

Application scenario	Number of annual respondents	Completion time (in minutes)	Burden hours
Respondents who do not have to provide parents' SSNs .....	13,000,000	8½	1,841,667
Respondents who are asked to provide parents' SSNs (for application for original SSN cards for children under age 18) .....	540,000	9	81,000
Applicants age 12 or older who need to answer additional questions so SSA can determine whether an SSN was previously assigned .....	40,000	9½	6,333
Applicants asking for a replacement SSN card beyond the new allowable limits (i.e., who must provide additional documentation to accompany the application) .....	4,000	60	4,000
Totals .....	13,584,000	.....	1,933,000

Dated: December 30, 2005.

**Elizabeth A. Davidson,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. E6-38 Filed 1-5-06; 8:45 am]

**BILLING CODE 4191-02-P**

## SOCIAL SECURITY ADMINISTRATION

### Rate for Assessment on Direct Payment of Fees to Representatives in 2006

**AGENCY:** Social Security Administration (SSA).

**ACTION:** Notice.

**SUMMARY:** The Social Security Administration is announcing that the assessment percentage rate under section 206(d) and 1631(d)(2)(C) of the Social Security Act (the Act), 42 U.S.C. 406(d), and 1383(d)(2)(C) is 6.3 percent for 2006.

#### FOR FURTHER INFORMATION CONTACT:

James A. Winn, Associate General Counsel for Program Law, Office of the General Counsel, Social Security Administration, Phone: (410) 965-3137, e-mail [jim.winn@ssa.gov](mailto:jim.winn@ssa.gov).

**SUPPLEMENTARY INFORMATION:** Section 406 of Public Law No. 106-170, the Ticket to Work and Work Incentives Improvement Act of 1999, established an assessment for the services required to determine and certify payments to attorneys from the benefits due claimants under Title II of the Act. This provision is codified in section 206 of the Act (42 U.S.C. 406). That legislation set the assessment for the calendar year 2000 at 6.3 percent of the amount that would be required to be certified for direct payment to the attorney under section 206(a)(4) or 206(b)(1) before the application of the assessment. For subsequent years, the legislation requires the Commissioner of Social Security to determine the percentage rate necessary to achieve full recovery of the costs of determining and certifying fees to attorneys, but not in excess of 6.3 percent.

Beginning in 2005, sections 302 and 303 of Public Law 108-203, the Social Security Protection Act of 2004 (SSPA) extended the direct payment of fees to attorneys in cases under Title XVI of the Act and to eligible non-attorney representatives in cases under Title II and/or Title XVI of the Act. Fees directly paid under these provisions are subject to the same assessment. In addition, sections 301 and 302 of the SSPA imposed a dollar cap on the amount of the assessment, so that the assessment may not exceed the lesser of that dollar cap or the amount determined using the assessment percentage rate.

The Commissioner of Social Security has determined, based on the best available data that the current assessment percentage rate of 6.3 percent will continue for 2006. We will continue to review our costs on a yearly basis.

Dated: December 23, 2005.

**Dale W. Sopper,**

*Deputy Commissioner for Finance, Assessment and Management.*

[FR Doc. E6-31 Filed 1-5-06; 8:45 am]

**BILLING CODE 4191-02-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. OST-95-950]

### Notice of Request for Extension of a Previously Approved Collection

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for renewal and comment. The ICR describes the nature of the information collection and its expected cost and

burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 19, 2005 [FR Vol. 70, No. 201, page 60869]. No comments were received.

**DATES:** Comments on this notice must be received by February 6, 2006 and sent to the attention of the DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Jack Schmidt, (202) 366-5420, Office of Aviation Analysis, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

*Title:* Passenger Manifest Information.

*OMB Control Number:* 2105-0534.

*Affected Public:* All U.S. air carriers and foreign air carriers operating international flights to and from the United States, travel agents doing business in the U.S. and the traveling public.

Annual Estimated Burden Hours: 833,464. In the 60-day notice mentioned above, the annual burden hours were shown as 1.05 million. Since the time of that notice, the methodology used to calculate the burden hours was updated to reflect international travel growth as well as improved efficiencies resulting from technological changes especially from an increased use of the Internet.

Comments are invited on: (a) Whether this collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the continued collection of information; (c) ways to enhance the quality, utility, and clarity of the information collected; and (d) ways to minimize the burden of the collection of information on the respondents, including the use of

automated collection techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC, on December 29, 2005.

**Steven B. Lott,**

*Manager, Strategic Integration IT Investment Management Office.*

[FR Doc. E6-10 Filed 1-5-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Opportunities for State and Other Qualifying Agencies To Gain Authority to Toll Facilities Constructed Using Federal Funds**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; process to solicit participation in various programs that grant authority to toll Federal-aid facilities.

**SUMMARY:** This notice provides summary information on all of the various non-grant tolling and pricing opportunities available in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This notice and a companion notice, which refers to the Value Pricing Pilot (VPP) program, are both in today's **Federal Register**. Together they are intended to explain all of the opportunities for States and other qualifying transportation agencies requesting permission to toll their respective facilities. In addition to describing each of the relevant programs, this notice also describes the initial review process that will help to identify which of the programs are candidate for a States' particular project, and of those, which is most appropriate to gain successful approval. That process applies to every program contained in this notice and also to the VPP program. The process is initiated with an Expression of Interest, which is fully defined later in this notice.

Due to the nature of the deadlines required to solicit, review, and award the grant funds annually, the VPP program requires its own **Federal Register** notice, and is published in its entirety elsewhere in today's **Federal Register** under the title "Safe, Accountable, Flexible, Efficient

Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Value Pricing Pilot Program Participation."

Finally, this notice announces the availability of a website that will serve as a clearinghouse of information on all of the tolling and pricing programs and their respective program tenets.

**DATES:** Of the non-grant programs described herein, only two have deadlines stipulated in the legislation. The Interstate System Construction Toll Pilot Program has a deadline for applications of August 10, 2015, and the Express Lanes Demonstration Program has a window of fiscal years 2005 to 2009. For the other programs discussed herein, there are no annual or recurring submittal deadlines for States or other qualifying public agencies to request authority to toll their federally funded public highway facilities. However, States are advised that some programs discussed herein have a finite number of available slots permitted by legislation, meaning that participation in these programs will not be allowed once all slots are allotted.

**FOR FURTHER INFORMATION CONTACT:** For questions about the programs discussed herein, please contact Mr. Wayne Berman, Tolling and Pricing Team, FHWA Office of Operations, (202) 366-4069, or via e-mail at [wayne.berman@fhwa.dot.gov](mailto:wayne.berman@fhwa.dot.gov). For legal questions, interpretations and counsel, please contact Mr. Michael Harkins, Attorney Advisor, FHWA Office of the Chief Counsel, (202) 366-4928, or via email at [michael.harkins@fhwa.dot.gov](mailto:michael.harkins@fhwa.dot.gov). Office hours for the FHWA are from 7:45 a.m. to 4:15 p.m., EST, Monday through Friday, except Federal holidays.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Access**

You may submit or retrieve comments online through the Document Management System (DMS) at: <http://dms.dot.gov/submit>. The DMS is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may be downloaded from the Federal Register's home page at: <http://www.archives.gov/> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may

review DOT's complete Privacy Act Statement in a **Federal Register** published on April 11, 2000 (70 FR 19477), or you may visit <http://dms.dot.gov>.

#### **Background**

In the recently passed SAFETEA-LU legislation (Pub. L. 109-59, August 10, 2005) Congress enabled three new exceptions, and modified one existing exception, to Title 23 of the United States Code, Section 301, which otherwise generally prohibits the imposition of tolls on facilities that use Federal funds. These actions now provide States and other qualifying transportation agencies or compacts of States more opportunities to enact tolls as a means of financing various operating, construction, or reconstruction projects, or of addressing debt reduction. Along with the three new programs and the one modification, there already exist other specific exceptions to federal authority to enact tolls. This notice and the VPP program notice elsewhere in today's **Federal Register** intend to explain the sum of all opportunities for States and other qualifying transportation agencies requesting permission to toll their respective facilities. The FHWA Office of Operations has been designated to coordinate both notices and serves as the office point of contact for both notices.

In addition to describing each of the non-grant tolling and pricing opportunities available in SAFETEA-LU, this notice also describes the two-step process necessary to submit an application. Briefly, the first step is to submit an Expression of Interest to the Tolling and Pricing Team (fully described later in this notice). The Expression of Interest is a document that will enable FHWA to assist the applicant in identifying the range of options and will help direct the application to the most appropriate program office. The Tolling and Pricing Team will not approve projects, but will serve as a clearinghouse for all applications, with intent to properly and fairly facilitate the completeness of the application. The second step is for the applicant to respond to FHWA's comments on the Expression of Interest, and then formally apply to the selected program office that offers the desired tolling or pricing authority. This approach will help direct public authorities to the most appropriate program among the many options available. This approach will also help the FHWA to coordinate and manage the limited number of participation slots