

¹ **Unpacking Household Budgeting Strategies through a
2 Transportation Lens**

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6 **Abstract**

7 This is where we will put our abstract.

8 **Plain Language Summary**

9 This is a plain language summary

10 **1 Introduction**

11 Households juggle how to allocate their budgets: whether to invest in a reliable car,
12 pay for quality childcare, secure housing in a good school district, or set money aside
13 for leisure. These everyday choices shape how families live and move, reflecting the
14 trade-offs they make to balance competing priorities. Transportation often sits at
15 the center of these decisions, not only because it can be a significant expense, but
16 also because choosing to buy and maintain a car versus relying on public transit
17 represents a long-term commitment and a broader lifestyle choice. Its relative weight
18 compared to housing, childcare, and other spending varies widely across families.
19 The relationship between household budgeting and mobility is shaped not only by
20 causal direction but also by how families prioritize and weight different needs. On
21 one hand, mobility resources such as car ownership can structure the household
22 budget: households with no or only one vehicle may spend far less on transportation,
23 freeing up income for other essential or discretionary categories. On the other hand,
24 underlying family structures and preferences can drive budget allocation choices
25 that, in turn, shape transportation behavior. Larger families may prioritize child-
26 care or invest in higher-quality housing in areas with better schools, limiting what
27 remains for transportation. Others may emphasize frugality across all categories or
28 deliberately substitute toward lower-cost transit options. Understanding both the
29 direction of influence and the weight assigned to different budget categories is critical
30 for transportation planning and policy, as these dynamics reveal how families navigate
31 competing priorities under varying demographic and mobility contexts.

32 The purpose of this research is to explore how household budgets are structured
33 around transportation decisions and how this impacts other spending categories.
34 Using the Consumer Expenditure Survey (CEX), we will perform a Latent Class
35 Analysis (LCA) to find groupings based on a household's transportation expenses.
36 Theses groupings can help us find groups of spenders with similar patterns to help us
37 predict transportation expenses based on the household's characteristics.

38 **2 Literature Review**

39 **2.1 Modeling decisions and behavior around family**

- 40 • Ones related to family behavior

41 Sener & Bhat (2007) - male children more likely to participate with their fathers
42 than female children, African-American children less likely to participate in health-
43 enhancing active recreation pursuits

44 Rachel B. Copperman & Bhat (2007b) - The age of chilrend has an effect on the
45 types of activities they pursue

46 Sener et al. (2008) - Children in households with parents who are employed, higher
47 income, or higher education were found to participate in structured outdoor activities
48 at higher rates.

49 Paleti et al. (2011) - The results show that a wide variety of demographic, attitudinal,
50 environmental, and others' activity-travel pattern characteristics impact children's
51 after school activity engagement patterns.

52 Bernardo et al. (2015) - the presence of a child in dual-earner households not only
53 leads to a reduction in in-home non-work activity participation (excluding child care

activities) but also a substantially larger decrease in out-of-home non-work activity participation (excluding child care and shopping activities)

Leung et al. (2019) - childrens activities can differ a lot based on neighborhood environment and family sociodemographic background.

- Ones related to transportation

Rachel B. Copperman & Bhat (2007a) - The “number of children” variable suggests an overall higher likelihood of participation in utilitarian active travel among households with many children relative to households with few children

Souche (2010) - urban density and cost of transport mode were statistically significant in their model

McCarthy et al. (2017) - many factors influence decisions about mode choice when traveling with young children.

Lu et al. (2022) - joint travel contributes least to modal shift from car to active transport when there is improved infrastructure of trains and things

Amirnaziafshar & Diana (2022) - There are lots of factors that might affect people's willingness to use car sharing

Klein (2024) - Having a car gave people more opportunities than before, and they usually had more time to spend with the family. At the beginning and end of the day.

Bilgin et al. (2025) - Suggests that households are less likely to acquire a car in the presence of ridehailing, but car disposal is mainly driven by household compositions and residential relocation factors.

- Ones related to Budgets and money

Hargunani et al. (2024) - The data analysis reveals distinct spending, saving, and investment patterns among married couples, with a clear prioritization towards ensuring the well-being and future security of their families.”

Skinner (1985) - Changes in inflation will prompt changes in consumer expenditures

Nayga (1998) - Most of the variables analysed significantly affect prepared food expenditures. For example, results suggest that frozen meals expenditures are higher for households without children, for smaller households, and for households headed by a non-white individual

Fontes & Fan (2006) - Asian Americans allocate more of their budget to housing, African Americans allocate more of their budget to apparel, and Hispanics allocate more of their budget to both housing and apparel, but to a lesser extent than Asian Americans with respect to housing and African Americans with respect to apparel.

Sabelhaus et al. (2013) - the highest income thresholds are underrepresented in the survey

Hargunani et al. (2024) - The data analysis reveals distinct spending, saving, and investment patterns among married couples, with a clear prioritization towards ensuring the well-being and future security of their families.”

- spending on kids

Lino et al. (2017) - Many observations on the expenditures of children

Osborne et al. (2021) - Regardless of the method of calculation, we find that it is nearly impossible for two minimum wage earners to meet the basic costs of raising children in Texas, especially when child care is included

- 98 Hastings (2022) - Both sociodemographic and economic factors play a substantial role
 99 in these differences, and the racial and ethnic gaps in parental investments of money
 100 are nearly eliminated when both are accounted for
- 101 Duncan et al. (2023) - The more income, the more spending on kids.
- 102 • ones related to budgets and transportation
- 103 Morris & Wigan (1979) - transport takes about 17 percent of expenditures, at least
 104 part of the consumption expenditure by low income families is financed from savings,
 105 loans or other sources besides "income".
- 106 Blumenberg (2003) - Cost comparisons fall short of finding if transportation costs are
 107 a barrier for economic opportunity among the poor
- 108 Thakuriah & Liao (2005) - For vehicle-owning households, of every additional dollar
 109 that households spend, 18 cents is spent on vehicles after controlling for socioeco-
 110 nomic, demographic, life cycle, and other factors relating to households.
- 111 Hong et al. (2005) - Marrieds without children are more likely to spend on leisure
 112 travel than singles, whereas single parents and solitary survivors are less likely to
 113 spend on leisure travel than singles.
- 114 Thakuriah (Vonu) & Liao (2006) - Transportation expenditures made by households
 115 are better explained by permanent income levels of households than by annual
 116 incomes.
- 117 Choo et al. (2007) - New tech doesn't substitue Personal Vehicle travel probably
- 118 Haas et al. (2008) - Their model can help in travel demand modeling
- 119 Ferdous et al. (2010) - Adjustments are made with increased fuel prices
- 120 Deka (2015) - More housing costs = more transportation costs, people the take transit
 121 spend less on transportation
- 122 Mattson & Peterson (2019) - denser areas are more likely to use transit to commute.
 123 People in single-family homes tend to spend more money on transportation
- 124 Mattson (2020) - single family homes spend more on transportation, higher income is
 125 correlated with higher tranportation costs.
- 126 Molloy et al. (2024) - "Captive Riders" have less spending allocated to transportation
 127 than captive drivers.
- 128 Bureau of Transportation Statistics (2024) - Lots of summaries

129 3 References

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