# MATCHING MODELS WITH GENERAL TRANSFERS

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Lecture 3, July 23. Equilibrium transport

# LEARNING OBJECTIVES: LECTURE 3

- ► Matching with nonlinear taxes
- ► Equilibrium transport

- ► [KC] Kelso, A. and Crawford, V. (1982). Job matching, coalition formation and gross substitutes. Econometrica.
- ► [CGJK] Dupuy, A., AG, Jaffe, S., and Kominers, S. On the incidence of taxation in matching markets.
- ► [GKW] AG, Kominers, S. and Weber, S. (2015). Costly Concessions: An Empirical Framework for Matching with Imperfectly Transferable Utility.
- ► [GH] Galichon, A., Hsieh, Y.-W. A theory of decentralized matching markets without transfers, with an application to surge pricing.
- ▶ [NS] Noeldeke, G. and Samuelson, L. (2018). The implementation duality. Econometrica, forthcoming.

## MOTIVATION: A MODEL OF LABOR MARKET

- ▶ Consider a model of the labor market. Assume that a population of workers is characterized by their type  $x \in \mathcal{X}$ , where  $\mathcal{X} = \mathbb{R}^d$  for simplicity. There is a distribution P over the workers, which is assumed to sum to one.
- ▶ A population of *firms* is characterized by their types  $y \in \mathcal{Y}$  (say  $\mathcal{Y} = \mathbb{R}^d$ ), and their distribution Q. It is assumed that there is the same total mass of workers and firms, so Q sums to one.
- ▶ Each worker must work for one firm; each firm must hire one worker. Let  $\pi(x,y)$  be the probability of observing a matched (x,y) pair.  $\pi$  should have marginal P and Q, which is denoted

$$\pi \in \mathcal{M}(P, Q)$$
.

#### **OPTIMALITY**

▶ In the simplest case, the utility of a worker x working for a firm y at wage w(x, y) will be

$$\alpha\left(x,y\right)+w\left(x,y\right)$$

while the corresponding profit of firm y is

$$\gamma(x,y)-w(x,y)$$
.

▶ In this case, the total surplus generated by a pair (x, y) is

$$\alpha(x,y) + w + \gamma(x,y) - w = \alpha(x,y) + \gamma(x,y) =: \Phi(x,y)$$

which does not depend on w (no transfer frictions). A central planner may thus like to choose assignment  $\pi \in \mathcal{M}(P,Q)$  so to

$$\max_{\pi \in \mathcal{M}(P,Q)} \int \Phi(x,y) d\pi(x,y).$$

But as it turns out, this is also the equilibrium solution.

- ► The equilibrium assignment is determined by an important quantity: the wages. Let w (x, y) be the wage of employee x working for firm of type y.
- ► Let the indirect surpluses of worker *x* and firm *y* be respectively

$$u(x) = \max_{y} \{\alpha(x, y) + w(x, y)\}$$
$$v(y) = \max_{x} \{\gamma(x, y) - w(x, y)\}$$

so that  $(\pi, w)$  is an equilibrium when

$$u\left(x
ight) \geq \alpha\left(x,y
ight) + w\left(x,y
ight) \; \text{with equality if} \; \left(x,y
ight) \in \mathit{Supp}\left(\pi
ight) \\ v\left(y
ight) \geq \gamma\left(x,y
ight) - w\left(x,y
ight) \; \text{with equality if} \; \left(x,y
ight) \in \mathit{Supp}\left(\pi
ight)$$

▶ By summation,

$$u(x) + v(y) \ge \Phi(x, y)$$
 with equality if  $(x, y) \in Supp(\pi)$ .

# THE MONGE-KANTOROVICH THEOREM OF OPTIMAL TRANSPORTATION

▶ One can show that the equilibrium outcome  $(\pi, u, v)$  is such that  $\pi$  is solution to the primal Monge-Kantorovich Optimal Transportation problem

$$\max_{\pi \in \mathcal{M}(P,Q)} \int \Phi(x,y) d\pi(x,y)$$

and (u, v) is solution to the dual OT problem

$$\min_{u,v} \int u(x) dP(x) + \int v(y) dQ(y)$$
s.t.  $u(x) + v(y) \ge \Phi(x, y)$ 

 Feasibility+Complementary slackness yield the desired equilibrium conditions

$$\pi \in \mathcal{M}(P, Q)$$

$$u(x) + v(y) \ge \Phi(x, y)$$

$$(x, y) \in Supp(\pi) \Longrightarrow u(x) + v(y) = \Phi(x, y)$$

Here, **optimum=equilibrium**. "Second welfare theorem", "invisible hand", etc.

## **EQUILIBRIUM VS. OPTIMALITY**

- ▶ Is equilibrium always the solution to an optimization problem?
- ▶ It is not. This is why this talk is about "Equilibrium Transportation," which contains, but is strictly more general than "Optimal Transportation".

## **EQUILIBRIUM VS. OPTIMALITY**

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#### IMPERFECTLY TRANSFERABLE UTILITY

- ► Consider the same setting as above, but introduce (nonlinear) taxes.
- Instead of assuming that workers' and firm's payoffs are linear in wages, assume

$$u(x) = \max_{y} \{\alpha_{xy} + N(w(x, y))\}$$
$$v(y) = \max_{x} \{\gamma_{xy} - w(x, y)\}$$

where  $N\left(w\right)$  is indecreasing and continuous, interpreted as the net wage if w if the gross wage.

▶ Of course, OT is recovered when N(w) = w (no tax).

#### FEASIBLE SETS

▶ Let  $\mathcal{F}_{xy}$  be the set of feasible utilities that x and y can achieve through some wage w. One has

$$\mathcal{F}_{xy} = \left\{ (u, v) : \exists w \in \mathbb{R}, u \leq \alpha_{xy} + N(w), v \leq \gamma_{xy} - w \right\},$$

which rewrites

$$\mathcal{F}_{xv} = \left\{ (u, v) : u - \alpha_{xv} \le N (\gamma_{xv} - v) \right\}.$$

- ▶ The interior of this set, denoted  $\mathcal{F}^0_{xy}$ , is the set such that this ineqality holds true.
- ► In the case of OT,

$$\mathcal{F}_{xy} = \{(u, v) : u + v \le \alpha_{xy} + \gamma_{xy}\}.$$

### **EQUILIBRIUM TRANSPORTATION: DEFINITION**

▶ We have therefore that  $(\pi, u, v)$  is an equilibrium outcome when

$$\left\{ \begin{array}{l} (\textit{PF}): \pi \in \mathcal{M}\left(\textit{P},\textit{Q}\right) \\ (\textit{DF}): \left(\textit{u}\left(\textit{x}\right),\textit{v}\left(\textit{y}\right)\right) \notin \mathcal{F}_{\textit{xy}}^{0} \\ (\textit{NC}): \left(\textit{x},\textit{y}\right) \in \textit{Supp}\left(\pi\right) \Longrightarrow \left(\textit{u}\left(\textit{x}\right),\textit{v}\left(\textit{y}\right)\right) \in \mathcal{F}_{\textit{xy}}. \end{array} \right.$$

- ► This is a **Nonlinear Complementarity Problem** (NCP) with much structure.
- ▶ Problem: existence of an equilibrium outcome? yes in the discrete case  $(\mathcal{X} \text{ and } \mathcal{Y} \text{ finite})$ : Kelso-Crawford, Alkan and Gale.

► Link with Galois connection, see Noeldeke and Samuelson (2015) and Larry's talk. Let

$$G_{xy}(v) = \alpha_{xy} + N(\gamma_{xy} - v)$$
.

One has  $(u_x, v_y) \notin \mathcal{F}^0_{xy}$  if and only if  $u_x \geq G_{xy}(v_y)$  which is equivalent to  $v_y \geq G_{xy}^{-1}(u_x)$ .

▶ By condition (DF) and (NC), we get that if  $(\pi, u, v)$  is the solution to an Equilibrium transportation problem

$$u\left(x\right) = \max_{y \in \mathcal{Y}} G_{xy}\left(v\left(y\right)\right) \text{ and } v\left(y\right) = \max_{x \in \mathcal{X}} G_{xy}^{-1}\left(u\left(x\right)\right)$$

▶ OT is a special case ( $\Phi$ -conjugacy, see Villani's book):

$$u\left(x
ight) = \max_{y \in \mathcal{Y}} \left\{\Phi_{xy} - v\left(y
ight)\right\} \text{ and } v\left(y
ight) = \max_{x \in \mathcal{X}} \left\{\Phi_{xy} - u\left(x
ight)\right\}$$

and even more special:  $\Phi_{vv} = x.v$  (Legendre-Fenchel conjugacy)

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#### ABSTRACT CONVEXITY

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and even more special:  $\Phi_{xy}=x.y$  (Legendre-Fenchel conjugacy)

$$u(x) = \max_{v \in \mathcal{V}} \left\{ x.y - v(y) \right\} \text{ and } v(y) = \max_{x \in \mathcal{X}} \left\{ x.y - u(x) \right\}.$$

# REMARK 2: TRUDINGER'S LOCAL THEORY OF PRESCRIBED JACOBIANS

Assuming everything is smooth, and letting  $f_P$  and  $f_Q$  be the densities of P and Q we have under some conditions that the equilibrium transportation plan is given by y = T(x), where mass balance yields

$$\left|\det DT\left(x\right)\right|=rac{f_{P}\left(x
ight)}{f_{Q}\left(T\left(x
ight)
ight)}$$

and optimality yieds

$$\partial_{x}G_{xT(x)}^{-1}\left(u\left(x\right)\right)+\partial_{u}G_{xT(x)}^{-1}\left(u\left(x\right)\right)\nabla u\left(x\right)=0$$

which thus inverts into

$$T(x) = e(x, u(x), \nabla u(x)).$$

▶ Trudinger (2014) studies Monge-Ampere equations of the form

$$|\det De(., u, \nabla u)| = \frac{f_P}{f_O(e(., u, \nabla u))}$$

(more general than Optimal Transport where no dependence on u)

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#### A REMARK

- ► Galois connections and Monge-Ampère equations break the symmetry between *x* and *y*. Duality is an offspring of this broken symmetry.
- ► However, in contrast, the ET problem is symmetric in the role *x* and *y* play. Is there a way of restoring symmetry between *x* and *y*?

#### A REMARK

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#### IMPERFECTLY TRANSFERABLE UTILITY

▶ [GKW] introduce distance function: for  $(u, v) \in \mathbb{R}^2$ , let

$$\Psi_{xy}\left(u,v\right)=\min\left\{t\in\mathbb{R}:\left(u-t,v-t
ight)\in\mathcal{F}_{xy}
ight\}$$

which is the distance along the diagonal between (u, v) and the frontier of  $\mathcal{F}_{xy}$ , with a minus sign if (u, v) is in the set.

- ► Economic interretation: what is the quantity of utility that we can give or remove to x and y in the same amount such that they reach the efficient frontier?
- ► This object has nice properties:
  - ►  $\Psi_{xy}(u, v) \le 0$  iff  $(u, v) \in \mathcal{F}_{xy}$ ►  $\Psi_{xy}(u, v) < 0$  iff  $(u, v) \in \mathcal{F}_{xy}^0$

  - $\Psi_{xy}(u+t, v+t) = \Psi_{xy}(u, v) + t$
- Note that in the case of OT,

$$\Psi_{xy}\left(u,v\right)=\frac{u+v-\left(\alpha_{xy}+\gamma_{xy}\right)}{2}.$$

## GEOMETRIC OPERATIONS ON FEASIBLE SETS

- ► More generally, the following operations on distance functions correspond to geometric operations on feasible sets:
  - ▶  $\max \{ \Psi^1, \Psi^2 \}$ : intersection
  - min  $\{\Psi^1, \Psi^2\}$ : union
  - $\Psi(u-\alpha, v-\gamma)$ : translation
  - ►  $T\Psi(u/T, v/T)$ : homothety
  - $\lambda \Psi^1 + (1 \lambda) \Psi^2$ : intepolation

## THE EQUILIBRIUM TRANSPORT PROBLEM

•  $(\pi, u, v)$  is an equilibrium outcome when

$$\left\{ \begin{array}{l} (\textit{PF}): \pi \in \mathcal{M}\left(\textit{P},\textit{Q}\right) \\ (\textit{DF}): \Psi_{\textit{xy}}\left(\textit{u}\left(\textit{x}\right),\textit{v}\left(\textit{y}\right)\right) \geq 0 \\ (\textit{NC}): \left(\textit{x},\textit{y}\right) \in \textit{Supp}\left(\pi\right) \Longrightarrow \Psi_{\textit{xy}}\left(\textit{u}\left(\textit{x}\right),\textit{v}\left(\textit{y}\right)\right) = 0. \end{array} \right.$$

► In the rest of the talk, I will argue that these objects can be useful in the study of the Equilibrium Transport problem.

## POINT 0: PARAMETERIZATION OF THE EFFICIENT FRONTIER

- ▶ It is convenient to parameterize the frontier of  $\mathcal{F}_{xy}$  by a scalar parameter. To do this, consider a reparameterization by a 45° rotation: if  $u_x$  and  $v_y$  are such that  $\Psi_{xy}(u_x, v_y) = 0$ , let  $w_{xy} = u_x v_y$ .
- ► More generally, the set of equations

$$\begin{cases}
\Psi_{xy} (u_x, v_y) = 0 \\
u_x - v_y = w_{xy}
\end{cases}$$

defines 
$$u_x = \mathcal{U}_{xy}(w_{xy})$$
 and  $v_y = \mathcal{V}_{xy}(w_{xy})$ .

▶ One has a very simple expression of  $\mathcal{U}_{xy}$  and  $\mathcal{V}_{xy}$  from  $\Psi$ :

$$\begin{aligned} \mathcal{U}_{xy}\left(w_{xy}\right) &= -\Psi_{xy}\left(0, -w_{xy}\right) \\ \mathcal{V}_{xy}\left(w_{xy}\right) &= -\Psi_{xy}\left(w_{xy}, 0\right) \end{aligned}$$

and

$$G_{xy}\left(v
ight)=\mathcal{U}_{xy}\circ\mathcal{V}_{xy}^{-1}\left(v
ight) \text{ and } G_{xy}^{-1}\left(u
ight)=\mathcal{V}_{xy}\circ\mathcal{U}_{xy}^{-1}\left(u
ight).$$

## POINT 1: LOGISTIC ET

► Look at the individual rationality conditions:

$$\begin{cases} u_{x} \geq \mathcal{U}_{xy}\left(v_{y}\right) \\ \pi_{y|x} > 0 \Longrightarrow u_{x} \geq \mathcal{U}_{xy}\left(v_{y}\right) \end{cases}$$

where  $\pi_{y|x} = \pi_{xy}/p_x$  is the conditional distribution of Y given X under  $\pi$ .

► A regularized version of these is provided by the Gibbs distribution

$$\pi_{y|x} = \frac{\exp \mathcal{U}_{xy} \left( w_{xy} \right) / T}{\exp u_x / T}$$

where the max has been replaced by the smooth-max. Hence, letting  $a_{\rm X}=u_{\rm X}-T\ln p_{\rm X}$ , we get

$$T \ln \pi_{xy} + a_x = \mathcal{U}_{xy} (w_{xy})$$
.

► Similarly, individual rationality on the side of firms relaxes into

$$\pi_{x|y} = \frac{\exp \mathcal{V}_{xy} (w_{xy}) / T}{\exp v_{v} / T}$$

and thus, after letting  $b_v = v_v - T \ln q_v$ ,

$$T \ln \pi_{xy} + b_y = \mathcal{V}_{xy} (w_{xy})$$
 .

Lectures on Optimal Transport - L3

## POINT 1: LOGISTIC ET (CTD)

► We get

$$\begin{cases} T \ln \pi_{xy} + a_x = \mathcal{U}_{xy} (w_{xy}) \\ T \ln \pi_{xy} + b_y = \mathcal{V}_{xy} (w_{xy}) \end{cases}$$

► Thus, applying Ψ term by term yields

$$\Psi_{xy}\left(T\ln\pi_{xy}+a_{x},\,T\ln\pi_{xy}+b_{y}\right)=0$$

hence

$$\pi_{\mathit{xy}} = \exp\left(-\Psi_{\mathit{xy}}\left(\mathit{a_{\mathit{x}}},\mathit{b_{\mathit{y}}}\right)/\mathit{T}\right)$$

where  $a_x$  and  $b_y$  solve the system

$$\begin{cases} \sum_{y} \exp\left(-\Psi_{xy}\left(a_{x}, b_{y}\right) / T\right) = p_{x} \\ \sum_{x} \exp\left(-\Psi_{xy}\left(a_{x}, b_{y}\right) / T\right) = q_{y} \end{cases}.$$

▶ By substraction, we have

$$a_x - b_y = w_{xy}$$
.

## POINT 2: LOGISTIC ET (CTD)

- ▶ **Theorem**: when  $T \rightarrow 0$ , u and v tend to the solution of the ET problem.
- ▶ **Open question**: when there are multiple solutions at T = 0, which solution is selected?
- ► In the case of OT, it is the maximal entrop solution. Does this result still hold here?

## **POINT 2: COMPUTATION**

► In OT, a lot of attention recently on the Monge-Kantorovich problem with entropic regularization

$$\max_{\pi \in \mathcal{M}(P,Q)} \int \Phi\left(x,y\right) d\pi\left(x,y\right) - 2T \int \log \pi\left(x,y\right) d\pi\left(x,y\right)$$

which is useful for computation (via Iterated Bregman projections) and econometrics (link w the logit model).

▶ In the OT case, this boils down to

$$\pi_{xy} = \exp\left(rac{\Phi_{xy} - \mathsf{a}_x - \mathsf{b}_y}{2\,\mathsf{T}}
ight)$$

where a and b are adjusted to meet the constraint  $\pi \in \mathcal{M}(P, Q)$ .

► In the ET case, no optimization formulation... but works just as well. Recall

$$\pi_{xy} = \exp\left(-\Psi_{xy}\left(a_{x}, b_{y}\right)/T\right).$$

# POINT 2: COMPUTATION (CTD)

▶ Take temperature parameter T > 0 and look for  $\pi$  under the form

$$\pi_{xy} = \exp\left(-rac{\Psi_{xy}\left(a_x, b_y
ight)}{T}
ight)$$

Note that when  $T \to 0$ , the limit of  $\Psi_{xy}\left(a_x,b_y\right)$  is nonnegative, and the limit of  $\pi_{xy}\Psi_{xy}\left(a_x,b_y\right)$  is zero.

▶ If  $\pi_{xy} = \exp\left(-\Psi_{xy}\left(a_x, b_y\right) / T\right)$ , condition  $\pi \in \mathcal{M}\left(P, Q\right)$  boils down to set of nonlinear equations in (u, v)

$$\begin{cases} \sum_{y \in \mathcal{Y}} \exp\left(-\frac{\Psi_{xy}(a_x, b_y)}{T}\right) = p_x \\ \sum_{x \in \mathcal{X}} \exp\left(-\frac{\Psi_{xy}(a_x, b_y)}{T}\right) = q_y \end{cases}$$

which we call the nonlinear Bernstein-Schrödinger equation.

► In the optimal transportation case, this becomes the classical B-S equation

$$\begin{cases} & \sum_{y \in \mathcal{Y}} \exp\left(\frac{\Phi_{xy} - a_x - b_y}{2T}\right) = p_x \\ & \sum_{x \in \mathcal{X}} \exp\left(\frac{\Phi_{xy} - a_x - b_y}{2T}\right) = q_y \end{cases}$$

## POINT 2: COMPUTATION (CTD)

- ▶ Note that  $F_x: a_x \to \sum_{y \in \mathcal{Y}} \exp\left(-\frac{\Psi_{xy}(a_x,b_y)}{T}\right)$  is a decreasing and continuous function. Mild conditions on  $\Psi$  therefore ensure the existence of  $a_x$  so that  $F_x(a_x) = p_x$ .
- ► Our algorithm [GKW] is thus a nonlinear Jacobi algorithm:
  - Make an initial guess of  $b_v^0$
  - Determine the  $a_x^{k+1}$  to fit the  $p_x$  margins, based on the  $b_y^k$
  - Update the  $b_v^{k+1}$  to fit the  $q_v$  margins, based on the  $a_x^{k+1}$ .
  - Repeat until  $b^{k+1}$  is close enough to  $b^k$ .
- ▶ One can proof that  $b_y^k$  decrease to fixed point. Convergence is very fast in practice.

## POINT 3: GALE-SHAPLEY MATCHING

► The distance function formalism allows to make a connection with Gale-Shapley's theory of stable marriages. Introduce

$$\Psi_{xy}(u, v) = \max(u - \alpha_{xy}, v - \gamma_{xy}).$$

- ► This interprets as: no matter what happens, x can get at most  $\alpha_{xy}$  and y can get at most  $\gamma_{xy}$ .
- Assume  $n_x = 1$  and  $m_y = 1$  for all x and y. Then GH show that for any stable matching  $\pi$  in the Gale-Shapley sense, there exist u and v such that  $(\pi, u, v)$  is an equilibrium transport; and conversely, if  $(\pi, u, v)$  is an equilibrium transport, then  $\pi$  is stable in the Gale and Shapley sense.

## Point 4: back to nonlinear taxes

▶ Back to the tax example [DGJK], assume that

$$N(w) = \min_{k=1...K} \left\{ n^{k} + \left(1 - \theta^{k}\right) \left(w - w^{k}\right) \right\}$$

where  $\theta^1 = 0 < \theta^2 < ... < \theta^K$ , and  $\eta^0 = 0$ .  $n^{k+1} = n^k + (1 - \theta^k) (w^{k+1} - w^k).$ 

▶ Recall  $\mathcal{F}_{xv} = \{(u, v) : u - \alpha_{xv} \leq N(\gamma_{xv} - v)\}$ . Because the tax schedule is progressive (N concave),  $\mathcal{F}_{xy}$  can be written as the intersection of the  $\mathcal{F}_{xy}^k$ , where

$$\mathcal{F}_{xy}^{k} = \left\{ (u, v) : u - \alpha_{xy} - n^{k} \le \left(1 - \theta^{k}\right) \left(\gamma_{xy} - v - w^{k}\right) \right\}.$$

▶ Note that  $\Psi$  associated with the intersection of  $\Psi^k$  is equal to the  $\max_{k} \Psi^{k}$ . One has

$$\Psi^{k}\left(u,v\right) = \frac{u - \alpha_{xy} - n^{k} - \left(1 - \theta^{k}\right)\left(\gamma_{xy} - v - w^{k}\right)}{2 - \alpha^{k}},$$

and as a result

$$\Psi\left(u,v\right) = \max_{k=1,\dots,K} \left\{ \frac{u - \alpha_{xy} - n^k - \left(1 - \theta^k\right)\left(\gamma_{xy} - v - w^k\right)}{2 - \theta^k} \right\}.$$
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