



December 23, 2019

The Board of Taxicab Commissioners  
General Manager Seleta J. Reynolds  
Department of Transportation  
100 S. Main St., 10th Floor  
Los Angeles, CA 90012

**Taxis with Open Recalls Should Not Pass an LADOT Inspection**

Dear Commissioners and Ms. Reynolds:

The Center for Auto Safety (Center) is writing today to urge the Los Angeles Department of Transportation (LADOT) to prohibit vehicles with unrepaired federal safety recalls in your jurisdiction from carrying passengers. Taxis with open recalls endanger not only drivers and passengers but also other road users, pedestrians, and cyclists. Vehicles are only recalled when there is a safety defect or a violation of a federal regulation. Recalls are never undertaken for cosmetic reasons, yet potentially thousands of Los Angeles residents and visitors are unknowingly exposed every day to these deadly risks. Taxis are regulated by your Department, and consumers presume that your oversight protects them from the safety risk of recalled vehicles.

The Center, the nation's premier independent, non-profit consumer advocacy organization dedicated to improving vehicle safety, quality, and fuel economy, makes this request on behalf of our members and all drivers, passengers, and pedestrians who live in, or visit, Los Angeles. The LADOT could easily address the unnecessary risk faced by consumers by requiring a check against the federal recall database at each annual LADOT inspection. Anything less than such a requirement is willful neglect when it comes to the safety of your drivers and passengers.

We urge the LADOT to immediately take regulatory and enforcement steps to require all recalls be fixed prior to accepting passengers. To determine whether a vehicle has open recalls is as simple as running its vehicle identification number (VIN) against the National Highway Traffic Safety Administration's (NHTSA) recall database at [www.safercar.gov](http://www.safercar.gov). Under Taxicab Rule 444, "The Department may require an [inspection] for any unusual engine/vehicle issues . . . as noted for any Department inspection (scheduled or otherwise)." We believe the LADOT already has the authority to determine that open recalls are unusual issues that require an inspection, and to direct owners with a recalled vehicle to either fix the recalls or remove their vehicle from service.

We also recommend the recall-free requirement be made explicit and prominent on the LADOT's website and other safety materials. Such a requirement is something the LADOT

should be promoting, because maintaining a taxi fleet free from open recalls is a safety feature that attracts customers. Further, such a requirement could help the taxi industry stay competitive with rideshare companies such as Uber and Lyft, neither of which requires their vehicles to be repaired when under recall, a safety lapse which continues to place their drivers, customers, and everyone on the road at risk.

Today, there are over 70 million cars with open recalls across the country, including vehicles with exploding Takata airbags causing at least 24 deaths and General Motors vehicles with faulty ignition switches causing at least 124 deaths. Although we found no statistics about Los Angeles taxis, the recall rate is probably close to that of other major cities: one in six taxis has open recalls in DC, one in three among Seattle, New York City, Tampa, and Houston.<sup>1</sup>

In conclusion, taxis with open recalls pose a serious safety risk for everyone in Los Angeles. Because taxi owners may be resistant to removing vehicles out of service due to potential lost income while the vehicles are being repaired, it is the statutory and moral responsibility of the LADOT to direct these repairs be made for everyone's safety. The Center for Auto Safety urges the LADOT to take decisive actions and require Los Angeles taxis to not be on the road with open recalls.

Thank you for your attention to this important matter,

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Levine". The signature is fluid and cursive, with a large loop at the end of the last name.

Jason Levine  
Executive Director  
Center for Auto Safety

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<sup>1</sup> Whitney Wild, *1 in 6 DC Taxis Have Open Recalls and Warnings are Regularly Ignored*, WUSA9 (May 9, 2018), <https://www.wusa9.com/article/news/local/dc/1-in-6-dc-taxis-have-open-recalls-and-warnings-are-regularly-ignored/65-548809101> (finding that one in six DC taxis has open recalls, based on a review of 5,400 VINs); Danielle Leigh, *Could Your Next Cab, Uber, or Lyft be Unsafe?*, THV11 (Nov. 24, 2016), <https://www.thv11.com/article/news/investigations/could-your-next-cab-uber-or-lyft-be-unsafe/354771686> (Seattle, New York City, Tampa, and Houston). See also Ryan Felton, *1 in 6 Uber and Lyft Cars Have Open Safety Recalls, Consumer Reports' Study Suggests*, CONSUMER REP. (Aug. 16, 2019), <https://www.consumerreports.org/ride-hailing/uber-and-lyft-cars-have-open-safety-recalls/> (finding that almost one in four New York City taxis has open recalls, based on a review of 32,000 VINs).