

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



VIA ELECTRONIC MAIL

August 14, 2025

Janeé Weaver

Lyft, Inc.
185 Berry Street, Suite 5000
San Francisco, CA 94107
jweaver@lyft.com

Subject: TNC Access for All Advice Letter 30 Disposition

Dear Janeé Weaver,

Pursuant to Commission Decisions D.20-03-007, D.21-03-005, D.21-11-004, and D.23-02-024, the Consumer Protection and Enforcement Division (CPED) of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records. This status certificate indicates:

Advice Letter Number
Name of Filer
CPUC Corporate ID number of Filer
Subject of AL Filing
Date Filed
Disposition of Filing (Approved, Rejected, Withdrawn, etc.)
Amount of Approved Offsets by County
Effective Date of Filing

CPED did not receive any protests against AL 30.

Please review your advice letter filing with the information contained in the attached AL status certificate and the Appendix for a description of the AL, protest, and staff's disposition. If you have any questions on this matter, please contact CPED Staff via email at tncaccess@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua Huneycutt".

Joshua Huneycutt
Program Manager, Transportation Licensing and Analysis Branch
Consumer Protection and Enforcement Division

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Advice Letter Status Certificate

Status of Advice Letter 30 as of August 14, 2025

Lyft, Inc. (TCP 32513)
Attention: Janeé Weaver
185 Berry Street, Suite 5000
San Francisco, CA 94107

Advice Letter Subject: **Offset for Q2 2025 in compliance with Decisions D.20-03-007, D.21-03-005, D.21-11-004, and D.23-02-024**

Division Assigned: Consumer Protection and Enforcement

Date Filed: 7-15-2025

Disposition: Approved
Effective Date: 8-14-2025

Approved Offsets:

COUNTY	TYPE OF SERVICE	APPROVED OFFSETS (\$)
LOS ANGELES	ON-DEMAND WAV	\$841,025.76
	PRE-SCHEDULED WAV	\$0.00
SAN FRANCISCO	ON-DEMAND WAV	\$250,570.63
	PRE-SCHEDULED WAV	\$0.00
TOTAL OFFSET AMOUNT APPROVED		\$1,091,596.39

CPUC Contact Information: tncaccess@cpuc.ca.gov

TNC Contact Information: Janeé Weaver
jweaver@lyft.com

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Appendix: Staff Review and Disposition

Background

In accordance with D.20-03-007, D.21-03-005, D.21-11-004, and D.23-02-024 Lyft, Inc. (Lyft) filed advice letter (AL) 30 on July 15, 2025 to request offsets against quarterly Access Fund payments for amounts it spent during the Second Quarter (Q2) of 2025 to improve wheelchair accessible vehicle (WAV) service. No parties filed protests or responses.

This disposition evaluates Lyft's compliance with offset requirements based on the dataset provided.

To qualify for an offset in a geographic area, a TNC must report the following in its quarterly AL filing: (1) presence and availability of WAVs; (2) improved level of service; (3) outreach efforts; (4) accounting of funds expended; (5) training and inspections; and (6) complaints related to WAV service. D.21-11-004 replaced the interim Offset Time Standard (OTS) framework adopted in D.20-03-007 (See Table 2) and replaced the Trip Completion Standard (TCS) framework adopted in D.21-03-005 (See Table 3). Table 1 below summarizes the evaluation criteria adopted in D.20-03-007, D.21-03-005, D.21-11-004, and D.23-02-024:

Table 1: Criteria for Evaluating Offsets

Evaluation Criteria	Must Demonstrate	Satisfied By
1. Presence and availability of WAVs	(a) the number of WAVs in operation - by quarter and aggregated by hour of the day and day of the week, and (b) the unique number of WAVs in operation – by quarter and by hour of the day and day of the week; and (c) the number and percentage of WAV trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver – by quarter and aggregated by hour of the day and day of the week; (d) the total WAV trips requested and completed broken out by Census Tract; and (e) operating hours for each geographic area	Submission of the relevant data
2a. Improved level of service (on-demand WAVs)¹	Both the Offset Time and the Trip Completion Standards are satisfied: (a) (1) Offset Time Standard & WAV Response Times: Meet or exceed both the relevant Level 1	Achievement of the Offset Time Standard ² and Trip Completion Standard ³

¹ D.21-11-004 Ordering Paragraph 1-3, 6, and 7

² D.21-11-004, Ordering Paragraphs 1, 2, 3, and 4

³ D.21-11-004, Ordering Paragraphs 6, 7, and 8

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Evaluation Criteria	Must Demonstrate	Satisfied By
	and Level 2 Offset Time Benchmarks for a given quarter in a given geographic area within the Offset Response time Benchmarks (ORTB). The schedule shall advance each quarter, regardless of whether a TNC submits an Offset Request in that quarter. (b.1) Trip Completion Standard: Meet or exceed the applicable minimum percentage of trip requests completed, and (b.2) Either (i) a greater number of completed trips than in the immediately prior quarter, or (ii) a greater number of completed trips than in the immediately prior year's same quarter, if sufficient data is available. A TNC may elect to be compared to this prior quarter or prior year's same quarter, if applicable. The schedule shall advance each quarter, regardless of whether a TNC submits an Offset Request.	
2b. Improved level of service (pre-scheduled WAVs)⁴	Both the Pickup Delay Benchmark and the Trip Completion Standards are satisfied: (a) Pickup Delay Standard within the Pickup Delay Benchmark⁵: Meet or exceed both the relevant Response Time Benchmarks for a given quarter in a given geographic area within the Pre-scheduled Pickup Delay Benchmarks (PDB). The schedule shall advance each quarter, regardless of whether a TNC submits an Offset Request in that quarter (b.1) Pre-scheduled Trip Completion Standard⁶: Meet or exceed the applicable minimum percentage of trip requests completed, and (b.2) Either (i) a greater number of completed trips than in the immediately prior quarter, or (ii) a greater number of completed trips than in the immediately prior year's same quarter, if sufficient data is available. A TNC may elect to be compared to this prior quarter or prior year's same quarter, if applicable. The schedule shall advance each	Achievement of the Pickup Delay Benchmark and the Trip Completion Standards

⁴ D.23-02-024 Ordering Paragraph 1-5

⁵ D.23-02-024 Ordering Paragraph 4

⁶ D.23-02-024 Ordering Paragraph 5

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Evaluation Criteria	Must Demonstrate	Satisfied By
	quarter, regardless of whether a TNC submits an Offset Request.	
3. Efforts to publicize and promote available WAV services⁷	Evidence of outreach efforts such as a list of partners from disability communities, how the partnership promoted WAV services, and marketing or promotional materials of those activities including but not limited to: (a) Submitted an annual outreach plan (due no later than July 1 of each year), (b) Information about disability access and WAV in general marketing campaigns, (c) Submit a quarterly report for each offset county on the following: Progress made towards implementing the outreach plan; The number of entities contacted; The method, nature, outcome of the contact; the number of partnerships developed; Efforts to publicize and promote WAV service in each offset county and whether efforts were accessible to people with disabilities and limited English proficiency; Educational materials developed and distributed; and outcome of TNCs efforts to outreach and engage wheelchair users. Quarterly Report shall also address the following questions: 1. What methods of engagement did the TNC find most effective and why? 2. What common concerns/questions came up during the engagement process? 3. What challenges have you encountered? How do you plan to overcome them?	Achievement of the outreach efforts provided in their annual outreach plan and submission of relevant data
4. Full accounting of funds expended⁸	Qualifying offset expenses are: (a) reasonable, legitimate costs that improve a TNC's WAV service, and (b) incurred in the quarter for which a TNC requests an offset, and (c) on the list of eligible expenses⁹ attached as Appendix A	Submission of the relevant data

⁷ D.20-03-007 Ordering Paragraph 9, and D.23-02-024 Ordering Paragraph 16

⁸ D.20-03-007 Ordering Paragraph 10

⁹ D.20-03-007, Appendix A

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Evaluation Criteria	Must Demonstrate	Satisfied By
	(d) net of fare revenues collected from WAV service delivery in the quarter for which a TNC requests an offset ¹⁰ .	
5. Training and inspections¹¹	(a) certification of WAV driver training completion within the past 3 years, ¹² (b) WAV driver training programs used per geographic area, and the number of WAV drivers that completed WAV training in that quarter, and (c) Certification of WAV inspection and approval ¹³	Submission of the relevant data
6. Reporting complaints¹⁴	(a) number of complaints related to WAV drivers or services – by quarter and geographic area, and broken out by category ¹⁵	Submission of the relevant data

The Commission adopted standards for demonstrating improved level of service in D.20-03-007, D.21-03-005, and D.21-11-004 (see Table 2 and Table 3 below). The Commission in D.23-02-024 expanded outreach efforts a TNC must demonstrate (see above table “Efforts to publicize and promote available WAV services”) but did not set qualifying standards for the four other evaluation criteria. **As long as a TNC satisfies both the Offset Time and Trip Completion Standards for improved level of service, achieved outreach efforts, and submits all the required data showing WAV presence and availability, accounting of expended funds, training and inspections, and complaints related to WAV service, it is eligible to receive offsets and its advice letter will be approved.**

¹⁰ D.21-11-004 Ordering Paragraph 9

¹¹ D.20-03-007 Ordering Paragraph 13 and 15(f), 15(g), and 15(h)

¹² Must include: sensitivity training, passenger assistance techniques, accessibility equipment use, door-to-door service, and safety procedures, D.20-03-007, Ordering Paragraph 13.

¹³ Should state that WAVs conform with the Americans with Disabilities Act Accessibility Specifications for Transportation Vehicles within the past year, D.20-03-007, Ordering Paragraph 13.

¹⁴ D.20-03-007 Ordering Paragraph 14

¹⁵ Categories include securement issue, driving training, vehicle safety and comfort, service animal issue, stranded passenger, pickup, drop off, and others, D.23-02-024, Ordering Paragraph 13.

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Table 2: On-Demand WAV Offset Response Times and Offset Time Standard

Geographic Area/County	Level 1 WAV Response Time (mins)	Level 2 WAV Response Time (mins)
Group A San Francisco	15	30
Group B San Diego, Santa Clara, Alameda, Sacramento, Contra Costa, Ventura, San Joaquin, Stanislaus, Santa Barbara, Solano, San Luis Obispo, Santa Cruz, Shasta, Imperial, Madera Los Angeles, Orange County, San Mateo	25	50
Group C Riverside, San Bernardino, Fresno, Kern, Sonoma, Tulare, Monterey, Placer, Merced, Marin, Butte, Yolo, El Dorado, Napa, Humboldt, Kings, Nevada, Sutter, Mendocino, Yuba, Lake, Tehama, San Benito, Tuolumne, Calaveras, Siskiyou, Amador, Glenn, Del Norte, Lassen, Colusa, Plumas, Inyo, Mariposa, Mono, Trinity, Modoc, Sierra, Alpine	30	60

Offset Time Standard (OTS)	Level 1 Offset Service	Level 2 Offset Service
1 st Quarter Submission	50%	80%
2 nd Quarter	54%	81%
3 rd Quarter	57%	83%
4 th Quarter	61%	84%
5 th Quarter	64%	86%
6 th Quarter	68%	87%
7 th Quarter	71%	89%
8 th (and subsequent) Quarter	75%	90%

Table 3: On-Demand WAV Trip Completion Standard

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Trip Completion Standard	County Group A	County Group B	County Group C
1 st Quarter Submission	50%	50%	50%
2 nd Quarter	54%	53%	51%
3 rd Quarter	57%	56%	53%
4 th Quarter	61%	59%	54%
5 th Quarter	64%	61%	56%
6 th Quarter	68%	64%	57%
7 th Quarter	71%	67%	59%
8 th (and subsequent) Quarter	75%	70%	60%

Trip Completion Standard	Must meet at least one of:	
	Number of Completed Trips (Option 1)	Number of Completed Trips (Option 2)
Beginning Q2 2022	Improvement (higher) than prior quarter	Improvement (higher) than prior year's same quarter if sufficient data is available.

Table 4: Pre-scheduled WAV Pickup Delay Benchmark and Standard

Geographic Area/County	Pre-scheduled WAV Response Time (mins)
Group A San Francisco	8
Group B San Diego, Santa Clara, Alameda, Sacramento, Contra Costa, Ventura, San Joaquin, Stanislaus, Santa Barbara, Solano, San Luis Obispo, Santa Cruz, Shasta, Imperial, Madera, Los Angeles, Orange County, San Mateo	13
Group C Riverside, San Bernardino, Fresno, Kern, Sonoma, Tulare, Monterey, Placer, Merced, Marin, Butte, Yolo, El Dorado, Napa, Humboldt, Kings, Nevada, Sutter, Mendocino, Yuba, Lake, Tehama, San Benito, Tuolumne, Calaveras, Siskiyou, Amador, Glenn, Del Norte, Lassen, Colusa, Plumas, Inyo, Mariposa, Mono, Trinity, Modoc, Sierra, Alpine	15

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Pre-scheduled Pickup Delay Standards (PDS)	
Percentage of Completed Trips under Pickup Delay Benchmarks	
1 st Quarter Submission	50%
2 nd Quarter	54%
3 rd Quarter	57%
4 th Quarter	61%
5 th Quarter	64%
6 th Quarter	68%
7 th Quarter	71%
8 th (and subsequent) Quarter	75%

Table 5: Pre-scheduled WAV Trip Completion Standard

Pre-scheduled Trip Completion Standard	County Group A	County Group B	County Group C
1 st Quarter Submission	90%	80%	65%
2 nd Quarter	90%	81%	67%
3 rd Quarter	90%	82%	70%
4 th Quarter	90%	83%	73%
5 th Quarter	90%	84%	76%
6 th Quarter	90%	86%	79%
7 th Quarter	90%	88%	82%
8 th (and subsequent) Quarter	90%	90%	85%

Discussion

A. Offset Requirements for on-demand WAV

To qualify for an offset for on-demand WAV, a TNC must demonstrate improved level of service by satisfying both the Offset Time Standard (OTS) and Trip Completion Standard (TCS) established in Decisions D.20-03-007, D.21-03-005, and D.21-11-004. Ordering Paragraph 1 in D.21-11-004 provides the requirements that must be satisfied to meet the OTS:

To demonstrate improved level of service for offset eligibility, a Transportation Network Company (TNC) must demonstrate that it met or exceeded both the relevant Level 1 and Level 2 Response Time Benchmarks for a given quarter in a given geographic area. The 1st quarter percentages shall apply to the first quarter that a TNC submits an Offset Request in a given county. Once the schedule begins for a TNC in a given county, the schedule shall advance each quarter, regardless of whether a TNC submits an Offset Request in that quarter.

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This means that a TNC must demonstrate first that it meets Level 1 and 2 response time benchmarks for that county (first test), and second, it must meet the minimum percentage of completed trips beginning the first quarter that a TNC submits an Offset Request in a given county (second test). Once the schedule begins in a given county, the schedule will advance each quarter regardless of whether a TNC submits an Offset Request for that quarter.

Ordering Paragraph 6 in D.21-11-004 replaced the TCS framework adopted in D.21-03-005, effective starting the second quarter of 2022 (applicable to this advice letter), which requires a TNC to meet the minimum percentage of trip requests completed (third test), and increase the number of completed WAV trips (fourth test):

To demonstrate improved level of service for offset eligibility, a TNC must demonstrate that it met or exceeded:

(a) The applicable minimum percentage of trip requests and completed, and

(b) Either: (a) a greater number of completed trips than in the immediately prior quarter, or (b) a greater number of completed trips than in the immediately prior year's same quarter, if sufficient data is available.

A TNC may elect to be compared to the prior quarter or prior year's same quarter, if applicable.

B. Offset Requirements for pre-scheduled WAV

To qualify for an offset for pre-scheduled WAV, a TNC must demonstrate improved level of service by satisfying both the Pickup Delay Standard (PDS) within the Pickup Delay Benchmarks and Pre-scheduled Trip Completion Standard (PTCS) established in Decisions D.23-02-024. Ordering Paragraph 4 in D.23-02-024 provides the requirements that must be satisfied to meet the PDS:

To demonstrate improved level of service for pre-scheduled wheelchair accessible vehicle (WAV) trips, a transportation network company (TNC) shall demonstrate it met the relevant Pickup Delay Standard (PDS) within the Pickup Delay Benchmark (PDB) for a given quarter and geographic area. The 1st Quarter submission benchmark shall apply in the first quarter that a TNC applies for offsets for pre-scheduled WAV service.

This means that a TNC must demonstrate first that it meets response time benchmarks for that county (first test), and second, it must meet the minimum percentage of completed pre-scheduled WAV trips beginning the first quarter that a TNC submits an Offset Request in a given county (second test). Once the schedule begins in a given county, the schedule will advance each quarter regardless of whether a TNC submits an Offset Request for that quarter.

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Ordering Paragraph 5 in D.23-02-024 requires a TNC to meet the minimum percentage of pre-scheduled WAV trip requests completed (third test), and increase the number of completed pre-scheduled WAV trips (fourth test):

To demonstrate improved level of service for pre-scheduled wheelchair accessible vehicle (WAV) trips, a TNC must demonstrate that it has met the Pre-scheduled Trip Completion Standard (PTCS) for a given quarter and geographic area, as follows:

(a) The applicable minimum percentage of trip requests completed, and

(b) Either: (1) a greater number of completed trips than in the immediately prior quarter, or (2) a greater number of completed trips than in the immediately prior year's same quarter, if sufficient data is available.

C. Review of Offset Requests

Lyft submitted AL 30 on July 15, 2025, requesting offsets for on-demand WAV service in Q2 2025 for services in Los Angeles and San Francisco Counties. Lyft AL 30 requested offsets for on-demand WAV service in Q2 2025 totaling \$250,570.63 for service in San Francisco County and \$841,025.76 for service in Los Angeles County. Table 6 and Table 7 below summarize the Q2 2025 Offset Time Standard (response times and OTS percentages), while Table 8 and Table 9 summarizes the Trip Completion Standard (percentages and numbers) reported for the geographic area eligible for offsets.

The review of AL 30 showed that Lyft's on-demand WAV service satisfied both the first and second tests as its response times and OTS percentages in San Francisco and Los Angeles Counties met the Level 1 and 2 benchmarks (see Table 6 and Table 7). It also satisfied the third and fourth tests in San Francisco and Los Angeles Counties as the percentage of trip request that were ultimately completed met the minimum benchmarks, and the number of completed trips in San Francisco and Los Angeles Counties resulted in a greater number of completed trips compared to the previous quarter and the prior year's same quarter (see Table 8 and Table 9).

Furthermore, the review of AL 30 shows that Lyft's pre-scheduled WAV service did not satisfy the Trip Completion Standard benchmark in San Francisco and Los Angeles Counties (see Table 12) and did show an improved number of trips completed in San Francisco and Los Angeles Counties (see Table 13). Lyft satisfied the Pickup Delay Benchmark in both Counties (see Table 11) but did not satisfy the pre-scheduled Response Time Benchmark in Los Angeles County (see Table 10). Overall, this means that Lyft has not met the requirements for pre-scheduled WAV service in San Francisco and Los Angeles Counties. Lyft did not request offsets for pre-scheduled expenses.

Finally, Lyft satisfied the other requirements by submitting the required information regarding WAV presence and availability, outreach efforts, full accounting of funds expended, complaints related to WAV service, and training and inspections.

D. Disposition of AL 30

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After review of AL 30, Staff concludes that Lyft complied with the offset eligibility requirements for on-demand WAV service for San Francisco and Los Angeles Counties and has not met the offset eligibility requirements for pre-scheduled WAV service in D.20-03-007, D.21-03-005, D.21-11-004, and in D.23-02-024 for San Francisco and Los Angeles Counties. Therefore, Lyft's AL 30 is approved, effective August 14, 2025. The approved total offset amount is \$1,091,596.39. Consistent with D.20-03-007, Lyft shall submit the Q2 2025 Quarterly Report for San Francisco and Los Angeles Counties within 7 days following the issuance of this disposition.

Table 6: Lyft's On-Demand WAV Level 1 and 2 Response Times (minutes) by County in Q2 2025

County	Benchmark (minutes)		Q2 2025 (minutes)		Within Benchmark?
	Level 1	Level 2	Level 1	Level 2	
LOS ANGELES	25	50	20.4	29.2	Yes (Level 1 and 2)
SAN FRANCISCO	15	30	11.2	15.3	Yes (Level 1 and 2)

Table 7: Lyft's On-Demand WAV Level 1 and 2 Offset Time Standards (percent) by County in Q2 2025

County	# Quarter Submission	Benchmark (OTS %)		Q2 2025 (OTS %)		Meeting or Exceeding %?
		Level 1	Level 2	Level 1	Level 2	
LOS ANGELES	13 th	75%	90%	79.8%	98.8%	Yes (Level 1 and 2)
SAN FRANCISCO	13 th	75%	90%	81.0%	99.5%	Yes (Level 1 and 2)

Table 8: Lyft's On-Demand WAV Trip Completion Standards by County in Q2 2025 (part b.1)

County	# Quarter Submission	Benchmark (TCS)		Q2 2025 (TCS %)	Meeting the Minimum %?
		County	TCS (%)		
LOS ANGELES	13 th	B	70%	76.8%	Yes
SAN FRANCISCO	13 th	A	75%	88.5%	Yes

Table 9: Lyft's On-Demand WAV Trip Completion Standards by County in Q2 2025 (part b.2)

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County	Option 1 or 2	(1) # of completed trips previous quarter	(2) # of completed trips in the immediately prior year's same quarter	(1) # of completed trips this quarter	(2) # of completed trips this quarter	Meeting or Exceeding #?
LOS ANGELES	1	5,534	6,859	6,380	6,380	Yes (1)
SAN FRANCISCO	2	976	775	1,035	1,035	Yes (1 & 2)

Table 10: Lyft's Pre-scheduled WAV Response Times (minutes) by County in Q2 2025

County	Benchmark (PDB minutes)	Q2 2025 (minutes)	Within Benchmark?
LOS ANGELES	13	18.1	No
SAN FRANCISCO	8	4.4	Yes

Table 11: Lyft's Pre-scheduled WAV Pickup Delay Standards (percent) by County in Q2 2025

County	# Quarter Submission	Benchmark (PDS %)	Q2 2025 (PDS %)	Meeting or Exceeding %?
LOS ANGELES	8 th	75%	83.4%	Yes
SAN FRANCISCO	8 th	75%	96.2%	Yes

Table 12: Lyft's Pre-scheduled WAV Trip Completion Standards by County in Q2 2025 (part 2b. b.1)

County	# Quarter Submission	Benchmark (PTCS)		Q2 2025 (PTCS %)	Meeting the Minimum %?
		County	TCS (%)		
LOS ANGELES	8 th	B	90%	86.0%	No
SAN FRANCISCO	8 th	A	90%	82.8%	No

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Table 13: Lyft's Pre-scheduled WAV Trip Completion Standards by County in Q2 2025 (part 2b. b.2)

County	Option 1 or 2	(1) # of completed trips previous quarter	(2) # of completed trips in the immediately prior year's same quarter	(1) # of completed trips this quarter	(2) # of completed trips this quarter	Meeting or Exceeding #?
LOS ANGELES	2	98	124	772	772	Yes (1 & 2)
SAN FRANCISCO	2	13	20	53	53	Yes (1 & 2)