

regulatory organization if it finds that such proposed rule change is consistent with the requirements of the Act and the rules and regulations thereunder applicable to such organization. Section 17A(b)(3)(F) of the Act¹⁸ requires, among other things, that the rules of a clearing agency be designed to achieve several goals, including (i) promoting the prompt and accurate clearance and settlement of securities transactions and, to the extent applicable, derivative agreements, contracts, and transactions, (ii) assuring the safeguarding of securities and funds that are in the custody or control of the clearing agency or for which it is responsible, and (iii) protecting investors and the public interest.

The Commission concludes that extending the 2013 Pilot Program for one additional year is consistent with the requirements of the Act and the rules and regulations thereunder. The 2013 Pilot Program furthers the Act's goals because it helps attenuate the substantial risks confronting the tri-party repo market, particularly those risks associated with the provision of intraday credit to market participants.¹⁹ The Commission believes that extending the 2013 Pilot Program will ensure that these risks remain subject to more stringent controls and that this, in turn, will help promote the prompt and accurate clearance and settlement of securities transactions. The Commission further believes that, by requiring tri-party repos to remain collateralized for a longer period each day, the 2013 Pilot Program helps to assure the safety of the securities and funds within FICC's control, or for which it is responsible.²⁰

III. Conclusion

On the basis of the foregoing, the Commission finds that the proposed rule change is consistent with the requirements of the Act, particularly those set forth in Section 17A,²¹ and the rules and regulations thereunder.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,²² that the proposed rule change (SR-FICC-2014-02) be, and hereby is, approved.²³

¹⁸ 15 U.S.C. 78q-1(b)(3)(F).

¹⁹ The TPR characterized the "practical elimination" of this intraday credit as its "first and most significant . . . recommendation." Tri-Party Repo Infrastructure Reform Task Force Final Report, 4 (February 15, 2012), available at http://www.newyorkfed.org/tripartyrepo/pdf/report_120215.pdf.

²⁰ See 15 U.S.C. 78q-1(b)(3)(F).

²¹ 15 U.S.C. 78q-1.

²² 15 U.S.C. 78s(b)(2).

²³ In approving the proposed rule change, the Commission considered the proposal's impact on efficiency, competition, and capital formation. See 15 U.S.C. 78c(f).

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁴

Kevin M. O'Neill,

Deputy Secretary.

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DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2014-0102]

Office of Inspector General; Proposed Agency Information Collection Activities; Comment Request

AGENCY: Office of the Inspector General (OIG), Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: The Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The collection involves the nation's large and medium hub airports and their participation in hiring Disadvantaged Business Enterprises (DBEs), and what has led to airports' successes and failures in achieving their goals in regards to the DBE program. The information to be collected will be used to inform the Office of Inspector General and the Department of Transportation on factors that led to the successful hiring of DBE's at airports around the nation. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction act of 1995, Public Law 104-13.

DATES: Comments must be submitted on or before August 29, 2014.

ADDRESSES: You may submit comments by Federal Docket Management System (FDMS) Docket Number DOT-OST-2014-0102 using any of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 1 (202) 493-2251
- **Mail:** Docket Management System, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building, Room W12-140, Washington, DC 20590
- **Hand Deliver:** West building, Ground Floor, Room 12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Amy Berks, Office of Legal Counsel, Office of Inspector General, Department

of Transportation, 202-366-7165, 1200 New Jersey Ave. SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: *Title:* OIG Data Collection for DBE Participation at Large and Medium Hub Airports.

Form Numbers: N/A.

Type of Review: New Information Collection.

Background: Under section 140(c) of the FAA Modernization and Reform Act of 2012, the Office of Inspector General, Department of Transportation has been directed to report on the nation's large and medium hub airports regarding their ability to hire new DBEs, assess the reasons why the most successful airports have been able to provide such opportunities, and to give recommendations to the FAA and Congress on methods for other airports to achieve results similar to those of the top airports. The information to be collected will help OIG establish which airports have been successful in the DBE hiring process and factors that led to their success.

OIG plans to collect information from large and medium hub airports on DBE programs and DBE participation. The respondents consist of the approximately 65 large and medium hub airports that receive funding from the FAA and are required to have a DBE program. Large hub airports are defined as commercial airports that have at least 1.0 percent of passenger boardings. Medium hub airports are defined as commercial airports that have at least .25 percent but less than 1.0 percent of passenger boardings. OIG plans to collect the information primarily by conducting interviews. OIG will send out a questionnaire in advance to the airports, to allow the airports to collect responsive information and documents and prepare for the interview.

Respondents: Large and medium hub airports.

Number of Respondents:

Approximately 65.

Frequency: Annually.

Number of Responses: One per annum.

Estimated Time per Response: Total information collection: 8 hours per respondent; subsequent interview process: 4 hours per respondent.

Total Annual Burden: Approximately 780 hours. Approximately 65 respondents with 12 total burden hours per respondent.

Public Comments are Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the proper performance of the OIG's functions,

²⁴ 17 CFR 200.30-3(a)(12).

including whether the information will have practical utility; (2) the accuracy of the estimated burden of the proposed information collection; (3) ways for the OIG to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized on respondents, including the use of automated collection techniques or other forms of information technology without reducing the quality of the collected information. The agency will summarize or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48. Issued in Washington, DC, on June 24th, 2014.

Dated: June 24, 2014.

Joseph Com ,

Deputy Principal Assistant Inspector General for Auditing and Evaluation, Office of Inspector General.

[FR Doc. 2014-15315 Filed 6-27-14; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket Number DOT-OST-2014-0073]

Office of Small and Disadvantaged Business Utilization (OSDBU) Mentor Prot g  Pilot Program

ACTION: Notice and request for comments.

SUMMARY: The Department of Transportation (DOT) invites public comments about our intention to request the Office of Management and Budget (OMB) to approve an information collection regarding the DOT's existing small business Mentor-Prot g  pilot program. If approved by OMB, this information collection would request program participants to submit their mentor-prot g  relationship agreements for review, and file a joint report on an annual basis documenting the assistance they have provided or received. In addition, program participants would be asked to complete an evaluation form at the end of their participation in the program, and prot g s would be asked to update OSDBU annually for 2 years after they exit the program.

DATES: Written comments should be submitted by on or before August 11, 2014.

ADDRESSES: You may submit comments [identified by Docket No. DOT-OST-2014-0073] through one of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Fax:** 1 (202) 493-2251.

- **Mail or Hand Delivery:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Leonardo San Rom n, Mentor-Prot g  pilot program, U.S. Department of Transportation, Office of Small and Disadvantaged Business Utilization, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-1930.

SUPPLEMENTARY INFORMATION: In April 2012,¹ the DOT launched a Mentor-Prot g  pilot program to enhance the capability of disadvantaged and small business owners to compete for federal procurement opportunities. The Mentor-Prot g  pilot program is designed to assist small businesses in developing the necessary tools and relationships to compete and perform in DOT and other federal procurement programs. Small businesses include small disadvantaged businesses, women owned businesses, HUBZone small businesses, veteran-owned-businesses and service disabled veteran-owned small businesses. The program is designed to improve the performance of DOT contractors and subcontractors by fostering the establishment of long-term business relationships between small businesses and prime contractors.

Eligible businesses who are prime contractors may agree to mentor eligible prot g s. The mentors would provide appropriate developmental assistance to enhance the capabilities of prot g s to perform as contractors and/or subcontractors.

Since the inception of the program, small business concerns participating in the program have been able to develop their core capabilities, enabling them to compete and perform in federal contracts. Therefore, DOT is continuing the Mentor Prot g  program, allowing increased participation as indicated below.

Information Collection

Under this new proposed information collection, we request that participants

¹ Although The National Defense Authorization Act for Fiscal Year 2013, Public Law 112-239,   1641, prohibits Federal agencies from establishing new programs, this provision does not apply to programs in existence on the date of the Act. Rather, agencies with existing programs in place as of the date of the Act may continue to implement and make modifications to their programs, as is the case here.

submit their mentor-prot g  agreements for review. We request that only one copy of the joint agreement be submitted to OSDBU. In addition, once the agreement is reviewed, we would request that the participants submit annual report to the OSDBU describing their progress. The report may be developed jointly by the mentor and prot g , so only one annual report per mentor-prot g  relationship would be submitted. If the relationship extends beyond the first year, we would request that the participants submit an annual update. The annual report would include information about the action taken or suggested by the mentor to increase the participation of the prot g  in federal procurement programs; actions taken or suggested to develop the technical capabilities of the prot g ; and the degree to which the prot g  has been able to implement those actions or recommendations. Once the mentor-prot g  relationship has ended, we would also request that each program participant complete a program evaluation and submit it to the OSDBU. The purpose of the evaluation form is to provide feedback to the OSDBU on the program, with suggestions for improvement. In addition, we would ask prot g s, once they have exited the program, to continue to provide annual updates to OSDBU for up to two years, describing their progress in participating in federal procurement programs.

The estimated burden for this proposed collection is as follows:

(1) **Form:** Mentor Prot g  agreement.

Type of Review: New Information Collection.

Affected Public: Prime contractors and small businesses interested in participating in DOT's Mentor Prot g  Program.

Estimated Annual Number of Responses: Approximately 8.

Frequency: One-time.

Estimated Average Burden per Response: 4 hours.

Estimated Total Annual Burden Hours: 32 hours.

(2) **Form:** Mentor Prot g  program annual report.

Type of Review: New Information Collection.

Affected Public: Prime contractors and small businesses participating in DOT's Mentor Prot g  Program.

Estimated Annual Number of Responses: 8

Frequency: One-time.

Estimated Average Burden per Response: 1 hour.

Estimated Total Annual Burden Hours: 8 hours.

(3) **Form:** Mentor Prot g  program evaluation form.