

## Corrigendum

# Corrigendum to “Least Expected Time Paths in Stochastic Schedule-Based Transit Networks”

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The article titled “Least Expected Time Paths in Stochastic Schedule-Based Transit Networks” [1] reports similar methods and algorithms to those in an earlier article by Miller-Hooks and Mahmassani [2] which was not cited. The article by Vo et al. deals with stochastic scenario-based arrival times of transit vehicles while Miller-Hooks and Mahmassani’s article focuses on stochastic road networks where link travel times are not correlated. Thus, the dominance condition used in Vo et al.’s algorithm is based on scenarios in which the departure time is fixed and given. In contrast, the dominance condition used in Miller-Hooks and Mahmassani’s algorithm is with respect to all departure times.

## References

- [1] D. K. Vo, T. V. Pham, N. H. Tuong, and V. H. Tran, “Least expected time paths in stochastic schedule-based transit networks,” *Mathematical Problems in Engineering*, vol. 2016, Article ID 7609572, 13 pages, 2016.
- [2] E. D. Miller-Hooks and H. S. Mahmassani, “Least expected time paths in stochastic, time-varying transportation networks,” *Transportation Science*, vol. 34, no. 2, pp. 198–215, 2000.



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