

**Testimony of Deputy Commissioner Ira Goldapper
New York City Taxi & Limousine Commission
Before the City Council Committee on Consumer and Worker Protection
Oversight Hearing October 7, 2026**

Good morning, Chair Epstein and members of the Committee on Consumer and Worker Protection. Thank you for the opportunity to provide testimony on behalf of the New York City Taxi and Limousine Commission. My name is Ira Goldapper, and I serve as TLC's Deputy Commissioner for the Uniformed Services Bureau.

TLC regulates New York City's taxi and for-hire vehicle industries, including approximately 180,000 licensed drivers and 115,000 vehicles. Together, TLC licensees provide nearly one million trips each day.

With approximately 440 employees, TLC carries out significant licensing, inspection, and enforcement responsibilities. In Fiscal Year 2026, we conducted more than 110,000 inspections, received over 29,000 complaints, and issued approximately 24,000 patrol summonses.

I would like to briefly address two bills before the Committee today.

Intro. 1026 of 2026

Intro. 1026 would allow pedicabs to use existing taxi and for-hire vehicle relief stands and require DOT to establish fifteen additional relief stands in Midtown Manhattan exclusively for pedicabs.

Taxi and FHV relief stands provide drivers with free, legal parking so they can use a restroom, eat a meal, or take a necessary break during their shifts. Approximately 180,000 TLC-licensed drivers currently have access to 107 relief stands citywide.

There is significant demand for curb space throughout the city, particularly in Midtown Manhattan where pedicab activity is concentrated, and space is especially limited. TLC believes it is important to consider the existing demand for taxi and FHV relief stands as the Council evaluates this proposal.

TLC does not support expanding the use of existing taxi and FHV relief stands to pedicabs, but concurs with the underlying premise of the bill that workers should have more space to rest on our city's streets. These spaces are limited and already in high demand and adding additional users would further constrain access to needed rest space for taxi and FHV drivers.

Intro. 993 of 2026

Intro. 993 would transfer responsibility for regulating pedicabs from the Department of Consumer and Worker Protection to TLC.

TLC's current regulatory framework is designed around the taxi and for-hire vehicle industries. Pedicabs operate under a different model and regulatory framework, including different vehicle types, operating patterns, and applicable laws.

The concerns raised regarding the pedicab industry, including unlicensed activity and quality-of-life issues, are important and warrant careful consideration. Any potential changes to the existing regulatory structure should be evaluated in the context of the expertise and operational needs of the agencies involved. This legislation would be extremely costly to implement, going well beyond existing resources.

TLC remains committed to working with DCWP, DOT, the Council, and other partners to share our regulatory and enforcement expertise and support the development of an alternative approach to these issues as we do not believe this bill is the best path forward.

Thank you, Chair Epstein and members of the Committee, for the opportunity to provide TLC's perspective. We look forward to continuing to work with the Council and our agency partners.