


AMRIT S. KULKARNI

Chair, Transportation & Infrastructure Practice Group

Amrit Kulkarni provides transactional and litigation counsel to public and private clients for many of the largest, most recognizable projects in California, including the Los Angeles International Airport expansion, the Port of Los Angeles's Master Plan and multiple terminal projects, and the Santa Clara Valley Transportation Authority for the Silicon Valley BART Expansion. The *Daily Journal* named Amrit as one of the "Top 50 Development, Land Use and Municipal Infrastructure Lawyers" and "Top 25 Land-Use Leaders" in California.

Meyers Nave's interdisciplinary Transportation & Infrastructure team has built extraordinary relationships with public and private entities responsible for developing, building, upgrading and operating ports, airports, railways, roadways, freeways and interchanges. We also advise on transit-oriented development projects and compliance with regional transportation plans. On countless occasions, we have successfully protected client projects facing tremendous public scrutiny and complex legal and regulatory challenges.

Our Transportation & Infrastructure Practice Group represents many of California's largest and most prominent transit and transportation agencies. We understand the unique nature of transportation agencies which must consider and balance the competing interests and needs of residents, businesses and local governments, while adhering to stringent federal and state regulations that apply only to transportation agencies. We handle a wide range of legal, regulatory and administrative matters on behalf of clients such as:

- Port of Los Angeles
- Los Angeles World Airports
- Ventura County Transportation Commission
- Los Angeles Metropolitan Transportation Authority
- Bay Area Rapid Transit District
- Metropolitan Transportation Commission
- Southern California Regional Rail Authority
- Alameda-Contra Costa Transit District
- Sacramento Regional Transit District
- San Francisco Municipal Transportation Agency
- Tri-Valley Transportation Council
- West Contra Costa Transportation Advisory Committee

We help these clients and many more—including cities, counties, regional transportation agencies, metropolitan planning organizations and joint power agencies—navigate government frameworks to deliver

sound strategies for project development, regulatory compliance, litigation, and operational concerns involving everything from land use planning and public finance to eminent domain and government relations.

Due to our substantial experience, we also understand that ports, airports and railways face a unique regulatory landscape that impacts the funding, permitting, environmental review, construction and operation of these transit services. We have developed a specialized knowledge of how these organizations operate on a daily basis.

LAND USE & ENVIRONMENTAL LAWS

Our firm advises many municipalities and transportation agencies—including those that are multi-jurisdictional—in the land use planning process for major transportation projects and compliance of projects with regional transportation plans. We have extensive expertise and the creative talents to guide public entities in complying with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and climate change laws (AB 32 and SB 375). We also help clients overcome environmental cleanup obstacles, such as property contamination, with our broad knowledge of brownfields remediation, endangered species protection and water quality issues.

We advise public entities on plans and project elements such as transportation demand management, transit-oriented development, "smart growth," mixed use, high-density residential, and promotion of jobs/housing balance. Many plans we review include green sustainability components. For instance, Meyers

Meyers Nave is a “California Powerhouse” – “one of the leading firms for local governments and public agencies throughout the state as well as private clients focused on complex, public-facing transportation and development projects.” *Law360*, 2014

Nave successfully represented the Port of Los Angeles in the environmental review of several major terminal development projects and formulation of innovative programs to improve the environment. In addition, Meyers Nave assisted the San Bernardino Associated Governments (SANBAG) in the development and adoption of a Regional Greenhouse Gas Reduction Plan, a first-of-its-kind effort by a regional agency to serve as a basis for local agencies’ individual reduction plans.

REGIONAL FEE PROGRAMS AND GRANTS

Our attorneys are well-acquainted with the primary transportation funding sources associated with the Federal Transit Administration and the California Transit Authority. We help clients meet the requisite guidelines and follow best practices to win funding from these agencies.

We also represent public entities in complying with the Caltrans Manual, dealing with the California Transportation Commission, and establishing and enforcing regional transportation development fee programs that address a wide range of infrastructure needs.

Our attorneys have advised public agencies in connection with grant applications for federal and state funding for transportation projects, including programs such as the federal FAST Act, state Infill Infrastructure Grant (IIG) program, Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, Transit-Oriented Development (TOD) program, California LTF and STA funds, HOME Investment Partnerships program, and Neighborhood Stabilization Program (NSP), among others.

We have solid experience with FTA contract requirements and have advised clients on meeting the requisite FTA guidelines related to procurement and associated funding. Meyers Nave also regularly advises clients regarding grant, contract and allocation agreements pertaining to Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds.

AIRPORT LAWS

We have helped create and update Airport Land Use Compatibility Plans (ALUCPs). We have a keen understanding of the interplay between aviation infrastructure and development of the surrounding area, and the methods to ensure that both areas support economic viability and public health and safety.

Our team conducts thorough reviews of the Noise Exposure Maps and the Noise Compatibility Program from the Federal Aviation Regulation Part 150 Noise Compatibility Regulation (Part 150 Study). We advise on strategies to mitigate existing/incompatible uses, including using the California Airport Noise Regulations to implement important land use tools, such as aviation easements, among other proactive measures.

In addition to our major airport clients, some of the cities we serve as City Attorney have local aviation facilities. Our team has drafted commercial leases; hangar, tie down and ground lease agreements; and bid and contract documents for improvement projects. We have also advised on special event/ liability issues, among many other aviation-related issues.