

The Spatial Organization of Cities: Transport

Comments from

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Big Infrastructure May Generate Big Returns

- Belt and Road Initiative
 - Return concentrated near the road
 - Near borders
 - Near initially large places
- Kampala's Northern Bypass and proposed Bus Rapid Transit

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→ We care about the geographic distribution of returns

Questions are Relevant in Any State of Development

- Container port investments in US, 1950-1980 (Brooks, Gendron-Carrier, Rua, 2018)
 - Returns concentrate near containerized ports
 - Initially smaller places benefit more
- Railroads in India redistribute wealth (Donaldson, 2018)
- Transportation networks determine city shape and size (Brooks and Lutz, forthcoming; Hebllich, Redding and Sturm, 2018)

Linking Matt's Political Frame to Julia's and Mathilde's Investments

- General equilibrium analysis is critical for transportation
- A complete general equilibrium analysis should also include political support

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And Change Their Voting and Lobbying Behavior

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Where does this go in a fancy general equilibrium model?

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In the long run, these changes may be larger and more impactful than the immediate economic impact

