

**Testimony of Testimony of Commissioner Samuel A.A. Levine
New York City Department of Consumer and Worker Protection**

**Before the Committee on Consumer and Worker Protection, Committee on Transportation and
Infrastructure, and Committee on Public Safety
Oversight Hearing on Micromobility in New York City and
Introductions 78, 244, 389, 950, 988, 994, 1021, T2026-2361, and T2026-2587**

September 30, 2026

Introduction

Hello, Chairs Epstein, Abreu, Feliz, and members of the Committees on Consumer and Worker Protection, Transportation and Infrastructure, and Public Safety. I am Sam Levine, Commissioner of the Department of Consumer and Worker Protection (DCWP). Thank you for the opportunity to testify before the Committees today on micromobility in New York City and related legislation.

Protecting New Yorkers

The NYC Department of Consumer and Worker Protection (DCWP) is the nation's leading municipal enforcement agency charged with delivering economic justice. DCWP leverages its authority to bring New Yorkers real economic relief and protect them from predatory, deceptive, and unfair practices that violate their rights as consumers and workers. This includes pioneering cutting-edge protections, such as the City's Consumer Protection Law, Protected Time Off Law, Fair Workweek Law, and Delivery Worker Laws, including the Minimum Pay Rate for delivery workers. Through licensing more than 45,000 businesses in over 45 industries, DCWP ensures fair competition and a level playing field for responsible small businesses that are integral to New York City's vibrant communities. DCWP also provides essential services such as free tax preparation and financial counseling to ensure New Yorkers keep more of what they earn and can plan for their futures. DCWP is committed to making sure New York City is a fairer, more affordable place to live.

DCWP Enforcement & Education in 2026

In the last nine months, the Mamdani administration has demonstrated New York City's commitment to refuse to allow multi-billion-dollar corporations to rake in record profits on the backs of New Yorkers. DCWP has been at the forefront of this all-hands-on deck effort, protecting New Yorkers from corporate tricks, traps and predation that make the lives of New Yorkers more difficult. And I am proud to report that through our programs, protections and policies, DCWP has secured more than \$1 billion on behalf of New Yorkers thus far in 2026.

During this Administration I have made engaging New Yorkers a priority across all of DCWP's services and programs, ensuring that we as an agency hear directly from New Yorkers on the issues that matter most to them. This includes direct outreach to consumers, to small businesses, to workers, and partnerships with our sister agencies, such as my colleagues at the Department of Transportation (DOT). In 2026, we have conducted nearly 800 outreach events, and have engaged with nearly 200,000 New Yorkers through direct public awareness efforts and financial empowerment programming. We remain committed and steadfast in our promise to the communities of our city that DCWP is here as a partner and ally, and stands ready to protect their rights.

Delivery Worker Protections

At the start of this year we celebrated the passage of laws to advance protections for delivery workers, including tipping protections and an expansion of the Minimum Pay Rate to more workers. Our [tipping report](#), which showed two major apps engineered design tricks to make it harder for consumers to tip and drove down worker

pay, exemplified the need for these laws. More [recent reports](#) show that the new tipping protections have lifted workers' total earnings on restaurant delivery apps by \$104 million, and are on pace to reach \$184 million over the course of a year. Earlier this year, DCWP [secured](#) more than \$5 million from three major delivery apps, and reinstatement for as many as 10,000 wrongfully terminated workers. This work has only continued – just last week, we announced a historic \$131.5 million enforcement action against DoorDash – the largest worker protection enforcement action in the history of New York City – for systemic violations of New York City's Delivery Worker Laws. More than \$115 million will go directly to over 260,000 delivery workers who were underpaid by DoorDash. And, by arming workers with tools to report trip data directly to DCWP, we are both investing in worker power and ensuring that these massive violations will not recur in the five boroughs.

A common tactic by app companies—often to distract from their own track record of mistreating workers—is to pit workers' rights against street safety. Nothing could be further from the truth.

I speak with delivery workers regularly, and they consistently describe the pressure to complete more orders in less time or risk deactivation. No worker should have to choose between their safety and their livelihood. That is why the Mamdani Administration was proud to support—and will vigorously enforce—Local Law 34 of 2026, which puts an end to arbitrary deactivations in New York City.

Today, the Council is considering numerous bills aimed at strengthening street safety, and we look forward to a thoughtful discussion of each. But our Administration believes strongly that the basic deactivation protections provided by Local Law 34 are a critical part of any broader street safety agenda. No amount of training, equipment requirements, or monitoring can make our streets safer if workers are still operating under constant pressure to race against the clock or risk losing their livelihoods. Street safety requires addressing not only how delivery workers ride, but the incentives and pressures that shape how they are required to work.

Micromobility Enforcement

DCWP enforces various laws that protect consumers from the sale of unsafe and illegal micromobility devices and aim to keep our city free from these dangerous devices. DCWP is a lead enforcement agency for Local Law 39, 49, and 50, and we also actively enforce against the sale of oversized and overpowered motorized scooters and illegal mopeds. Following the passage of these laws, DCWP sprang into action, conducting enforcement sweeps of retailers across the five boroughs and working to swiftly bring them into compliance.

DCWP continues to conduct regular, proactive enforcement in this space. Just this past summer, DCWP inspectors and attorneys conducted a proactive comprehensive sweep of micromobility retailers across the City, working to ensure continued compliance with our laws. Since the start of enforcement in 2023, DCWP has conducted nearly 1,000 inspections and issued more than 460 summonses to brick-and-mortar businesses for violations of Local Law 39, Local Law 49, and the motorized scooter law. In 2026, we issued over 85 cease and desist orders and 41 summonses to online sellers for violations of Local Law 39. We have also targeted eight locations for sealing, sealed three of them and brought five into compliance prior to sealing.

Introduction 78

Turning to today's legislation, Introduction 78 requires licensed delivery services to submit data for each trip made in the city to DCWP. The Administration supports this legislation to require third-party food delivery services to submit data regularly. However, we believe that this bill should be placed with DOT who is best positioned to oversee the city's street safety laws. The Administration looks forward to working with Council on this legislation.

Introduction 244

Introduction 244 prohibits the sale and rental of class three e-bikes. DCWP supports this bill, which would ban the sale and rental of certain throttle e-bikes with a higher speed capacity. However, we have operational concerns related to online and field enforcement challenges, as not all products accurately post or specify speed information. We look forward to hearing from stakeholders today and working with Council on this bill.

Introduction 389

Introduction 389 prohibits third-party food delivery services from permitting any food delivery worker hired, retained, or engaged by the third-party food delivery service to utilize a moped unless the delivery service has verified registration of the moped. The Administration supports the intent of this legislation to require third-party food delivery services to verify moped registration. However, we have concerns that the bill as written will result in delivery workers being unfairly deactivated by delivery apps unless there are reasonable guardrails in place. Workers will need to be given notice, an opportunity to address any issue with their vehicle registration, and the chance to get back to work once it's addressed. We recommend adding in language requiring warnings and other progressive discipline measures to ensure workers are not permanently deactivated arbitrarily, and providing for an extended effective date. We look forward to working with Council and our sister agencies to establish a balanced approach that tackles both street safety priorities and workers' rights.

Introduction 950

Introduction 950 requires delivery services that facilitate or arrange for the delivery of goods in the City to obtain a business license from DCWP and would set forth conditions of such license and enforcement options. DCWP supports the intent of this bill, to expand the coverage of its third-party food delivery service license. However, DCWP recommends that we tailor this bill to require licensure for companies that engage contracted delivery workers as independent contractors to focus on appropriate companies and not unintentionally burden small businesses. We have started off 2026 strong with aggressive enforcement against powerful corporations that exploit their workers and consumers, and we stand ready to continue this fight.

Introduction 988

Introduction 988 prohibits the advertisement for sale, lease, rent, or distribution of any vehicle that can be registered with the New York State Department of Vehicles (DMV) as a street-legal e-bike or e-scooter. The bill requires DCWP and DOT to develop and distribute informational materials on authorized e-bikes and e-scooters to retailers to post and offer to consumers. DCWP supports this bill, which prohibits the advertisement for sale, lease, rent, or distribution of any vehicle that can be registered with the DMV as a street-legal e-bike or e-scooter. However, DCWP has policy and fiscal concerns about the breadth of outreach contemplated by this bill and the significant investment that would be required to conduct it. We would work to ensure that any new campaign is coordinated with the appropriate agencies who have similar campaigns and the necessary subject matter expertise. We look forward to working with Council on this bill.

Introduction 994

Introduction 994 requires certain third-party food delivery services to maintain insurance to cover liability that arises from accidents involving a delivery worker on an e-bike, e-scooter, or illegal moped while the delivery worker is making a delivery or is available to make a delivery for the third-party food delivery service. DCWP supports the intent of this bill to require apps to maintain liability insurance for accidents involving a delivery worker on micromobility devices. We look forward to hearing more from stakeholders on this bill today.

Introduction 1021

Introduction 1021 requires third-party food delivery services to submit an annual safety report to DCWP. The Administration supports this bill but believes these reports and plans should be provided to DOT, who is best positioned to leverage that information for their street safety enforcement and planning efforts.

Preconsidered Bill T2026-2361

Preconsidered bill T2026-2361 prohibits the operation of class 3 e-bikes and requires that violators receive a warning for the first violation and civil penalties in increasing amounts for subsequent violations. We share Council's goal to rid our streets of unsafe micromobility devices. However, we have strong concerns of unintended consequences that would most heavily impact delivery workers, many of whom are immigrants with limited English proficiency and other vulnerabilities. Delivery workers could face losing their livelihoods, as well as increased interactions with law enforcement, at a time when many are fearful of such interactions, and potential confiscation of the device they use every day to make a living. We look forward to working with the Council to improve street safety while balancing the needs of some of our city's most essential workers.

Preconsidered Bill T2026-2587

Preconsidered bill T2026-2587 would require third-party delivery services to use tracking technology that detects when certain delivery workers engage in unsafe traffic behaviors while making a delivery or when available to make a delivery. Generally, we have concerns about the idea of requiring constant electronic surveillance of their workers, who are primarily immigrants. That said, we also have concerns that as drafted, the bill will result in delivery workers being unfairly deactivated by delivery apps. We look forward to working with Council to further street safety and worker safety goals while limiting unintended consequences that may flow from this bill.

Conclusion

Thank you for the opportunity to testify before the committees on today's legislation. The Administration looks forward to hearing from stakeholders today on the impact of these bills and collaborating closely with the Council during the legislative process. I welcome any questions you may have for further discussion.