



By Abe Mittleman

S10413 Update: The Albany Bill Aiming to Protect Medallions from Robotaxis Stalls in Committee

Back in May, New York State lawmakers introduced Senate Bill S10413? sponsored by Senator Brad Hoylman-Sigal, with companion bill A793 in the Assembly. On paper, it is one of the most critical pieces of legislation currently pending in Albany for the traditional yellow cab industry.

The bill directly addresses the looming arrival of autonomous vehicle (AV) fleets in New York City. If passed, it would establish two firm boundaries:

Mandatory TLC Licensing: No autonomous taxi, livery, or rideshare service could operate in New York City without explicit authorization and licensing from the Taxi and Limousine Commission (TLC).

Medallion Protection: The bill directs the TLC to restrict autonomous taxi operations strictly to medallion holders, while setting caps on fleet sizes, strict safety protocols, and insurance requirements.

The intent behind S10413 is obvious: to prevent tech giants from deploying thousands of driver less robo-taxis onto NYC streets without going through the regulated medallion system, avoiding a repeat of the market flooding that devastated medallion values a decade ago.

Where Does the Bill Stand Today?

Despite strong support from driver advocates and medallion owner groups, S10413 remains stalled in the Senate Transportation Committee. It has not been moved to a floor vote or passed out of committee in either chamber.

Two main forces are shaping its slow progress:

1. Heavy Tech Industry Lobbying

Autonomous vehicle companies like Waymo, Cruise, and Zoox have mobilized heavy lobbying efforts in Albany. They argue against local municipal control and oppose tying operational rights strictly to traditional taxi medallions, favoring broader statewide framework rules instead.

2. Ongoing Labor & Owner Push back

On the other side, taxi advocate groups and medallion owners continue urging legislative leaders to advance the bill. The argument being made to lawmakers is simple: allowing unregulated autonomous fleets into New York City will destroy what is left of medallion equity and flood the streets with unmanaged congestion.

What It Means for NYC Taxi Owners

While S10413 sits in committee, New York City is not yet open season for robotaxis. Current state regulations still mandate safety drivers for autonomous vehicle testing on city streets, and the TLC maintains a cautious stance on approving fully commercial driverless fleets.

However, as tech companies press state regulators for broader testing approvals, S10413 remains a crucial legislative line in the sand. Without explicit state law tying driverless commercial taxis to the medallion system, the threat of an influx of corporate-owned robotaxis will continue to hang over the industry. We will continue tracking S10413 as the legislative session progresses in Albany.

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