

UTC Project Information	
Project Title	A Longitudinal Analysis of Cars, Transit, and Employment Outcomes (Former title: A Longitudinal Assessment of Social Networks' Effect on Mode Choice)
University	Rutgers University Mineta National Transit Research Consortium
Principal Investigator	Michael Smart, Ph.D.
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Funding Source(s) and Amounts Provided (by each agency or organization)	Research and Innovative Technology Administration University Transportation Centers Program (\$46,529)
Total Project Cost	\$46,529
Agency ID or Contract Number	DTRT12-G-UTC21
Start and End Dates	December 2013 – December 2015
Brief Description of Research Project	This project will examine trends and patterns in mode choice and auto ownership among certain population groups: immigrants, the poor, and people of color. The project focuses primarily on those families who transition into and out of car ownership frequently. We will examine how car ownership and access to high-quality transit service may support increased incomes over time, as well as helping to prevent lapses into unemployment.
Describe Implementation of Research Outcomes (or why not implemented)	The first peer-reviewed paper from this project has been published in the journal <i>Transportation</i> . In this paper we analyze the volatility of car ownership among particular groups, focusing on low-income and immigrant populations, as well as racial and ethnic minorities. The citation for this paper is: Klein, Nicholas J. and Michael J. Smart. (2016) "Car Today, Gone Tomorrow: The Ephemeral Car in Low-Income, Immigrant and Minority Families," <i>Transportation</i> ., DOI 10.1007/s11116-015-9664-4, pages 1-16. We also presented two papers from this project at the 55th annual conference of the Association of Collegiate Schools of

	<p>Planning in October 2015. The first analyzes the downturn in driving among young people in the United States. The second examines how prior exposure to transit influences later use of transit, even after individuals move to transit-poor locations. The citations for these papers are:</p> <p>Smart, Michael and Nicholas Klein. 2015. "Peak Car? Analyzing Changes in Car Ownership with Panel Data from 1999-2013." Presentation at the 55th Annual Conference of the Association of Collegiate Schools of Planning, Houston, TX, October.</p> <p>Klein, Nicholas and Michael Smart. 2015. "Remembrance of Cars and Buses Past: How Prior Life Experiences Influence Travel Choices." Presentation at the 55th Annual Conference of the Association of Collegiate Schools of Planning, Houston, TX, October.</p> <p>We have also had two papers accepted for presentation at the Transportation Research Board's annual meeting in January 2016. The first analyzes the relationship between transportation and families' labor income. The second analyzes the downturn in driving among young people in the United States. The citations for these papers are:</p> <p>Smart, Michael. "Effect of Car Ownership and Transit Access on Employment and Income: Fourteen Years of Evidence from Panel Study of Income Dynamics." Presentation at the 95th Annual Meeting of the Transportation Research Board, Washington, DC, January 10-14, 2016.</p> <p>Klein, Nicholas and Michael Smart. 2016. "Millennials and Car Ownership: Fewer Cars, Less Money." Presentation at the 95th Annual Meeting of the Transportation Research Board, Washington, DC, January 10-14, 2016.</p>
Place Any Photos Here	

Impacts/Benefits of Implementation (actual, not anticipated)	
Web Links <ul style="list-style-type: none">• Reports• Project Website	Final report (MNTRC Website): http://transweb.sjsu.edu/project/1244.html Final report (TRB Website): http://trid.trb.org/view/2015/M/1370753