

Cheng Xu

+1(202)413 4720 ✉ chengxu@gwu.edu ✉ Website: xucheng.me
Department of Economics ✉ The George Washington University
2115 G Street NW, Suite 340 ✉ Washington, DC 20052

EDUCATION

The George Washington University (GWU), Washington, DC Ph.D., Economics	<i>Expected July 2019</i>
New York University (NYU), New York, NY M.A., Economics	May 2012
Shanghai Normal University (SHNU), Shanghai, China B.A., Economics	July 2010
The State University of New York at Oswego, Oswego, NY Student Exchange Program	August 2008-May 2009

DISSERTATION

Essays in Urban and Environmental Economics
“Do Chinese Drivers Respond to Gasoline Price Changes?” (Job Market Paper)
“Adapting Travel Mode to Outdoor Air Pollution: Evidence from China” (Joint with He Pan)
“More Bikes More Traffic Accidents? A Case Study of Citi Bike Entry to New York City”
Committee: Arun S. Malik (Co-Chair), Leah Brooks (Co-Chair), Paul Carrillo

FIELDS OF CONCENTRATION

Primary: Environmental Economics, Urban Economics
Secondary: Applied Microeconomics, Development Economics

PUBLICATIONS

“Using Donations to Green Party to Measure Community Environmentalism” (Joint with Zhongming Wang)
Economics Bulletin, 36(3): A174, *September 2016*.

WORKING PAPER

“The Price of Gold: The Impact on Infant Mortality in Sub-Saharan Africa”

WORK IN PROGRESS

“The Invisible Threat to Health: Impact of Water Pollution on Health in China”
“Biking on the Fluctuating Gasoline Price: Evidence from Bikeshare Programs in the United States” (Joint with Pan He, Giovanni Baiocchi and Hannah Younes)

RESEARCH EXPERIENCE

Consultant, The Global Water Practice Group, The World Bank Group, Washington, DC	Summer 2018-present
Research Assistant Intern, Resources for the Future(RFF), Washington, DC	Fall 2015
2015 Walter O. Spofford, Jr. Memorial Internship, RFF, Washington, DC	Summer 2015
Research Assistant to Professor Shing-Yi Wang, NYU, NY	Spring 2012

TEACHING EXPERIENCE

Principles of Economics I (Microeconomics) (GWU ECON 1011)	
Teaching Assistant to Professor Irene Foster	Fall 2012, Fall 2013

Teaching Assistant to Professor Steven M. Suranovic	Fall 2016
Principles of Economics II (Macroeconomics) (GWU ECON 1012)	
Teaching Assistant to Professor Irene Foster	Spring 2013
Teaching Assistant to Professor Roberto Samaniego	Spring 2017
Intermediate Microeconomics	
Teaching Assistant to Professor Maximilian Mihm (NYU ECON-UA 10)	Spring 2012
Teaching Assistant to Professor Md. Nazmul Hoque (GWU ECON 2101)	Spring 2018

CONFERENCE

“Do Chinese Drivers Respond to Gasoline Price Changes?”	
Eastern Economic Association Annual Conference, Washington DC	Spring 2016
Washington DC Urban Economics Day, Washington DC	Spring 2016
Southern Economic Association Annual Conference, Washington DC	Fall 2016
AREUEA National Conference, Washington DC	Spring 2017
World Congress of Environmental and Resource Economists, Gothenburg, Sweden	Spring 2018
“Adapting Travel Mode to Outdoor Air Pollution: Evidence from China” (Joint with He Pan)	
APPAM 2018 DC Regional Student Conference	Spring 2018

AWARDS & HONORS

Fellowship and Graduate Teaching Assistant Scholarship, GWU	2012-2018
Outstanding Graduate of Shanghai, Shanghai	2010
First Rank Scholarship (top 1), SHNU	2007-2008
Excellent Student Leader, SHNU	2008
Second Rank Scholarship (top 3), SHNU	2006-2007

LANGUAGE & SKILLS

Technical Skills: STATA, ArcGIS, Python, R, \LaTeX

Language: English (fluent), Mandarin (native), French (beginner)

REFERENCES

Professor Arun S. Malik (Co-Chair)	Professor Leah F. Brooks (Co-Chair)
Department of Economics	Trachtenberg School of Public Policy and Public Affairs
The George Washington University	The George Washington University
+1(202)994 5471	+1(202)994 4703
amalik@gwu.edu	lfbrooks@gwu.edu
Professor Paul Carrillo	
Department of Economics	
The George Washington University	
+1(202)994 7608	
pcarrill@gwu.edu	

RESEARCH PAPER ABSTRACTS

Do Chinese Drivers Respond to Gasoline Price Changes? (*Job Market Paper*)

Vehicle emissions contribute to air pollution. One tool that policymakers have to regulate traffic and reduce emissions is the driving cost. This paper uses data from 577 sensors on city expressways in Shanghai from January 2011 to March 2013 to estimate the short-run causal impact of unanticipated government gasoline price adjustments on traffic flow. Results show that traffic flow does respond to gasoline price changes. This impact dissipates in three days, with an estimated average elasticity of traffic flow to the price of gasoline of -0.26. Given baseline traffic, this estimate implies that a one percent increase in gasoline price would reduce daily average traffic flow by 104 vehicles per sensor. The impact varies with types of price changes and is greater for price increases than price decreases.

Adapting Travel Mode to Outdoor Air Pollution: Evidence from China (*Joint with He Pan*)

Air pollution is a severe health impact in China. Individuals take actions to reduce their exposure to outdoor air pollution. Using time-series data of daily traffic flow and metro ridership, this paper studies how the air pollution index (AQI), a score to measure air pollution and health effects, influences individuals' choices of travel modes to avoid pollution exposure in Shanghai, China. To generate plausibly exogenous variation in air pollution, we use wind directions to instrument for the air quality index. Due to the geographical location of Shanghai, wind blowing to the west of the city increases air pollution and the AQI. A one-point increase in the AQI increases daily traffic flow by 0.02 percent, an average of 4,760 vehicles per day. A one-point increase in AQI also increases metro ridership by 0.04 percent, an average increase of 2920 passengers per day.

The Price of Gold: The Impact on Infant Mortality in Sub-Saharan Africa

This paper studies the health impact of water pollution from gold mining on infant mortality using micro-data of 114 mines in 35 countries in Sub-Saharan Africa. Using a difference-in-difference analysis comparing residents living within 10 km to gold mining areas to residents living beyond 10km but within 20km to gold mining areas, I find that infant mortality increases by 0.01 percent for residents living within 10km downstream of gold mines. The result is robust to controlling air pollution, and dissipates with distance. Contrarily, residents who live close to gold mining areas but are upstream have a decrease in infant mortality.