



The CMF Memorandum of Understanding (MOU)

Overview

- Signed on 17 July 1992.
- Signatories: Los Angeles County Transportation Commission (LACTC, later Metro), the Southern California Regional Rail Authority (SCRRA, also known as Metrolink) and the City of Los Angeles.
- Approved by the governing boards of the City, LACTC, and SCRRA.
- The current CMF daily operations schedule was developed in accordance with the MOU and balances concerns regarding the impact on the surrounding community with statutory requirements for maintenance.

Summary

- The CMF facility will “maintain, clean, refuel, store, and otherwise service the locomotives and coaches” of the regional rail system.
- LACTC/SCRRA will retain ownership and run maintenance of the facility.
- SCRRA will be responsible for funding and implementing an access road adjacent to the CMF on the north, to provide access to the locomotive yard and CMF and provide public access to the riverfront.
- LACTC will design, finance and construct a pedestrian access system linking the communities to the east and west of Taylor Yard and providing access to rail services, including a pedestrian bridge across the Los Angeles River.
- LACTC and/or SCRRA will to the extent legally feasible, use good faith efforts to hire and encourage contractors to hire from qualified local residents within or adjacent to the area.
- The majority of locomotives will be stored overnight at outlying facilities, and “no more than one-third of the operating fleet, including vehicles stores for repair or inspection as spare vehicles will occupy the storage yard.”
- SCRRA locomotives “will not idle at the site unless for the purpose of being serviced and will not be moved at the site after 10 p.m. except for returning train sets destined for overnight storage at the facility or to initiate early morning service.”