

City of Hamilton  
Accessible Transportation Services Performance Review  
Q1 2024

Michelle Martin  
Manager, Accessible Transportation Services  
Transit Division  
Public Works Department  
July 9, 2024

This information report provides a summary of key statistical data and performance indicators for Q1 of 2024 (January to March). The City is obligated to provide statistical reports to the Accessibility Committee for Persons with Disabilities (ACPD) to meet the terms of the City's 2004 settlement with the Ontario Human Rights Commission (OHRC) and complainants under the Code.

The report reflects the performance of specialized transportation offered by HSR Accessible Transportation Services (ATS) through its contractor for services, Disabled and Aged Regional Transportation System (DARTS) and their subcontractors, and through the ATS Taxi Scrip program. The data is obtained from DARTS performance report records, ATS contact reports, and ATS Taxi Scrip program data.

**Please note, as the City of Hamilton continues to recover from the recent 2024 City of Hamilton cybersecurity incident, some total Taxi Scrip trip numbers and customer contact counts are not currently available. The specific data that is not currently available is noted in the appropriate sections. The relevant totals will be updated in cumulative 2024 reporting once the information is available.**

## TRIPS REQUESTED AND PROVIDED

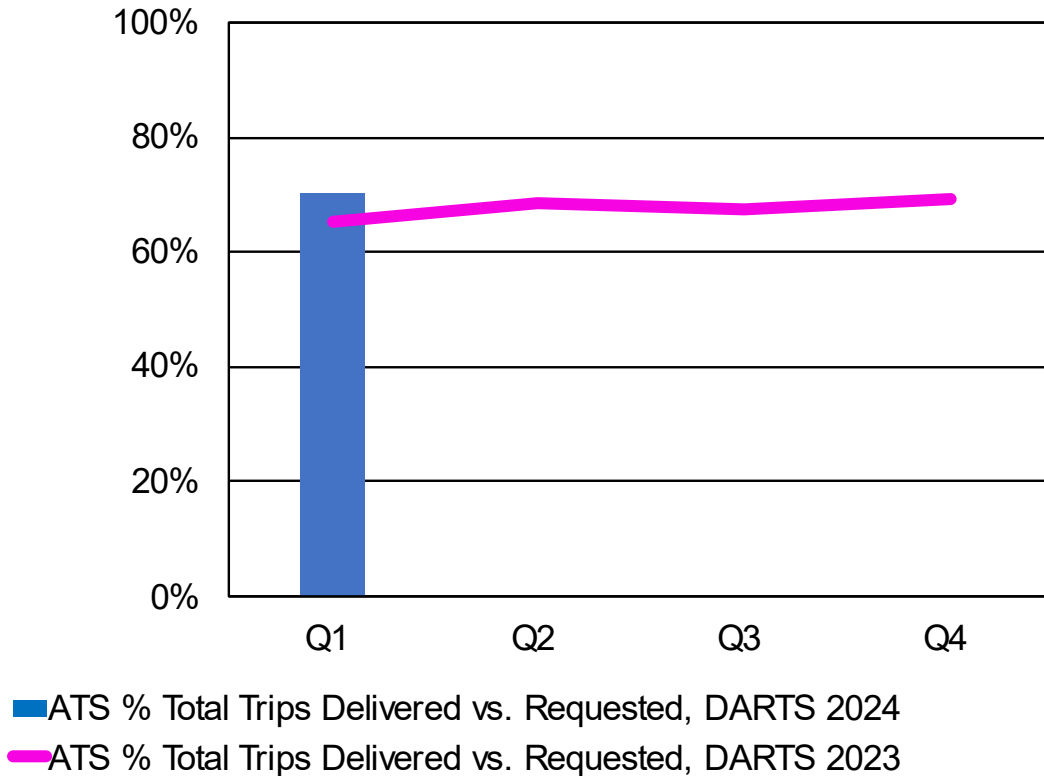
**Table 1: System Requested and Delivered Passengers Q1 2024**

DEMAND	Q1 2024
DARTS: Number of Total Trips Requested	199,533
DARTS: Number of Total Trips Delivered	140,504
TAXI SCRIP: Number of Total Trips Delivered	Not available
ATS: Number of Total Trips Requested, All Modes	Not available
ATS: Number of Total Trips Delivered, All Modes	Not available
ATS % Of Total Trips Delivered vs. Requested, All Modes	Not available

**Table 2: System Demand by Mode: DARTS vs. Taxi Scrip**

DEMAND BY MODE	Q1 2024 %
DARTS	Not Available
TAXI SCRIP	Not Available
ATS: All Modes	Not Available

In Q1 2024, ATS delivered a total of 140,504 trips through DARTS. The total number of requested trips on DARTS includes client cancellations and no shows. For Q1 of 2024, DARTS completed trip counts are at approximately 72% of 2019 numbers for the same period (pre-COVID), and at approximately 104% of budgeted service up to end of Q1 2024. Total trips requested and delivered for all modes is not included, as Taxi Scrip trip totals are currently unavailable.



**Figure 1: Demand: Count of ATS Trips Delivered versus Requested, DARTS**

Alternate text for Figure 1: The graph in Figure 1 (above) compares total ATS trips requested on DARTS to total number of ATS trips delivered on DARTS. The blue vertical column shows the percentage of trips provided out of the total number of trips requested for Q1 2024. The pink line graph above the column shows the trend across all of 2023. At 70%, the percentage of trips delivered versus requested is slightly higher than it was in any quarter during 2023 (2023 included Taxi Scrip trips; Q1 2024 does not at this time). The total number of requested trips also includes trips booked but not taken, i.e., cancelled trips and passenger no show trips (see also Table 1, above).

## RATE OF DENIED SYSTEM TRIPS

**Table 3: Rate of Denied Trips: ATS All Modes**

<b>Rate of Denied Trips: ATS All Modes</b>	<b>Q1 2024</b>
<b>ATS Total Number of Trips Requested</b>	Not Available
<b>ATS Total Number of Trips Denied</b>	Not Available
<b>% of Trips Denied</b>	<b>Not Available</b>

Overall system trip denial rates (Table 3, above) will be reported once ATS regains access to the Taxi Scrip data needed. The DARTS denial rate (Table 4, below) sits at 1.7%, well below the 5% goal established by the City's 2004 settlement with the OHRC. The industry best practice is 0% (Canadian Urban Transit Association (CUTA) Specialized Transit Services Industry Practices Review, 2016). The DARTS denial rate has dropped from the overall 2023 rate of 2.6% but is up very slightly (less than half a percent) from the previous quarter.

## SPECIALIZED TRANSPORTATION TRIP DISPOSITION

**Table 4: Contractor (DARTS) Trip Dispositions**

<b>Contractor Trip Dispositions</b>	<b>Q1 2023</b>
Total Trips Requested	199,533
Total Trips Provided	140,504
Total Trips Denied	3,423
<b>% of Total Trips Denied</b>	<b>1.7%</b>

### Contractor Denied Trip

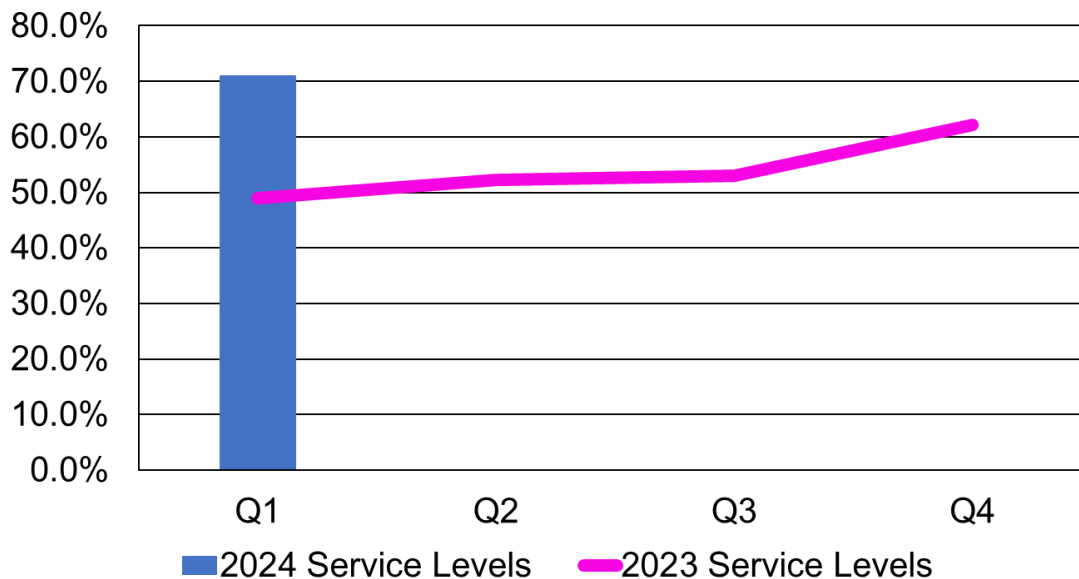
A denied trip by the contractor occurs when the client's request, made within the allowable booking windows, cannot be agreed to within one hour of the requested date and time of travel, or an acceptable alternative cannot be found (see Appendix 1, below). On-time performance impacts trip denial rates: a trip that is missed and then rebooked due to a projected late arrival is counted as a denied trip.

## Contractor Call Centre

**Table 5: Contractor (DARTS) Call Centre Queue Productivity**

Queue Productivity	Q1 2024
Inbound Calls	101,651
Calls Handled by Agents	84,671
Calls Abandoned by Clients	16,980
<b>Transfer Rate</b>	<b>83.3%</b>
<b>Abandoned Rate</b>	<b>16.70%</b>
Abandoned > 30 Seconds	13,387
<b>Abandoned &gt; 30 Seconds Rate</b>	<b>13.17%</b>
<b>Service Level</b>	<b>70.99%</b>
Minimum Wait Time	00:00:00
Maximum Wait Time	02:12:46
Average Wait Time	00:03:59
Average Abandoned Wait Time	00:02:45

DARTS call centre data (Table 5, above) is included to capture concerns expressed by the ACPD about calls abandoned by clients who are attempting to book trips, which would not be captured in the trip denial rate in Table 3. The service level, which is calculated using the number of calls that are abandoned after the acceptable wait time of five minutes, demonstrated steady improvement over 2023, and the trend continues, with an increase to about 71% in Q1 over 62% at the end of December 2023. Call Centre terms are defined in Appendix 1 to this report.



**Figure 2: Contractor (DARTS) Call Centre Queue Calls Answered within Five Minutes**

Alternate text for Figure 2: the graph in Figure 2 (above) compares call centre service levels across 2023 with service levels for Q1 of 2024. The vertical blue column shows the service level of calls answered in Q1 2024, compared to the trend across each quarter in 2023, which is shown by the pink line above it. At almost 71% the service level has increased from Q4 of 2023 (see also Table 5 in the report).

**Table 6: Client Trip Disposition - DARTS**

<b>Client Trip Disposition</b>	<b>Q1 2024</b>
Total Trips Cancelled On Time	22,937
<b>% of Total Trips Cancelled on Time</b>	<b>11.5%</b>
Total Trips Cancelled Late	25,519
<b>% of Total Trips Cancelled Late</b>	<b>12.8%</b>
Total No Show/Cancelled at Door	7,023
<b>% of Total No Show/Cancelled at Door</b>	<b>3.5%</b>
Total Trips Refused	127
<b>% of Total Trips Refused</b>	<b>0.1%</b>

### **Client Trip Cancelled On Time**

A trip cancelled on time has been cancelled by the client by 4:30 PM of the day prior to service. Trips that are cancelled on time provide the opportunity to accommodate any outstanding trip requests or wait list trips in a timely manner.

Table 6 (above) on-time cancellations in Q1 2024 has decreased to 11.5% of trips requested on DARTS from 2023 rate of 14%. The average on-time cancellation reported by CUTA in 2016 is 20.76% for large systems (agencies that serve a population higher than 150,000) (CUTA Specialized Transit Services Industry Practices Review, 2016), while the industry best practice is an on-time cancellation rate of no more than 10%.

### **Client Trip Cancelled Late**

A late cancellation is one that is made after 4:30 p.m. of the day prior to service, and prior to vehicle arrival within the pickup window and/or within thirty minutes after the negotiated pickup time. Late cancellations rarely provide opportunity to accommodate any outstanding trip requests or wait list trips in a timely manner. Table 6 shows the late cancellation rate currently sits at almost 12.8% at the end of Q1 2024, up slightly from the 2023 rate of 12.2%. Late cancellations reduce the opportunity to re-allocate unused trips to other passengers.

### **Client No-Show/ Cancelled at Door**

A “no show” trip occurs when a client books a trip, does not cancel ahead of time, and is not available at the time that the vehicle arrives within the pickup window and/or within thirty minutes after the negotiated pickup time. This includes any occurrence of trips “cancelled at door”, where the client refuses a trip at the door that is within the pickup window and/ or within thirty minutes after the negotiated pickup time. No shows leave no opportunity to accommodate any outstanding trip request or wait list trips. Table 6 shows the no-show rate sits at 3.5% of requested DARTS trips year to date Q1 2024. This is up slightly from 3.4% for 2023 but still lower than the 2016 average of 3.68% for larger systems reported by CUTA. However, it continues to exceed the industry best practice of less than 1%. No shows result in both lost revenue and lost service efficiency (CUTA Specialized Transit Services Industry Practices Review, 2016).

HSR is currently working with the contractor for specialized transit, DARTS, and the software provider, Trapeze, to install an updated service infraction application to track late cancellations and no shows according to the points system outlined in PW21055(a). User acceptance testing with ATS

staff has been completed, however, final installation is delayed due to continued recovery from the recent 2024 City of Hamilton cybersecurity incident. ATS will provide general communication well ahead of implementing the updated late cancellation and no-show policy received by Public Works Committee in 2022 (PW21055(a)). The updated software will make it easier for ATS to avoid penalizing customers whose late cancel or no show was due to extenuating circumstances, including any investigation result showing that DARTS was in error.

### **Client Refused Trip**

A refused trip occurs when a client does not accept the travel times provided at the time of booking. The refused trip rate continues to be extremely low, at only 0.1% at the end of Q1 2024.

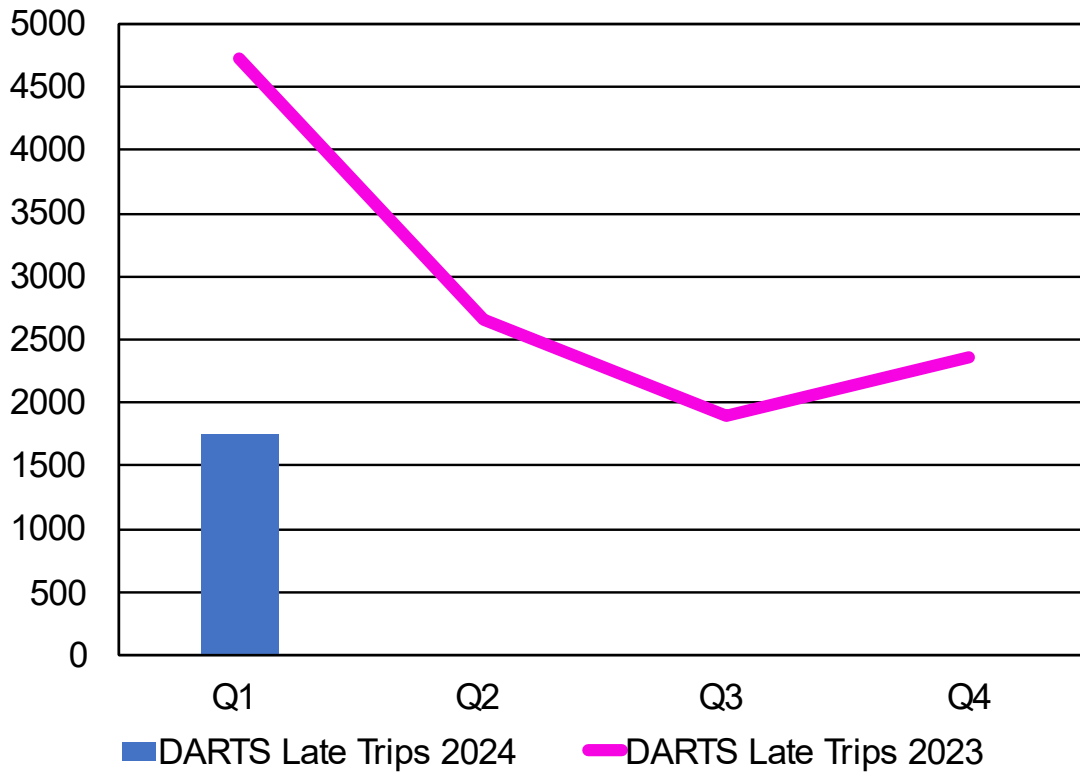
### **DARTS ON-TIME PERFORMANCE**

The City's 2004 settlement with the OHRC defines late trips as those where the contractor or subcontractor Operator does not arrive until 30 minutes or more after the scheduled arrival time and established an on-time performance goal of 95% or greater. The industry standard for on time performance is 95%-99% for large systems (agencies that serve a population higher than 150,000) (CUTA Specialized Transit Services Industry Practices Review, 2016).

In 2023, DARTS ended the year with a 97.8% on-time performance rate, and in Q1 2024 we see on-time performance increased to 98.8%: better than the target established in the OHRC settlement agreement at the upper end of the industry benchmark. As shown in Table 7 (below), on time performance has improved since Q1 and is well within the 2004 OHRC guideline.

**Table 7: Contractor (DARTS) On-Time Performance**

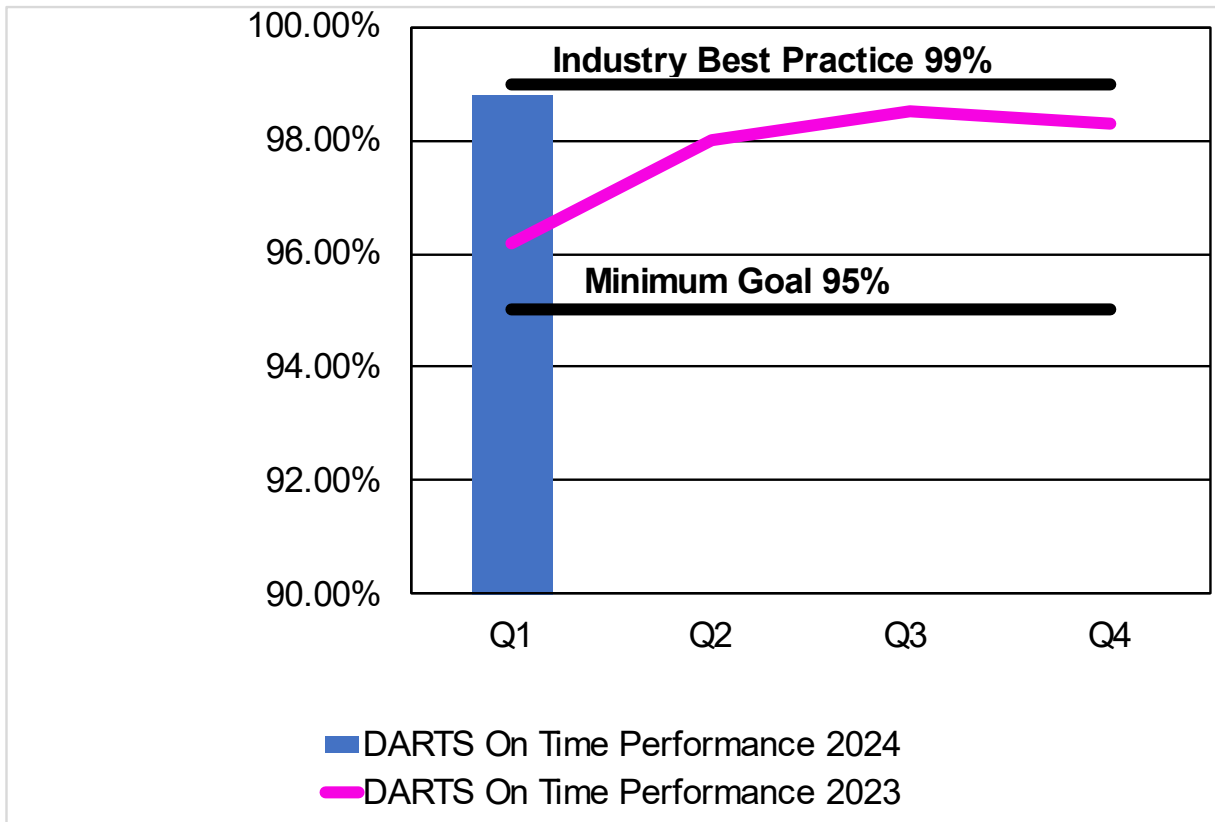
<b>Service Metrics</b>	<b>Q1 2024</b>
<b>Total Trips Provided</b>	140,504
<b>Total Number of Late Trips</b>	1,748
<b>% of Trips Completed on Time</b>	<b>98.8%</b>



**Figure 3: DARTS Late Trips**

Alternate text for Figure 3: In Figure 3 (above), the vertical blue column shows the number of late trips to date in Q1 2024, compared to the trend across each quarter in 2023, which is shown by the pink line above it. At 1,748, the number of late trips has decreased from 2,366 in Q4 of 2023 (see also Table 7, above).





**Figure 4: DARTS On Time Performance**

Alternate text for Figure 4: Figure 4 (above) graphs DARTS on-time performance. The solid pink line shows the DARTS on-time performance trend across all quarters of 2023. The black line at the 99% level illustrates the industry best practice, and the black line at the 95% level shows the goal as directed by the OHRC in 2004. The pink line shows improvement in DARTS on-time performance from Q1 to Q4 of 2023 to just over 98%. The vertical blue bars show that on-time performance in Q1 2024 is approaching 99%, or almost 4% above the OHRC goal of 95% and almost attaining the industry standard (see also Table 7, above).

## COMPLAINTS

**Table 8: Complaints per Thousand Trips**

Year	Complaints per Thousand ATS Trips, All Modes	ATS and DARTS Complaints per Thousand DARTS Trips
2024 Q1	Not Available	Not available

Complaints are those customer contacts in which a customer submits an objection to the planning or provision of service. Due to ongoing recovery from the recent 2024 City of Hamilton City of Hamilton cybersecurity incident, the data necessary to determine the rate of complaint for Q1 is not currently available and will be added to the aggregate table above in a future report.

The industry best practice is 1.0 complaints per 1,000 trips. The 2016 CUTA average for large systems is 2.1 complaints per 1,000 trips. (CUTA Specialized Transit Services Industry Practices

Review, 2016). The 2023 complaint level per thousand DARTS trips improved by the end of Q4 but was still at double the industry 2016 average for large systems at 4.5 complaints per thousand trips.

**Table 9: Total Complaints Received by Complaint Type: ATS and DARTS**

<b>Complaint Type</b>	<b>March 21 – April 30, 2024</b>
<b>Service Performance</b>	109
<b>Staff Performance</b>	60
<b>Service Sufficiency</b>	21
<b>TOTAL</b>	<b>190</b>

Once all the data is again available to ATS, Table 9 (above) will break down the number of complaints for inclusion in the aggregate across quarters in a future performance report. However, to provide a sense of current trends, using the data reported in Appendix 2, the complaints logged from March 21 – April 30, 2024, are broken down in Table 9 according to these categories:

- Service performance – categories of complaint where the service as performed did not meet expectations, including but not limited to complaints about pickup/ drop off outside of window; call return wait time; address, date or time errors; missed trip; or scheduled on board time. Most complaints are in this category.
- Staff performance – categories of complaint where staff conduct did not meet expectations, including but not limited to complaints about staff conduct or driving habits. This is the second most frequent category of complaint.
- Service sufficiency – categories of complaint where the service was insufficient to meet reported customer needs, including but not limited to complaints about subscription trips or waiting lists. Taxi Scrip complaints are captured in this category. This is the least frequent category of complaint.

## COMMENDATIONS

**Table 10: Commendations per Thousand Trips**

<b>Year</b>	<b>Commendations per Thousand ATS Trips, All Modes</b>	<b>ATS and DARTS Commendations per Thousand DARTS Trips</b>
<b>Q1 2024</b>	Not Available	Not Available

Due to ongoing recovery from the recent 2024 City of Hamilton City of Hamilton cybersecurity incident, the data necessary to determine the rate of commendation for Q1 is not currently available and will be added to the aggregate table above (Table 10) in a future report.

The industry best practice is 1 commendation per 1,000 trips. The 2016 CUTA average for large system is 0.36 commendations per 1,000 trips. Commendations for all of 2023 were just over the industry best practice of 1 commendation per thousand trips, and above the 2016 CUTA average (CUTA Specialized Transit Services Industry Practices Review, 2016).

In Appendix 2, below, commendation details for March and April 2024 are listed ahead of the Q2 performance report, to at least provide an indication of recent trends.

## VALIDATED COMPLAINTS FOR DARTS AND DARTS SUBCONTRACTORS

**Table 11: Validated Complaints per Thousand Trips for DARTS and DARTS Subcontractors**

Provider	Number of Trips Q1 2024	Number of Validated Complaints Q1 2024	Validated Complaints per Thousand Trips Q1 2024
DARTS	62,150	Not Available	Not Available
VETS	31,637	Not Available	Not Available
Hamilton Rising	46,197	Not Available	Not Available
Hamilton Cab	520	Not Available	Not Available
<b>TOTAL</b>	<b>140,504</b>	Not Available	Not Available

DARTS and subcontractor complaints are processed to DARTS for investigation. Where these complaints are deemed unfounded by DARTS, and if ATS concurs with this outcome, these complaints are not included in the count of validated complaints. Complaints against DARTS also include DARTS reservations, dispatch, scheduling, and on-street service. Complaints against subcontractors include on-street service only. Due to ongoing recovery from the recent City of Hamilton City of Hamilton cybersecurity incident, the above totals are not currently available, but will be reported in the aggregate in a future performance report. Appendix 2 of this report, below, includes details from contacts logged in March and April 2024, according to provider.

To date in 2024, 520 trips have been delivered by demand taxi, when appropriate for ATS individual client travel needs, to meet the service standard.

**Table 12: Service Kilometres and Service Hours for DARTS and Subcontractors**

Provider	Number of Trips Q1 2024	Number of Service KM Q1 2024	Number of Service Hours Q1 2024
DARTS	62,150	669,468	31,613
VETS	31,637	351,761	14,126
Hamilton Rising	46,197	507,518	21,376
Hamilton Cab	520	10,531	696
<b>TOTAL</b>	<b>140,504</b>	<b>1,539,278</b>	<b>67,811</b>

Table 12 (above) breaks down service hours and kilometres for DARTS and its subcontractors, as requested by the ACPD.

## APPENDIX 1 Definition of terms

**Number of Total ATS Trips Requested, All Modes:** the sum of DARTS Requested Trips [plus] Taxi Scrip Trips Delivered.

**Taxi Scrip Trips Delivered:** the total of all passengers reported by contracted brokers under the Taxi Scrip program.

**Number of Total DARTS Trips Requested:** the sum of Trips Delivered by DARTS, DARTS subcontractors, and meter taxi [plus] No Show Trips [plus] Cancelled Trips [plus] Trips Denied [plus] Trips Refused.

**Trips Denied:** a denied trip occurs when

- a casual trip request has been made as much as 7 days in advance up to 4:30 PM on the day prior to the required day of service, and a negotiated time cannot immediately be agreed to within one hour of the requested time or at a time otherwise suitable to the passenger, or cannot subsequently be agreed to through the use of the waiting list
- when a passenger requests a subscription trip which cannot immediately be fulfilled, this form of request is not recorded as a denial of service, however, each instance of a like casual trip request that cannot be accommodated as noted above is recorded as a trip denial
- when the passenger agrees to assignment to the waiting list, a trip denial will still occur if no trip can be found, or if an offered trip is not deemed by the passenger as either suitable or required
- when a passenger requests a trip after 4:30 PM of the day prior to the required day of service, or on the required day of service, and the trip request cannot be accommodated, such request will not be recorded as a denial of service.

**Cancelled Trips:** a cancelled trip is one that is cancelled by the passenger, or on the passenger's behalf, once a subscription or casual booking has been made

- an advance cancellation is one that is made by 4:30 p.m. of the day prior to service
- a late cancellation is one that is made after 4:30 p.m. of the day prior to service, and prior to vehicle arrival within the pickup window and/or within thirty minutes after the negotiated pickup time
- a program closure cancellation is one that is made for all passengers to a program with advance notification, including program shutdown periods and temporary program venue changes
- a service suspension cancellation is one that is made as a result of a weather or other emergency within the control of ATS and/ or DARTS.

**No Show Trips:** a no show occurs when a passenger books a trip, does not cancel ahead of time, and is not available at the time that the vehicle arrives within the pickup window and/or within thirty minutes after the negotiated pickup time. This includes any occurrence of trips cancelled at door, where the passenger refuses a trip at the door that is within the pickup window and/or within thirty minutes after the negotiated pickup time.

**Number of Total DARTS Trips Delivered:** the sum of all trips taken by passengers and their escorts and/or companions delivered by DARTS on DARTS, DARTS subcontractors, or metered taxi.

## APPENDIX 1 Definition of terms (continued)

**Late Trips:** the sum of all trips that are more than 30 minutes late from that time negotiated with the passenger for the trip, as reported by drivers and as recorded by DARTS from driver manifests.

**Complaints:** those customer contacts under which a customer submits an objection to the planning or provision of service

**Commendations:** those customer contacts under which a customer submits praise for the planning or provision of service.

**Validated complaint:** complaint determined to be substantiated based on investigation by the contractor and ATS review/ agreement.

**Rate of Denied Trips:** Denied Trips expressed as a percentage of Number of Total ATS Trips Requested, All Modes.

**Inbound calls:** incoming calls entering call system queue.

**Calls Handled by Agents:** incoming calls transferred to an agent.

**Calls Abandoned by Clients:** calls for which the caller hung up.

**Transfer Rate:** rate of incoming calls transferred to an agent, as a percentage of calls queued.

**Abandoned Rate:** rate of calls abandoned, as a percentage of calls queued.

**Minimum Wait Time:** the shortest amount of time before call was transferred to an agent.

**Maximum Wait Time:** the longest amount of time before a call was transferred to an agent.

**Service Level:** calculated as  $\frac{[\text{calls transferred within 5 minutes}]}{([\text{calls transferred}] + [\text{calls abandoned after 5 minutes}])} * 100$

**Rate of Cancelled Trips:** Cancelled Trips (by type) expressed as a percentage of Number of Total DARTS Trips Requested.

**Rate of No-Show Trips:** No Show Trips expressed as a percentage of Number of Total DARTS Trips Requested.

**Rate of On-Time Performance:** (DARTS Trips Delivered [minus] Late Trips) expressed as a percentage of (Number of Total DARTS Trips Delivered).

**Refused Trips:** A refused trip occurs when a client does not accept the travel times provided at the time of booking – see Trips Denied, above.

**Complaints per 1,000 Trips:** complaints per thousand trips (sum of Taxi Scrip Trips Delivered [plus] DARTS Trips Delivered).

**Commendations per 1,000 Trips:** commendations per thousand trips (sum of Taxi Scrip Trips Delivered [plus] DARTS Trips Delivered).

**APPENDIX 2 Customer Contacts Logged March 21 – April 30, 2024: Detail**

<b>SERVICE PROVIDER</b>	<b>Count</b>
<b>ATS Customer Service</b>	<b>6</b>
<b>INVALID</b>	<b>1</b>
COMPLAINT	1
Staff Conduct	1
<b>VALID</b>	<b>5</b>
COMMENDATION	2
Staff Conduct	2
COMPLAINT	3
Miscellaneous	1
Staff Conduct	1
Taxi Scrip	1
<b>DARTS Dispatch</b>	<b>19</b>
<b>INVALID</b>	<b>3</b>
COMPLAINT	3
Miscellaneous	1
Staff Conduct	2
<b>VALID</b>	<b>16</b>
COMMENDATION	8
Staff Conduct	8
COMPLAINT	8
Error Address/ Date	3
On hold/ can't connect	1
Staff Conduct	4

**APPENDIX 2 Customer Contacts Logged March 21 – April 30, 2024: Detail (continued)**

<b>SERVICE PROVIDER</b>	<b>Count</b>
<b>DARTS On Street</b>	<b>43</b>
<b>INVALID</b>	<b>9</b>
COMPLAINT	9
Damaged Property	1
Driving Habits	1
Error Address/ Date	1
No Show	4
Staff Conduct	2
<b>VALID</b>	<b>29</b>
COMMENDATION	12
Staff Conduct	12
COMPLAINT	16
Error Address/ Date	1
No Door To Door	3
No Show	1
Policies	1
Pickup/Dropoff Outside Window	1
Staff Conduct	9
REQUEST	1
Fares	1
<b>UNDER INVESTIGATION</b>	<b>5</b>
COMPLAINT	5
Damaged Property	1
Error Address/ Date	1
Injured Passenger	1
Staff Conduct	1
Trip Missed	1
<b>DARTS Reservations</b>	<b>23</b>
<b>INVALID</b>	<b>6</b>
COMPLAINT	6
Error Address/ Date	1
On hold/ can't connect	3
Staff Conduct	2
<b>VALID</b>	<b>17</b>
COMMENDATION	13
Staff Conduct	13
COMPLAINT	4
On hold/ can't connect	2
Policies	1
Staff Conduct	1

**APPENDIX 2 Customer Contacts Logged March 21 – April 30, 2024: Detail (continued)**

<b>SERVICE PROVIDER</b>	<b>Count</b>
<b>DARTS Scheduling</b>	<b>94</b>
<b>INVALID</b>	<b>12</b>
COMPLAINT	12
Error Address/ Date	2
Pickup/Dropoff Outside Window	3
Subscriptions	4
Trip Notification	3
<b>VALID</b>	<b>80</b>
COMMENDATION	4
Miscellaneous	1
Staff Conduct	3
COMPLAINT	74
Can't book required time	1
Error Address/ Date	6
No Show	1
Pickup/Dropoff Outside Window	40
Scheduled On Board Time	17
Subscriptions	1
Trip Missed	2
Trip Notification	2
Wait List	4
REQUEST	1
Miscellaneous	1
SUGGESTION	1
Miscellaneous	1
<b>UNDER INVESTIGATION</b>	<b>2</b>
COMPLAINT	2
Trip Missed	2



**APPENDIX 2 Customer Contacts Logged March 21 – April 30, 2024: Detail (continued)**

<b>SERVICE PROVIDER</b>	<b>Count</b>
<b>Hamilton Rising</b>	<b>33</b>
<b>INVALID</b>	<b>6</b>
COMPLAINT	6
Error Address/ Date	1
Fares	1
Injured Passenger	1
No Door To Door	1
No Show	1
Staff Conduct	1
<b>VALID</b>	<b>24</b>
COMMENDATION	9
Staff Conduct	9
COMPLAINT	15
Driving Habits	2
Error Address/ Date	2
No Door To Door	1
No Show	1
Pickup/Dropoff Outside Window	1
Staff Conduct	7
Trip Missed	1
<b>UNDER INVESTIGATION</b>	<b>3</b>
COMPLAINT	3
Damaged Property	1
No Show	1
Staff Conduct	1
<b>Taxi</b>	<b>3</b>
<b>VALID</b>	<b>2</b>
COMPLAINT	2
No Show	2
<b>UNDER INVESTIGATION</b>	<b>1</b>
COMPLAINT	1
Trip Missed	1

**APPENDIX 2 Customer Contacts Logged March 21 – April 30, 2024: Detail (continued)**

<b>SERVICE PROVIDER</b>	<b>Count</b>
<b>VETS</b>	<b>26</b>
<b>INVALID</b>	<b>3</b>
COMPLAINT	3
Driving Habits	1
No Door To Door	1
Trip Missed	1
<b>VALID</b>	<b>17</b>
COMMENDATION	6
Staff Conduct	6
COMPLAINT	11
Driving Habits	3
Fares	2
No Door To Door	1
No Show	1
Pickup/Dropoff Outside Window	1
Staff Conduct	2
Trip Missed	1
<b>UNDER INVESTIGATION</b>	<b>6</b>
COMPLAINT	6
Driving Habits	1
No Door To Door	1
No Show	1
Staff Conduct	3
<b>Grand Total</b>	<b>247</b>