Modality of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
Modernized Supplemental Security Income Claims System	2,289,599	1	20	763,200
Totals	2,299,906			766,807

Dated: March 1, 2016.

Naomi R. Sipple,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 2016–04797 Filed 3–3–16; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 1182X]

Brandon Railroad, L.L.C.—Abandonment Exemption—in Douglas County, NE

On February 16, 2016, Brandon Railroad, L.L.C. (BRR), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to abandon 17.3 miles of rail lines (the Lines) located in Douglas County, Neb. The Lines traverse United States Postal Service Zip Code 68107.

According to BRR, there is currently one company, United States Cold Storage, Inc. (Cold Storage), that could potentially use common carrier rail service. In August 2015, BRR entered into a long-term Confidential Private Transportation Services Agreement with Cold Storage in the event Cold Storage decides to once again utilize rail service. Additionally, GBW Railcar Services, LLC (GBW), utilizes the Lines to provide private carriage for the rail cars moving to and from its repair facilities on the Lines. Once the proposed abandonment is authorized by the Board and consummated, the Lines will continue to be used by GBW to provide private carriage and by BRR to provide contract (not common carrier) service for Cold Storage.

BRR states that the Lines do not contain federally granted rights-of-way. Any documentation in BRR's possession will be made available to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho,* 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 3, 2016.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than June 13, 2016, or 10 days after service of a decision granting the petition for exemption, whichever occurs first. Each OFA must be accompanied by a $1,600 filing fee.[1]

All interested persons should be aware that, following abandonment, the Lines may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for interim trail use/rail banking under 49 CFR 1152.29 will be due no later March 24, 2016. Each interim trail use request must be accompanied by a $300 filing fee.[2]

All filings in response to this notice must refer to Docket No. AB 1182X and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001; and (2) Karl Morell, Karl Morell & Associates, 655 Fifteenth Street NW., Suite 225, Washington, DC 20005. Replies to the petition are due on or before March 24, 2016.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–0238 or refer to the full abandonment or discontinuance regulations at 49 CFR pt. 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA typically will be within 30 days of its service.

Board decisions and notices are available on our Web site at *WWW.STB.DOT.GOV.*

Decided: March 1, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

[FR Doc. 2016–04835 Filed 3–3–16; 8:45 am]

BILLING CODE 4915–01–P

[1] *See* 49 CFR 1002.2(f)(25).

[2] *See Regulations Governing Fees for Servs. Performed in Connection with Licensing & Related Servs.—2015 Update,* EP 542 (Sub-No. 23), slip op. at 17, item 27(i) (STB served July 15, 2015).

SURFACE TRANSPORTATION BOARD

[Docket No. FD 35998]

Wichita, Tillman & Jackson Railway Company—Lease Exemption Containing Interchange Commitment—Union Pacific Railroad Company

Wichita, Tillman & Jackson Railway Company (WTJR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to continue to lease from Union Pacific Railroad Company (UP) approximately 16.55 miles of rail line located between milepost 0.99 at Wichita Falls, Tex., and milepost 17.54 near Burkburnett, Tex. (the Line).

WTJR states that it was originally authorized to lease the Line in 1991 [1] and was authorized to renew the lease in 2010.[2] WTJR recently entered into a lease agreement which, among other things, extends the term of the lease for 10 years.[3] As required by 49 CFR 1150.43(h)(1), WTJR has disclosed in its verified notice that the lease agreement contains an interchange commitment that affects the interchange point at Wichita Falls. In addition, WTJR has provided additional information regarding the interchange commitment as required by 49 CFR 1150.43(h). WTJR

[1] *See Wichita, Tillman & Jackson Ry.—Lease & Operation Exemption—Mo. Pac. R.R.,* FD 31787 (ICC served Jan. 8, 1991).

[2] *See Wichita, Tillman & Jackson Ry.—Lease Renewal Exemption—Union Pac. R.R.,* FD 35452 (STB served Dec. 23, 2010).

[3] WTJR filed a confidential, complete version of the lease agreement to be kept confidential by the Board under 49 CFR 1104.14(a) without need for the filing of an accompanying motion for protective order under 49 CFR 1104.14(b)

states that it will continue to be the operator of the Line.

WTJR certifies that its projected revenues as a result of the proposed transaction will not result in WTJR's becoming a Class II or Class I rail carrier and that its annual revenues do not exceed $5 million.

WTJR states that it intends to consummate the transaction on or shortly after March 18, 2016, the effective date of the exemption (30 days after the verified notice of exemption was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than March 11, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35998, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on applicant's representative, Karl Morell, Karl Morell & Associates, Suite 225, 655 15th Street NW., Washington, DC 20005.

According to WTJR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at *WWW.STB.DOT.GOV.*

Decided: March 1, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

[FR Doc. 2016–04836 Filed 3–3–16; 8:45 am]

BILLING CODE 4915–01–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Request for Comments and Notice of Public Hearing Concerning Policy Recommendations on the Global Steel Industry Situation and Impact on U.S. Steel Industry and Market

AGENCY: Office of the United States Trade Representative.

ACTION: Request for comments; notice of hearing.

SUMMARY: The Office of the United States Trade Representative (USTR), jointly with the U.S. Department of Commerce (Commerce) and with the participation of other U.S. Government agencies, will seek public comment and convene a public hearing on the global steel industry situation and its impact on the U.S. steel industry and market.

DATES: Written comments are due by 11:59 p.m., March 29, 2016. Persons wishing to testify orally at the hearing must provide written notification of their intention, as well as a summary of their testimony, by 11:59 p.m., March 29, 2016. The hearing will be held on April 12, 2016, beginning at 9:30 a.m. in the Main Hearing Room, 500 E Street SW., Washington, DC 20436, in the facilities of the U.S. International Trade Commission.

ADDRESSES: Written comments and notifications of intent to testify should be submitted electronically via the Internet at *www.regulations.gov.* If you are unable to provide submissions at *www.regulations.gov,* please contact Iris Mayfield at (202) 395–5656, to arrange for an alternative method of transmission.

FOR FURTHER INFORMATION CONTACT: For procedural questions concerning written comments, please contact Iris Mayfield at (202) 395–5656. All other questions regarding this notice should be directed to Fred Fischer, Director for Industry Affairs, at (202) 395–6114.

SUPPLEMENTARY INFORMATION:

1. Background

The Organization for Economic Cooperation and Development (OECD) Steel Committee has recently noted mounting challenges in the global steel sector. According to the OECD Secretariat, global crude steelmaking capacity more than doubled from 2000 to 2014, with global capacity growth led by an unprecedented expansion in capacity by China. Global steelmaking capacity is projected by the OECD to grow even further in the 2015 to 2017 period, to 2,323 million metric tons (MMT), approximately 700 MMT in excess of global steel demand in 2015.

At the same time, global demand for steel is weakening. In October 2015, the World Steel Association (worldsteel), the global steel producers' industry association, lowered its forecasts for world steel demand, estimating that demand decreased by 1.7 percent in 2015. Global production also decreased by 2.8 percent in 2015 over 2014 levels. Despite significant production and demand decreases, world steel exports have increased by more than 4 percent between January–July 2015 relative to the same period in 2014, according to the OECD.

Changes in the economy in China, the world's largest consumer, producer and exporter of steel, are having impacts globally. Demand for steel in China is estimated by worldsteel to have contracted by 5 percent in 2015 over 2014 levels, more than previously anticipated, while steel production decreased by only 2.2 percent and exports increased by 26 percent in 2015 over 2014 levels. Steel production by the European Union, India, South Korea and Brazil is also affecting the global market and entering the United States. Many countries have responded to sharp increases of steel imports from China and other countries by taking a variety of trade remedy measures.

At the 79th meeting of the OECD Steel Committee in December 2015, the United States and the governments of other major steel producing countries noted that ''demand weakness coupled with further increases in steelmaking capacity over the next few years—in an environment of already low steel prices, unsustainably weak profitability, and mounting debt—suggests that adjustment pressures are likely to grow significantly in the short to medium term.'' The OECD Steel Committee called for immediate action to address the excess capacity challenge and its impact in the steel sector.

The U.S. Government is interested in obtaining stakeholder views on the global steel industry situation and its impact on the U.S. steel industry and market, as well as other U.S. industry sectors that may have concerns about the impact of excess capacity on their particular market. USTR and Commerce note that there are a number of on-going antidumping and countervailing duty investigations and administrative reviews on steel imports in progress. These proceedings are not the subject of this Public Comment and Hearing request. Commenters should note that Commerce will not place the information responsive to this request for public information in the record of its antidumping or countervailing duty proceedings and will not consider such information in its proceedings.

2. Public Comment and Hearing

USTR and Commerce invite written comments and/or oral testimony of interested persons on issues including, but not limited to, the following: (a) Status and causes of the excess capacity situation in the global steel industry, including other factors that impact the global steel market (*e.g.,* contracting markets and softening worldwide demand, weak raw material prices, and government support and policies that encourage capacity expansion as well as exports); (b) countries and policies of concern; (c) status of the U.S. steel