

few comments in response to the publication. Six commenters opposed the waiver for various reasons; granting the waiver will result in supporting jobs overseas, outsourcing domestic jobs, and loss of manufacturing jobs. None of the commenters provided information on domestic availability of the four rolling element bearing units with 17.3" inner diameter and radial load capacity of 816,000 lb. Based on all the information available to the agency, FHWA concludes that there are no domestic manufacturers of four rolling element bearing units with 17.3" inner diameter and radial load capacity of 816,000 lb for I-5 trunnion shaft replacement project.

The Oregon State DOT, contractors, and subcontractors involved in the procurement of bearing units, are reminded of the need to comply with the Cargo Preference Act in 46 CFR part 38, if applicable.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244, 122 Stat. 1572), FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to FHWA's Web site via the link provided to the waiver page noted above.

**Authority:** 23 U.S.C. 313; Pub. L. 110-161, 23 CFR 635.410.

Issued on: November 14, 2016.

**Gregory G. Nadeau,**  
Administrator, Federal Highway  
Administration.

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2008-0010]

#### Petition for Waiver of Compliance

In accordance with part 211 of Title 49 of the Code of Federal Regulations (CFR), this provides the public notice that by a document dated October 20, 2016, Sonoma Marin Area Rail Transit District (SMART) requests a rescission of its existing waiver in Docket Number FRA-2008-0010.

In a April 3, 2009 decision letter, the Federal Railroad Administration (FRA) approved SMART's application for discontinuance and removal of the interlocking signal system on three drawbridges located on the former

Northwestern Pacific Railroad. Among these three was the Haystack Landing Drawbridge over the Petaluma River at milepost (MP) 37.2. SMART is now requesting that the conditions of this relief be changed in order to facilitate the establishment of commuter rail operations on the entire mainline of the former Northwestern Pacific Railroad (NWP). This line is owned by SMART, has been rebuilt to Class IV track standards, has been equipped with an Automatic Train Control (ATC) system meeting the requirements of 49 CFR part 236, and the deteriorated former swing span has been demolished and replaced with a newly rebuilt single-leaf bascule bridge meeting modern standards. The ATC system is interlocked with the new Haystack Landing Drawbridge and its approaches, including a complete surface alignment and locking detection system, which is compliant with 49 CFR 236.312. This system is interlocked with the new Control Point at Hopper South, formerly known as Petaluma South, which will enforce speeds of 50 mph for passenger trains and 40 mph for freight trains over the bridge when it is properly lined and locked. SMART notes that the conditions of the waiver in Docket Number FRA-2008-0010 shall remain in effect on the other two drawbridges. Those locations are the Brazos Drawbridge at MP 64.7; and the Black Point Drawbridge at MP 28.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave., SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- Web site: <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- Fax: 202-493-2251.

- Mail: Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.

- Hand Delivery: 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by December 21, 2016 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy). See also <https://www.regulations.gov/privacyNotice> for the privacy notice of [regulations.gov](http://www.regulations.gov).

**Robert C. Lauby,**  
Associate Administrator for Railroad Safety,  
Chief Safety Officer.

[FR Doc. 2016-27952 Filed 11-18-16; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2016-0101]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

In accordance with Part 235 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated October 18, 2016, Red River Valley & Western Railroad Company (RRVW) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2016-0101.

*Applicant:* Red River Valley & Western Railroad Company, Ms. Cynthia Olson, Manager-Operations/Administration, 501 Minnesota Avenue, Breckenridge, MN 56520.

RRVW seeks approval to retire and remove two stop signs located on its