & Policy
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