Appendix

By transit	Transit-TNC Integration			
	TNC fare (\$5)+0min	TNC fare (\$5)+5min	TNC fare (\$5)+10min	
<= 80,000 80,001 - 100,000	TNC fare (\$7.5)+0min	TNC fare (\$7.5)+5min	TNC fare (\$7.5)+10min	
100,001 - 100,000 100,001 - 120,000 120,001 - 140,000 > 140,000				
	TNC fare (\$10)+0min	TNC fare (\$10)+5min	TNC fare (\$10)+10min	

Figure A1. Transit-based and Transit-TNC-based accessibility (peak hours)

Transit-TNC Integration			
TNC fare (\$5)+0min TNC fare (\$5)+5min		TNC fare (\$5)+10min	
TNC fare (\$7 5)+0min	TNC fare (\$7 5)+5min	TNC fare	
The fact $(\psi 7.5)$ to this		(\$7.5)+10min	
TNC fare (\$10)+0min	TNC fare (\$10)+5min	TNC fare (\$10)+10min	
	TNC fare (\$5)+0min TNC fare (\$7.5)+0min TNC fare (\$7.5)+0min TNC fare (\$10)+0min TNC fare (\$10)+0min	TNC fare (\$5)+0minTNC fare (\$5)+5minImage: state stat	

Figure A2. Transit-based and Transit-TNC-based accessibility (off-peak hours)

	# Improvement	# Improvement	# Improvement	
	(with no penalty)	(penalty=5min)	(penalty=10min)	
\$5				
\$7.5				
\$10				
Legend				
$ \begin{array}{c c} <= 5,000 & 10,001 - 20,000 \\ \hline 5,001 - 10,000 & > 20,000 \\ \end{array} $				

Figure A3. Accessibility improvement with Transit-TNC integration (peak hours)

	# Improvement	# Improvement	# Improvement	
\$5	(with no penalty)	(penalty=5min)	(penalty=10min)	
\$7.5				
\$10				
Legend = 5,000 10,001 - 20,000				
5,001 - 10,000 > 20,000				

Figure A4. Accessibility improvement with Transit-TNC integration (off-peak hours)