

(implementing Section 504 of the Rehabilitation Act), to update terminology consistent with modern practice. For those interested in tracking, the RIN for the Department's "508 refresh" is 1400-AE35; for Section 504, it is 1400-AE03.

### Regulatory Analyses

The Department of State is publishing this rulemaking as a final rule, pursuant to 5 U.S.C. 553(b). This rulemaking is a rule of agency organization, procedure, or practice. The effective date of the rule is 30 days after publication, as provided in the Administrative Procedure Act.

The Department further finds that this is not a major rule; is not subject to the Unfunded Mandates Reform Act of 1995; will not have tribal implications as defined by Executive Order 13175; and will not have an impact on a substantial number of small entities under the Regulatory Flexibility Act. This rule is not an economically significant rule under Executive Order 12866, and the Department certifies that the benefits of this rulemaking outweigh any costs, which are minimal for the public. The Office of Information and Regulatory Affairs has designated this rule as "non-significant", as defined by Executive Order 12866. As this rule is not a significant regulatory action, this rule is exempt from the requirements of Executive Order 13771, "Reducing Regulation and Controlling Regulatory Costs." See OMB Memorandum M-17-21, "Guidance Implementing Executive Order 13771" of April 5, 2017.

The Department of State has reviewed this rule in light of Executive Order 12988 to eliminate ambiguity, minimize litigation, establish clear legal standards, and reduce burden. This rule will not have substantial direct effect on the states, on the relationships between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to require consultations or warrant the preparation of a federalism summary impact statement.

The information collection referred to in this rulemaking has been approved by OMB. (OMB Control No. 1405-0220).

### List of Subjects in 22 CFR Part 147

Civil rights, Communications equipment, Computer technology, Government employees, Individuals with disabilities, Reporting and recordkeeping requirements, Telecommunications.

For the reasons set forth in the preamble, 22 CFR part 147 is amended as follows:

### PART 147—ELECTRONIC AND INFORMATION TECHNOLOGY

■ 1. The authority citation for part 147 continues to read as follows:

**Authority:** 22 U.S.C. 2651a; 29 U.S.C. 794, 794d; 36 CFR part 1194.

#### § 147.7 [Amended]

■ 2. Amend § 147.7 in paragraph (c) by removing "<https://eforms.state.gov/searchform.aspx>" and adding in its place "<https://eforms.state.gov/Forms/ds4282.PDF>".

**Janet Freer,**

*Director, Office of Directives Management,  
Department of State.*

[FR Doc. 2017-15823 Filed 7-26-17; 8:45 am]

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### DEPARTMENT OF HOMELAND SECURITY

#### Coast Guard

#### 33 CFR Part 100

[Docket No. USCG- 2017-0593]

#### Special Local Regulations; Three Rivers Rowing Association/Head of the Ohio Regatta, Allegheny River Mile 0.0 to 4.0

**AGENCY:** Coast Guard, DHS

**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce a special local regulation during the Three Rivers Rowing Association/Head of the Ohio Regatta on the Allegheny River miles 0.0 to 4.0, for all navigable waters of the river. This regulation is needed to protect vessels transiting the area and event spectators from the hazards associated with the Three Rivers Rowing Association/Head of the Ohio Regatta. During the enforcement period, entry into, transiting, or anchoring in the regulated area is prohibited to all vessels not registered with the sponsor as participants or official patrol vessels, unless specifically authorized by the Captain of the Port Marine Safety Unit Pittsburgh (COTP) or a designated representative.

**DATES:** The regulations in 33 CFR 100.801, Table 1 Sector Ohio Valley, No. 36 will be enforced from 6 a.m. until 3:30 p.m., each day from October 7, 2017, through October 8, 2017.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of

enforcement, call or email MST1 Jennifer Haggins, Marine Safety Unit Pittsburgh, U.S. Coast Guard; telephone 412-221-0807, email [Jennifer.L.Haggins@uscg.mil](mailto:Jennifer.L.Haggins@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce special local regulations for the annual Three Rivers Rowing Association/Head of the Ohio Regatta in 33 CFR 100.801, Table 1 Sector Ohio Valley, No. 36 from 6 a.m. until 3:30 p.m. each day from October 7, 2017 through October 8, 2017. Entry into the regulated area is prohibited unless authorized by the Captain of the Port Marine Safety Unit Pittsburgh (COTP) or a designated representative. Persons or vessels desiring to enter into or pass through the area must request permission from the COTP or a designated representative. If permission is granted, all persons and vessels shall comply with the instructions of the COTP or designated representative.

This notice of enforcement is issued under authority of 33 CFR 100.801 and 5 U.S.C. 552(a). In addition to this notice in the **Federal Register**, the Coast Guard will provide the maritime community with advance notification of this enforcement period via Local Notice to Mariners and updates via Marine Information Broadcasts.

Dated: July 20, 2017.

**L. McClain, Jr.,**

*Commander, U.S. Coast Guard, Captain of the Port Marine Safety Unit Pittsburgh.*

[FR Doc. 2017-15829 Filed 7-26-17; 8:45 am]

**BILLING CODE 9110-04-P**

### DEPARTMENT OF HOMELAND SECURITY

#### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2017-0697]

#### Drawbridge Operation Regulation; Columbia River, Portland, OR and Vancouver, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Interstate 5 (I-5) Bridges across the Columbia River, mile 106.5, between Portland, Oregon, and Vancouver, Washington. The deviation is necessary to facilitate the presence of participants in the Hands Across the Bridge Project. This deviation allows the bridges to remain in the closed-to-navigation position during the event.

**DATES:** This deviation is effective from 11 a.m. to 2 p.m. on September 4, 2017.

**ADDRESSES:** The docket for this deviation, USCG–2017–0697 is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil).

**SUPPLEMENTARY INFORMATION:** Oregon Department of Transportation (bridge owner) requested a temporary deviation from the operating schedule for the I–5 Bridges, mile 106.5, across the Columbia River between Vancouver, WA, and Portland, OR, to facilitate safe passage of participants in the Hands Across the Bridge Project. The I–5 Bridges provides three designated navigation channels with vertical clearances ranging from 39 to 72 feet above Columbia River Datum 0.0 while the lift spans are in the closed-to-navigation position. The normal operating schedule for the I–5 Bridges is codified at 33 CFR 117.869. The subject bridges need not open to marine vessels during the deviation period from 11 a.m. to 2 p.m. on September 4, 2017. The bridge shall operate in accordance with 33 CFR 117.869 at all other times. Waterway usage on this part of the Columbia River includes vessels ranging from large commercial ships, tug and tow vessels to recreational pleasure craft.

Vessels able to pass under the bridges in the closed-to-navigation positions may do so at anytime. The bridge will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways

through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: July 20, 2017.

**Steven Michael Fischer,**  
Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2017–15794 Filed 7–26–17; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2017–0700]

#### Drawbridge Operation Regulation; Lake Washington Ship Canal, Seattle, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Montlake Bridge across the Lake Washington Ship Canal, mile 5.2, at Seattle, WA. The deviation is necessary to allow work crews to replace bridge decking. This deviation allows a single leaf opening with a one hour advance notice during the day, and remains in the closed-to-navigation position during evening hours.

**DATES:** This deviation is effective from 10 p.m. on August 11, 2017 to 5 a.m. on August 21, 2017.

**ADDRESSES:** The docket for this deviation, [USCG–2017–0700] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

Washington Department of Transportation (WSDOT), bridge owner, has requested a temporary deviation from the operating schedule for the Montlake Bridge across the Lake Washington Ship Canal, at mile 5.2, at Seattle, WA. The deviation is necessary to accommodate work crews to conduct timely bridge deck repairs. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. When half the span is open, single leaf, 46 feet of vertical clearance will be reduced throughout the center 30 feet of the bridge. To facilitate this construction event, single leaf operation will provide 75 feet of horizontal clearance.

The normal operating schedule for the Montlake Bridge operates in accordance with 33 CFR 117.1051(e). The deviation period and span operation is described in the table below:

Time/date start	Time/date end	Action
10 p.m. Aug 11, 2017 .....	5 a.m. Aug 12, 2017 .....	span in the closed-to-navigation position.
5 a.m. Aug 12, 2017 .....	6 p.m. Aug 12, 2017 .....	single leaf opening w/one hour notice.
6 p.m. Aug 12, 2017 .....	5 a.m. Aug 13, 2017 .....	span in the closed-to-navigation position.
5 a.m. Aug 13, 2017 .....	6 p.m. Aug 13, 2017 .....	single leaf opening w/one hour notice.
6 p.m. Aug 13, 2017 .....	5 a.m. Aug 14, 2017 .....	span in the closed-to-navigation position.
10 p.m. Aug 18, 2017 .....	5 a.m. Aug 19, 2017 .....	span in the closed-to-navigation position.
5 a.m. Aug 2017 .....	6 p.m. Aug 19, 2017 .....	single leaf opening w/one hour notice.
6 p.m. Aug 19, 2017 .....	5 a.m. Aug 20, 2017 .....	span in the closed-to-navigation position.
5 a.m. Aug 20, 2017 .....	6 p.m. Aug 20, 2017 .....	single leaf opening w/one hour notice.
6 p.m. Aug 20, 2017 .....	5 a.m. Aug 21, 2017 .....	span in the closed-to-navigation position.

Waterway usage on the Lake Washington Ship Canal ranges from commercial tug and barge to small pleasure craft. Vessels able to pass through the bridge in the closed-to-

navigation position may do so at anytime. The bridge will be able to open for emergency vessels in route to a call when an hour notice is given to the bridge operator, and a single leaf

opening will be provided. The Lake Washington Ship Canal has no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our