

**Online supplement to**

**A Flexible Non-Normal Random Coefficient Multinomial Probit Model: Application to Investigating Commuter's Mode Choice Behavior in a Developing Economy Context**

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**Table S1: Estimated differenced covariance matrix**

| <b>Alternatives</b>            | <b>Metro<sup>#</sup></b> | <b>Bus<sup>#</sup></b> | <b>Walk<sup>#</sup></b> | <b>Two-wheeler<sup>#</sup></b> | <b>Private-car<sup>#</sup></b> |
|--------------------------------|--------------------------|------------------------|-------------------------|--------------------------------|--------------------------------|
| <b>Metro<sup>#</sup></b>       | 1.000                    | 0.409*                 | 0.225                   | 0.095                          | 0.086                          |
| <b>Bus<sup>#</sup></b>         | .                        | 0.865*                 | 0.279                   | 0.126                          | -0.053                         |
| <b>Walk<sup>#</sup></b>        | .                        | .                      | 1.563*                  | -0.102                         | -0.024                         |
| <b>Two-wheeler<sup>#</sup></b> | .                        | .                      | .                       | 0.462*                         | 0.200*                         |
| <b>Private car<sup>#</sup></b> | .                        | .                      | .                       | .                              | 0.903*                         |

<sup>#</sup>differenced with respect to the base alternative "Auto-rickshaw"