

MTA Graffiti Abatement Program
MTA Operations Committee Meeting
October 15, 2009

Customers have a right to enjoy a graffiti-free transit system. Studies have shown that the expeditious removal of graffiti can reduce the frequency of the next act of vandalism. That is why in January 2003, at the urging of Director Villaraigosa, the MTA Board adopted a zero tolerance graffiti pilot, which allowed MTA to maximize graffiti abatement with available resources.

I THEREFORE MOVE that the MTA Board direct the CEO to:

1. Report back during the November 2009 Board cycle with quarterly updates/progress reports thereafter on strategies to further reduce and more expeditiously remove the effects of vandalism and graffiti on bus and rail vehicles, rail stations, bus stops and other MTA facilities
2. Include in the November 2009 report an estimate of the potential cost savings and operational efficiencies of competitively bidding graffiti removal services
3. Report back on specific programs aimed at graffiti mitigation, including new technology applications for equipment and materials, operating procedure modifications, graffiti prevention programs, community outreach efforts, Public Service Announcements, and stronger partnerships with law enforcement and interagency coordination
4. Report back on the status of current LASD vandalism investigations and the impact of the Tracking Automated Graffiti Reporting System (TAGRS) on the number of arrests and prosecutions
5. Report back on the monthly costs of vandalism and graffiti damage to MTA's transit system
6. Establish an interagency Graffiti Task Force that includes members of the community, schools, MTA Service Sectors and law enforcement