

**Peninsula Volunteers –**  
**Methodology of Statistical analysis**

The analysis of the funding request questions included compilation of all of the SHD subsidy-eligible rides starting on July 1, 2020, and continuing through May 31, 2021, a period of 11 months. Other riders (those not eligible for subsidy or covered under other grants, or rider-paid 'excluded' riders, for example, were removed.)

For purposes of establishing costs, outliers such as a large credits/debit (rectifying billing errors made by the rideshare companies), and both charged and not charged ride cancellations were also excluded from this review.

There was a total of 1,488 completed rides used as the basis for this study --- 423 Uber rides and 1065 Lyft rides. For purposes of the individual rider measurements, we only considered the 40 riders with 10 or more rides over the 11 months measured period. The details behind the answers to the questions are included in the accompanying Excel file, which has three tabs --- all of the rides studied, a tab with the breakdown of the rides by our more frequent riders, and a third tab with the data behind the head-to-head cost comparison of Lyft and Uber.

Lyft/Uber cost comparison

We took a sample size of about 5% of the overall rides, 70 rides in total, which had the identical start and destination points, and which used each of the two rideshare companies.

Also, we just recently had a situation in the last week where Uber charged over \$30 for a ride of less than 4 miles long (and for a ride which is normally about \$10.50.) We contested the charge (twice, in fact), but both times were advised that, due to 'congestion pricing,' the charge was valid.