

# MORGAN UBEDA

October 2021

ubeda.morgan@gmail.com

<https://sites.google.com/view/mubeda>

LIEPP, Sciences Po  
33 avenue du Maine  
75015 Paris, France

**Fields:** Urban Economics, Local Public Economics, Applied Econometrics.

## REFERENCES

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[Pierre-Philippe Combes \(advisor\)](#)

CNRS Professor  
Department of Economics, Sciences Po  
pierrephilippe.combes@sciencespo.fr

[Sonia Paty \(advisor\)](#)

Professor  
Université Lumière Lyon 2, GATE  
paty@gate.cnrs.fr

[Gilles Duranton](#)

Dean's Chair in Real Estate Professor  
Wharton School, U. of Pennsylvania  
duranton@wharton.upenn.edu

[Hans Koster](#)

Professor  
Dpt. of Spatial Economics, Vrije U. Amsterdam  
h.koster@vu.nl

## POSITIONS

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<b>Science Po. Paris, LIEPP</b> , Post-doc, with G. Chapelle and J.-B. Eyméoud.	2021 - 2022
<b>Université Lumière Lyon 2</b> , ATER (temporary lecturer)	2020 - 2021
<b>Wharton School, U. of Pennsylvania</b> , Visiting Scholar, inv. Prof. Gilles Duranton	2020
<b>Université Lumière Lyon 2</b> , Ministry of Higher Education full Research Grant	2017 - 2020
<b>Université Lumière Lyon 2</b> , Adjunct lecturer	2017 - 2020

## EDUCATION

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**PhD:** Local Public Policies and Spatial Income Inequalities 2017 - 2021  
Université Lumière Lyon 2, GATE Lyon St-Étienne.

**Advisors:** Pierre-Philippe Combes (DR CNRS, Pr. SciencesPo), Sonia Paty (PR U. Lyon 2)

**Jury:** Gilles Duranton (Wharton School), Hans Koster (Vrije U. Amsterdam), Miren Lafourcade (U. Paris-Saclay), Albert Solé-Ollé (U. Barcelona).

**M.S. APE, Economics and Finance** 2015 - 2017  
Université Lumière Lyon 2, Université Jean Monnet, ENS de Lyon. *Highest Honors.*

**B.S. Econometrics** 2012 - 2015  
Université Lumière Lyon 2 *High Honors.*

## AWARDS AND GRANTS

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2019	<b>Fulbright Program</b> , Visiting Scholar Fellowship.
2017-2020	<b>Université Lyon 2</b> , Ministry of Higher Education full Research Grant.
2017	<b>AFIGESE</b> , Masters Thesis prize.
2017	<b>LabEx IMU</b> , Masters research grant.

## TEACHING

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Econometrics 3, Master, ENS Lyon, in English.	2022
Econometrics, Master, Lyon 2.	2021
Public Economics, Bachelor, Lyon 2	2020
Mathematics, Bachelor, Lyon 2	2018-2020
Microeconomics, Bachelor, Lyon 2	2018-2020

## PUBLICATIONS

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“**Décentralisation et taille optimale des gouvernements locaux : pourquoi, comment co-opérer et avec quels effets ?**”, with S. Paty, *Revue Française d'Économie*, 2020.

## WORKING PAPERS

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“**Transport Policies and Income Disparities Within Cities**” Previously circulated as *Local Amenities, Commuting Costs and Income Disparities Within Cities*, GATE Working Paper 2020-38.

This paper studies the effect of transportation networks on spatial inequalities and redistribution within metropolitan areas. To do so, I build and calibrate a spatial equilibrium model of a city that features non-homotheticities and worker heterogeneity, allowing to capture rich patterns of workers sorting on commute costs and amenities. I then calibrate the model to the Paris urban area and use counterfactual simulations to study the effects of a) the Regional Express Rail and b) restricting car use in the city center. I find that on top of having a strong contribution to suburbanization and reducing welfare inequalities, the public transport network reduced income segregation in the area. Turning to the prospective effects of banning cars in the city center, the model predicts reduction of the income disparities between Paris and its suburbs, at the cost of a substantial welfare loss.

“**Decentralization and optimal community size: justifications, forms and consequences of inter-governmental cooperation.**”, with S. Paty, GATE Working Paper 2019-30. (in French)

In light of the recent pace of territorial and administrative reforms in decentralized countries, this article offers an analysis of inter-governmental fusion and cooperation mechanisms. Starting with a description of the existing institutional forms of fiscal consolidation, with a special focus on the French case, we then move on to the theoretical literature that underlies this phenomenon. Then, we summarize the empirical literature analysing the effects and determinants of fiscal cooperation regarding economic variables such as growth, public spending and local taxation. Finally, we provide novel estimates of the effects of inter-municipal cooperation on households localization and income in France. Using an event study design and controlling for local income and population growth, we find that although cooperation significantly increased the median income of residents in cooperating municipalities (by 60 € on average), it did not impact the number of households living in these municipalities.

## ONGOING PROJECTS

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**"Inter-municipal Cooperation and the provision of local public goods: Economies of scale or "zoo" effect?"**, with S. Paty.

Inter-municipal communities are supposed to provide local public services more efficiently by exploiting economies of scale and reducing spillover effects among cooperating municipalities. In a diff-in-diff setting that exploits the staggered adoption of cooperation in France, we explore the impact of inter-municipal cooperation on both local public spending and revenues. We first find a sizable increase in local public spending which was not driven by wage bill expansion. Second, by using the decomposition of spending by function, we show that this increase was driven by urbanism policies. Third, we show that a quarter of this effect can be explained by the transfer of two policies: public transit and garbage collection. Overall, we conclude that scale economies, if existent, were clearly dominated by a "zoo" effect, i.e. the provision of new public services in small and former isolated municipalities.

**"Walkability, cyclability and urban amenities."**

Increasing walkability and cyclability is supposed to increase local amenities by decreasing pollution and other negative externalities of car use. In this paper, we propose a new channel through which increasing walkability and cyclability might affect welfare: access to non-tradables. We start by documenting by how much reducing the number of car lanes and increasing the number of cycle lanes and pedestrian areas is capitalized into house prices. Second, using credit card-data, we estimate the relationship between the consumption of local amenities — bars, cafés and restaurants — and transport-mode specific market access, weighting routes by their "friendliness".

**"Public Transit and Unemployment."**, with G. Chapelle.

One main channel of the spatial mismatch hypothesis is that commuting costs decrease net revenues from work, reducing labor supply. Using a simple spatial equilibrium model we argue that it is possible to infer the relationship between labor supply and commuting times from traditional gravity equations estimated on employed workers. Estimating the model on French data, we quantify the share of unemployment in the Greater Paris urban area that can be attributed to commute times. We then illustrate the implications of these estimates by simulating the effects of increasing public transit on unemployment.

## SEMINARS AND CONFERENCES

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| 2021 | - Lugano Brown-Bag Seminar (U. of Lugano); UEA European Meeting; CY Transport and Urban Seminar (CY Cergy Paris Université).                                    |
| 2019 | - Workshop Public Policies, Cities and Regions (ENS de Lyon); 14th Meeting of the Urban Economics Association (Philadelphia, PA); GATE Internal Seminar (Lyon). |

## REFEREE

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| 2021 | - Journal of Urban Economics. |
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## ADMINISTRATIVE POSITIONS

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| 2018-2021 | Elected representative, council of the doctoral school ED 486 SEG. |
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## MISCELLANEOUS

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**Languages:** French (native), English (fluent)

**Technical:** Stata, Mata, R, C++, Python