

What is the Effect of Income on Travel Time to Work in Metropolitan Areas?

Christopher Robinson
ECON 483

Background and Data

- Spatial Mismatch Hypothesis
 - Low income people travel more to work
 - Where they live and where they work differ
 - Makes labor market outcomes more difficult
- American Time Use Survey
 - Crossectional, individual-level
 - Collected from census
 - Metropolitan areas (cities)
- Positive relationship would support Spatial Mismatch
 - Encourage policies for effective low-income public transportation

Methodology

- Ordinary Least Squares (OLS) Regression
- Dependent: travel time to work
- Independent: income
- Possible controls:
 - Age
 - Education
 - Race
 - Hours worked per week
 - City population
 - Access to transportation (at county level)