

# Jay D. Dhar

## Curriculum Vitae

The University of Arizona  
Department of Economics  
1130 East Helen Street, McClelland Hall 401a  
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+1 (732) 567-8806  
**U.S. citizen**

### EDUCATION

#### University of Arizona (Tucson, AZ)

- 2021 (expected), PhD in Economics
  - **Dissertation Advisor:** Price Fishback
- 2017, Master of Arts in Economics

#### George Washington University (Washington, DC)

- 2013, Bachelor of Science in Economics (minor in Statistics)

### RESEARCH FIELDS

Economic History, Agricultural Economics, Applied Microeconomics, Experimental Economics

### EMPLOYMENT

#### U.S. Securities and Exchange Commission, Office of the Investor Advocate (Washington, DC)

- August 2021 – present, SEC Fellow (Economist)

### TEACHING EXPERIENCE at the University of Arizona (Tucson, AZ)

#### • **Sole Instructor**

- Winter 2020 and Summer Presession 2021, live online, ECON 330 (Macroeconomic and Global Institutions and Policy)
- Summer Session II 2020, online, ECON 330 (Macroeconomic and Global Institutions and Policy)
- Fall 2019, live in-person, ECON 473 (Experimental Economics)
- Summer Pre-session 2019, online, ECON 200 (Principles of Economics)

#### • **Head Teaching Assistant**

- Fall 2018, Spring 2018, and Fall 2017, ECON 200 (Principles of Economics)
- Fall 2016, ECON 340 (International Economics and Policy)

#### • **Teaching Assistant**

- Fall 2020 and Spring 2021, ECON 200 (Principles of Economics)
- Spring 2020, ECON 300 (Microeconomic Analysis for Business Decisions)
- Spring 2020, ECON 325 (Historical Development of Financial and Economic Institutions)
- Spring 2019, ECON 361 (Intermediate Microeconomics)
- Spring 2019 and Spring 2018, ECON 473 (Energy Markets and Environmental Economics)
- Spring 2017, ECON 407 (Economics of Strategy)

## RESEARCH AWARDS

- 2021 Lynne Doti Award for best paper by a graduate student at the annual EBHS Conference, *awarded by The Economic and Business History Society*

## INVITED CONFERENCES

- 2021 Annual Meeting of the Economic History Association
- 2021 Annual Meeting of the Missouri Valley Economic Association
- 2021 NBER Summer Institute's Development of the American Economy workshop
- 2021 Annual Cliometric Conference, *hosted by SUNY Binghamton and sponsored by the National Science Foundation and Chapman University Argyros School of Business and Economics*
- 2021 Economic and Business History Society Conference, hosted by *The Economic and Business History Society*
- 2020 HEDG Summer School: Historical Perspectives on Current Economics Issues: Big Data and Applications, *hosted by the Department of Business and Economics at the University of Southern Denmark*
- 2019 Summer Institute on the History of Economics, *hosted by the Center for the History of Political Economy at Duke University*
- 2019 Spring School in Behavioural Economics, *hosted by FAIR at NHH (Norwegian School of Economics) and the Rady School of Management at UC San Diego*

## TECHNICAL SKILLS

I am very skilled at using R, STATA, Word, and Excel. I am also moderately proficient at ArcGIS and z-Tree (experimental lab software), and have some experience with C/C++, SQL, Salesforce, Git/Gerrit, SAS, GAUSS, and Gretl.

## PROFESSIONAL AFFILIATIONS

American Economic Association, Economic History Association, Economic and Business History Society, Missouri Valley Economic Association

## WORKING PAPERS

**The Diffusion of Automobiles and Motortrucks on American Farms in the 20th Century: The Impact of Last-Mile Road Access and New Deal and World War II Spending – *Job Market Paper and Dissertation Chapter***

The diffusion of automobiles and trucks contributed to a revolution in personal transportation. The pace of diffusion was likely powerfully influenced by access to all-weather roads and farmers were among the early adopters of automobiles and motortrucks. In this paper I examine the impact of access to last-mile access to an all-weather road on the diffusion of the automobile and motortruck on farms in the U.S. between 1929 and 1959, a period of most rapid diffusion. (In less developed countries today, lack of last-mile road access slows the diffusion of motor vehicles on farms.) I develop a panel of counties from agricultural censuses during this time frame. In OLS specifications with last-mile access as a single variable, with county and state-by-year fixed effects and multiple controls, last-mile road access was associated with ownership rates that were 3.21% higher for motortrucks and 1.69% higher for automobiles, but IV estimation based on a polynomial spatial-lag instrument does not show statistically significant effects. However, there was significant heterogeneity in the impact of last-mile road access based on the types of crops and farm products produced in different areas. As a result, the impact of last-mile road access varied a great deal across different parts of the U.S.

**An Experimental Approach to Economic Integration: Does Group Identity Affect Integration Outcomes? – *Dissertation Chapter***

We propose an experiment to examine the impact of group identity on the decisions of citizens and economic agents as they consider agreements to fully integrate capital, labor, and trade flows between a developed country and a developing country (as has occurred in the European Union). The experiment is motivated by the Metzler-Richards labor supply model as adapted by Agranov and Palfrey (2015) and a voting model that actualizes the Median Voter Theorem. Our primary goal is to measure the impact of group identity on integration outcomes.

One may hypothesize that taxation rates selected would be higher among populations with stronger in-group sentiment, and that conditional on a given taxation rate stronger in-group sentiment will cause the electorates of countries with higher-skilled workforces to be less likely to vote in favor of integration. However, the ultimate impact of in-group identity on the integration vote of the electorates of countries is theoretically indeterminate, as although conditional on a taxation rate in-group identity may cause fewer votes to be in favor of integration, in-group identity increases the tax rate enacted and the likelihood of a subject in countries with more-skilled workforces voting for integration is increasing in the tax rate. The results of our experiment will tell us which of these two effects is greater.

## OTHER WORKS IN PROGRESS

**The Diffusion of Automobiles and Motortrucks on American Farms in the 20th Century:**  
Decomposing Productivity Gains from 20th Century Technology into Land-Saving and Labor-Saving Innovation, and Testing the Induced Innovation Hypothesis – *Dissertation Chapter*

**The Diffusion of Automobiles and Motortrucks on American Farms in the 20th Century:** The Impact of Highway Expansion on Fleet Composition

## DISSERTATION GRANTS

**National Science Foundation.** “Doctoral Dissertation Research in Economics: The Diffusion of the Automobile and Motortruck, and an Experiment in International Political Economy.” \$17,181. 2021-2022. NSF-2049741.

## REFERENCES

**Price Fishback** (*Dissertation Advisor*)  
Thomas R. Brown Professor of Economics  
University of Arizona  
pfishback@eller.arizona.edu

**Charles Noussair** (*Committee Member*)  
Eller Professor of Economics  
Director, Economic Science Laboratory  
University of Arizona  
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**Evan Taylor** (*Committee Member*)  
Assistant Professor of Economics  
University of Arizona  
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**John Drabicki** (*Teaching Reference*)  
Vice Chair of Economics  
Associate Professor of Economics  
McCoy/Rogers Faculty Fellow  
University of Arizona  
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