redetermination, or updating their personal information). During the interaction, the SSA technician will inform the individual verbally that SSA requires additional information to support their request and will offer the opportunity to provide the information electronically via the eSubmit application. After the individual grants consent to receive an email from SSA, the technician will send an email with the link to eSubmit along with instructions on how to access eSubmit. The system will only make the electronic submission process available for up to 30 days from the date of the

email. Concurrently, the system will generate a paper notice containing more details about the request, and the SSA technician will send it through postal mail to the respondent. Once the respondent authenticates and arrives at the eSubmit dashboard, the system will present the respondent with information regarding the items SSA requested for submission (examples of the documentation SSA may request includes forms or non-standardized evidence to support the request [e.g., pay stubs, bank statements, pension award letters, tax documents, child support payment history, etc.]). From

this screen, the individual will be able to upload the corresponding files from an electronic device. Once they finish uploading the documents, the respondents must select the Submit button to complete the action and the system will present them with an indicator of success or failure. The system will also notify the technician who requested the document that the document is available for review and consideration. Respondents are first-party individuals who choose to use the internet to conduct business with us.

Type of Request: Request for a new information collection.

| Modality of completion | Number of respondents | Frequency of response | Average burden per response (minutes) | Estimated total annual burden (hours) | Average theoretical hourly cost amount (dollars) * | Average wait time for teleservice center (minutes) ** | Total annual opportunity cost (dollars) *** |
|------------------------|-----------------------|-----------------------|--|--|--|---|---|
| Internet version | 1,107,658 | 1 | 7 | 129,227 | *\$28.01 | ** 19 | *** \$13,444,380 |

^{*}We based these figures on average U.S. worker's hourly wages (based on *BLS.gov* data, https://www.bls.gov/oes/current/oes_nat.htm).

**We based this figure on average FY 2023 wait times for teleservice centers (approximately 19 minutes per respondent), based on SSA's current management in-

Dated: February 23, 2023.

Naomi Sipple,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 2023–04133 Filed 2–28–23; 8:45 am] BILLING CODE 4191–02–P

DEPARTMENT OF STATE

[Delegation of Authority No. 538]

Delegation of Authority; Deputy Secretary of State as Final Appeal Authority for Payment Decisions Under the HAVANA Act

By virtue of the authority vested in the Secretary of State by the laws of the United States, including the State Department Basic Authorities Act, as amended (22 U.S.C. 2651a), and § 901 of the Further Consolidated Appropriations Act, 2020 (Div. J. Title IX, Pub. L. 116-94), as amended (the Act), and codified in 22 U.S.C. 2680b, I hereby delegate to the Deputy Secretary of State, to the extent authorized by law, the authority to act as the final appeal authority for payment decisions by the Under Secretary of Management as provided under 22 CFR 135.3(f)-(g).

Any act, regulation, or procedure subject to, or affected by, this delegation shall be deemed to be such act, regulation, or procedure as amended from time to time.

The Secretary and the Deputy Secretary for Management and Resources may also exercise the authorities delegated herein. Nothing in this delegation shall be deemed to supersede the provisions of 22 CFR 135.3 or any other delegation of authority.

This delegation is in effect only when there is no confirmed and appointed Deputy Secretary for Management and Resources.

This document shall be published in the **Federal Register**.

Dated: February 13, 2023.

Antony J. Blinken,

Secretary of State.

[FR Doc. 2023–04126 Filed 2–28–23; 8:45 am]

BILLING CODE 4710-10-P

SURFACE TRANSPORTATION BOARD

Release of Waybill Data

The Surface Transportation Board has received a request from University of Nevada, Las Vegas (UNLV) (WB23–07—2/24/23) for permission to use data from the Board's annual 2021 masked Carload Waybill Samples. A copy of this request may be obtained from the Board's website under docket no. WB23–07.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Contact: Alexander Dusenberry, (202) 245–0319.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2023–04203 Filed 2–28–23; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36669]

Massachusetts Bay Transportation Authority—Acquisition Exemption— CSX Transportation, Inc.

The Massachusetts Bay Transportation Authority (MBTA) 1 has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from CSX Transportation, Inc. (CSXT), approximately 8.86 miles of track, which includes: (1) an 8.4-mile segment of railroad track between milepost QVG 0.0, at Franklin, Norfolk County, Mass., and milepost QVG 8.4, at Milford, Worcester County, Mass., generally known as the Milford Secondary Line; and (2) a roughly 0.46-mile segment of the Franklin Industrial Track, contiguous with the Milford Secondary, extending between valuation station 1456+00 and valuation station 1480+40

^{***} This figure does not represent actual costs that SSA is imposing on recipients of Social Security payments to complete this application; rather, these are theoretical opportunity costs for the additional time respondents will spend to complete the application. There is no actual charge to respondents to complete the application.

¹In its verified notice, MBTA states that it is a common carrier by virtue of its ownership of lines of railroad not directly involved in this proceeding. See, e.g., Boston & Me. Corp.—Discontinuance of Service Exemption—in Middlesex Cnty., Mass., AB 32 (Sub-No. 56X) (STB served Feb. 10, 1994).