



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: Jan. 8, 2008

SUBJECT: Proposal to Engage Akin Gump to Provide
Federal Advocacy Services

Report in Brief

During the November 28 City/County 2x2 meeting, the elected representatives discussed the need to focus additional legislative attention in the United States Congress on the Interstate 5/State Route 113 (5/113) connector. This project has been recognized by regional government organizations as a transportation improvement of strategic importance. Given the high priority of the project, the elected representatives believe that the City and County should engage a firm to provide federal advocacy services in order to seek funds that will facilitate the development and completion of this critical project. The County has previously engaged Akin, Gump, Strauss, Hauer and Feld LLP (Akin Gump) to provide federal advocacy services. This firm includes former Congressman Vic Fazio as one of its Senior Advisors who has successfully provided legislative advocacy in association with the County's agreement. Based on the need to seek funds for a critical transportation project and the County's previous success with Akin Gump, the elected representatives agreed to solicit a proposal from the firm that would enable the City Council to consider a similar engagement. Following the November 28 meeting, the City received a proposal from Mr. Fazio on behalf of Akin Gump for federal advocacy services. The proposal is attached for the City Council's consideration.

Staff recommends that the City Council approve the proposal from Akin Gump to provide federal advocacy services in association with the 5/113 connector project and authorize the City Manager to complete an agreement as described herein.

Background

The 5/113 freeway to freeway connector would enable traffic using northbound I-5 to transition onto southbound State Route 113 without having to use City streets. Currently, traffic from Natomas, the Sacramento Airport and other southerly points of interest must exit at either Main Street or County Road 102 from northbound I-5 and mix with local traffic in order to make this transition. In many cases, the transition traffic includes large trucks leaving the airport for delivery destinations in Davis

or other areas in the vicinity. Traffic models that project continued growth of the region and use of the Sacramento airport for shipping goods and materials suggest that traffic congestion on local streets and roads will worsen without completion of the 5/113 connector.

In recognition of these impacts, this project has been a longstanding transportation priority for the City of Woodland and the City's transportation funding partners, including the County, Yolo County Transportation District (YCTD), Sacramento Area Council of Governments (SACOG) and Cal Trans. The project has been the next priority after the West Sacramento Harbor Blvd. project, which is nearing completion. On October 16, 2007 the City Council reaffirmed its continued support of the 5/113 project and remains committed to seeking regional and state funds to complete on-going design, right of way acquisition and construction. Completion of the design and right of way acquisition will enable the project to be designated as "shelf ready" and eligible for construction should funds become available.

The current total cost estimate for the project is \$61 million. Of this \$61 million, there is \$5.7 million in current project funding with \$7.5 million in additional funding required to get the project "shelf ready". The City and YCTD have asked SACOG to allocate the \$7.5 million available from the State Transportation Improvement Program (STIP) funds to complete the design and right of way acquisition. SACOG is expected to formally act on the request later this month. Final funding recommendations on the regional allocation of transportation funds will be approved later this year by the California Transportation Commission.

The November 28, 2007 City/County 2x2 agenda included a discussion regarding the 5/113 project. During this discussion, County elected representatives (Chair Chamberlain and Supervisor Rexroad) discussed with the City's elected representatives (Vice Mayor Davies, Councilmember Monroe) the opportunity to focus additional legislative attention at the federal level on the 5/113 project. This opportunity is based on the strategic importance of the project, current political climate in Washington and federal recognition of the state's budgetary restraints. The elected representatives discussed alternatives for providing additional federal legislative attention, including the concept of coordinating the use of a legislative advocacy firm with a successful track record in generating funds for similar projects.

As the Council may be aware, the County has engaged Akin Gump for federal advocacy services. This firm includes as one of its Senior Advisors Vic Fazio who represented the Yolo County area for 20 years as a member of the United States Congress. Mr. Fazio's experience in Washington, knowledge of Yolo County and successful track record with the County as a legislative advocate suggested that coordinating the use of a legislative advocacy firm at this time may lead to a successful result. The elected representatives and staff from the City and the County agreed to seek a proposal from Akin Gump to present to the City Council for consideration of federal legislative advocacy.

In mid-December staff received a proposal from Mr. Fazio to engage Akin Gump for federal legislative advocacy services. The proposal is attached to this report.

Discussion

The proposal from Akin Gump will provide federal legislative advocacy services in association with the 5/113 project primarily through the efforts of two of the firm's staff members. As stated previously, Mr. Fazio will be a co-leader of the team responsible for the proposed engagement. As a Senior Advisor within Akin Gump, Mr. Fazio's efforts have helped resolve policy issues or generate federal funds for the Yolo County region in association with several projects. During the 2007 legislative year Akin Gump and Mr. Fazio worked with the California congressional delegation to include \$140,000 for a West Sacramento after school literacy program and \$400,000 for the YCTD bus maintenance facility. While bills that would appropriate these funds may still be vetoed by the President, the work required to include these local requests in federal legislation was completed by Akin Gump with the assistance of Mr. Fazio.

The proposal also lists Susan Lent as a co-leader of the team. Ms. Lent is a senior partner in a public law and policy practice that represents cities, counties and other public agencies in a broad range of issues with emphasis on transportation. Transportation issues listed as part of Ms. Lent's resume include federal-aid construction, railroad regulation and movement of hazardous materials. Before coming to Akin Gump, Ms. Lent served as counsel for Investigations and Oversight in the U.S. House of Representatives where she was involved in the Transportation Equity Act for the 21st Century. Ms. Lent's experience suggests that she is well qualified to represent the transportation interests of local governments in their efforts to secure federal funding for projects of strategic importance.

If the attached proposal is approved by the City Council, the City Manager will work with Akin Gump to draft and execute an agreement for consulting services. Following execution of the agreement, Akin Gump will transmit the importance of the 5/113 connector to members of Congress in key positions. Mr. Fazio and Ms. Lent will demonstrate the favorable impact of the connector on congestion relief and how the project will support regional economic development. Although not listed in the proposal, it is important to note that the current political climate in Washington suggests that federal legislative advocacy efforts for this project may be well received. The Democratic majority in Congress has expressed interest in transportation projects during the 2008 legislative year and the California delegation is aware of the state's financial constraints. In addition, the favorable safety and economic development impact of the 5/113 connector, regional support of the project through SACOG and the YCTD and connection of State Route 113 with Mr. Fazio on a personal level through the name of the freeway suggests that this point in time may represent the region's best chance to secure federal funding.

Fees for the scope of service described herein and within the attached proposal are listed at \$5,000 per month plus expenses for the 2008 calendar year. The proposed fees are less than the standard fees because Akin Gump's work on the 5/113 connector project will be closely coordinated with similar work the firm will provide for the project on behalf of the County. Staff believes the fees are reasonable, especially when considering the importance of the 5/113 project.

The Akin Gump proposal also notes that the firm includes over 40 lawyers and other professionals that are available to assist Mr. Fazio and Ms. Lent in the proposed engagement. Other issues listed in the proposal for potential assistance to the City include regulatory compliance, project development and procurement issues.

Fiscal Impact

The fees for the proposed agreement are \$5,000 per month plus expenses based on a one-year engagement. Estimated expenses associated with the agreement are \$7,000. Staff proposes to fund the agreement by utilizing one time savings from recent unanticipated personnel vacancies for the remainder of FY 2007-08 of \$30,000 for the monthly fee and \$3,500 for expenses, as needed. The remaining amount of \$30,000 for the monthly fee and \$3,500 for expenses will be included as an expenditure request for the FY 2008-09 budget.

Public Contact

Posting of the City Council agenda. A copy of the agenda and report was provided to Vic Fazio and Akin Gump.

Council Committee Recommendation

The City representatives to the City/County 2x2 (Vice Mayor Davies and Councilmember Monroe) expressed support for the City Council's consideration of the proposed engagement of Akin Gump as described herein.

Alternative Courses of Action

1. Approve the proposal from Akin Gump to provide federal advocacy services in association with the 5/113 connector project and authorize the City Manager to complete an agreement as described herein.
2. Cease further consideration of an agreement to provide federal legislation advocacy services in association with the 5/113 connector project as described herein.

Recommendation for Action

Staff recommends that the City Council approve Alternative No. 1.

Mark G. Deven
City Manager

December 10, 2007

VIA OVERNIGHT DELIVERY

Honorable David M. Flory
Mayor, City of Woodland
300 First Street
Woodland, CA 95695

Dear Dave:

We would appreciate the opportunity to represent the City of Woodland in Washington in connection with the Interstate-5/State Road 113 connector project. We have outlined our proposal for representing the City below and have included materials describing our public law and policy, appropriations, and transportation practices.

I. Our Team

Susan Lent and I will lead the team representing the City in connection with its efforts to secure funding for the connector project. Since joining Akin Gump I have advised both public and private sector clients on a range of issues involving policy and the political process. As you know, I served for 20 years as a member of Congress, representing parts of Yolo County over the years. During my tenure I served on the House Appropriations Committee as both subcommittee chairman and ranking member. I also was active in the Democratic leadership of the House serving as Chair of the Democratic Congressional Campaign Committee. I have maintained close ties with members of the California congressional delegation and the leadership of the transportation appropriations and authorizing committees.

Susan Lent is a partner in the public law and policy practice at the firm and represents cities, counties and public agencies on a broad range of issues, with an emphasis on transportation. She regularly advises clients in securing federal funds for highway projects and in complying with federal requirements associated with project development and implementation. She assists public sector clients in securing federal funds through earmarks in annual appropriations legislation as well as competitive grants awarded by federal agencies. Before joining Akin Gump, Susan served as a counsel to the House of Representatives Committee on Transportation and Infrastructure and played a key role in drafting the Transportation Equity Act for the 21st Century. She also served on the Department of Transportation Advisory Committee for the Bush-Cheney transition.

In addition to Susan and me, other members of the firm are available to assist with the representation as needed. Our public law and policy practice at the firm is comprised of over 40

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professionals who have served in the executive and legislative branches of government for both political parties. An advantage of Akin Gump over other firms that provide federal advocacy services is that we are an international law firm with 15 offices and a broad range of practice groups. As a result, members of our firm are available to assist the City with issues that may arise, including regulatory compliance, environmental, project development, labor and procurement issues. Our firm has one of the preeminent transportation project development practices. We assist public agencies in complying with the National Environmental Policy Act (NEPA) and other federal requirements associated with the implementation of projects that receive federal funds.

II. Our Approach

We will assist the City in developing a strategy to communicate to Members of Congress the importance of federal funding for the I-5/SR-113 connector. With competition for federal funds keen, we must demonstrate the importance of the connector in terms of congestion relief and economic development. We should address the impact of through-traffic on the City and the importance of having an alternative east-west connection to I-80. We also should address the California Department of Transportation's budgetary constraints and the disproportionate impact on the City of Woodland because it has a smaller tax base than other California cities.

We will assist the City in drafting appropriations submissions for your congressional delegation and will schedule and attend meetings with City officials and Members of Congress to communicate the importance of federal funding for the project. We will recommend that the County and other stakeholders who will benefit from the road weigh in with their support for the project as well.

We will work with your delegation to secure appropriations in fiscal year 2009 at the maximum level, recognizing that annual appropriations for road projects have tended to be modest. Our longer-term goal will be to secure a more significant earmark in the legislation that reauthorizes SAFETEA-LU. SAFETEA-LU expires at the end of fiscal year 2009. We will work closely with your congressional delegation and keep them apprised of any developments on the project. We may want to invite Members of Congress and/or their staff to Woodland to brief them and give them a tour of the project alignment.

III. Cost

We will perform the work described in this letter under a one-year fixed monthly retainer of \$5,000 plus expenses.

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We look forward to discussing our proposal further with you and your colleagues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Vic".

Vic Fazio
Senior Advisor

See you this winter



Public Law and Policy

The firm's public law and policy practice group is comprised of over 40 lawyers and other professionals, many of whom have experience in government service and in working with the major political parties. As part of a full-service law firm, the group is able to draw upon the experience of members of other Akin Gump practices that have substantive, day-to-day experience with the issues that lie at the heart of a client's situation.

Akin Gump represents clients before every major committee of Congress and executive branch department and agency. These representations are handled by members of the public law and policy section resident in the firm's Washington office, and, as appropriate and necessary, by professionals resident in other firm offices.

The firm represents a number of clients in California and works closely with the California congressional delegation. The public law and policy group also works with attorneys in our Los Angeles office with experience in environmental law. In addition, Akin Gump has offices in San Francisco and Silicon Valley.



Transportation Policy

The firm represents a wide range of public- and private-sector clients, including public transit agencies, municipalities, highway and toll road authorities, and private sector developers, before Congress and the executive branch.

Legislative Branch

The firm assists clients in securing federal funds for transportation projects, typically through congressional earmarks. Members of our public law and policy practice work closely with members of the congressional committees with jurisdiction over transportation programs. We assisted clients in securing funding for projects and advocating for programs and policies in the SAFETEA-LU legislation. We have significant experience with transit new starts, joint development, public private partnerships and innovative financing, and environmental streamlining. We also are involved with efforts advocating for funding for transit security.

Executive Branch

In addition to representing clients before Congress, we assist them on a broad range of matters before the U.S. Department of Transportation. We currently are monitoring implementation of SAFETEA-LU for clients in the areas of new starts, joint development, charter bus service, environmental streamlining, private activity bonds, and TIFIA and have drafted comments on proposed rulemakings and guidance. We also have played a major role with a coalition of transit agencies commenting on FTA's proposed rulemaking on the Americans with Disabilities Act.

We advise clients on opportunities for securing discretionary funds through DOT and complying with DOT regulations and guidance. We also assist clients in project development, including advancement through the new starts process, leveraging of funds for joint development, compliance with the National Environmental Policy Act (NEPA), participation in public private partnerships and pursuit of innovative financing.

Our transportation clients include:

- **Transit Agencies.** Houston METRO, Niagara Frontier Transportation Authority and Rochester-Genesee Regional Transportation Authority.
- **State Departments of Transportation and Authorities.** West Virginia Department of Transportation, Maryland Transportation Authority, Delaware Department of Transportation, Utah Department of Transportation, Colorado Department of Transportation and Indiana Department of Transportation.
- **Municipalities.** City of Houston, Texas, City of Yonkers, New York, City of Henderson, Nevada.



- **Airports.** Buffalo Niagara International Airport, Niagara Falls International Airport, Burbank-Glendale-Pasadena Airport, Cleveland Hopkins International Airport, Los Angeles International Airport., Naples Municipal Airport., and Palm Beach County Airports.



Federal Appropriations

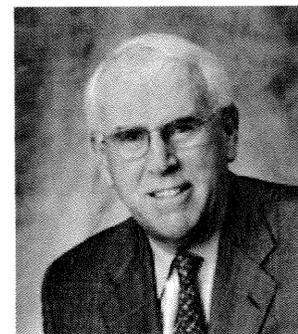
Akin Gump represents clients seeking federal funds for projects and programs. We assist clients in securing federal funds through earmarks in annual appropriations legislation and grants awarded competitively by federal agencies. There are 10 annual appropriations bills in the House of Representatives and 11 in the Senate and, with the exception of the Legislative Branch bill, all provide funding for projects sponsored by public-sector agencies and industry.

Our success in representing clients seeking federal funds stems from three factors: First, we understand how the panoply of federal programs operates, including transportation, defense, homeland security, environment, economic development and education. Second, we understand the political process governing appropriations and competitive grants awards. Third, we are a bipartisan group with close ties to members of Congress, including members of the House and Senate appropriations committees, agency officials and the White House. Although the majority of clients seeking federal funds are public-sector agencies, we also have successfully represented businesses working with the public sector in support of federally funded projects and programs. We are adept at developing the best strategy to maximize the success of a diverse range of clients.

Akin Gump provides comprehensive services to our clients, including assisting them with identifying their federal priorities, developing strategies to secure federal funds and scheduling meetings with members of local congressional delegations and appropriations committees to communicate the importance of the priorities. Where appropriate we advise clients on “grass tops” strategies to enlist stakeholders in the community to reinforce a client’s advocacy efforts. We also assist clients competing for federal grants with facilitating meetings with agency officials and securing letters of support from members of Congress. Finally, our professionals regularly monitor policy developments and advise our clients of opportunities for federal funds based on such developments.



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**Practice Areas: Public Law and Policy
National Security**

Former U.S. Congressman Victor H. Fazio advises clients on a range of public policy and government relations issues.

Mr. Fazio served for 20 years as a member of Congress, representing California's 3rd District. During his tenure of distinguished public service, he was appointed to the House Appropriations Committee, serving as a subcommittee chairman or ranking member for 18 years. He was also a member of the Armed Services, Budget, Ethics and House Administration Committees. In addition to his role on the Appropriations Committee, Mr. Fazio was active in the Democratic leadership of the House, holding several appointive and elected positions. He served as the vice chair of the Democratic Caucus from 1989 until 1994, when he was elected chairman, the third-ranking position in the House. He was the chairman of the Democratic Congressional Campaign Committee, the political arm of the House Democrats, for four years in the early 1990s. He also was a majority whip-at-large and served as a regional representative on the Democratic Steering and Policy Committee.

Before his election to Congress, Mr. Fazio served in the California State Assembly. Prior to first being elected to public office, he was a senior assistant to the speaker of the California Assembly.

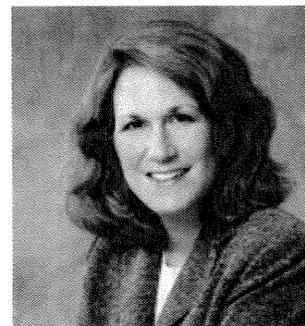
After his retirement from Congress in 1998, Mr. Fazio served as the co-managing partner of strategic communications consulting firm Clark & Weinstock in Washington.

Mr. Fazio is a graduate of Union College in Schenectady, New York. He has a significant background in journalism, and co-founded the *California Journal*, a periodical covering state government and politics.

Mr. Fazio serves on numerous boards, including those of the American Stock Exchange, the California Institute, the U.S. Capitol Historical Society, the Faith and Politics Institute, the Campaign Finance Institute and Northrop Grumman Corporation. In addition, he is a member of the board of visitors of the University of California at Davis School of Medicine. He is a former member of the board of the Fund for the Capitol Visitor Center.



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**Practice Areas: Public Law and Policy
Transportation
Transportation Policy**

Susan Lent represents clients with interests in transportation and infrastructure, homeland security, and federal appropriations before Congress and the executive branch.

Ms. Lent's transportation practice includes public transportation, federal-aid highway construction, aviation, railroad regulation and hazardous materials transportation matters. She also represents clients in the transportation industry before the U.S. Department of Transportation on a variety of regulatory and administrative matters. She counsels clients on grant approval and administration matters, including compliance with the National Environmental Policy Act, the Uniform Relocation and Assistance Act, relevant labor laws and procurement requirements.

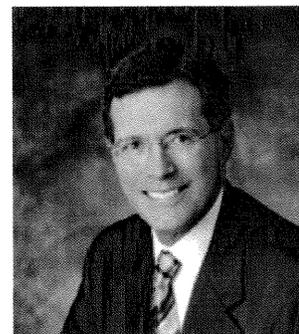
Ms. Lent also advises clients on issues related to homeland security. She represents public sector clients seeking appropriations for homeland security activities and businesses providing products and services to address homeland security needs. In addition, Ms. Lent represents a broad range of clients seeking federal appropriations, including transportation entities, universities, cities, a closed military base redevelopment agency and educational service companies.

Ms. Lent served on the Transportation Advisory Committee for the Bush-Cheney Transition. Before joining Akin Gump, she served as counsel to the Subcommittee on Surface Transportation and as counsel for Investigations and Oversight, U.S. House of Representatives Committee on Transportation and Infrastructure, where she was involved in all aspects of the enactment of the Transportation Equity Act for the 21st Century. Prior to joining the government, Ms. Lent was an attorney at McKenna & Cuneo focusing on government contracts law.

Ms. Lent earned her B.A. in political science and psychology in 1983 from Emory University and her J.D. in 1986 from the George Washington University. She is a member of the District of Columbia Bar.



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**Practice Areas: Public Law and Policy
National Security**

A member of Congress from 1989 to 1999, Bill Paxton played a key role as chairman of the National Republican Congressional Committee in electing and re-electing the first House Republican majorities since the 1920s.

The authoritative *Almanac of American Politics* termed Mr. Paxton "a triumphant national leader" who is "one of the party's best political brains" and "best natural politicians."

More recently, Mr. Paxton chaired the 2000-2001 Bush-Cheney Transition Advisory Team after having served as a key adviser to the George W. Bush Presidential Campaign.

While in Congress, Mr. Paxton also served as chair of the House Leadership during the 105th Congress; for five years participated in the joint House-Senate Leadership meetings; and served on the influential House Steering Committee, which selected Republican members for their committee assignments.

Mr. Paxton was a member of the oldest and most powerful standing committee in Congress, the Commerce Committee, where he also served on subcommittees dealing with telecommunications, finance, health, the environment, insurance, trade, hazardous materials, energy and power. Previously, he served on the House Standing Committees on Banking, Budget, Small Business and Veterans Affairs; on the Select Committee on Narcotics Abuse and Control; and was founder of the House Republican Israel Caucus.

As a member of the House GOP Leadership for five years, Mr. Paxton was intimately involved in crafting and executing a wide variety of legislative initiatives, including the historic Contract with America.

In 1992, after just two terms in Congress, House Republicans unanimously elected Mr. Paxton as the first new chairman in 16 years at the NRCC, the campaign organization responsible for electing Republicans to the U.S. House of Representatives. In that role, Mr. Paxton won acclaim for his efforts to revitalize this organization that had failed to capture the majority since 1954.

As NRCC chairman, Mr. Paxton installed aggressive vice-chairs and dramatically increased participation in NRCC activities by all House GOP members; downsized the staff by 75 percent; applied private-sector quality-management principles to reorganize its business practices; aggressively recruited candidates coast-to-coast; networked with local, state and national Republican officeholders and organizations; and raised more than \$150 million nationwide.

After achieving the historic 1994 election results, House Republicans re-elected Mr. Paxton NRCC chair for the 1996 election cycle, and he again led the House GOP to a stunning victory in retaining the first House Republican majority in 68 years.

Since leaving Congress, Mr. Paxton has remained active in national Republican politics, and in addition to his efforts on behalf of President Bush serves as an advisor to senior GOP congressional leaders and as chairman of the Majority Fund at the Republican National Committee.

Following his 21-year public service career, Mr. Paxton joined Akin Gump, where since January 1999 he has advised



a wide range of public- and private-sector clients on policy issues.

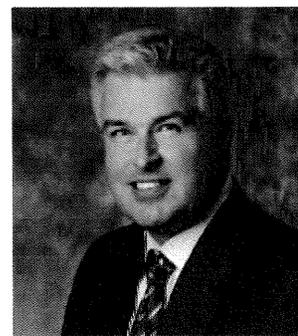
Originally from Akron, near Buffalo, New York, Mr. Paxon began his political career at the age of 23, when he was elected to the first of three terms in the Erie County Legislature and subsequently served three terms in the New York State Assembly.

On July 3, 1994, Mr. Paxon married U.S. Rep. Susan Molinari of Staten Island, who also served as an elected member of the House Republican Leadership. She is chairman of the Washington Group, a lobbying firm, and president of Ketchum Public Affairs. They have two young daughters and reside in Alexandria, Virginia.

Mr. Paxon received his B.A. from Canisius College in 1977 and honorary doctorates from Daeman College, Roberts Wesleyan College and Canisius College. He serves on the board of trustees of Canisius College and on the board of directors of Rooted in Faith-Forward in Hope, Inc. for the Roman Catholic Diocese of Arlington, Virginia.



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**Practice Areas: Public Law and Policy
National Security
Military Base
Enhancement**

John M. Simmons advises the firm's clients on appropriations issues.

Before joining Akin Gump, Mr. Simmons served for ten years in the office of U.S. Rep. James T. Walsh (R-NY), chairman of the House Appropriations Subcommittee on VA, HUD and Independent Agencies. Since 1995, he was the chairman's primary adviser on appropriations matters relating to the National Aeronautics and Space Administration, science and technology, higher education, defense, foreign affairs, military construction, and the District of Columbia.

In his appropriations role, Mr. Simmons assisted Rep. Walsh in securing federal funding for academic research programs, economic development initiatives and national defense priorities. He also organized and participated in congressional delegation visits to Ireland, the United Kingdom, France and Russia.

In addition to handling appropriations matters, Mr. Simmons advised Rep. Walsh on Commerce, Budget, Veterans and other authorization issues. He supported the Congressman in his capacity as chairman of the Friends of Ireland, a bicameral, bipartisan congressional organization devoted to promoting peace in Northern Ireland, by serving as his chief point of contact on all Irish issues. Mr. Simmons worked on all aspects, from bill drafting to enactment, of Public Law 105-319, the Irish Peace Process Cultural Training Program Act of 1998, also known as the Walsh Visa.

Mr. Simmons received his B.S. in finance from the Rochester Institute of Technology. He lives in Northern Virginia with his wife of eight years, Kristine Simmons, a special assistant for domestic policy to President George W. Bush. They have two children, Caroline Rose and John Michael III ("Jack").



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Practice Area: Public Law and Policy

Elisa D. Montoya advises a broad range of municipal and corporate clients regarding federal issues. Ms. Montoya primarily focuses upon federal appropriations and grants, Latino community outreach, housing, telecommunications and technology policy, aviation and Indian affairs.

Before joining Akin Gump, Ms. Montoya was a special assistant to Mayor John Hickenlooper in Denver, Colorado, advising the mayor regarding federal issues, aviation management and policy, and telecommunications and technology policy. Ms. Montoya also has served as a legislative counsel to U.S. Sen. Ken Salazar (D-CO). Within that capacity, she coordinated and implemented the senator's appropriations operation. Before working for Sen. Salazar, Ms. Montoya was a legislative counsel to U.S. Sen. Harry Reid (D-NV), advising him regarding civil judiciary; telecommunications and technology; immigration; Indian affairs; Commerce, Justice and State appropriations; and Latino community outreach. In the House of Representatives, Ms. Montoya worked for Rep. Xavier Becerra (D-CA), coordinating his federal grants and appropriations effort, telecommunications and technology policy, and Congressional Hispanic Caucus work.

Ms. Montoya has a broad political background. She has managed field operations in Clark County, Nevada, and has advised local and national candidates and surrogate speakers regarding public policy and message. In that capacity, she advised surrogate speakers during the 1996 and 2004 Democratic National Conventions and was the director of technology and economic opportunity policy for the Kerry-Edwards campaign.

Ms. Montoya received her B.A. from Stanford University in 1997. She received her J.D./M.A. in 2000 from the University of Southern California Law Center and the University of Southern California Annenberg School for Communication.