

# ALI NIAZI

Email: [ali.niazi@ucalgary.ca](mailto:ali.niazi@ucalgary.ca) | Website: [aliniazi.com](http://aliniazi.com) | LinkedIn: [linkedin.com/in/niazi-ali](https://www.linkedin.com/in/niazi-ali)

## CONTACT INFORMATION

---

### Office Address

Department of Economics, University of Calgary  
SS 405, 2500 University Drive NW  
Calgary, AB T2N 1N4, Canada

### Placement Director

Stefan Staubli  
[sstaubli@ucalgary.ca](mailto:sstaubli@ucalgary.ca)  
+1 403-220-6180

## RESEARCH INTERESTS

---

Energy and Environmental Economics, Empirical Industrial Organization, Applied Microeconomics

## DOCTORAL STUDIES

---

**Ph.D. in Economics** — University of Calgary

*Expected completion 2026*

Dissertation: Essays in Energy and Environmental Economics

Dissertation Committee and References:

**Blake Shaffer** (Supervisor)

Department of Economics, University of Calgary  
[blake.shaffer@ucalgary.ca](mailto:blake.shaffer@ucalgary.ca)

**David Brown**

Department of Economics, University of Alberta  
[dpbrown@ualberta.ca](mailto:dpbrown@ualberta.ca)

**Erica Myers**

Department of Economics, University of Calgary  
[erica.myers@ucalgary.ca](mailto:erica.myers@ucalgary.ca)

**Lucija Muehlenbachs**

Department of Economics, University of Calgary  
[lmuehlen@ucalgary.ca](mailto:lmuehlen@ucalgary.ca)

## PRIOR EDUCATION

---

**M.Sc. in Economics** — Sharif University of Technology

*2020*

**B.Sc. in Electrical Engineering** — Ferdowsi University of Mashhad

*2016*

## WORKING PAPERS

---

**Renewable Expansion and Strategic Behavior in Restructured Electricity Markets (JMP)**

**Do Gasoline Prices Influence Electric Vehicle Usage? Evidence from the U.S.**

with Blake Shaffer

**Electric Vehicle Charging and Driving Behavior**

with David Brown, Blake Shaffer, and Mallika Sharma

**The Reproducibility and Robustness of Economics and Political Science** (R&R, Nature)

with Abel Brodeur, Derek Mikola, Nikolai Cook, Lenka Fiala, et al.

## PUBLICATIONS

---

Ali Ebrahim Nejad, Saeid Hoseinzade, and Ali Niazi (2024). “Credit Rating Agencies During the Credit Crunch.” *Review of Financial Economics* 42: 124–147. doi:[10.1002/rfe.1192](https://doi.org/10.1002/rfe.1192)

## RESEARCH EXPERIENCE

---

**Research Assistant** — University of Calgary 2021–2025  
with Blake Shaffer (2023–2025); Scott Taylor (2021–2023); Trevor Tombe (2022); Aidan Hollis (2022)

## TEACHING EXPERIENCE

---

**Instructor of Record** — University of Calgary 2024, 2025  
Computer Applications in Economics (ECON 311)

**Teaching Assistant** — University of Calgary 2021–2024  
Principles of Microeconomics (3 terms); Macroeconomics II (2 terms); Engineering Economics (1 term);  
Computer Applications in Economics (6 terms)

## PROFESSIONAL EXPERIENCE

---

**Market Fundamentals Analyst** — Alberta Electric System Operator (AESO) 2025–present  
**Research Analyst (Part-time)** — Energy Futures Lab 2024–2025  
**Research Analyst (Part-time)** — Smart Prosperity Institute 2024–2025

## HONORS & AWARDS

---

Eyes High International Doctoral Scholarship (CAD \$15,000), University of Calgary 2025  
Doctoral Research Scholarship, University of Calgary 2023–2025  
International Tuition Award, University of Calgary 2020–2025  
Macroeconomics Prize, University of Calgary 2021  
Economics Scholarship, Agricultural Bank of Iran 2017–2018  
Excellence Scholarship, Ferdowsi University of Mashhad 2015

## SEMINARS & CONFERENCES

---

**2025:** Canadian Economics Association Annual Conference (Montreal); Electricity Lunch Research Seminar (Calgary)  
**2024:** Canadian Economics Association (Toronto); Environmental Econ Workshop (London, ON); Electricity Lunch Research Seminar (Calgary)  
**2023:** Canadian Economics Association (Winnipeg); Canadian Resource and Environmental Economics Association (Winnipeg)

## SERVICE

---

Referee, *Canadian Journal of Economics* 2024  
Researcher, Net Zero Electricity Research Initiative 2022–present  
Co-organizer, Grid Forward Conference 2024  
Co-organizer, Electricity Camp in the Rockies 2023–2025  
Co-founder, Graduate Economics Buddy Program 2022–2024  
VP Finance, Economics Graduate Association 2023–2024

## SKILLS

---

**Programming & Tools:** R, Stata, Python, Julia, MATLAB, L<sup>A</sup>T<sub>E</sub>X  
**Languages:** English (fluent), Persian (native), French (learning)

## ABSTRACTS

---

### **Renewable Expansion and Strategic Behavior in Restructured Electricity Markets**

*Job Market Paper*

The expansion of renewable energy is reshaping price formation and strategic behavior in restructured electricity markets. This paper quantifies how wind and solar affect wholesale prices, market power, and generator profitability. I find that renewables lower average wholesale prices, but their effects on prices and market power are heterogeneous throughout the day. Wind reduces prices and markups in most hours, with larger impacts during high-demand hours. Solar, however, exhibits asymmetric effects: it reduces midday prices and markups but increases them during some morning and evening hours, creating new opportunities for strategic behavior. Counterfactual capacity scenarios show renewable expansion shifts value from energy to flexibility. Inframarginal rents for renewables and baseload combined-cycle units fall, while scarcity rents concentrate into fewer hours that favor fast-ramping units and storage. These findings demonstrate that adding renewable supply does not eliminate market power. Robust market design and flexible resources are essential to keep decarbonizing grids competitive and reliable.

### **Do Gasoline Prices Influence Electric Vehicle Usage? Evidence from the U.S.**

*with Blake Shaffer*

This paper examines how households with electric vehicles (EVs) adjust their charging and driving behaviors in response to short-term fluctuations in gasoline prices. Using a novel dataset of over 5,000 battery EVs across the U.S. from 2021-2022, we find that a 1% increase in gasoline prices is associated with a 0.35% rise in average daily EV miles traveled. This response is significantly stronger in areas with greater access to charging infrastructure, particularly DC fast chargers. We argue that this behavior primarily results from intra-household substitution within multi-vehicle households owning both EVs and internal combustion engine vehicles (ICEVs), where higher fuel costs shift miles between vehicles. Higher gasoline prices also increase the share of away-from-home charging, suggesting EV owners found new charging opportunities in response to higher gasoline prices. These results suggest that carbon taxes could increase EV usage, but their effectiveness depends on complementary investments in charging infrastructure. Our findings inform policies that leverage price incentives to reduce transportation emissions.

### **Electric Vehicle Charging and Driving Behavior**

*with David Brown, Blake Shaffer, and Mallika Sharma*

In this paper, we examine the charging and driving behavior from over 6000 electric vehicles from 14 metropolitan areas across the U.S., for over 2.3 million charging sessions and 3.3 million driving trips. The study investigates when and where people charge, including the use of different charger types (level 1, level 2 or DC Fast) and the frequency of charging. We also explore the extent of EV usage and driving patterns, including annual vehicle mileage, trip length, and daily driving behavior. We observe peak midnight charging, with 66% of charging occurring at home and a mean start state-of-charge at 49%. EV users also charge four times in a typical week. They drive, on average, 16,392 km annually. They also tend to take longer trips during weekends, with an average of 46.7km per day compared to 43.5km on weekdays. These behavioral insights are critical for policy design shaping the transportation sector, charging infrastructural planning and energy management programs to support EV adoption and meet decarbonization goals.

### **The Reproducibility and Robustness of Economics and Political Science (R&R, Nature)**

*with Abel Brodeur, Derek Mikola, Nikolai Cook, Lenka Fiala, et al.*

This systematic and large-scale reproduction effort provides the first evidence of the reproducibility and robustness of economics and political science fields. We reproduced and conducted robustness analysis of 110 articles recently published in leading economics and political science journals. We first find that 84% of published claims can be computationally reproduced. Second, our re-analyses lead to 79% of statistically significant estimates to remain statistically significant in the same direction. Third, the median reproduction's effect size is 100% the originally published effect size. Fourth, six independent research teams examined 12 pre-specified hypotheses about determinants of reproducibility and robustness. They found a negative relationship between reproducers' experience and reproducibility, but no relationship between reproducibility and author characteristics or data availability.