

LORIEN A. RICE

University of California, San Diego
Department of Economics, 0508
9500 Gilman Drive
La Jolla, CA 92093-0508

Phone: (619) 298-7856
Fax: (858) 534-7040
e-mail: lrice@econ.ucsd.edu
<http://econ.ucsd.edu/~lrice>

EDUCATION:

UNIVERSITY OF CALIFORNIA, SAN DIEGO

Ph.D., Economics, expected June 2002
M.A., Economics, December 1998

Job Placement Officer: Wouter Den Haan
Job Placement Assistant: Rianne Rivera

wdenhaan@ucsd.edu (858) 534-0762
rarivera@ucsd.edu (858) 534-4195

OBERLIN COLLEGE

B.A., Economics, 1990

FIELDS OF INTEREST:

Labor Economics, Public Policy, Education Economics, and Applied Econometrics.

RESEARCH EXPERIENCE:

- 2000-2001: Research Assistantship with Professor Julian Betts. Studied achievement in standardized test scores at the San Diego public school district.
- 1999: Editorial Assistant for Abstracts of Working Papers in Economics (AWPE). Edited abstracts of economics working papers for the AWPE journal and the Econlit database.
- 1998: Research Assistantship with Professor Steve Raphael. Assisted with research on urban economics and employment outcomes.
- 1997: Research Assistantship with Professor Julian Betts. Assisted with research on the effects of the quality of university education in Canada.
- 1993-1995: Socio-Economic Planner with the U. S. Peace Corps, Morocco. Worked with the national park system to identify appropriate technologies to benefit local populations and reduce negative impacts on natural resources. Designed a study of vehicle traffic within Souss-Massa National Park.
- 1990-1993: Research Assistantship with MDRC, New York, New York. Assisted with estimating the effects of education and job training programs for disadvantaged populations. Ran SPSS and SAS programs estimating benefits of programs, collected program participation data and cost data, and performed cost/benefit calculations.

TEACHING EXPERIENCE:

- 1997-2000: Teaching assistantships for courses in public policy, econometrics and macroeconomics.

AWARDS:

Joan and Ira Katz Dissertation Award, 2001.

University of California Transportation Center, one year doctoral dissertation grant, 2000-2001.

PAPERS:

“Car Ownership, Employment, and Earnings” (with Steven Raphael), under revision to be resubmitted to the Journal of Urban Economics

In this paper, we attempt to assess whether the positive effects of car ownership on employment outcomes observed in past research are causal. We match state-level data on average car insurance premiums and average per-gallon gas taxes to a nationally representative microdata sample containing information on car ownership and employment outcomes comparable to those explored in previous research. In OLS regressions that control for observable demographic and human capital variables, we find large differences in employment rates and weekly hours worked between those with and without cars. Instrumenting car ownership on insurance and gas tax costs yields estimates of the employment and hours effects of car ownership that are quite close to the OLS estimates. When we stratify the sample by skill groupings, we find positive significant employment and hours effects for all skill groups, with larger car-employment effects for low-skilled workers and comparable hours effects across skill categories.

RESEARCH IN PROGRESS:

“Public Transit and Employment Outcomes”

JOB MARKET PAPER

This study examines the effect of the density of public transit routes on an individual’s employment outcomes, while controlling for other city characteristics and for individual characteristics. Results from a sample of 62 small and mid-sized cities show that for those with no college education, the density of public transit routes has a positive effect on the probability of employment, significant at the 5% level. For the average city in the sample, a ten percent increase in transit density is associated with an increase in employment of roughly three-tenths of a percent (.27%) for the low education group. This increase is about 1/6th the size of the predicted increase in employment that would occur from a ten percent increase in the rate of car ownership. Fourteen large cities with less precise data are added to the sample, and when this expanded sample is used, transit density is found to be significant at 5% for the entire population as well as for the low education population. With the larger sample, the results indicate an increase in employment of roughly sixth-tenths of a percent for a ten percent change in transit density, regardless of education level.

“The Determinants of Student Achievement in San Diego”, with Julian Betts and Andrew Zau

A collaborative effort between the Public Policy Institute of California and San Diego City Schools, this project will study the determinants of student achievement in the district, by carefully measuring students' experiences, including the curriculum they take, the size of the classes in which they enroll, peer group characteristics, and diverse measures of teacher background.

REFERENCES:

Julian Betts (Advisor)
Department of Economics, 0508
UC San Diego
9500 Gilman Drive
La Jolla, CA 92093-0508
(858) 534-3369

Steven Raphael
Goldman School of Public Policy
University of California, Berkeley
2607 Hearst Avenue
Berkeley, CA 94720-7320
(510) 643-0536

Ross Starr
Department of Economics, 0508
UC San Diego
9500 Gilman Drive
La Jolla, CA 92093-0508
(858) 534-3879, (858) 534-3383