

September 13, 2010

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Hon. Daniel R. Elliott, III, Chairman
Hon. Francis P. Mulvey, Vice Chairman
Hon. Charles D. Nottingham
U.S. Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

227790

**RE: STB Docket No. AB-6 (Sub. No. 463X)
BNSF Railway Company - Abandonment Exemption -
in King County, WA
GNP Rly Inc.'s Petition to Vacate Notice of Interim Trail Use or Abandonment**

**STB Docket No. AB-6 (Sub. No. 465X)
BNSF Railway Company - Abandonment Exemption -
In King County, WA
GNP Rly Inc.'s Petition to Vacate Notice of Interim Trail Use or Abandonment**

**STB Finance Docket No. 35407
GNP Rly Inc. - Acquisition and Operation Exemption -
Redmond Spur And Woodinville Subdivision -
Verified Petition for Exemption Pursuant to 49 U.S.C. § 10502**

227792

Dear Gentlemen:

GNP Rly, Inc. (GNP) has submitted a Verified Petition for Exemption in Finance Docket No. 35407 and a Petition to Vacate Notice of Interim Trail Use (NITU) in the two abandonment proceedings cited above. It is our understanding that these requests to the Surface Transportation Board are for expedited approval that would be exempt from a full application process and subject to only limited public notice or involvement.

The Port of Seattle acquired the Woodinville Corridor in 2009. Sound Transit, King County and other regional partners have since collaborated with the Port to keep the Corridor intact and in public ownership. The regional partners believe that preservation of the Corridor is crucial for future regional mobility and economic vitality. The Corridor is a regional asset that links 12 communities and could provide future public access and transportation uses.

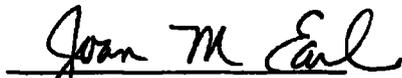
Because of the regional importance of this asset, we write today to ask the Board to provide public notice of the Petitions and to provide a reasonable period of time within which interested parties can comment on them.

Further, we would request that GNP be required to proceed under the full application process pursuant to 49 USC Section 10902 in order that their proposal and its impacts on the Puget Sound Region may receive a thorough review with a fully developed record.

Sincerely,



Tay Yoshitani
CEO
Port of Seattle



Joan M. Earl
CEO
Central Puget Sound
Regional Transit Authority

cc: Cynthia T. Brown, Chief, Section of Administration, Office of Proceedings, Surface Transportation Board, 395 E. Street, S.W., Washington, D.C. 20423, petitioner's attorney: John D. Heffner, John D. Heffner, PLLC, 1750 K Street, N.W., Suite 200, Washington DC 20006, King County, and Redmond

CERTIFICATE OF SERVICE

I hereby certify that one copy of the foregoing letter to the U. S. Surface Transportation Board dated September 13, 2010, from the Port of Seattle and the Central Puget Sound Regional Transit Authority, was served this 14th day of September, 2010, on all parties identified on the following service list via electronic mail:

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