

Learned Societies, 228 East 45th Street, New York, NY 10017-3398 (212) 697-1505 (ext. 134/135).

7. Joint Committee on the Soviet Union and its Successor States

Grant: \$865,000 (\$825,000 NIS; \$40,000 EE/Baltic states).

Purpose: To support a national fellowship program for advanced graduate training, dissertation completion, and junior post-doctoral research; workshops on critical themes in post-Soviet studies; and a competition for grants to U.S. institutions offering intensive training in languages of the NIS.

Contact: Susan Bronson, Staff Associate, JCSSS/Social Science Research Council, 605 Third Avenue, New York, NY 10158 (212) 377-2700.

8. National Academy of Sciences

Grant: \$70,000 (\$25,000 NIS; \$45,000 EE/Baltic states).

Purpose: To support Young Investigator Programs in forest management in Russia, worker health in Ukraine, and coastal ecology in Albania.

Contact: Steven Deets/Kelly Robbins, Office for Central Europe and Eurasia, National Academy of Sciences/National Research Council, 2101 Constitution Avenue, NW, (FO 2014), Washington, DC 20418 (202) 334-2644.

9. National Council for Soviet and East European Research

Grant: \$1,120,000 (\$810,000 NIS; \$310,000 EE/Baltic states).

Purpose: To conduct one or more national competitions among American institutions of higher education and non-profit organizations in support of advanced research projects on Russia, Eurasia, and East-Central Europe.

Contact: Robert Randolph, Executive Director, NCSEER 1755 Massachusetts Avenue, NW, Suite 304, Washington, DC 20036 (202) 287-0168.

10. The Woodrow Wilson Center for International Scholars

Grant: \$725,000 (\$465,000 NIS; \$260,000 to EE/Baltic States)

Purpose: To support research scholarships, short-term grants, research fellowships and internships; the meetings programs; and outreach publications of the Kennan Institute for Advanced Russian Studies and the East European Studies Program.

Contact: Blair Ruble, Director, Kennan Institute or John Lampe, Director, East European Studies, East and West European Program, The Wilson Center, 370 L'Enfant Promenade, Suite 704, Washington, DC 20024-2518 (202) 287-3400.

Dated: August 12, 1996.

Kenneth E. Roberts,

Executive Director, Advisory Committee for Studies of Eastern Europe and the Independent States of the Former Soviet Union.

[FR Doc. 96-21506 Filed 8-22-96; 8:45 am]

BILLING CODE 4710-32-M

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

Adjustment of an Import Limit for Certain Cotton Textile Products Produced or Manufactured in Taiwan

August 19, 1996.

AGENCY: Committee for the Implementation of Textile Agreements (CITA).

ACTION: Issuing a directive to the Commissioner of Customs reducing a limit.

EFFECTIVE DATE: August 20, 1996.

FOR FURTHER INFORMATION CONTACT:

Jennifer Aldrich, International Trade Specialist, Office of Textiles and Apparel, U.S. Department of Commerce, (202) 482-4212. For information on the quota status of this limit, refer to the Quota Status Reports posted on the bulletin boards of each Customs port or call (202) 927-6704. For information on embargoes and quota re-openings, call (202) 482-3715.

SUPPLEMENTARY INFORMATION:

Authority: Executive Order 11651 of March 3, 1972, as amended; section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854).

The current limit for Categories 338/339 is being reduced for carryforward used.

A description of the textile and apparel categories in terms of HTS numbers is available in the CORRELATION: Textile and Apparel Categories with the Harmonized Tariff Schedule of the United States (see Federal Register notice 60 FR 65299, published on December 19, 1995). Also see 61 FR 3004, published on January 30, 1996.

The letter to the Commissioner of Customs and the actions taken pursuant to it are not designed to implement all of the provisions of the bilateral agreement, but are designed to assist

only in the implementation of certain of its provisions.

Troy H. Cribb,

Chairman, Committee for the Implementation of Textile Agreements.

Committee for the Implementation of Textile Agreements

August 19, 1996.

Commissioner of Customs,
Department of the Treasury, Washington, DC 20229.

Dear Commissioner: This directive amends, but does not cancel, the directive issued to you on January 24, 1996, by the Chairman, Committee for the Implementation of Textile Agreements. That directive concerns imports of certain cotton, wool, man-made fiber, silk blend and other vegetable fiber textiles and textile products, produced or manufactured in Taiwan and exported during the twelve-month period which began on January 1, 1996 and extends through December 31, 1996.

Effective on August 20, 1996, you are directed to reduce the current limit for Categories 338/339 to 792,164 dozen¹, as provided for under the current bilateral textile agreement concerning textile products from Taiwan.

The Committee for the Implementation of Textile Agreements has determined that this action falls within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,

Troy H. Cribb,

Chairman, Committee for the Implementation of Textile Agreements.

[FR Doc. 96-21521 Filed 8-22-96; 8:45 am]

BILLING CODE 3510-DR-F

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Office of International Transportation and Trade; Notice of Public Meeting

SUMMARY: U.S. Transportation Secretary Federico Peña and Canadian Transport Minister David Anderson have established a U.S./Canadian governmental Working Group to explore the possibility of greater cooperation between the two countries in administering and managing services in the Great Lakes/St. Lawrence Seaway system. The U.S. Department of Transportation will conduct a public meeting to obtain public comment on opportunities for increased binational cooperation. This public meeting will aid the Working Group in drafting a report to the Secretary and Transport Minister. Anyone who wishes to make a statement at the public meeting should register his or her intention to do so by

¹ The limit has not been adjusted to account for any imports exported after December 31, 1995.

August 30, 1996, by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**, below. Those who register will be sent an information package prior to the public meeting. Statements should also be submitted in writing as promptly as possible, and written statements may be submitted in lieu of oral presentations.

DATES: The public meeting will be held in Rosemont, Illinois, on Wednesday, September 4, from 9 a.m. to 4 p.m.

ADDRESSES: The meeting will be held at the Ramada Plaza O'Hare Hotel, 6600 N. Mannheim Road, Rosemont, Illinois 60018 (847) 827-5131.

FOR FURTHER INFORMATION CONTACT: Mr. Craig Middlebrook, (202-366-0091; FAX: 202-366-1747), St. Lawrence Seaway Development Corporation, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: The St. Lawrence Seaway is currently operated and maintained by the U.S. Saint Lawrence Seaway Development Corporation, a modal administration of the U.S. Department of Transportation, and the Canadian St. Lawrence Seaway Authority, a Crown corporation. Both countries are restructuring their organizations and pursuing methods, through new cooperative mechanisms, to reduce costs for taxpayers and users. On June 5, 1996, U.S. Transportation Secretary Federico Peña and Canadian Transport Minister David Anderson agreed to establish a U.S./Canadian Working Group to explore avenues of increased binational cooperation.

The Working Group, which held its initial meeting in Ottawa, Ontario, on August 7, will exchange timely information on the respective U.S. and Canadian efforts to restructure their Seaway organizations and identify workable options to improve binational management of the Seaway. The Working Group will examine the Seaway lock system which falls within the scope of the current binational agreement, and also will begin an analysis of other aspects of the overall system, including navigation aids, vessel traffic control systems, ice breaking, communication systems, and other locks outside the scope of the binational agreement, with a view toward identifying opportunities to eliminate or reduce duplication.

The Working Group consists of representatives from the U.S. Department of Transportation, the Canadian Ministry of Transportation, and the Canadian Ministry of Fisheries and Oceans, as well as other affected

government departments and agencies in both countries.

The purpose of the September 4 public meeting is to solicit views from interested individuals related to the improvement of binational cooperation in the management of the St. Lawrence Seaway System. The Working Group will deliver a progress report of its findings to the Canadian Minister of Transport and the U.S. Secretary of Transportation in late September.

Dated: August 20, 1996.

Bernard Gaillard,

Director, Office of International Transportation and Trade.

[FR Doc. 96-21565 Filed 8-22-96; 8:45 am]

BILLING CODE 4910-62-U

Federal Highway Administration

Environmental Impact Statement: Peoria, Tazewell and Woodford Counties, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a transportation corridor study followed by an environmental impact statement will be prepared for a proposed project in the eastern Peoria metropolitan area which included the counties of Peoria, Tazewell and Woodford.

FOR FURTHER INFORMATION CONTACT:

Walter Waidelich, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4622.

Dale E. Risinger, District Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602-1111, Phone: (309) 671-3333.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare a transportation corridor study followed by an environmental impact statement (EIS) for the eastern Peoria metropolitan area. The proposed corridors being studied are commonly known as the Eastern Ring Road. The proposed project is a study of three corridors approximately 32 km in length which will link Illinois Route 6 on the west side of the Illinois River to Interstate 74 on the east side of the Illinois River. Project limits are generally defined by a connection to Illinois Route 6 near Mossville on the northwest, and Interstate 74 at the south and eastern limit. Communities involved include Mossville, Spring Bay,

Germantown Hills, Washington, East Peoria, and Morton, Illinois.

This two year proposed project will study three corridors, select a preferred corridor for detailed engineering and environmental analysis, select a recommended alignment within the preferred corridor and create a final corridor protection map. All potential corridors will be studied through extensive data collection, aerial mapping, field inspection, and environmental and engineering studies. Use of this information will help in creating design and operational criteria, drainage and flood plain inventory, an identification of corridor impacts, exhibits for the public input, and a corridor protection map. A preferred corridor will be recommended and presented at a Public Hearing. Alternate alignments will be studied for the preferred corridor once it has been identified. Alternates studied will address engineering and environmental concerns in order that an alignment can be identified which meets the transportation needs of the region and minimizes the impacts to the environment. Alignment studies will produce one preferred alternate with its location, type of facility, preliminary interchange geometrics, engineering and environmental impacts identified, preliminary measures to minimize harm, probable construction cost estimate and estimated right of way requirements identified. A second Public Information Meeting will be held to obtain input during the alignment selection process with the final selected alignment presented at a Public Hearing. Right of way requirements will be established for corridor preservation and a corridor protection map will be prepared for the recommended alignment.

The transportation corridor study will be followed by an Environmental Impact Statement. Alternatives to be studied include (1) Taking no action; including the development of ancillary facilities to enhance mass transit and/or traffic demand management (2) upgrading existing facilities and (3) construction on a new alignment as identified in the corridor study.

The scoping process undertaken as part of this proposed project will include distribution of a scoping information packet, coordination with appropriate Federal, State, and local agencies and review sessions as needed. A formal scoping meeting is not planned. Further details of the proposed project and a scoping informational packet may be obtained from one of the contact people listed in this notice.