



NEW YORK STATE SENATOR

Mario R. Mattera

## New York State Senators Calls For Immediate Examination Of MTA's Out-Of-State Guard Fiasco

MARIO R. MATTERA June 4, 2025

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### **METRO EXCLUSIVE** **Private MTA subway guards are holding doors open for fare-beaters, sleeping on the job**

By Chris Harris and Helayne Seidman  
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1.1K Comments



Senator Mario R. Mattera (2nd Senate District) joined with Leader Robert Ortt (62nd Senate District) and his colleagues to call on Governor Kathy Hochul to protect taxpayers and commuters from a potential misuse of millions of dollars in state funds. The collective members sent a strong letter to Governor Hochul demanding answers about the Metropolitan Transportation Authority's (MTA) \$35 million contract with Allied Universal

Security Services.

This contract, which was quietly agreed to with the Pennsylvania-based private firm in 2022, allowed the company to deploy armed guards across New York City's subway system under the guise of addressing fare evasion. The members of the Senate Republican Conference, especially those that represent the MTA Region, outlined their issues with the contract and how it was negotiated.

“This is the latest example of MTA mismanagement and is deeply troubling. That is why I raised this issue at a recent committee hearing only to be stunned to discover how truly hidden this was from the members of both conferences and the public. There is a reason that we have a transparent system of oversight and we must find out how this out of state company was given this massive job with little to no guidance. The MTA and New York State must do a better job protecting our commuters, our taxpayers and our workers. We demand answers to protect all New Yorkers from this incompetence,” stated Senator Mattera.

“This secretive contract is the latest insult to New York taxpayers who are continually on the hook to bail out the bloated and mismanaged MTA. This deal shows an alarming lack of oversight and transparency, and the administration and MTA must provide answers - the public deserves no less,” said Senate Republican Leader Rob Ortt.

In the letter, Senators demanded that the Hochul Administration immediately work with the MTA to provide answers that will protect those who utilize and pay for the MTA system and all taxpayers. Most importantly, the senators want to know who was responsible for the approval of this contract, how much funding has already been provided and how much more taxpayer and commuter money will be used on this secretive deal.

The Senators also seek to know the impact of these guards, what authority they have and who maintains oversight over them. These are critical issues since recent reports in the New York Post have exposed a number of critical issues with the job these guards are doing as they are paid as much as \$100 per hour.

Since the deal's inception in 2022, the number of Allied Universal guards deployed has inexplicably doubled to over 1,000 and the report highlighted how some have been caught sleeping on the job, loitering in diners, or worse, enabling the very fare evasion they were hired to stop by holding doors open for non-paying riders.

Additionally, the Senators demand to know how this contract impacted existing MTA personnel who have collectively bargained rights that must be protected. By secretly selecting a Pennsylvania-based company, the State and MTA may have also chosen to bypass the area's skilled and dedicated workers who keep the trains moving and the Senate Republican Conference wants to ensure that these hardworking men and women are protected.

"The MTA must provide taxpayers every detail concerning the hiring of this obviously overpaid and under qualified out of state private security group. Only utter incompetence or improper self-dealing could have led to this hiring. As taxpayers are footing the bill, they deserve to know how exactly it came about," said Senate Republican Conference Deputy Leader Andrew Lanza.

"Is it any surprise that the MTA hired a misfit company that wastes money and continues to allow criminal behavior, further costing hardworking taxpayers even more money and triple-compounding existing problems?" said Senator Alexis Weik (8th Senate District).

"The MTA continues to operate in the shadows. A veil of secrecy lifted only to beg poverty and ask for more taxpayer dollars. The result of the utter lack of transparency at the MTA has led to record costs, new fees and fares on commuters and businesses, and an authority unable to keep up with the growing demand for public transportation. While this move was intended to serve the public good, it has only further weakened the public's coffers and their trust in the MTA," stated Senator Anthony Palumbo (1st Senate District).

"This is a prime example of the rampant waste and mismanagement at the MTA. First, they turn to an out of state entity, instead of hiring New Yorkers and spending the \$35-million in our state. Then to make matters worse, Allied Universal Security Services, fails miserably as the toll and fare evasion problem worsened under their watch. Unfortunately, at the end of the day, it's New Yorkers that will pay the price for the MTA's failures," said Senator Dean Murray (3rd Senate District).

"As Ranking Member of the Senate Labor Committee, I've seen a disturbing pattern from this administration: quietly approving multi-million-dollar contracts with zero transparency or accountability. The \$35 million out of state Allied Universal deal is just the latest example—following the botched and now-investigated PPL contract tied to the failed CDPAP transition. While the MTA bleeds commuters dry with new taxes, fees, and bailouts, Governor Hochul continues to recklessly spend taxpayer dollars. Over 1,000 Allied guards—some making \$100 an hour—have been caught sleeping, loitering, or even assisting fare evasion. We demand more transparency, more accountability, and far greater financial prudence on behalf of the people footing the bill," added Senator Steve Rhoads (5TH Senate District).

"I am deeply concerned about the MTA's \$35 million contract with Allied Universal Security Services, which was awarded without sufficient transparency or oversight. New Yorkers deserve clear answers about how this deal was approved, why an out-of-state firm was

chosen, and how taxpayer dollars are being spent. Reports of guards neglecting their duties only make accountability more urgent,” said Senator Patricia Canzoneri-Fitzpatrick (9th Senate District).

“Instead of paying outrageous salaries to people who stand around like scarecrows and do absolutely nothing to stop fare evasion, the MTA and the City must take the handcuffs off our police officers. Let them issue summonses, make arrests, and pressure district attorneys to prosecute fare evaders. We’ve done it before. We know it works,” said Senator Stephen T. Chan (17th Senate District).

“Commuters in the Hudson Valley already face challenges with limited or unreliable train service. They deserve transparency and accountability when it comes to how public dollars are spent. We’re asking important questions to ensure taxpayer money is being used responsibly and that local workers and riders are treated fairly,” said Senator Rob Rolison (39th Senate District).

“When you hear ‘MTA,’ it usually signals a problem—and this time is no different. Thirty-five million dollars is a staggering amount to award through an opaque and questionable process. Lawmakers and taxpayers shouldn’t have to rely on media investigations to find out where public money is going. It’s clear the MTA needs a full audit—and now, so do its subcontractors,” stated Senator Bill Weber (38th Senate District).

“This is what happens when secrecy replaces accountability,” said Senator George Borrello (57th Senate District). “The taxpayers of New York State subsidize the MTA annually to the tune of nearly \$1 billion, while fare evasion and waste, fraud, and abuse continue unabated. This multi-million-dollar contract has done nothing to stop that. New Yorkers are being taken for a ride and not the kind they should be paying for. Governor Hochul and the MTA need to explain how this deal was approved, why an out-of-state company was selected, and

how they plan to fix it before one more tax dollar is wasted.”

A copy of the letter is attached.

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