

TABLE 7—MODELING TAXI TAKE-UP

	Parametric				Inattention	
	(1)	(2)	(3)	(4)	(5)	(6)
Slope	0.69 (0.10)	0.73 (0.09)	0.81 (0.09)	0.79 (0.09)	0.69 (0.10)	0.68 (0.10)
Intercept	−0.24 (0.07)	−0.25 (0.07)	−0.28 (0.07)	−0.27 (0.07)	−0.24 (0.07)	−0.17 (0.09)
Implied Kappa	1.41 (0.11)	1.40 (0.10)	1.41 (0.10)	1.41 (0.10)	1.41 (0.11)	1.27 (0.15)
Implied Tau	1.46 (0.22)	1.36 (0.18)	1.24 (0.15)	1.26 (0.16)	1.46 (0.22)	1.47 (0.23)
Forecasting regression RMSE	0.71	0.82	0.80	0.79	0.71	0.71
Attentive					1.00 (0.00)	
Attentive \times low hours						0.91 (0.06)
Attentive \times high hours						1.00 (0.01)
Number of drivers	954	938	938	938	954	954
Earnings distribution	Predicted offer week	Predicted treatment week	Predicted treatment week	Predicted treatment week	Predicted offer week	Predicted offer week
Number of earnings lags	1	1	2	3	1	1

Notes: Parametric models are fit to micro data on take-up using equation (18) in the text. Standard errors are bootstrapped as described in the online Appendix.