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April 10, 2026

311117

Via Electronic Filing

Ms. Anika S. Cooper
Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
Washington, D.C. 20423

ENTERED
Office of Chief Counsel
April 10, 2026
Part of
Public Record

Re: FD 36910

***Denver Transit Operators, LLC —
Petition for Declaratory Order —
Denver Transit Dispatch Department***

*Reply to Brotherhood of Railroad Signalmen's Petition
to Intervene.*

Dear Ms. Cooper:

A reply to the Brotherhood of Railroad Signalmen's petition to intervene in the captioned matter is attached for filing.

Yours,

Bradon J. Smith
Attorney for Denver Transit Operators, LLC

CC: FD 36910 Service List Counsel of Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FD 36910

DENVER TRANSIT OPERATORS, LLC

PETITION FOR DECLARATORY ORDER —

DENVER TRANSIT DISPATCH DEPARTMENT

**DENVER TRANSIT OPERATORS, LLC REPLY TO BROTHERHOOD OF RAILROAD
SIGNALMEN’S PETITION TO INTERVENE**

Nearly ten years after it first became aware that the Railroad Retirement Board (“RRB”) was considering whether Denver Transit Operators, LLC’s (“Denver Transit”) dispatchers were subject to the Railroad Retirement and Unemployment Insurance Acts, the Brotherhood of Railroad Signalmen (“Brotherhood”) has *now* petitioned to intervene. Even if one overlooked its tardiness, the petition omits two key considerations. The first is that the Brotherhood participated as a non-party in the RRB’s initial inquiry—the Brotherhood is wrong in saying it had “no notice.” The second is that 20 C.F.R. § 259.2(a) does not afford the Brotherhood formal party status with appeal rights.

That context the Brotherhood disregards is important because it shows why the Brotherhood’s intervention is not merited. The first consideration—the Brotherhood’s prior participation—demonstrates the Brotherhood cannot make the showing the Board’s rules require that it has “good cause” to delay submissions *and* that its involvement would not unduly broaden the issues. 49 C.F.R. § 1112.4(a). The second consideration—the RRB’s rule under 20 C.F.R. § 259.2(a)—means with

its petition the Brotherhood is asking the STB to police how the RRB conducts its own proceedings. Considering the harms of delay and undue broadening the Board's rules prohibit; the Board's residual discretion over any minimally-qualifying petition; and that the real parties in interest have asked the Board to permit any concerned person to participate as an *amicus*; administrative jurisprudence should cause the Board to deny the petition to intervene.

BACKGROUND

The question Denver Transit presents has been more than 12 years in the making. In 2013 Denver Transit asked the RRB for an employer coverage determination under the Railroad Retirement and Unemployment Insurance Acts for its entire workforce, including its Dispatching Department. In 2020 the RRB determined Denver Transit's dispatchers fell under these acts. (In the interim, the RRB found Denver Transit was not covered for most of its workforce). The RRB confirmed that decision 5 years later after Denver Transit petitioned for reconsideration.

Both decisions reasoned that the dispatchers were "covered" under the Railroad Retirement and Unemployment Insurance Acts because the Dispatching Department was a "rail carrier" within the Interstate Commerce Act. Denver Transit petitioned the Court of Appeals for the District of Columbia Circuit to review these decisions, and the Court permitted Denver Transit to petition the Board for a declaratory order on whether the Dispatching Department fit within the meaning of "rail carriers." At that point, counsel for Denver Transit and the RRB conferred on a suitable procedural schedule. In light of the Board's approach to *amici*—and its dim view toward latecomers in *Rail-Term—Petition for*

*Declaratory Order*¹—Denver Transit and the RRB stipulated to a procedural schedule permitting *amici* and asked the Board to adopt it with Denver Transit’s underlying petition here.

The Brotherhood then sought to intervene. Brotherhood’s Motion for Leave to Intervene (STB filed March 10, 2026) (“Petition”)². To justify its intervention 13 years after the proceeding began, the Brotherhood says it had “no notice” of the RRB’s employment coverage decision and ensuing proceedings. *Id.* at 2 n. 1.

That is not true.

From at least 2017 onward—as the RRB was working on its first decision regarding dispatchers—a Brotherhood official was feeding information to, and answering questions from, the RRB Labor Member’s staff. See Exhibit A (emails exchanged between the local Brotherhood chairman and RRB Labor Member staff) and Exhibit B, 1 and 3 (identifying the individual in Exhibit A as the local chairman at the time). This involvement was unknown—and could not have been known to Denver Transit as part of the RRB’s deliberative process³—until Denver Transit made a post-decision Freedom of Information Act request to the RRB. The RRB also filed these exchanges between the RRB Labor Member’s Office and the Brotherhood as part of the final agency record the appellate review rules require to be submitted. Fed. R. App. P. 17.

No other part of the administrative record filed at the D.C. Circuit shows that any other person received the same opportunity for *ex parte* consultations. To that end, not just did the Brotherhood participate in the RRB’s consideration, it did so with a substantial

¹ *Rail-Term Corp. — Petition for Declaratory Order*, FD 35582 FD 35582 (STB served Dec. 30, 2014) 2-3 n.8 (“*Rail-Term Intervention Denial*”) (citing *Knauf Fibre Glass GmbH v. Alton & S. Rwy.* (ICC served May 9, 1986) at 1)

² Styled here as the “Petition” in keeping with 49 C.F.R. § 1112.4.

³ 20 C.F.R. § 402.135.

advantage: it could make assertions into the record that Denver Transit had no chance to rebut. Whatever effect this had, the Brotherhood cannot assert it had neither “notice” nor opportunity to participate in the RRB’s consideration.

ARGUMENT

The beginning point for the Board’s consideration of a petition to intervene in a modified proceeding is whether a new party will either “unduly” “broaden the issues in the proceeding” or “disrupt the schedule for filing verified statements” (i.e., evidence presentation)—absent “good cause.” 49 C.F.R. § 1112.4(a). But that is not the end point. Although Section 1112.4(a) sets a threshold requirement for intervention, it does not compel the Board to grant party status. The Board retains discretion over whether a person’s concern merits making it a party. *See Am. Trucking Ass’n v. United States*, 627 F.3d 1313, 1321–22 (D.C. Cir. 1980); *Rail-Term Intervention Denial* at 2-3 at n. 8.

However measured, the petition falls short. Conferring party status would likely broaden the issues beyond the current closed record or delay the verified statements without good cause. That violates the Board’s minimum intervention standards at 49 C.F.R. § 1112.4(a). And even if the Brotherhood were to satisfy the prerequisites, permitting intervention would show a lack of comity for (1) the RRB’s rules that otherwise limit the Brotherhood’s participation and (2) the Board’s own precedent disfavoring late-intervention in indistinguishable cases. Each supports a discretionary denial here. Altogether, neither the Board’s rules nor prudent exercise of its discretion should permit the Brotherhood to intervene.

I. The Brotherhood's Intervention Either Unduly Broadens the Issues or Delays Verified Statements.

The declaratory order petition asks the Board to answer one question: Is Denver Transit's Dispatch Department a "rail carrier" within the meaning of the Interstate Commerce Act?

The RRB has said "Yes." It has appeared here and will defend that answer consistent with its obligations as a responding agency to the petition for review. Denver Transit says "No" and it is pursuing the review with the underlying petition (at the D.C. Circuit) and this declaratory order.

There is no other possible answer. And the Brotherhood says as much: its petition to intervene says only that the Brotherhood wants "to support the RRRB's determination." Petition at 2. If the Brotherhood agrees with the RRB's answer—as it says it does—that means the Brotherhood's "support" will either be new facts or legal contentions or policy arguments.

New facts or legal arguments represent a broadening of issues and work fundamental unfairness. With the Brotherhood involvement undisclosed until this relative moment in the 13-year saga, Denver Transit has never had an opportunity to discover what the Brotherhood's supporting facts or legal contentions are, examine them, impeach them, or develop its own affirmative evidence to rebut them. Not satisfied with its work to date in the RRB proceeding, the Brotherhood now wishes to intervene such that it could provide more factual or legal support beyond the current, closed appellate record and the RRB's decisions. To that end, the Brotherhood's involvement risks "unduly broadening the issues." 49 C.F.R. § 1112.4(a)(2).

Indeed, the petition has already and reflexively manifested that risk and ensuing harm. The Brotherhood's petition put in issue whether it had notice of the

RRB's proceeding. Denver Transit has had to rebut this contention—an issue that neither the RRB's original consideration nor the D.C. Circuit's review covers. Thus, the Brotherhood has *already* unduly broadened the issues.

If the Brotherhood could reply⁴ the logical counterargument is that discovery would fix the problem the Brotherhood's neglect caused. The Brotherhood's petition hints at that with its observation that there is no procedural schedule. Petition at 2. But discovery now—on a final agency action; with a defined record; currently subject to appellate court review; and a stipulated schedule on referral—would “unduly disrupt the schedule for filing verified statements.” 49 C.F.R. § 1112.4(a)(1).

That means the Brotherhood must show “good cause” for delaying submissions. *Id.* The only part of the Brotherhood's petition that does that is its insistence it has not had any notice of the proceeding for the past dozen years. Again, that is not so; its local official corresponded directly with the RRB Labor Member before any decision was made.

So there is no good cause for the Brotherhood's late entry into the fray. One way or the other—either in broadening the issues, or the concordant cure and delay discovery would work—the Brotherhood's intervention at this juncture violates the Board's rules.

Yet the Brotherhood's interest will still be accommodated. Permitting the Brotherhood to make arguments as an *amicus* on the current record is less pernicious. To that end, the parties' stipulated procedural schedule lets the Brotherhood be heard. So long as the Brotherhood is not permitted to introduce new facts or legal contentions into the record, Denver Transit will have a fair chance to make rebuttal under the proposed procedural schedule.

⁴ It cannot. 49 C.F.R. § 1104.13(c).

Lastly, from an equitable perspective, Denver Transit is conceding to the Brotherhood the advantage the Brotherhood has gained to date: Denver Transit is taking the administrative record as it found it—including *the Brotherhood’s statements Denver Transit has had no fair chance to impeach.*

II. Comity for the RRB and Board Precedent Support Denying the Intervention.

The RRB has determined that in its employer coverage inquiries the putative employer is the sole “party” to the action; its regulations state that all others “shall not be parties thereto.” 20 C.F.R. § 259.2(a). That limitation is well within any agency’s discretion for how it conducts its own proceedings. *Vt. Yankee Nuclear Power Corp. v. Nat. Res. Def. Council, Inc.*, 435 U.S. 519, 525 (1978) (“*Vermont Yankee*”). Administrative law recognizes the RRB knows best how to handle the distinct interests of the persons—employers and employees—that it regulates. *Id.* And so, the Board should recognize that the RRB “will be in a better position” to regulate the extent of the Brotherhood’s involvement. *See id.* If the law charges Congress and the courts to defer to the agency’s ability to regulate who participate in its proceedings, the Board should sit no higher than these bodies.

So Section 259.2(a) and this case’s posture show the Brotherhood is wrong when it says its employees have a “significant interest” in this review of an RRB employer coverage decision. Both case law and the RRB’s own rules hold that persons other than the putative employer do not have any cognizable interests in the RRB’s employer coverage decisions. *See also Tri-City R.R. v. United States Railroad Retirement Bd.*, Case No. 18-71936 (9th Cir. June 19, 2019) [2019 U.S.

App. Lexis 18961 at *1] (citing 20 C.F.R. § 259.2(a)). At most, the RRB affords these concerned persons the position of *amici* by permitting them to submit briefs.

That is precisely what the parties have asked the Board to do here in the proposed procedural schedule. The Brotherhood may appear as an *amicus*—just as it could have when it had notice of the RRB’s employer coverage decision inquiries in 2017. Otherwise, permitting the Brotherhood’s intervention would cause the Board to undermine the RRB’s rules for what a cognizable interest in the RRB’s decision is.

The Board should not open the back door when the RRB and courts have found the Brotherhood should not enter the front. *Tri City R.R.* at *1. Far from helping the RRB interpret the Interstate Commerce Act, by permitting intervention the Board would be usurping the RRB’s supervision of its employer coverage inquiries. That would undermine the Board’s and the RRB’s interest in mutual comity for their proceedings.

But even beyond comity for the RRB, the Board should respect its own precedent disfavoring late intervention and its concordant appeal rights. *Rail-Term Corp. — Petition for Declaratory Order*, FD 35582 (STB served Dec. 30, 2014). In the Board’s *Rail-Term* reconsideration the American Short Line and Regional Railroad Association (“ASLRRA”) and National Railroad Construction and Maintenance Association (“NRC”) asked to intervene. Applying its discretion, the Board observed

“Although this matter was before the RRB, in court, and at this agency for years before they sought to participate, ASLRRA and NRC say that they should have full party status so that they can appeal if they do not agree with the final decision. But the Board has long found that intervention is discretionary and has typically refused to grant intervenor status after the record is closed, and particularly when intervention is sought on reconsideration. See *Knauf Fibre Glass GmbH v.*

Alton & S. Ry., NOR 39739 (ICC served May 9, 1986). Rather, the Board may (as it did here) allow participation as *amicus curiae*.”

Id. at 2–3 at n. 8.

The Brotherhood’s intervention is materially indistinguishable from ASLRRA’s and NRC’s own efforts in *Rail-Term*. And to the extent the circumstance here is different, the Brotherhood is better off than either would-be intervenor in *Rail-Term*. Like *Rail-Term*, the Brotherhood asks to intervene late, notwithstanding that the matter was before the RRB “for years” and on a closed record. But unlike *Rail-Term*, the administrative record shows that the would-be intervenor Brotherhood *had actively* participated, even if it forewent its formal rights to brief the RRB under 20 C.F.R. § 259.2(a). But again on the other hand, like *Rail-Term*, the Brotherhood’s desire to receive appellate rights for its mere concerns risks prolonging a matter that has gone on for more than a decade.

In sum, applying the similarity in circumstance to *Rail-Term*; considering that the Brotherhood did contribute to the RRB’s record; acknowledging that party status might confer greater appellate rights than would exist in the original RRB proceeding; and recognizing late intervention risks burdening a proceeding more than 12 years in the making, the petition merits denial.

CONCLUSION

It is too late for the Brotherhood to become a party. The Brotherhood’s involvement is likely to broaden the issues so as to delay verified statement submissions and briefs without good cause. These violate the Board’s intervention standards. And even if its late appearance did not work these harms, the Brotherhood’s petition asks the Board to violate the RRB’s own jurisprudence on standing and the Board’s own precedent. Considering each of these reasons and recognizing the Brotherhood can still be heard as an *amicus*, the petition should be denied.

Respectfully submitted,

MARWEDEL, MINICHELLO & REEB

A handwritten signature in blue ink that reads "Bradon J. Smith". The signature is written in a cursive, flowing style.

Bradon J. Smith
Stefan D. Wallach
303 West Madison Street
Suite 1100
Chicago, Ill.

**Attorneys for Denver Transit Operators,
LLC**

Neuendorf, Michele L.

From: Clinton Verseman <cvcomputermail [REDACTED]>
Sent: Monday, December 11, 2017 2:48 PM
To: Neuendorf, Michele L.
Subject: Re: Denver Union Station email 1
Attachments: Overview of CP DUS.png; Map 1 DUS Tracks 1-8 with labels.jpg; Map 2 DUS Crossovers with labels.jpg; Map 3 Inflow and storage tracks with labels.jpg

Michele,

Greeting! I apologize about the time that it has taken to compile all of this information. I wanted to make sure I had as much stuff as I could get my hands on to give to you. After you see all of this (and the following emails), please feel free to contact me at anytime if you need me to explain it, or if you need more information or any other documentation or if you need these maps with out labels. In this email I am including a Google Earth image of entire Denver Union Station (DUS). The three attachments after that are close up maps from Google Earth but I have colored in the tracks, so you will be able to differentiate between Commuter train tracks, Amtrak and ski train track's and also the tracks that both types of trains use. All of the photos include only the tracks that we in the Operations Control Center actually control, via the use of signals, derails or Mandatory Directive.

Clinton Verseman
cvcomputermail [REDACTED]
[REDACTED]

On Tue, Dec 5, 2017 at 2:21 PM, Neuendorf, Michele L. <Michele.Neuendorf@rrb.gov> wrote:

Just following up to see if you have any maps of Denver Union Station which would visually show the movements of Amtrak and commuter trains in the station.

Thanks so much.

Michele Neuendorf

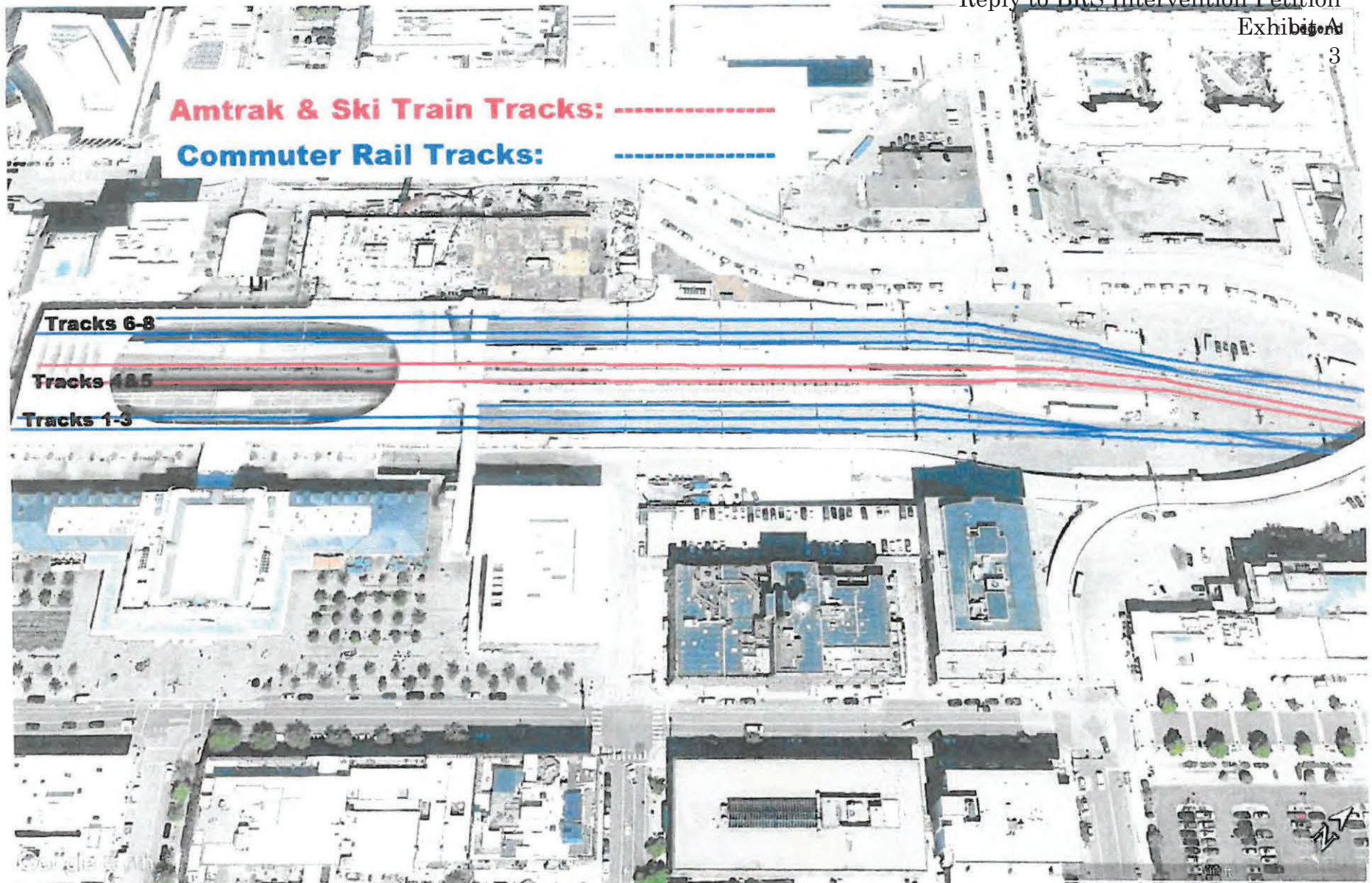
Office of the Labor Member

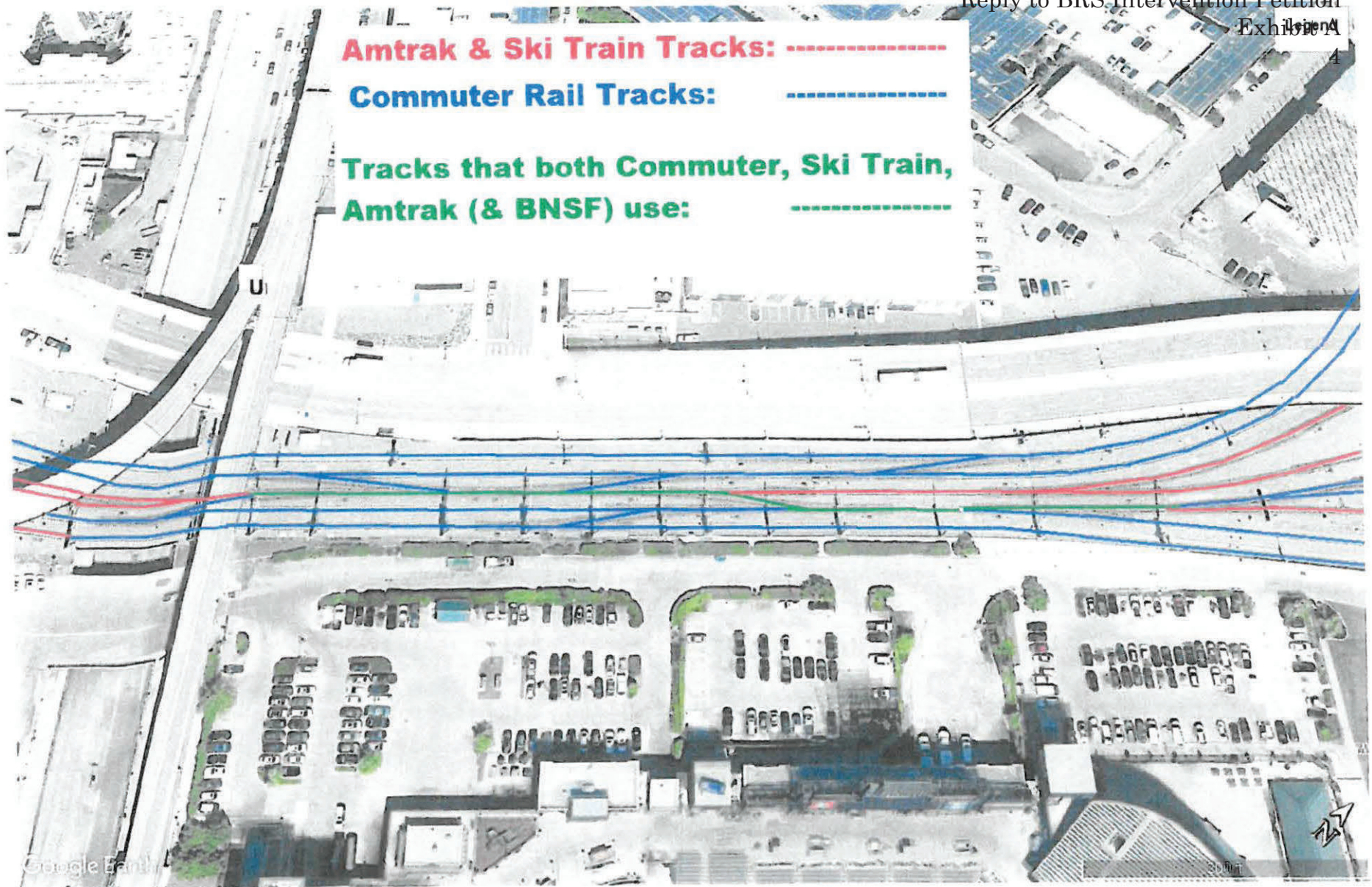
US Railroad Retirement Board

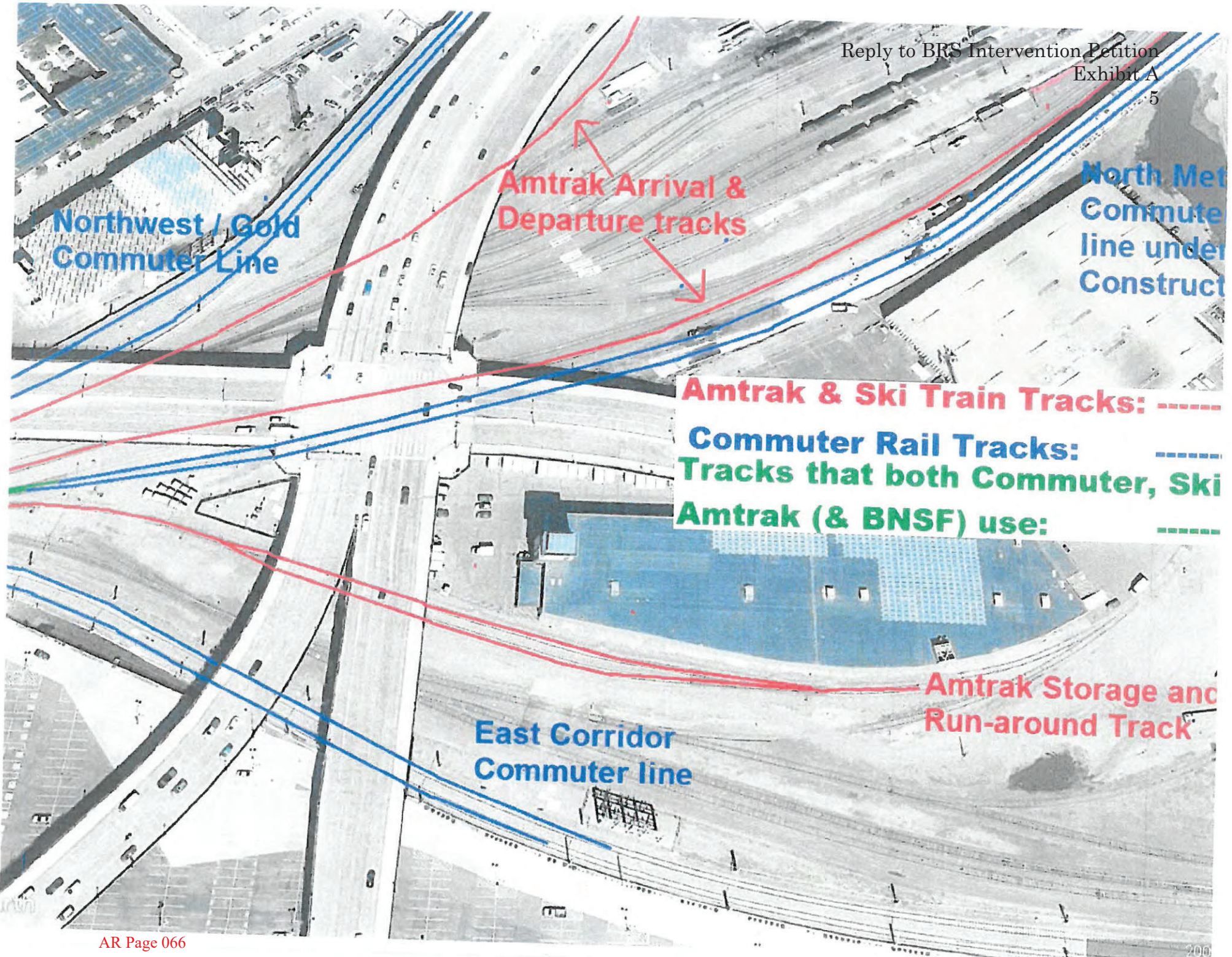
844 N. Rush Street

Chicago, IL 60625









Neuendorf, Michele L.

From: Clinton Verseman <cvcomputermail@ [REDACTED]>
Sent: Monday, December 11, 2017 2:55 PM
To: Neuendorf, Michele L.
Subject: Denver Union Station email # 2
Attachments: AMTRAK Agreement Map1.PDF; DUS Map.jpg; DUS Special Instructions.pdf; DUS TOV.PDF

Here is email # 2.

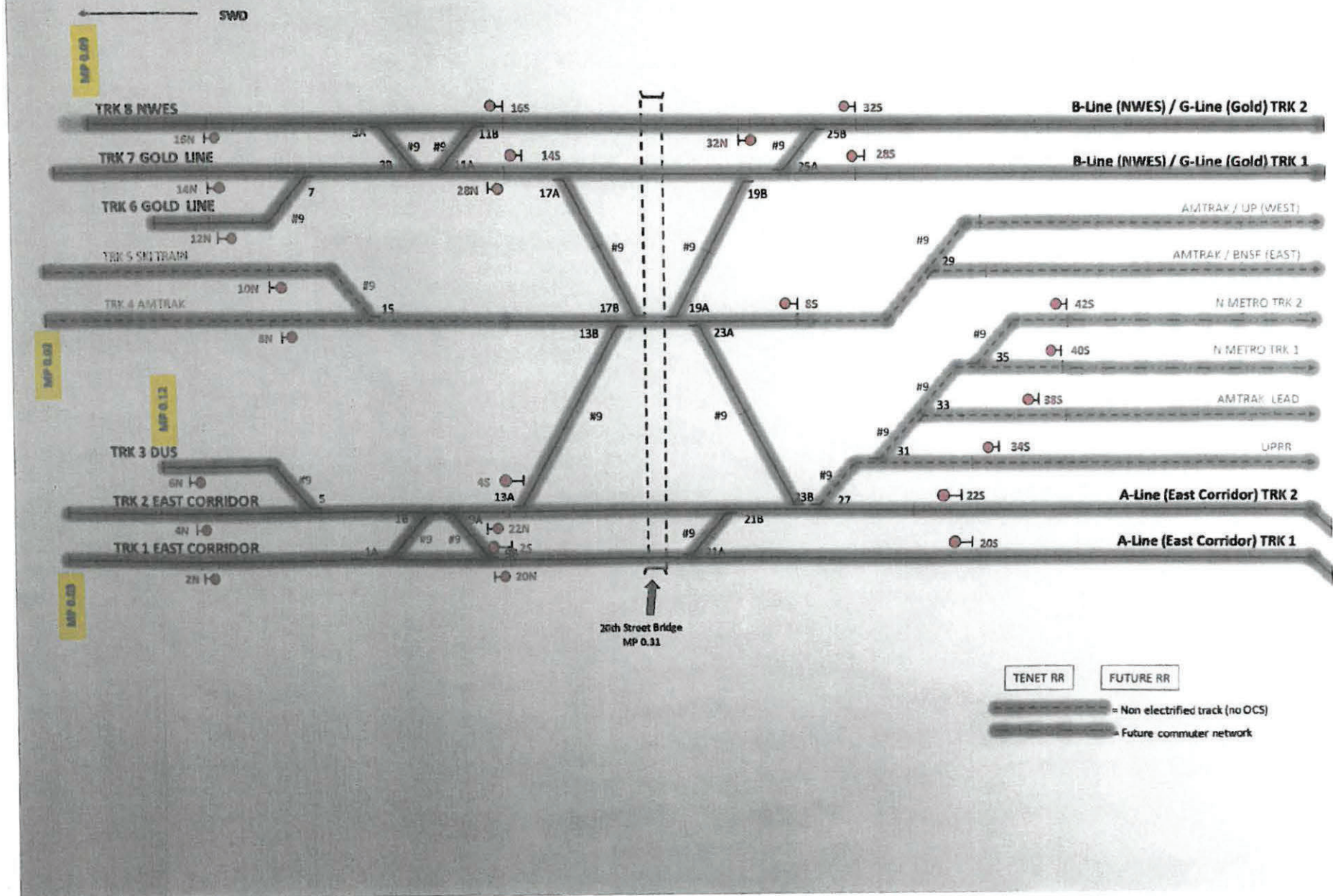
This email includes all of the official company (DTO) and Amtrak documents that pertain to movement of Amtrak trains and locomotives over the tracks we control. It also has our official maps and track over views (TOV's).

Clinton Verseman
cvcomputermail@ [REDACTED]
303-564-3145



DUS TERMINAL

Reply to BRS Intervention Petition
Exhibit A
8





Denver Union Station Rail Segment Operating Instructions

Revision 1

Effective Date February 8, 2016

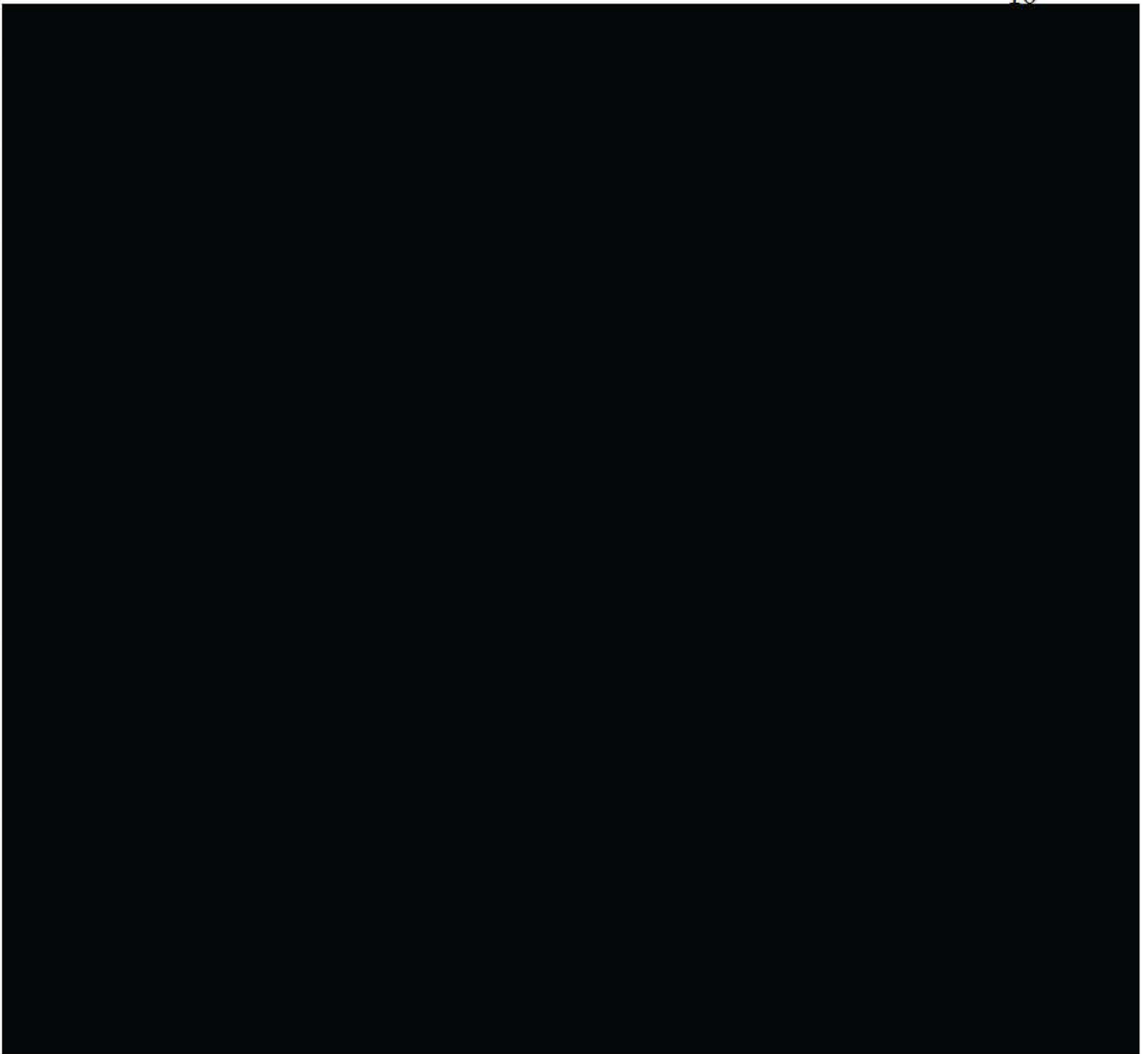
Prepared by

DENVER TRANSIT OPERATORS (DTO)

5151 Fox Street, Denver, Colorado 80216 / 303.297.7527

RTDC Operations Control Center Number: 720460-5907.

RTD Security Command Center: (303) 299-3911

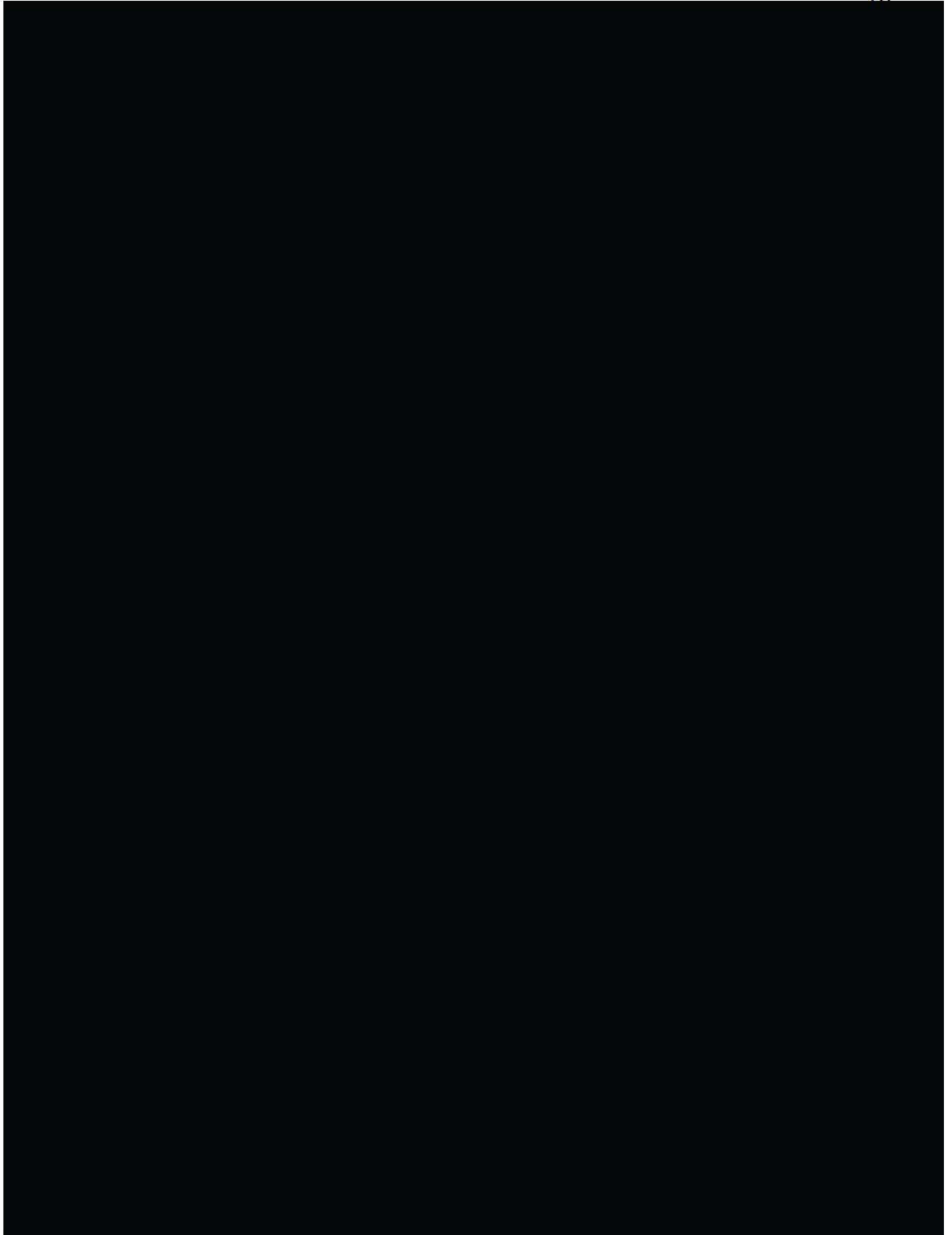


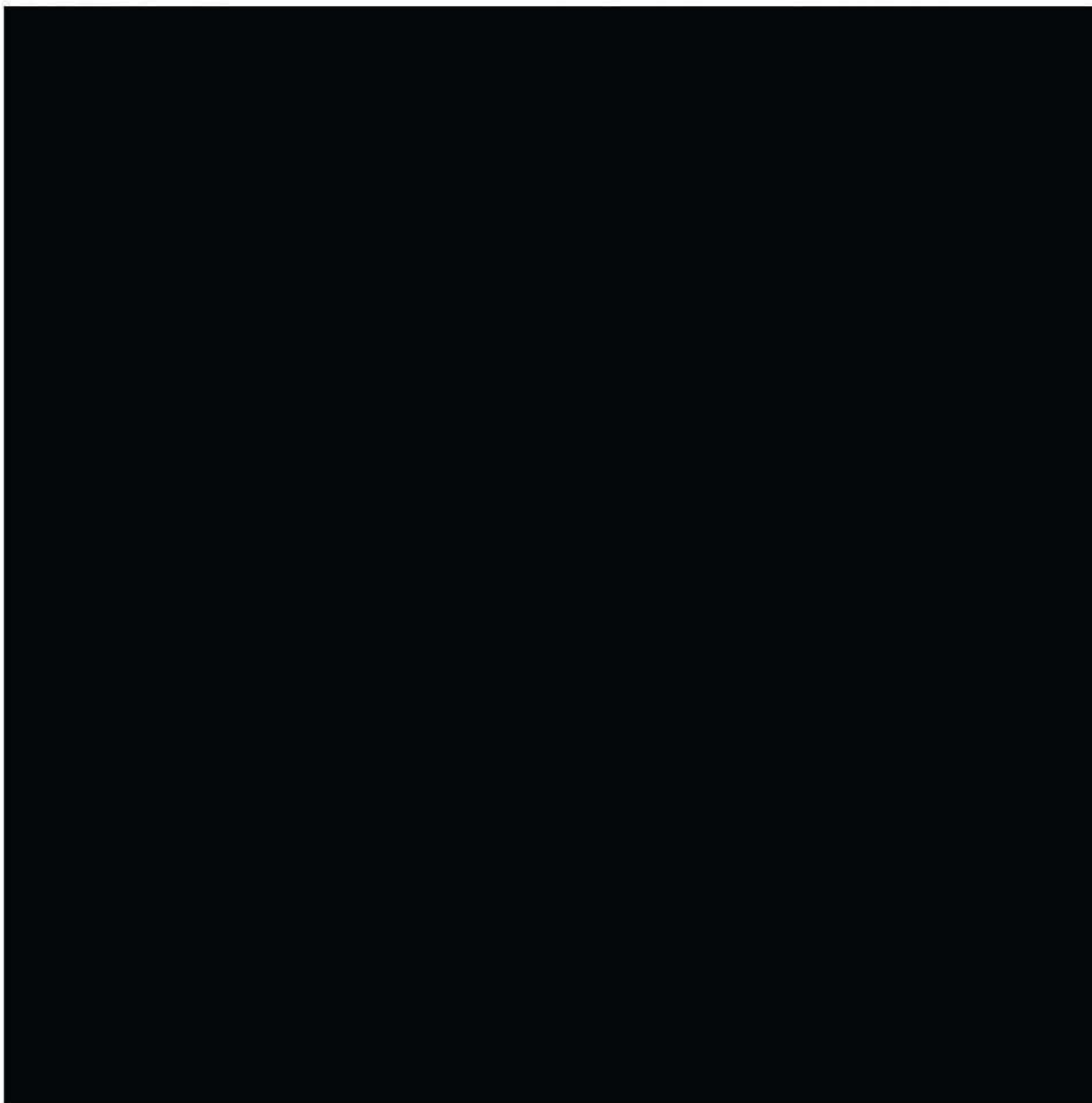




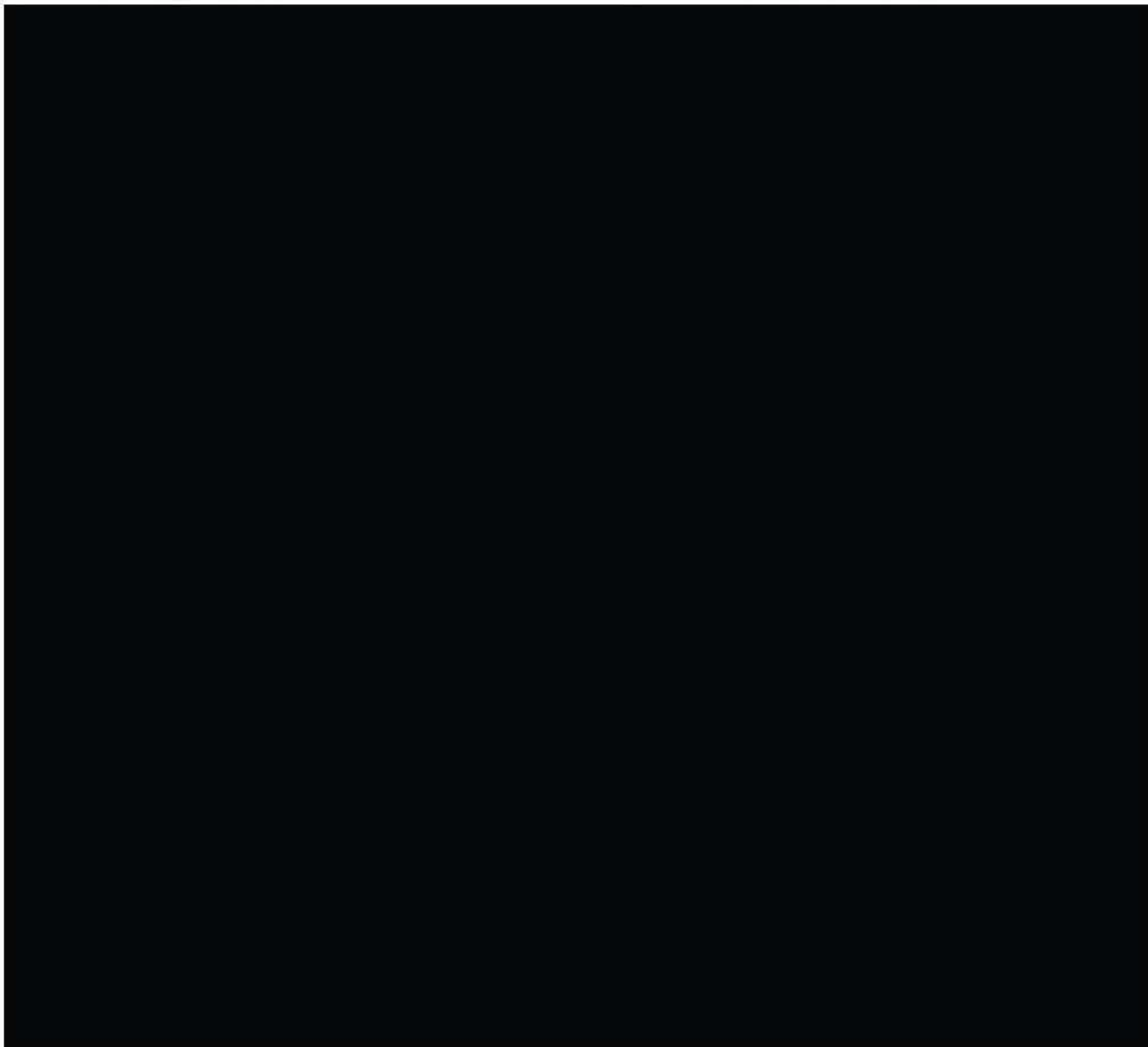
Denver Union Station Rail Segment
Operating Instructions

**SECTION 1 UNION STATION RAIL
SEGMENT OPERATING INSTRUCTIONS**









 NATIONAL RAILROAD PASSENGER CORPORATION
RTDC-DUS
GENERAL ORDER 2016-05
Effective 13:00, Tuesday, April 5, 2016

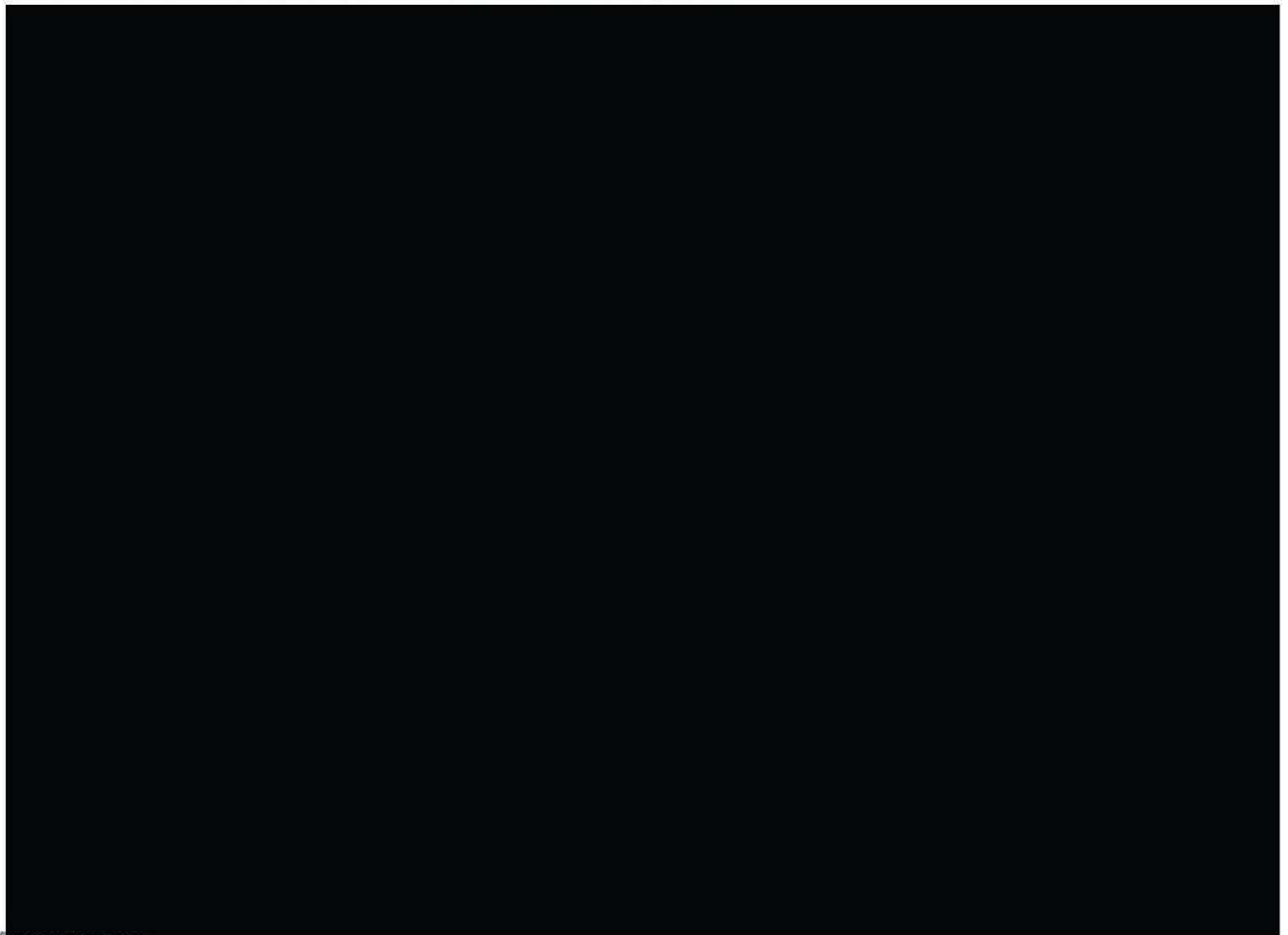
RTDC-DUS General Orders in Effect: 2016-S01, 2016-02, 2016-03

I. Interim Denver Union Station Operating Procedures for Amtrak Crews

Effective 12:00, April 5, 2016, RTDC-DUS General Order 2016-04 is cancelled. Employees operating on RTDC-DUS tracks will be governed by current RTDC-DUS General Orders in effect.

In RTDC-DUS General Order 2016-02, Item V Denver Union Station General Operating Procedures, Procedure to Enter DUS (RTDC Discussion Item 1.3.3) is modified as indicated below.

V. Denver Union Station General Operating Procedures



Morrell Savoy
Deputy General Manager
Central Region



Neuendorf, Michele L.

From: Clinton Verseman [REDACTED]
Sent: Monday, December 11, 2017 3:01 PM
To: Neuendorf, Michele L.
Subject: Denver Union Station email # 3
Attachments: Fig 1 Amtrak wants signal on trk 4.png; Fig 2 Amtrak is on the arrival track.png; Fig 3 Amtrak is on trk 4 green signal.png; Fig 4 Amtrak is all in on track 4.png; Commuter on track 4 crossover 12-11-.JPG; Amtrak on track 4 crossover 12-11.jpg

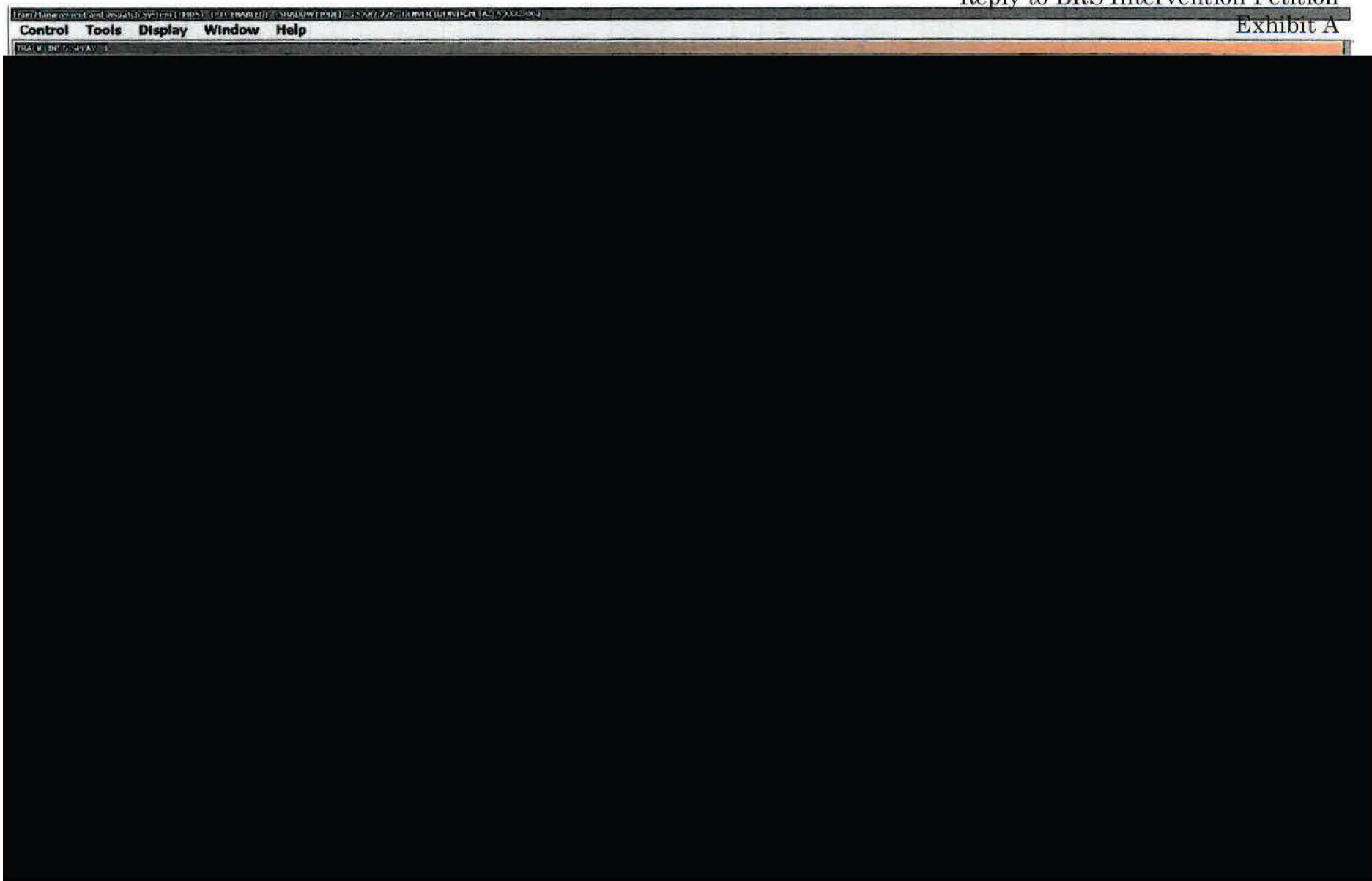
Ok these last three emails are going to be the visual portion of the presentation.

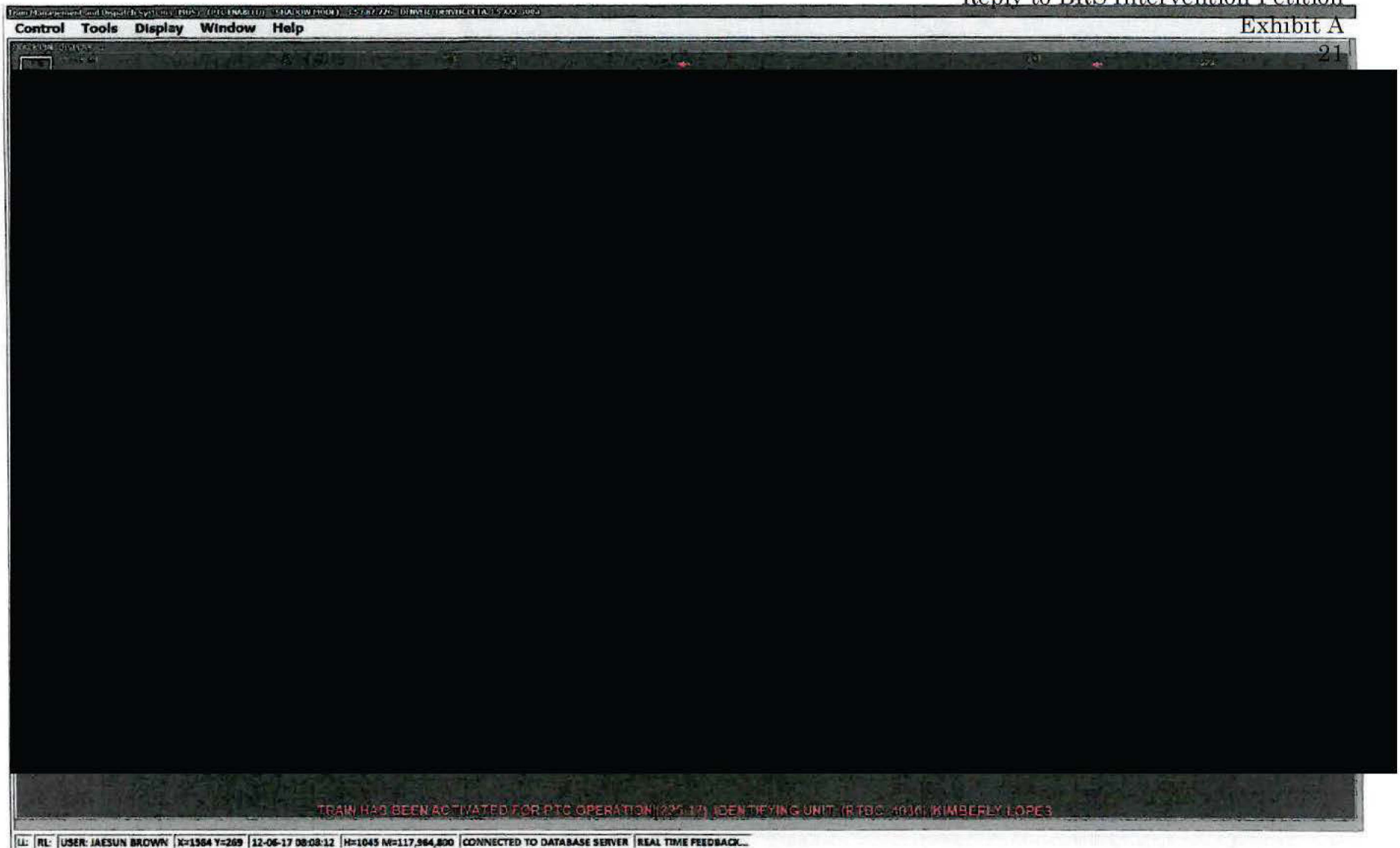
This first group is the twice daily occurrence of Amtrak coming into Denver Union Station from the arrival track through our crossovers and we give them permission into track 4 via signal.

The first four pictures are screenshots of our Dispatching software. Anywhere there is a green line is a signaled route for a train. The train is a red piece of track (or line). Yellow is when we request a signal but it not yet turned green.

The last two are picture of a commuter train on track 4 crossover, and then Amtrak using the exact same track 4 crossover.

Clinton Verseman
cvcomputermail@ [REDACTED]
303-564-3145

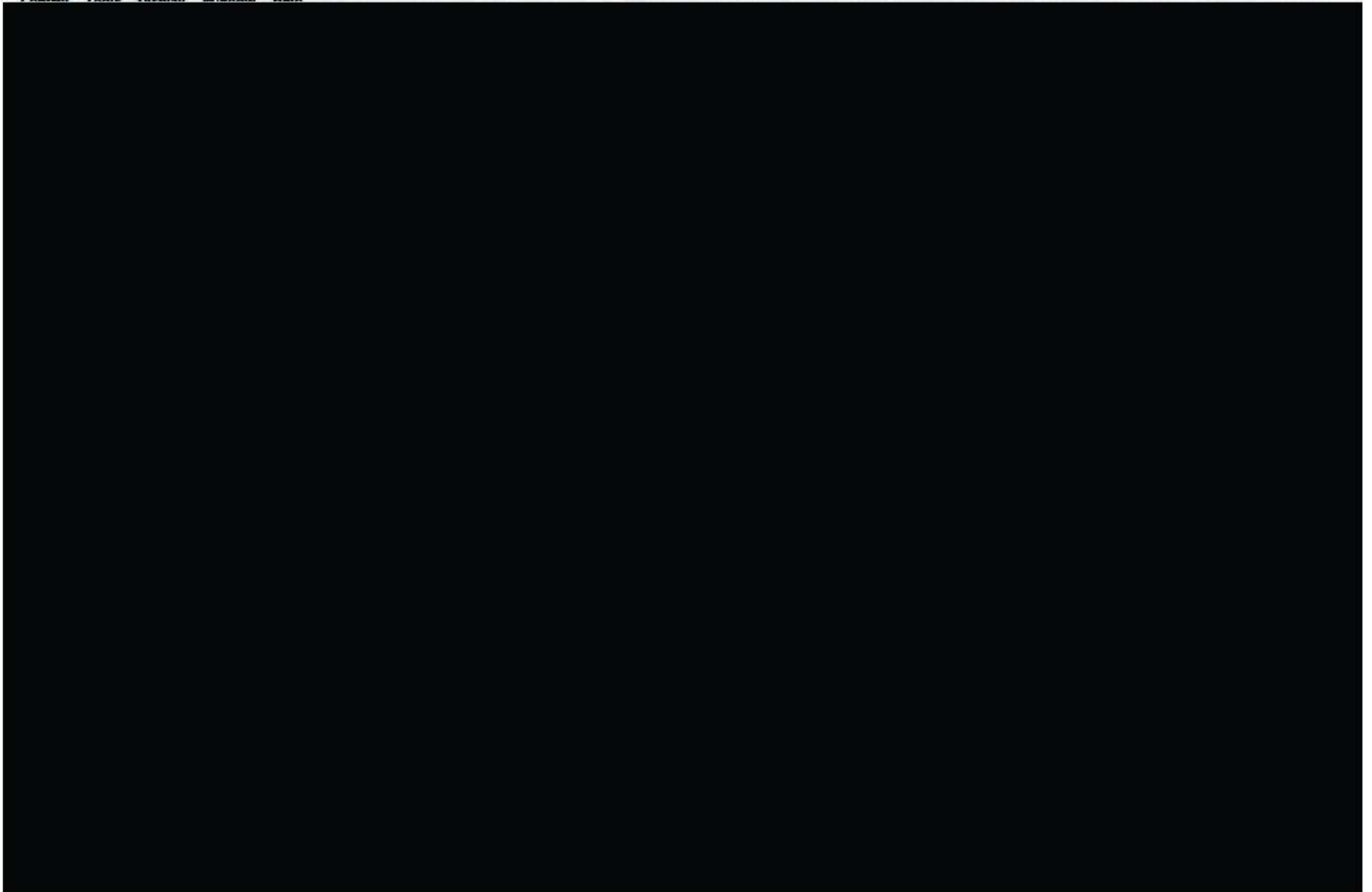


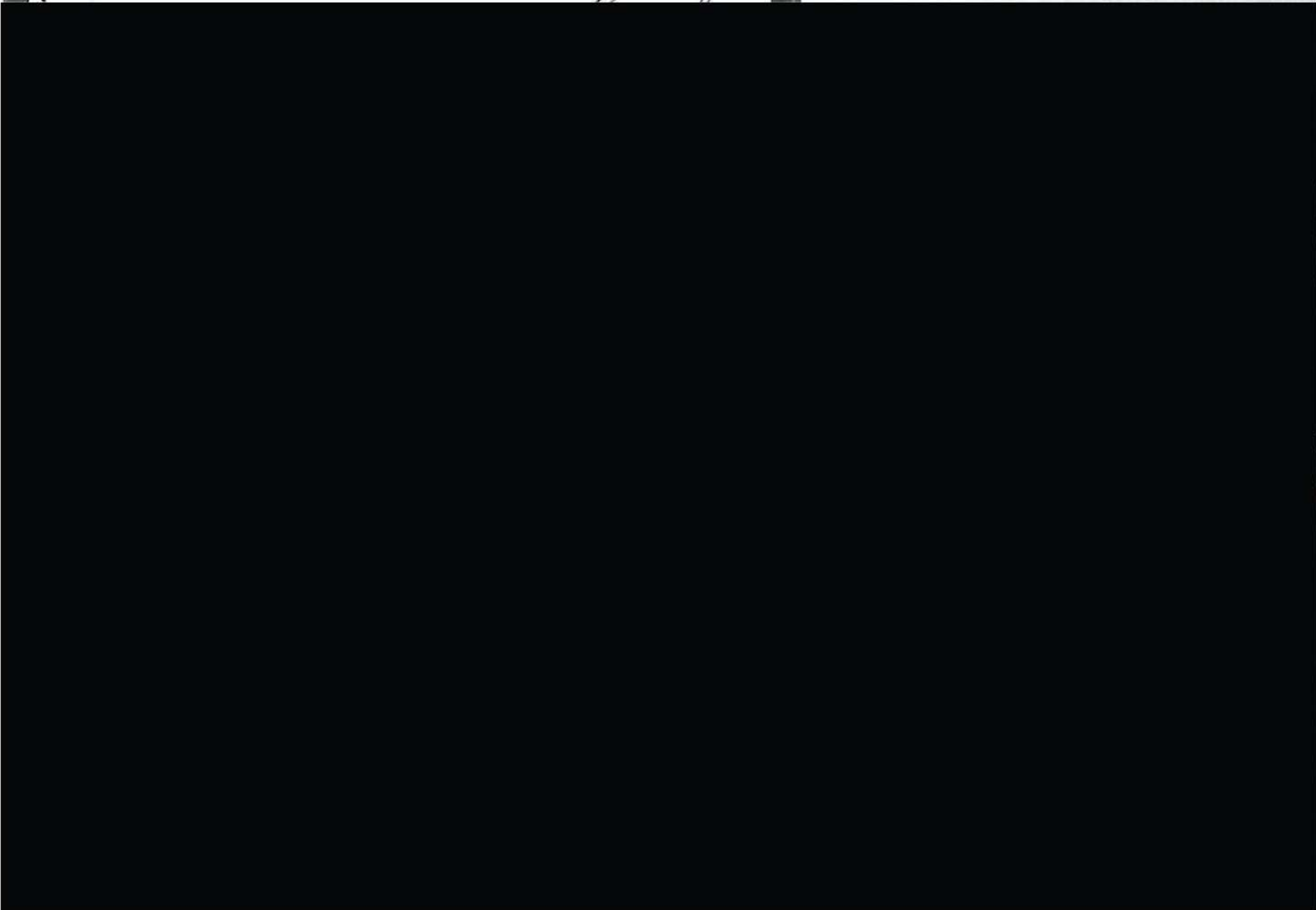




Law Management and Dispatch System (LADS) (PRINTABLE) (SHOW WORK) 11/26/2019 10:04:00 AM (LADS) (LADS) (LADS)

Control Tools Menu Window Help





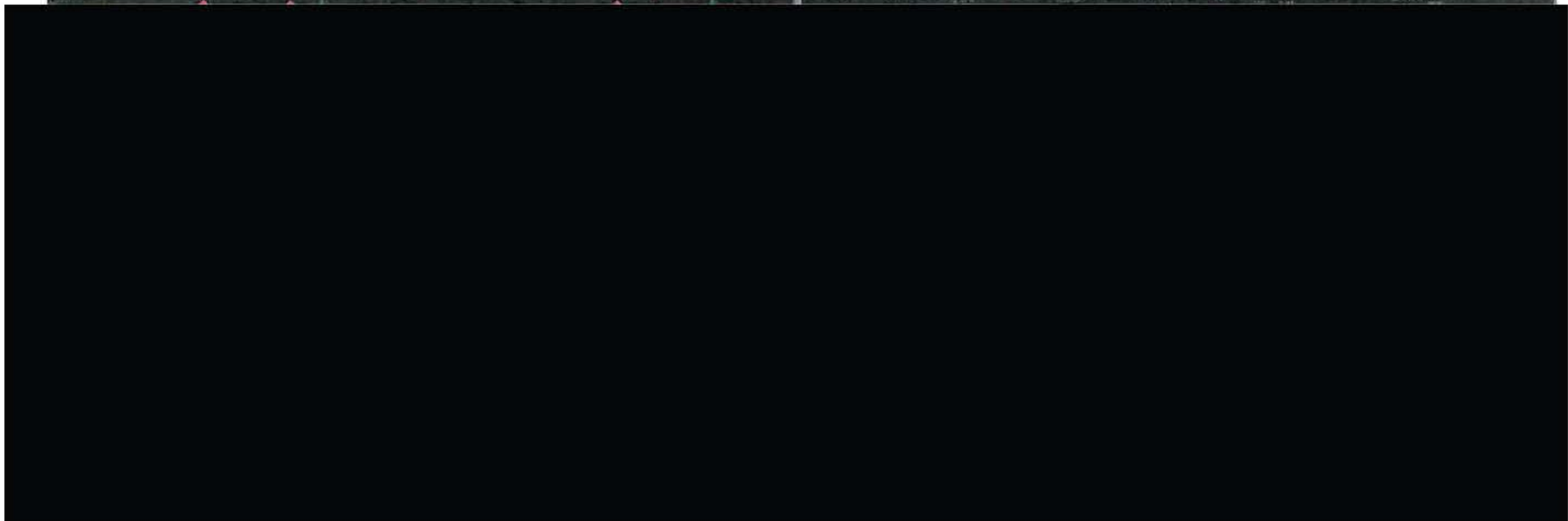
Neuendorf, Michele L.

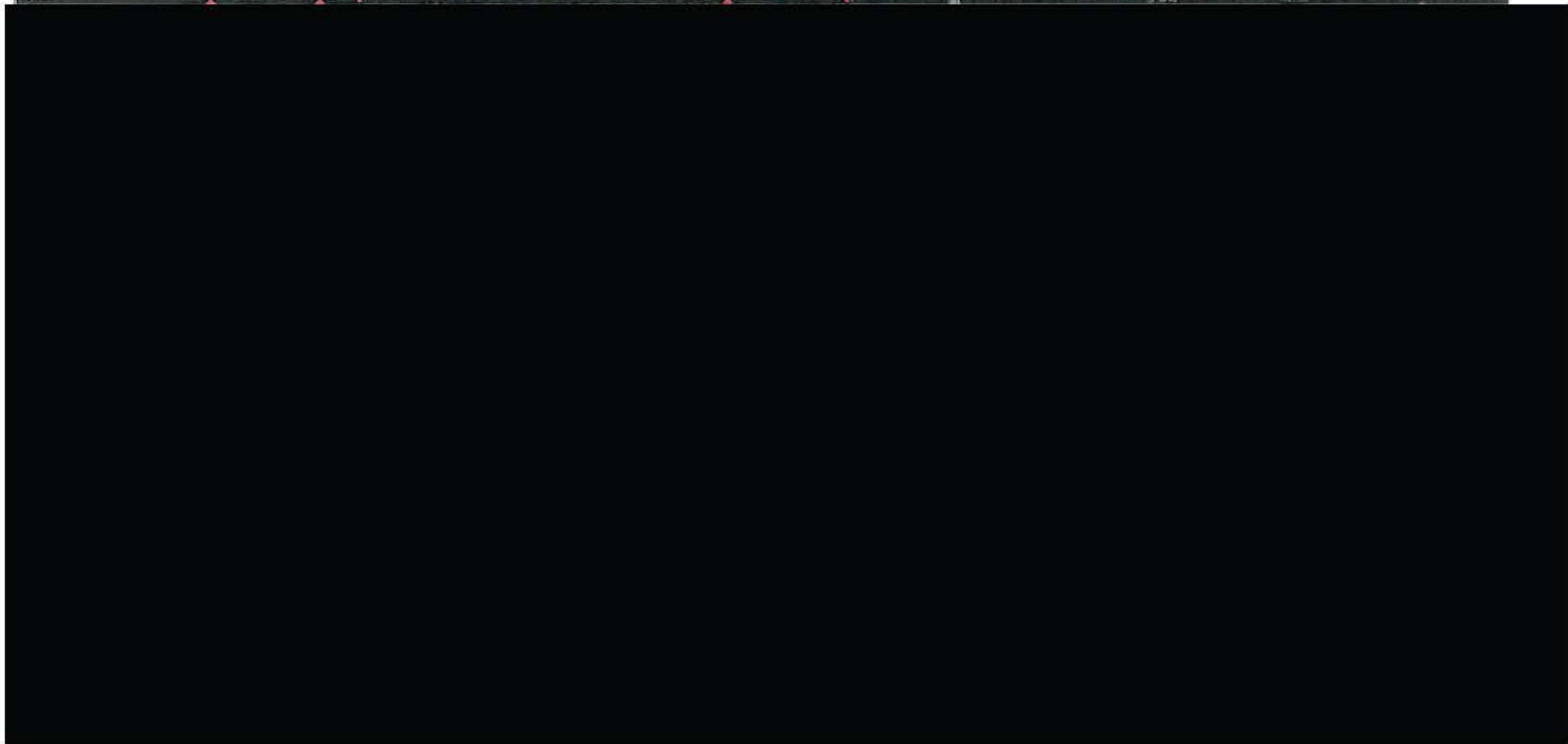
From: Clinton Verseman [REDACTED]
Sent: Monday, December 11, 2017 3:06 PM
To: Neuendorf, Michele L.
Subject: Denver Union Station email # 4
Attachments: Fig 1 Train 122 needs to go to track 6.png; Fig 2 Train 122 Green signals to track 6.png; Fig. 3.png

Here is a "broken" train, it starts on track # 2 coming into DUS. It is train # 122. It uses the track # 4 crossover to get from track # 2 to Track # 6. Track # 4 is what Amtrak come in and leaves on. These pics and emails show the commuter trains and Amtrak trains using the same tracks.

Again, these are the actual screen shots from our dispatch software allowing us to make the move.

Clinton Verseman
cvcomputermail [REDACTED]
303-564-3145





Neuendorf, Michele L.

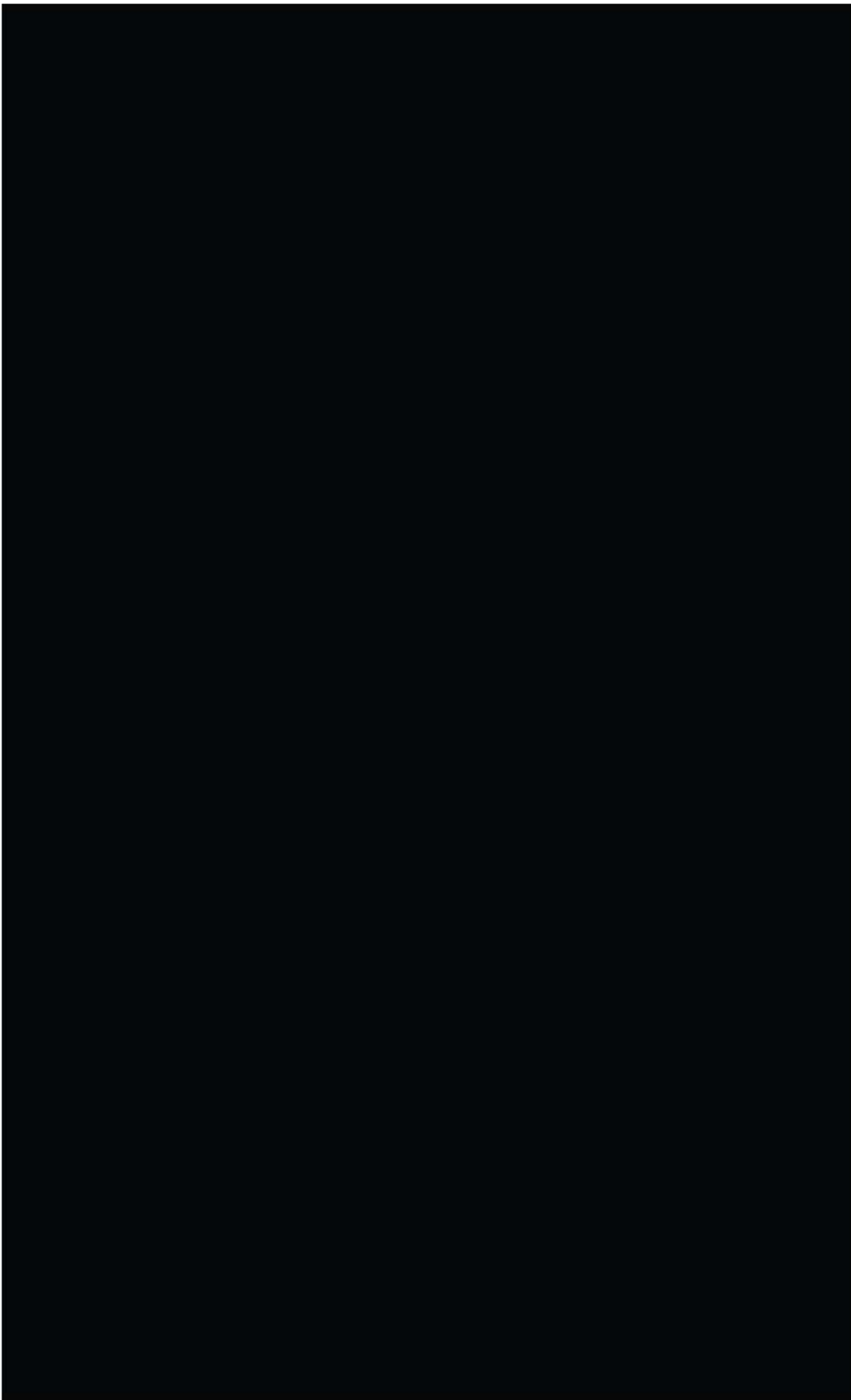
From: Clinton Verseman <cvcomputermail@ [REDACTED]>
Sent: Monday, December 11, 2017 3:10 PM
To: Neuendorf, Michele L.
Subject: Last Denver Union Station Email # 5
Attachments: Fig 1 Amtrak leaves track 5 and used crossover to track 2.png; Fig 2 Amtrak leaves track 4 and uses crossover onto track 2.png; Fig 3 Amtrak uses track 2 and Storage track.png; Commuter on track 2 12-11.jpg; Amtrak on track 2 12-11.jpg; Amtrak on storage 12-11.jpg

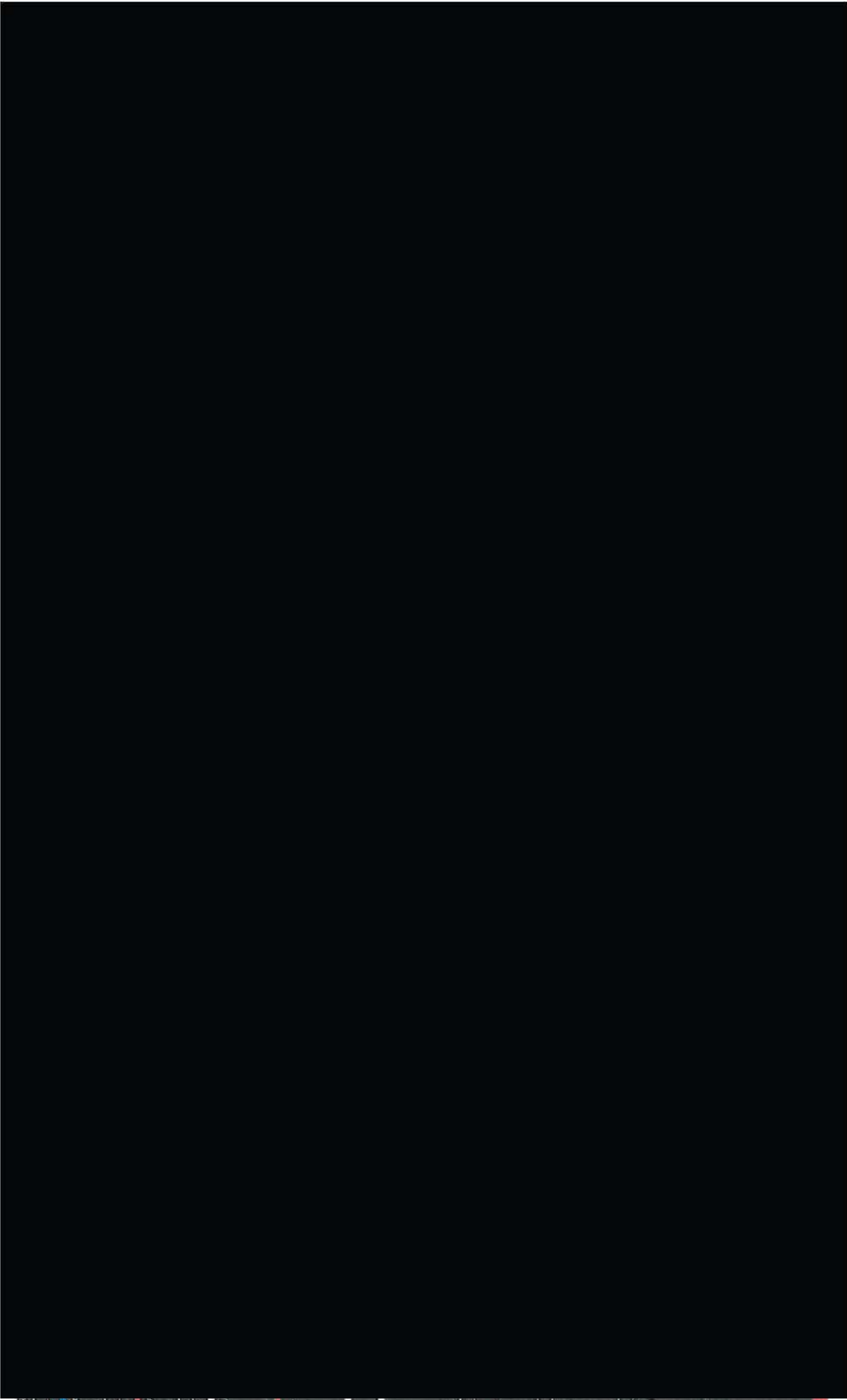
Here is an example of a Amtrak Locomotive going from Union Station track # 5 into the Amtrak Storage/runaround track. They use the Track # 2 for portion of the move. We have to hold the Commuter trains for this move because the Amtrak locomotive has to travel on commuter train's track #2

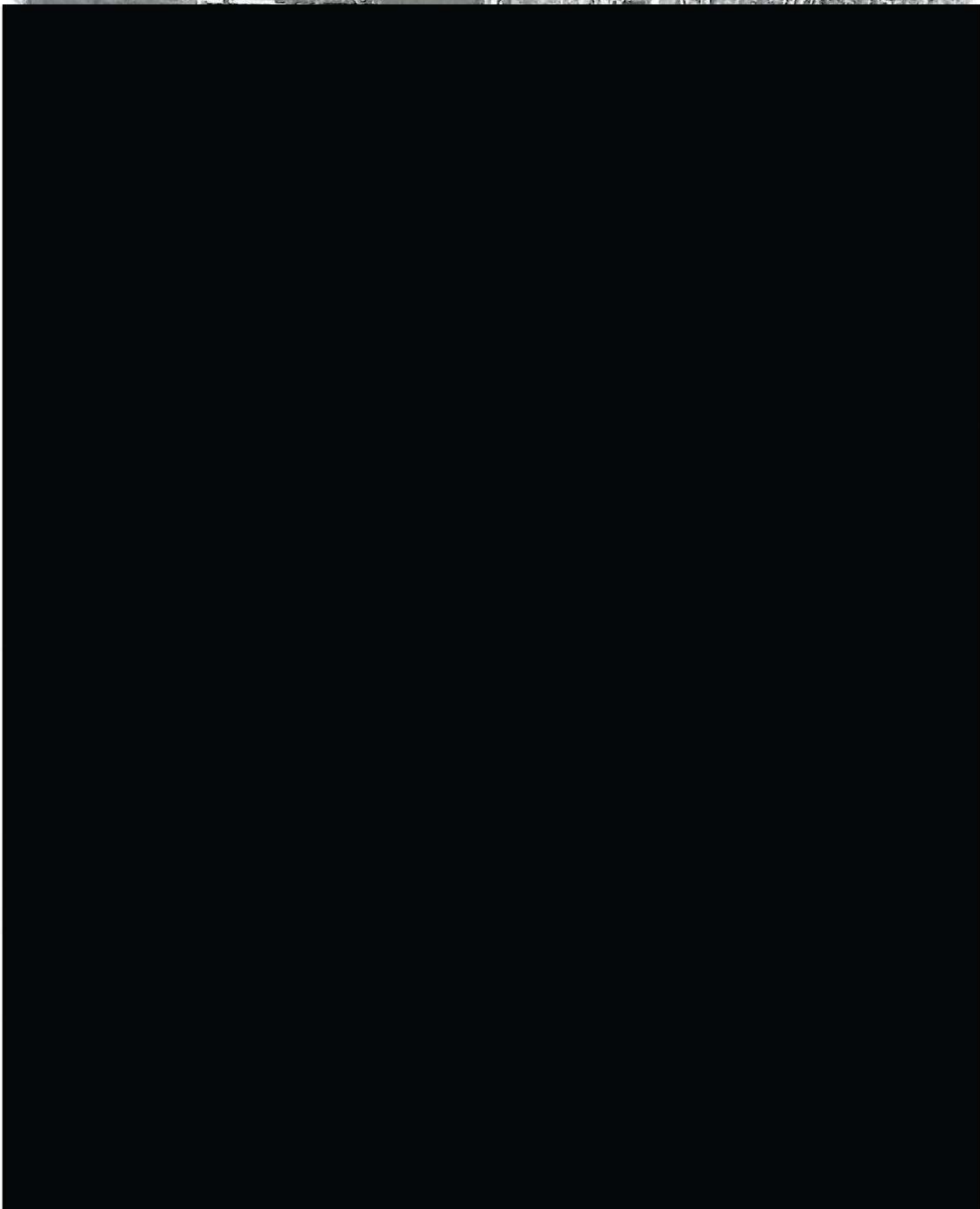
First attachments are the TMDS Dispatch software screen shots. The other ones are pictures of the actual move so you can see the Amtrak Locomotive as well as commuter trains on the same track.

Clinton Verseman
cvcomputermail@ [REDACTED]
303-564-3145













Neuendorf, Michele L.

From: cvcomputermail@ [REDACTED]
Sent: Monday, December 11, 2017 4:10 PM
To: Neuendorf, Michele L.
Subject: Re: Denver Union Station email 1

No problem it is not a silly question, as I am sure that is a lot to look at. First off there is the actual "station" of Denver Union Station where people get on and get off. Then there is CP DUS which is control point DUS. CP DUS refers to all of the signals Bringing trains into or coming out of the actual station. We in the OCC control all trains coming into union station and train in the actual station at passenger platforms.

We dispatch all commuter trains obviously regardless of what track there on. We control Amtrak trains coming in on the arrival tracks when they're on the track for using the crossover and when they are in the station on track four and on track five. The actual station where there are platforms for passengers for Amtrak is behind the 8n signal on track 4 and behind the 10n signal on track 5.

Everything else is CP DUS we do dispatch all of as well. Does that answer your question or did I just make it more confusing?

Clint Verseman

On Dec 11, 2017, at 14:17, Neuendorf, Michele L. <Michele.Neuendorf@rrb.gov> wrote:

OK, this may seem like a very silly question but what is the "station"? They say that the dispatchers are only dispatching the trains within the station, but does the station include the tracks and crossovers outside of the physical building? Map 2 is showing tracks outside of the building. Are you guys controlling those trains? Again, please excuse my ignorance on the topic.

From: Clinton Verseman [[mailto:cvcomputermail@ \[REDACTED\]](mailto:cvcomputermail@ [REDACTED])]
Sent: Monday, December 11, 2017 2:51 PM
To: Neuendorf, Michele L. <Michele.Neuendorf@rrb.gov>
Subject: Denver Union Station email 1

Michele,

Greeting! I apologize about the time that it has taken to compile all of this information. I wanted to make sure I had as much stuff as I could get my hands on to give to you. After you see all of this (and the following emails), please feel free to contact me at anytime if you need me to explain it, or if you need more information or any other documentation or if you need these maps with out labels. In this email I am including a Google Earth image of entire Denver Union Station (DUS). The three attachments after that are close up maps from Google Earth but I have colored in the tracks, so you will be able to differentiate between Commuter train tracks, Amtrak and ski train track's and also the tracks that both types of trains use. All of the photos include only the tracks that we in the Operations Control Center actually control, via the use of signals, derails or Mandatory Directive.

Reply to BRS Intervention Petition
Exhibit B



Top Content

People

Learning

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1
Get the app



Clinton Verseman, TSSP, PTSCTP
Denver Metropolitan Area · [Contact Info](#)
951 followers · 500+ connections

See your mutual connections

Sign in to connect

[Message](#)

- DENVER TRANSIT OPERATORS, LLC**
- Columbia Southern University**

Activity

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Posts **Comments** Reactions

Clinton Verseman,...
3mo

Good for Transit, Great for Colorado. Join the RTD meeting via the link if you can.

Front Range Passenger...
3mo

Tonight at 4 p.m. MT, Front Range Passenger Rail District (FRPRD) General Manager Sal Pace ...more

Board of Directors

Clinton Verseman,...
5mo

I'll apologize in advance for a little light whining, but I wanted to share some constructive feedback with my LinkedIn colleagues...

Anyone who knows me understands that I'm a very strong advocate for passenger rail travel. I frequently encourage others to choose rail over driving, and I often promote America's rail network as a comfortable, scenic, and environmentally friendly alternative to air travel. However, I had an experience recently that helped me understand why more people may not share the same enthusiasm.

...more

8 · 1 Comment

Clinton V
6mo

What better way to think Train week a than with a Comm Preparedness drill.

24 · 1 Comment

Experience & Education



DENVER TRANSIT OPERATORS, LLC

View Clinton's full experience

See their title, tenure and more.

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SMS Safety Assurance

Federal Transit Administration

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Transit Rail Incident Investigation

Federal Transit Administration

Issued Feb 2023
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ICS-200 Basic Incident Command System for Initial Response

FEMA

Issued Dec 2022
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IS-100 Introduction to the Incident Command System

FEMA

Issued Dec 2022
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Temporary Horizontal Lifeline System Awareness

3M

Issued Dec 2022

Reply to BRS Intervention Petition
Exhibit B
3



Curbing Transit Employee Distracted Driving
Federal Transit Administration
Issued Oct 2022



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Volunteer Experience



Board Treasurer
COLORADO OPERATION LIFESAVER INC
Jul 2024 - Present · 1 year 10 months
Education



Local Chairman
BROTHERHOOD OF RAILROAD SIGNALMEN
Apr 2016 - Jun 2020 · 4 years 3 months
Civil Rights and Social Action
Provide union representation to my fellow Train Dispatchers and Operations Support Coordinators. Respect, Planning, Provide and Advocate is how I represented my fellow OCC co-workers at Denver Transit Operators.

View Clinton's full profile

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