



Metro



*Los Angeles
World Airports*

December 20, 2013

Mr. David Cushing
Los Angeles Airports District Office Manager
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, CA 90261

Mr. Ray Sukys
Director of Planning, Region 9
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105

Mr. Ray Tellis
Team Leader
Federal Transit Administration
888 South Figueroa St., Suite 2170
Los Angeles, CA 90017

Re: FAA/ FTA/ LAWA/ Metro Meeting on LAX Transit Connections

Dear Mr. Cushing, Mr. Sukys, and Mr. Tellis:

At our meeting on November 6, 2013, the Los Angeles Metropolitan Transportation Authority (Metro) and the Los Angeles World Airports (LAWA) described the ongoing coordination between our agencies over the last 18 months to determine how best to connect the Los Angeles International Airport (LAX) to the regional rail system. During the meeting, LAWA representatives summarized the significant steps that have been taken to advance the LAX ground access improvements, which include an Automated People Mover (APM) and several other airport access projects. Metro explained the technical refinement study recently completed with LAWA staff's cooperation to further refine the Airport Metro Connector (AMC) alternatives. We also discussed the possible paths forward to environmentally evaluate and clear the separate, coordinated projects. At the meeting, several points were agreed upon:

- The Federal Aviation Administration (FAA) and Federal Transit Administration (FTA) both supported continued local planning, including California Environmental Quality Act (CEQA) environmental analysis and the preparation of Environmental Impacts Reports (EIRs);

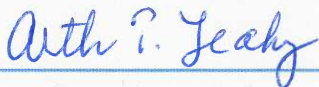
- Metro will take the lead for analyzing the light rail alternatives for the AMC Project and separately LAWA will take the lead for analyzing the LAX ground access improvements, including an APM;
- Planning and environmental analysis will proceed on separate, but coordinated and parallel paths so that decisions can be made with appropriate commitments from both Metro and LAWA; and
- At the conclusion of the respective analyses, Metro and LAWA anticipate reaching consensus on a Locally Preferred Alternative(s) ("LPAs") that may be advanced to the appropriate federal environmental clearance processes, upon action by our respective Boards.

During the planning level analysis by Metro and LAWA, both FAA and FTA are invited to participate in an advisory capacity on issues related to design and environmental impacts under each federal agency's purview. LAWA and Metro will continue to work collaboratively to ensure that for their respective analyses common assumptions, criteria and methodology, and planning contexts are used for evaluating the AMC alternatives and the LAX ground transportation program functions including alignments and designs, passenger levels, and other key inputs recognizing the variances required by CEQA, NEPA, FAA and FTA. During the CEQA processes, neither FAA nor FTA will approve the analyses supporting the LPA(s) selections by Metro or LAWA. However, upon consensus being reached on a project(s) to move forward, both FAA and FTA may allow the federal environmental clearance process to be initiated upon request by Metro and LAWA.

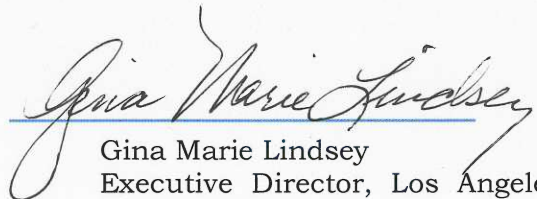
Over the coming weeks, both of our agencies will coordinate on the development of schedules and common assumptions for our independent, coordinated planning efforts and will share these with you once completed.

We appreciate your continued support and look forward to working with both agencies.

Sincerely,



Arthur T. Leahy
Chief Executive Officer, Metro
World Airports



Gina Marie Lindsey
Executive Director, Los Angeles