

Mark Bamba

Curriculum Vitae

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CONTACT INFORMATION

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EDUCATION

Ph.D. Candidate in Economics, Princeton University, Aug 2018–Present

Thesis Title: “Essays in Spatial Economics”

Expected Completion Date: May 2026

M.A., Economics, Princeton University, Sept 2020

M.S., Applied Physics, Columbia University, *magna cum laude*, May 2015

B.S., Applied Physics, Columbia University, *magna cum laude*, Dec 2014

REFERENCES

Professor Eduardo Morales
Department of Economics
Princeton University
+1-609-258-3866, ecmorales@princeton.edu

Professor Stephen Redding
Department of Economics
Stanford University
+1-650-736-8195, reddings@stanford.edu

Professor David Weinstein
Department of Economics
Columbia University
+1-212-854-6880, dew35@columbia.edu

Professor Mark Watson (Teaching Reference)
Department of Economics
Princeton University
+1-609-258-4811, mwatson@princeton.edu

RESEARCH INTERESTS

Urban Economics, International Trade, Spatial Economics, Transportation Infrastructure

RESEARCH EXPERIENCE

Research Assistant to Eduardo Morales, Princeton University, Feb 2019–December 2019

Research Assistant to David Weinstein, Columbia University, June 2016–June 2018

Research Assistant to Jonas Hjort, Columbia University, Jan 2015–May 2015

Research Assistant to Bradley Johnson, Experimental Cosmology Group, Columbia University, Jan 2015–May 2015

TEACHING EXPERIENCE

Teaching Assistant to Mark Watson for *Quantitative Analysis for Policymakers*, Fall 2024

Teaching Assistant to Sam van Noort for *Econometrics for Policymakers: Applications*, Spring 2024

Teaching Assistant to David Silver for *Econometrics for Policymakers (Advanced)*, Spring 2021

FELLOWSHIPS

Dissertation Fellowship, Princeton, 2025–2026

Griswold Center for Economic Policy Studies Graduate Student Fellowship, Princeton, 2024–2025
International Economics Section Summer Fellowship, Princeton, Summer 2020

JOB MARKET PAPER

“The Centralizing Effects of Tokyo’s Train System”

We study how the spatial placement of rail infrastructure shapes welfare and the geography of economic activity. Calibrating a number of urban commuting models to Tokyo—where households choose where to live and work and incur commuting costs—we quantify the effects of the city’s rail network on population and employment. We develop a theory-based heuristic that measures the direct impact of transportation improvements on residents and firms that can be used to bound the first-order comparative statics for population and employment. These bounds require only commuting shares and changes in commuting costs for the locations that were directly impacted by the transportation improvement, avoiding the full data and computation burden of typical general-equilibrium analyses, and explain a large share of the statistical variation of the general-equilibrium comparative statics across locations.

Three findings emerge. First, Tokyo’s rail network centralizes both population and employment. Household welfare gains exceed the construction, operating, and maintenance costs. Second, placement matters: the core subway network plays a large role in the centralization patterns and accounts for a disproportionate share of welfare gains. While the returns to expansion on radial lines have exhibited diminishing—and in some cases negative—marginal returns, returns to successive subway segments have been several times higher and exhibited a U-shaped relationship, with a trough for the segments constructed between 1960-2000. Disallowing transfers to/from subway stations erodes about 43% of these gains, underscoring strong network effects. Third, the gains are sensitive to urban form and mobility options. Raising car speeds to typical U.S. levels decentralizes Tokyo and reduces rail’s gains by ~30%. If in addition, Tokyo’s population is exogenously reduced to New York-like density, the system remains socially beneficial; at Los Angeles-like density, returns turn negative—highlighting population density and the absence of modes that encourage dispersion as important factors for successful rail investment.

PUBLICATIONS

“The Crisis that Wasn’t: How Japan Has Avoided a Bond Market Panic,” with David Weinstein, in Hoshi, Takeo and Phillip Lipscy eds. *The Political Economy of the Abe Government and Abenomics Reforms*. Cambridge: Cambridge University Press, 2020, pp. 239–268.

EMPLOYMENT

Staff Associate, Columbia University Economics Department, New York, July 2016–June 2018
Analyst, AES/DMA (Algorithmic Trading) Desk, Credit Suisse, Tokyo, July 2015–Apr 2016

OTHER:

Legal Name: Mark Taro Greenan

Languages: English (native), Japanese (native)