

No.	dynamic	deterministic	multiVehicle	multiDepot	withTimeConstraints	heterogeneousVehicles	backhauls	transfers	electricVehicles	meetingPoints	withUserPreferences	paperName	year
1	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Dynamic Programming Solution to the Single Vehicle Many-to-Many Immediate Request Dial-a-Ride Problem</a>	1980
2	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Set partitioning based heuristics for interactive routing</a>	1981
3	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">An Exact Algorithm For The Single Vehicle Many-To-Many Dial-A-Ride Problem With Time Windows</a>	1983
4	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Heuristic algorithms for multi-vehicle, advance-request dial-a-ride problem with time windows</a>	1984
5	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Dynamic Programming Solution of the Large-Scale Single-Vehicle Dial-A-Ride Problem with Time Windows</a>	1986
6	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A heuristic algorithm for the multi-vehicle advance-request dial-a-ride problem with time windows</a>	1986
7	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">The Multi-Vehicle Subscriber Dial-a-Ride Problem (Bodin &amp; Sexton)</a>	1986
8	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	<a href="#">Algorithms for the Vehicle Routing and Scheduling Problems with Time Window Constraints</a>	1987
9	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Large scale multi-vehicle dial-a-ride problems</a>	1989
10	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">An algorithm for mini-clustering in handicapped transport</a>	1991
11	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	<a href="#">A New Optimization Algorithm for the Vehicle Routing Problem with Time Windows</a>	1992
12	TRUE	FALSE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	<a href="#">A heuristic algorithm for a dial-a-ride problem with time windows, multiple capacities, and multiple objectives</a>	1995
13	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A request clustering algorithm for door-to-door handicapped transportation</a>	1995
14	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Fast local search algorithms for the handicapped persons transportation problem</a>	1996
15	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Intractability of the dial-a-ride problem and a multiobjective solution using simulated annealing</a>	1998
16	TRUE	FALSE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">On-Line and Off-Line Routing and Scheduling of Dial-a-Ride Paratransit Vehicles</a>	1999
17	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Telebus Berlin - Vehicle Scheduling in a Dial-a-Ride System</a>	1999
18	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A fuzzy logic approach to dynamic dial-a-ride problem</a>	2000
19	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Online Dial-a-Ride Problems: Minimizing the Completion Time</a>	2000
20	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Modeling and optimizing dynamic dial-a-ride problems</a>	2001
21	null	null	null	FALSE	TRUE	FALSE	null	null	null	null	null	<a href="#">Efficient feasibility testing for dial-a-ride problems</a>	2002
22	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Pickup and Delivery with Time Windows: Algorithms and Test Case Generation</a>	2002
23	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A tabu search heuristic for the static multi-vehicle dial-a-ride problem</a>	2003
24	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Vehicle Scheduler for On-Demand Bus Systems Based on a Heuristic Cost Estimation</a>	2003
25	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Agent-Based Planning Method for an On-Demand Transportation System</a>	2003
26	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">An operation planning method for a demand-bus system based on local search of autonomous agents</a>	2003
27	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Hybrid scheduling methods for paratransit operations</a>	2003
28	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Route Planning Method for a Dial-a-ride Problem</a>	2003
29	FALSE	TRUE	TRUE	FALSE	TRUE	null	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A new regret insertion heuristic for solving large-scale dial-a-ride problems with time windows</a>	2004
30	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Solving the Dial-a-Ride Problem using Genetic algorithms</a>	2004
31	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">The Genetic Algorithm for solving the Dial-a-Ride Problem</a>	2004
32	TRUE	TRUE	TRUE	FALSE	FALSE	null	FALSE	FALSE	FALSE	TRUE	FALSE	<a href="#">Dynamic transport services using flexible positioning of bus stations</a>	2005
33	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A branch-and-cut algorithm for the dial-a-ride problem</a>	2006
34	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A fast heuristic for solving a large-scale static dial-a-ride problem under complex constraints</a>	2006
35	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A GPS-Based On-Demand Shuttle Bus System</a>	2006
36	TRUE	TRUE	TRUE	FALSE	TRUE	null	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A two-phase insertion technique of unexpected customers for a dynamic dial-a-ride problem</a>	2006
37	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">Online Dial-A-Ride Problem with Time Windows: An Exact Algorithm Using Status Vectors</a>	2006
38	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Solution of the Dial-a-Ride Problem with multi-dimensional capacity constraints</a>	2006
39	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A rejected-reinsertion heuristic for the static Dial-A-Ride Problem</a>	2007
40	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">An effective and fast heuristic for the Dial-a-Ride problem</a>	2007
41	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Models and branch-and-cut algorithms for pickup and delivery problems with time windows</a>	2007
42	TRUE	FALSE	TRUE	TRUE	FALSE	null	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Dynamic Pickup and Delivery Problem in Mobile Networks Under Information Constraints</a>	2008
43	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Simulation Study of Demand Responsive Transit System Design</a>	2008
44	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Route Optimization Using Q-Learning for On-Demand Bus Systems</a>	2008
45	TRUE	FALSE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">The study of a dynamic dial-a-ride problem under time-dependent and stochastic environments</a>	2008
46	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A heuristic two-phase solution approach for the multi-objective dial-a-ride problem</a>	2009
47	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A nested decomposition approach for solving the paratransit vehicle scheduling problem</a>	2009
48	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Application of Genetic Algorithms for the DARPTW Problem</a>	2009
49	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Bringing Robustness to Patient Flow Management Through Optimized Patient Transports in Hospitals</a>	2009
50	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Customers' satisfaction in a dial-a-ride problem</a>	2009
51	null	TRUE	TRUE	null	null	FALSE	null	null	TRUE	FALSE	null	<a href="#">Optimization of Transport Plan for On-Demand Bus System Using Electrical Vehicles</a>	2009
52	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">The Integrated Dial-a-Ride Problem</a>	2009
53	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A note on "Efficient feasibility testing for dial-a-ride problems"</a>	2010
54	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A stochastic model for a vehicle in a dial-a-ride system</a>	2010
55	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Dial a Ride from k-forest</a>	2010
56	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Dynamic transportation of patients in hospitals</a>	2010
57	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Feasibility Testing for Dial-a-Ride Problems</a>	2010
58	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Innovative on-demand bus system in Japan</a>	2010
59	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">The pickup and delivery problem with transfers: Formulation and a branch-and-cut solution method</a>	2010
60	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Vehicle routing problems with alternative paths: An application to on-demand transportation</a>	2010
61	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	<a href="#">A Mechanism for Dynamic Ride Sharing Based on Parallel Auctions</a>	2011
62	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">An adaptive insertion algorithm for the single-vehicle dial-a-ride problem with narrow time windows</a>	2011
63	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">An Integer L-shaped algorithm for the Dial-a-Ride Problem with stochastic customer delays</a>	2011
64	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	null	FALSE	FALSE	FALSE	FALSE	<a href="#">Analysis of the dial-a-ride problem of Hunsaker and Savelsbergh</a>	2011
65	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Checking the Feasibility of Dial-a-Ride Instances using Constraint Programming</a>	2011
66	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Dynamic Ride-Sharing - A Simulation Study in Metro Atlanta</a>	2011
67	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Introducing heterogeneous users and vehicles into models and algorithms for the dial-a-ride problem</a>	2011

No.	dynamic	deterministic	multiVehicle	multiDepot	withTimeConstraints	heterogeneousVehicles	backhails	transfers	electricVehicles	meetingPoints	withUserPreferences	paperName	year
68	FALSE	FALSE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Local search heuristics for the probabilistic dial-a-ride problem</a>	2011
69	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Metaheuristics for the dynamic stochastic dial-a-ride problem with expected return transports</a>	2011
70	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Optimization of occupancy rate in dial-a-ride problems via linear fractional column generation</a>	2011
71	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Hybrid Tabu Search and Constraint Programming Algorithm for the Dynamic Dial-a-Ride Problem</a>	2012
72	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Multi-Objective Simulated Annealing for the Multi-Criteria Dial a Ride Problem</a>	2012
73	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Evaluating Centralized versus Decentralized Zoning Strategies for Metropolitan ADA Paratransit Services</a>	2012
74	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Feasibility of the Pickup and Delivery Problem with Fixed Partial Routes: A Complexity Analysis</a>	2012
75	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Models and algorithms for the heterogeneous dial-a-ride problem with driver-related constraints</a>	2012
76	TRUE	FALSE	TRUE	FALSE	FALSE	null	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Non-myopic vehicle and route selection in dynamic DARP with travel time and workload objectives</a>	2012
77	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	<a href="#">Shared-taxi operations with electric vehicles</a>	2012
78	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Solving a Dial-a-Ride Problem with a Hybrid Evolutionary Multi-objective Approach: Application to Demand Responsive Transport</a>	2012
79	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Hybrid Greedy Randomized Adaptive Search Heuristic to Solve the Dial-a-Ride Problem</a>	2013
80	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Combining multicriteria analysis and tabu search for dial-a-ride problems</a>	2013
81	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Hybrid column generation and large neighborhood search for the dial-a-ride problem</a>	2013
82	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Improving paratransit scheduling using ruin and recreate methods</a>	2013
83	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Mathematical Programming Guides Air-Ambulance Routing at Ornge</a>	2013
84	TRUE	FALSE	TRUE	null	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	<a href="#">Multi-Hop Ride Sharing</a>	2013
85	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Branch-and-Price-and-Cut Algorithm for Heterogeneous Pickup and Delivery Problems with Configurable Vehicle Capacity</a>	2014
86	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Multicriteria Dial-a-Ride Problem with an Ecological Measure and Heterogeneous Vehicles</a>	2014
87	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A multi-criteria large neighbourhood search for the transportation of disabled people</a>	2014
88	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A new fuzzy logic approach to capacitated dynamic Dial-a-Ride problem</a>	2014
89	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Can ride-sharing become attractive? A case study of taxi-sharing employing a simulation modelling approach</a>	2014
90	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Integrating stochastic time-dependent travel speed in solution methods for the dynamic dial-a-ride problem</a>	2014
91	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Large Scale Real-time Ridesharing with Service Guarantee on Road Networks</a>	2014
92	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Multiobjective model predictive control for dynamic pickup and delivery problems</a>	2014
93	TRUE	TRUE	TRUE	FALSE	TRUE	null	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">On dynamic demand responsive transport services with degree of dynamism</a>	2014
94	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Optimizing Ridesharing Services for Airport Access</a>	2014
95	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	TRUE	FALSE	FALSE	TRUE	<a href="#">Ridesharing with passenger transfers</a>	2014
96	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">The Dial-a-Ride Problem with Split Requests and Profits</a>	2014
97	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">The Dial-A-Ride Problem with Transfers</a>	2014
98	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Hyperheuristic for the Dial-a-Ride Problem with Time Windows</a>	2015
99	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A Methodology Based on Evolutionary Algorithms to Solve a Dynamic Pickup and Delivery Problem Under a Hybrid Predictive Control Approach</a>	2015
100	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	<a href="#">A Passengers Matching Problem in Ridesharing Systems by Considering User Preference</a>	2015
101	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">A revised branch-and-price algorithm for dial-a-ride problems with the consideration of time-dependent travel cost</a>	2015
102	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A scalable approach for data-driven taxi ride-sharing simulation</a>	2015
103	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">A scalable non-myopic dynamic dial-a-ride and pricing problem</a>	2015
104	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Designing an On-Line Ride-Sharing System</a>	2015
105	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Evaluating the performance of a dial-a-ride service using simulation</a>	2015
106	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Real-Time City-Scale Taxi Ridesharing</a>	2015
107	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	<a href="#">SHAREK: A Scalable Dynamic Ride Sharing System</a>	2015
108	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Adaptive Large Neighborhood Search with a Constant-Time Feasibility Test for the Dial-a-Ride Problem</a>	2016
109	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Dynamic programming based metaheuristics for the dial-a-ride problem</a>	2016
110	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">Solving the dial-a-ride problem using agent-based simulation</a>	2016
111	FALSE	FALSE	TRUE	FALSE	TRUE	null	FALSE	FALSE	FALSE	TRUE	TRUE	<a href="#">GIS-based identification and assessment of suitable meeting point locations for ride-sharing</a>	2017
112	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Maximizing the Number of Served Requests in an Online Shared Transport System by Solving a Dynamic DARP</a>	2017
113	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">On-demand high-capacity ride-sharing via dynamic trip-vehicle assignment</a>	2017
114	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Online algorithm for dynamic dial a ride problem and its metrics</a>	2017
115	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Operational effects of service level variations for the dial-a-ride problem</a>	2017
116	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Predictive Routing for Autonomous Mobility-on-Demand Systems with Ride-Sharing</a>	2017
117	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">Scheduling constraints in dial-a-ride problems with transfers: a metaheuristic approach incorporating a cross-route scheduling procedure with postponement opportunities</a>	2017
118	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">StaRS - Simulating Taxi Ride Sharing at Scale</a>	2017
119	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	<a href="#">The Electric Autonomous Dial-a-Ride Problem</a>	2017
120	FALSE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	<a href="#">The integrated dial-a-ride problem with timetabled fixed route service</a>	2017
121	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	<a href="#">An improved Tabu Search Heuristic for Static Dial-A-Ride Problem</a>	2018
122	FALSE	TRUE	TRUE	null	FALSE	null	FALSE	FALSE	TRUE	FALSE	FALSE	<a href="#">Optimal Routing and Charging of an Electric Vehicle Fleet for High-Efficiency Dynamic Transit Systems</a>	2018
123	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	<a href="#">Real-Time Distributed Taxi Ride Sharing</a>	2018
124	FALSE	TRUE	TRUE	TRUE	TRUE	null	TRUE	FALSE	TRUE	FALSE	FALSE	<a href="#">Routing Electric Vehicle Fleet for Ride-Sharing</a>	2018
125	FALSE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	<a href="#">A ride-sharing problem with meeting points and return restrictions</a>	2019