Online Appendix to *Learning by Driving: Productivity Improvements by New York City Taxi Drivers*

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A Tables

Table A.1: Baseline Analysis with Alternative Driver Samples

Specification:	1	2	3	4
Dependent Variable:	log(Hour-R3 Fares)	log(Hour-R3 Fares)	log(Hour-R3 Fares)	log(Hour-R3 Fares)
Panel A: Sample: New Drivers First Observed On or After May 1				
New Driver		-0.085		
		(0.011)		
New× log(Shift)	0.051	0.025	0.017	
	(0.003)	(0.003)	(0.002)	
New× log(Drop-offs)				0.016
				(0.001)
N	143,368	959,935	849,399	849,399
R^2	0.009	0.467	0.359	0.359
Panel B: Sample: Drivers Observed in Every Month After Entry				
New Driver		-0.101		
		(0.008)		
New× log(Shift)	0.050	0.024	0.018	
	(0.003)	(0.002)	(0.002)	
New× log(Drop-offs)				0.016
				(0.001)
Includes Experienced Drivers?	N	Y	Y	Y
Date X Hour X Drop-Off NTA Fixed Effects?	N	Y	Y	Y
Driver Fixed Effects?	N	N	Y	Y
N	157,360	790,086	724,906	724,906
R^2	0.010	0.417	0.366	0.366

Notes: Robust standard errors, clustered at the driver level, in parentheses. The variable log(Shifts) corresponds to the logarithm of the shift count, where Shift=1 for the first shift observed for the driver in 2009. The variable log(Drop-offs) corresponds to the total number of drop-offs observed for the driver in 2009 prior to the 3rd drop-off of the current shift. All models control for the logarithm of the current shift's total length in hours.

Table A.2: Non-parametric Approach to Driver Experience

Specification:	1	2	3	4
Dependent Variable:	log(Hour-R3 Fares)	log(Hour-R3 Fares)	log(Hour-R3 Fares)	log(Hour-R3 Fares)
Includes Experienced Drivers?	N	Y	Y	Y
New× Shift 1-10	-0.167	-0.085	-0.061	-0.051
	(0.010)	(0.007)	(0.006)	(0.006)
New× Shift 11-20	-0.117	-0.051	-0.028	-0.019
	(0.010)	(0.007)	(0.006)	(0.006)
New× Shift 21-30	-0.107	-0.046	-0.022	-0.015
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 31-40	-0.091	-0.036	-0.013	-0.006
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 41-50	-0.080	-0.031	-0.009	-0.000
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 51-60	-0.082	-0.031	-0.010	-0.001
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 61-70	-0.072	-0.028	-0.010	-0.006
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 71-80	-0.067	-0.025	-0.008	-0.003
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 81-90	-0.060	-0.022	-0.008	-0.001
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 91-100	-0.033	-0.007	0.006	0.006
	(0.009)	(0.006)	(0.006)	(0.006)
New× Shift 101-120	-0.027	-0.007	0.002	0.004
	(0.008)	(0.005)	(0.005)	(0.005)
New× Shift 121-140	-0.020	-0.011	-0.004	-0.000
	(0.008)	(0.005)	(0.005)	(0.005)
Experienced		-0.027		
		(0.005)		
Date X Hour Fixed Effects?	N	Y	Y	N
Date X Hour X Drop-Off NTA Fixed Effects?	N	N	N	Y
Driver Fixed Effects?	N	N	Y	Y
N	204,406	995,013	994,998	908,042
R^2	0.008	0.167	0.222	0.357

Notes: Robust standard errors, clustered at the driver level, in parentheses. In all models, the excluded variable is new driver performance in shifts after the 140th. All models control for the logarithm of the current shift's total length in hours.