

interstate commerce as safely as he/she has been performing in intrastate commerce. Consequently, FMCSA finds that exempting these applicants from the vision requirement in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption. For this reason, the Agency is granting the exemptions for the 2-year period allowed by 49 U.S.C. 31136(e) and 31315 to the 7 applicants listed in the notice of April 16, 2013 (78 FR 22598).

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 7 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the requirement in 49 CFR 391.41(b)(10) and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Discussion of Comments

FMCSA received no comments in this proceeding.

Conclusion

Based upon its evaluation of the 7 exemption applications, FMCSA exempts Fred Boggs (WV), James M. Del Sasso (IL), Stephen R. Dykstra (WI), Troy A. Gray (MI), Darryl W. Hardy (AL), George E. Mulherin, III (PA), and Nathan G. Pettis (FL) from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked if: (1) The person fails to comply with

the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: June 10, 2013.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2013-14717 Filed 6-19-13; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of the OMB review of information collection and solicitation of public comment.

SUMMARY: In compliance 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 will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on September 20, 2011 (**Federal Register**/Vol. 76, No. 182/pp. 58341-58342).

DATES: Submit comments to the Office of Management and Budget (OMB) on or before July 22, 2013.

FOR FURTHER INFORMATION CONTACT: Eric Traube at the National Highway Traffic Safety Administration, Office of Human-Vehicle Performance Research (NVS-331), Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590. Mr. Traube's phone number is 202-366-5673. His email address is eric.traube@dot.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127-0669.

Title: National Survey of Driver Attitudes and Opinions of Advanced In-vehicle Alcohol Detection Systems.

Form No.: NHTSA Form 1157.

Type of Review: Revision.

Respondents: Randomly selected members of the general public ages 21 and older from across the United States will be surveyed by telephone. Participation by all respondents would be voluntary and anonymous.

Estimated Number of Respondents: 1,025.

Estimated Time per Response: 15 minutes.

Total Estimated Annual Burden Hours: 256 hours 15 minutes (1,000 interviews plus 25 pilot interviews each averaging 15 minutes).

Frequency of Collection: One time.

Abstract: In a continuing effort to reduce the adverse consequences of alcohol-impaired driving, NHTSA in conjunction with the Automotive Coalition for Traffic Safety (ACTS) is undertaking research and development to explore the feasibility of, and public policy challenges associated with, use of in-vehicle alcohol detection technology. The agency believes that use of vehicle-based alcohol detection technologies could help to significantly reduce the number of alcohol-impaired driving crashes, deaths, and injuries by preventing drivers from driving while their blood alcohol concentration (BAC) is at or above the legal limit. In 2008, ACTS and NHTSA entered into a 5-Year Cooperative Agreement to "explore the feasibility, the potential benefits of, and the public policy challenges associated with a more widespread use of unobtrusive technology to prevent drunk driving." The goal of the Driver Alcohol Detection System for Safety (DADSS) project is, through a step-by-step, data-driven process, to develop and test prototypes that may be considered for vehicle integration thereafter.

As technology development progresses and decisions are being made about best practices for integrating such technology into vehicles, NHTSA is soliciting public opinions about the proposed in-vehicle alcohol detection devices. Optimization of the effectiveness of the technology and public acceptance of it as a safety enhancement once deployed will depend on the extent to which public attitudes are taken into account during the development process. OMB previously approved focus groups with licensed drivers to provide an initial understanding of public preferences concerning advanced alcohol detection technology. In order to provide a more complete understanding of driver preferences, NHTSA is proposing to conduct a nationally representative telephone survey of drivers. Interviews would be completed with 1,000 licensed

drivers randomly selected from the 50 States and the District of Columbia. The survey would be composed of both a landline sample and a smaller cell phone sample selected from separate sampling frames. The drivers would have the developing in-vehicle alcohol sensing technology systems described to them, and asked a series of questions to obtain their reactions to the systems and their possible installation in new vehicles. In conducting the telephone interviews, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. Each driver in the sample would be interviewed a single time. No information would be collected that could be used to identify any respondent.

NHTSA and ACTS will use the information from the proposed telephone survey in decision making regarding integration of the technology under investigation into a vehicle.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at oir_submission@omb.eop.gov, or fax: 202–395–5806.

Comments are Invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

Authority: 44 U.S.C. 3506(c)(2)(A).

Dated: June 17, 2013.

Nathaniel Beuse,

Associate Administrator, Vehicle Safety Research.

[FR Doc. 2013–14706 Filed 6–19–13; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

CDFI Bond Guarantee Program; Correction

AGENCY: Community Development Financial Institutions Fund, U.S. Department of the Treasury.

ACTION: Notice of Request for Proposals for Master Servicer/Trustee; correction.

SUMMARY: The Community Development Financial Institutions (CDFI) Fund, a wholly owned government corporation within the U.S. Department of the Treasury, is seeking proposals from entities interested in serving as the Master Servicer/Trustee for the CDFI Bond Guarantee Program, which was authorized under the Small Business Jobs Act of 2010 (Pub. L. 111–240; 12 U.S.C. 4713a) (the Act). The version of the Notice of Request for Proposal published on June 14th, 2013 incorrectly stated the address to which applicants must submit printed copies delivered by commercial carrier. This correction states the appropriate address to which applicants must submit printed copies if delivered by commercial carrier.

FOR FURTHER INFORMATION CONTACT: Lisa M. Jones, Program Manager, CDFI Bond Guarantee Program, by mail to the CDFI Fund, U.S. Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220; by email to bjp@cdfi.treas.gov; or by facsimile at (202) 508–0090 (this is not a toll free number). Information regarding the CDFI Fund and the CDFI Bond Guarantee Program may be downloaded from the CDFI Fund's Web site at <http://www.cdfifund.gov>.

Correction

In the **Federal Register** of June 14, 2013, in FR Doc. 2013–14157, on page 36031, in the second column, correct III. Submission of Proposals, paragraph A to read as follows:

Any organization wishing to propose to serve as the Master Servicer/Trustee (an Offeror) must submit a proposal to the CDFI Fund in the following format: no more than 40 single-sided pages; double spaced; 12 font size; Arial, Calibri, or Times New Roman font. The Offeror may choose how to allocate the 40 pages of narrative to address the evaluation criteria listed below. Organizations may also submit an appendix of no more than 25 pages of resumes, charts, graphs, and other illustrative materials. Organizations must submit: One (1) electronic copy of

the proposal materials in Microsoft Word or Adobe PDF format by email to bjp@cdfi.treas.gov and five (5) printed, color copies of the proposal materials either: (i) By mail to the attention of Lisa Jones, Program Manager, CDFI Bond Guarantee Program, CDFI Fund, U.S. Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220, or (ii) by commercial carrier to the attention of Lisa Jones, Program Manager, CDFI Bond Guarantee Program, CDFI Fund, 1801–6215, JBAB, 250 Murray Lane SW., Building 410/Door 123, Washington, DC 20222.

Dated: June 17, 2013.

Dennis Nolan,

Deputy Director, Community Development Financial Institutions Fund.

[FR Doc. 2013–14738 Filed 6–19–13; 8:45 am]

BILLING CODE 4810–70–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection: Comment Request for Form 1099–S

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 1099–S, Proceeds From Real Estate Transactions.

DATES: Written comments should be received on or before August 19, 2013 to be assured of consideration.

ADDRESSES: Direct all written comments to Yvette Lawrence, Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Kerry Dennis, at (202) 927–9368, or at Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW., Washington, DC 20224, or through the internet, at kerry.dennis@irs.gov

SUPPLEMENTARY INFORMATION:

Title: Proceeds From Real Estate Transactions.