

William (“Bill”) A. Mullins is a former Chief of Staff at the Interstate Commerce Commission (“ICC”), now the Surface Transportation Board (“STB”), and a nationally recognized expert in transportation law. He also spent time at the U.S. DOT and the U.S. Department of Justice. He is currently a Partner and Transportation Practice Group leader at Baker & Miller PLLC where his practice concentrates on all aspects of the transportation industry, including legal analysis in rail restructuring transactions (mergers, line sales, line constructions, and line abandonments); the creation and formation of shortline railroads; federal preemption and the interplay between federal and state laws; and the development of high-speed rail systems.

He represented Kansas City Southern for 28 years, including in the CP/KCS merger. He has represented NS for over a decade, including in NS’s acquisition of the D&H, Amtrak’s request for forced access, and in the CSX/Pan Am transaction. He also represents several shortline clients and government agencies who own or manage railroads.

Colorado born (1961) and raised, Mr. Mullins was educated at the University of Colorado and graduated in 1984 with a Bachelor of Arts in General Studies Summa Cum Laude and a B.A. in Political Science Magna Cum Laude. He received his Juris Doctor from the University Of Colorado School Of Law in 1987.

Mr. Mullins is a former Board Member of the Intermodal Transportation Institute at the University of Denver. His professional affiliations include the Association of Transportation Law Professionals; Transportation Lawyer’s Association, the American Short Line and Regional Railroad Association; the Colorado Bar Association; the District of Columbia Bar; and The Federalist Society. He has been a panelist or featured speaker at various conferences. Mr. Mullins has been selected by his peers for inclusion in *The Best Lawyers in America*© every year since 2015 in Transportation law. He has been quoted by numerous newspapers, magazines, and periodicals, including the Wall Street Journal, Washington Post, Bloomberg, Progressive Rail, and Trains magazine.