

October 7, 2010

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Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20024

ENTERED
Office of Proceedings
OCT - 7 2010
Part of
Public Record

Re: *GNP Rly Inc. - Acquisition and Exemption - Redmond Spur and Woodinville
Subdivision, STB Finance docket No. 35407;*

*BNSF Railway Company - Abandonment Exemption - In King County, WA, STB docket
No. AB-6 (Sub No. 463X); and*

*BNSF Railway Company - Abandonment Exemption - In King County, WA STB docket
No. AB-6 (Sub No. 465X).*

Dear Ms. Brown:

Enclosed for filing please find the Central Puget Sound Regional Transit Authority's Notice of Intent to Participate in each of the above captioned proceedings.

Sincerely yours,



Jared A. Cook

Enclosure

cc: All parties on attached Certificate of Service

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**STB FINANCE DOCKET NO. 35407
GNP RLY INC.
- ACQUISITION AND EXEMPTION –
REDMOND SPUR AND WOODINVILLE SUBDIVISION**

**STB DOCKET NO. AB-6 (SUB. NO. 463X)
BNSF RAILWAY COMPANY
- ABANDONMENT EXEMPTION –
IN KING COUNTY, WA**

**STB DOCKET NO. AB-6 (SUB. NO. 465X)
BNSF RAILWAY COMPANY
- ABANDONMENT EXEMPTION –
IN KING COUNTY, WA**

**CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY'S
NOTICE OF INTENT TO PARTICIPATE**

On August 24, 2010, pursuant to 49 U.S.C. § 10502, GNP Railway, Inc. (“GNP”) filed a petition for exemption from regulation under 49 U.S.C. § 10902 to acquire and reactivate rail service on the following two railbanked rail lines: the Redmond Spur and the Woodinville Subdivision.¹ GNP also filed petitions to vacate the notices of interim trail use issued for the two aforementioned railbanked lines.² On September 10, 2010, the City of Redmond, Washington, and King County, Washington jointly moved for an extension of time to respond to GNP’s

¹ See GNP’s Verified Petition for Exemption Pursuant to 49 U.S.C. § 10502, STB Finance Docket No. 35407, GNP Rly., Inc. – Acquisition and Operation Exemption – Redmond Spur and Woodinville Subdivision (filed August 24, 2010).

² See GNP’s Petition to Vacate Notice of Interim Trail Use or Abandonment, STB Docket No. AB-6 (Sub. No. 463X), BNSF Railway Company – Abandonment Exemption – In King County, WA (filed August 24, 2010) (Redmond Spur); GNP’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 (filed August 24, 2010) (Woodinville Subdivision).

petition.³ On September 15, 2010, the Surface Transportation Board issued a notice requesting comments on GNP's petitions by October 20, 2010.⁴

Central Puget Sound Regional Transit Authority ("Sound Transit") hereby provides notice of its intent to participate as a party of record in this proceeding. Sound Transit was created by the Washington state legislature to construct and operate a mass transportation system connecting regional job and housing centers in King, Pierce and Snohomish Counties in the Seattle, Washington metropolitan area. Today, Sound Transit carries more than 18 million riders per year in its mass transit system.

Sound Transit has entered into a Memorandum of Understanding, dated as of November 5, 2009, by and among King County, Washington, the Port of Seattle, the City of Redmond, Washington, the Cascade Water Alliance and Puget Sound Energy, Inc., pursuant to which Sound Transit joined these entities in a regional effort to fully utilize the potential of the Woodinville Subdivision and the Redmond Spur that are currently subject to interim trail use by King County. Sound Transit is evaluating the construction of an elevated light rail line through a portion of the Woodinville Subdivision, located south of the section subject to the GNP petitions, as part of its Eastside Rail Corridor extension service. Sound Transit has interests that may be significantly affected by the Board's disposition of GNP's petitions and the terms and conditions upon which GNP may be permitted to provide freight and other services over the segments of the Woodinville Subdivision and the Redmond Spur described in the GNP petitions.

³ See Motion of King County, Washington, and City of Redmond, Washington, to Extend Time to Respond (filed September 0, 2010).

⁴ The Surface Transportation Board subsequently published the notice requesting comments in the Federal Register. See Request for Comments, 75 Fed. Reg. 57327 (September 20, 2010).

Accordingly, Sound Transit requests that it be identified as a party of record to this proceeding and that its counsel listed below be added to the service list in these proceedings.

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By: s/ Robert P. vom Eigen

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DATED: October 7, 2010

CERTIFICATE OF SERVICE

I hereby certify that I have caused to be served a copy of the foregoing pleading CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY'S NOTICE OF INTENT TO PARTICIPATE upon the undersigned persons by First Class Mail on October 7, 2010:

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Dated: October 7, 2010 at Washington, DC

By: s/ Robert P. vom Eigen