FRANK P. MARTIN-BUCK VII

CONTACT
INFORMATION

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EDUCATION

Ph.D.   Economics, University of Texas at Austin   (Expected) May 2017
Dissertation: "Driving Safety: Empirical Analyses of Alternative
                Transportation's Effect on Drunk Driving"
Committee Chair: Prof. Gerald Oettinger

M.S.   Economics, University of Texas at Austin   May 2015

B.A.   Economics, University of Michigan at Ann Arbor   May 2007

FIELDS

Primary Fields: Public Economics, Public Finance, Applied Microeconomics,
                Industrial Organization
Secondary Field: Labor Economics

HONORS AND
AWARDS

Recruitment Fellowship, University of Texas Economics Department   2013
Graduation with Honors and Distinction, University of Michigan   2007
Michigan Merit Award Scholarship, State of Michigan   2003

RESEARCH
EXPERIENCE

Child and Family Research Partnership, LBJ School of Public Affairs
Graduate Research Assistant   Aug. 2014 – Jan. 2016
- Conducted program analyses for state child welfare initiatives
- Developed program evaluation databases and performed statistical analyses
  to determine program effectiveness

PROFESSIONAL
EXPERIENCE

Bates White Economic Consulting, Washington, DC
Senior Consultant   Dec. 2012 – Apr. 2013
Consultant II   Oct. 2011 – Dec. 2012
- Conducted detailed economic and econometric analyses in support of
  litigation in the fields of energy, finance, and environmental product liability
- Worked closely with attorneys, clients, and internal economic experts
- Drafted expert reports
- Managed a team of other consultants to clean and analyze 23 separate
  asbestos claims databases
- Worked extensively with Stata, Python and C++ to estimate damages due to
  fraud in the mortgage-backed securities market
- Held Co-Chair position on the Diversity and Inclusion Council

ApplEcon Applied Economic Consulting, Ann Arbor, MI
Staff Analyst   Nov. 2007 – Aug. 2010
- Performed economic analyses in support of antitrust litigation
- Prepared and analyzed market and company data using statistical analysis software
- Wrote sections for expert reports submitted to the court
- Worked extensively with lawyers, expert economists, clients, and research staff
- Managed teams of other analysts resulting in analyses instrumental in our client winning a $500 million judgment
- Participated intimately in the strategic direction of cases
- Rapidly familiarized myself with the industries and companies involved in our cases

TEACHING
EXPERIENCE

University of Texas at Austin, Department of Economics
Teaching Assistant

Microeconomic Theory	Fall 2016
Public Economics	Spring 2016
Managerial Economics	Fall 2015
Current Issues in Business Economics	Spring 2014 and 2015
Environmental Economics	Fall 2013 and 2014

University of Michigan, Ross School of Business, Mastery Program
Economics Coach   Jan. 2007 – Dec. 2007

SPECIAL
SKILLS

Software: Stata, Microsoft Office, Python, SQL, MS Access, C++, Matlab, LaTex

Statistical Methods: Quasi-experimental techniques, regression discontinuity, regression kink, difference-in-differences, structural equation modelling, panel data methods, survey methodology

Languages: English (native), Russian (proficient), Spanish (familiar), French (familiar), Mandarin (familiar)

WORKING
PAPERS

Driving Safety: An Empirical Analysis of Ridesharing's Impact on Drunk Driving

This paper examines the effect of ridesharing services such as Lyft and Uber on the incidence of drunk driving. Ridesharing services are convenient, low-cost alternatives to traditional taxi cabs. I use the gradual expansion of ridesharing to cities across the U.S. to identify the effect of their introduction on alcohol-related traffic fatalities and DUI arrests. Using a large sample of U.S. cities and a fixed effects difference-in-differences approach I find that ridesharing services significantly reduce fatal alcohol-related auto accidents and for a large subset of cities DUI arrests as well. I explore the possibility of heterogeneous effects based on the quality of public transit available as well as the duration over which ridesharing has been operating. I further find that ridesharing's presence corresponds to a significant reduction in other potentially alcohol-related crimes such as physical and sexual assaults.

Quantifying the Effect of Rapid Transit on Drunk Driving
This paper estimates the causal effect of rapid transit systems on drunk driving. Many rapid public transit systems in the U.S. were developed over the past 40 years. Among the benefits of such systems is the potential for them to offer an alternative to driving under the influence of alcohol. In this paper I take advantage of the gradual build out of rapid transit systems to estimate the causal effect of increasing the size and scope of such networks on the incidence of drunk driving in those cities. Using a fixed effects difference-in-differences methodology I estimate the effect of the number of lines, stations and the interconnectedness of the systems' lines on the number of fatal alcohol-related auto accidents. I find that adding an additional transit lines and stations significantly reduce such fatal accidents.

WORKS IN
PROGRESS

Late-Night Bus Transit's Impact on Drunk Driving
This study estimates the effect of Austin, Texas's late-night municipal bus services on drunk driving arrests. Using a unique dataset containing the home addresses of individuals arrested for drunk driving I estimate the effect of late-night bus service on the number of arrests. Using a difference-in-differences methodology I measure the change in number of drunk driving arrests from days without late night service to days with these services for neighborhoods within walking distance of late-night bus routes. Comparing this change to the same change for neighborhoods not served by these routes allows me to identify the causal effect of late-night bus services on drunk driving arrests.

Risk in Numbers: Parsing Ridesharing's Effect on the Number and Riskiness of Drunk Drivers
Building on the framework developed by Levitt and Porter (2001) I exploit the inherent richness contained in data on two-vehicle fatal accidents to separately estimate the effect of ridesharing on both the number of fatal drivers on the road as well as on the risk of fatal accidents posed by those drivers. Separating these changes allows me to investigate whether ridesharing's presence induces substitution away from drunk driving by drivers who are relatively more or less risky than average. Understanding how the risk composition of intoxicated drivers is impacted by ridesharing allows for a better understanding of the types of individuals who continue to drive drunk after these services are introduced.

REFERENCES

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