

9.0: Next Steps

9.1: Public Meetings

Between January and March 2003, METRO held public meetings and disseminated information to build awareness of the System Plan and to receive comments related to System Plan development. Based on the evaluation of System Plan alternatives and the initial public response a Draft System Plan was assembled and made available for public review in April 2003. A series of public meeting were conducted in May and June 2003 to generate public comments on the Draft Plan. Following the public meetings, comment from the general public and cooperating agencies were assessed and incorporated into the Draft System Plan, and presented to the METRO Board of Director in June 2003. The Final System Plan was adopted by METRO's Board in July 2003. METRO's System Plan, which includes the North-Hardy transit LPIS, was approved by voters in a November 2003 special election.

A summary of the System Plan public involvement activities in 2003 leading up to July Board approval is outline in Exhibit 9.1.

Exhibit 9.1: System Plan Public Involvement

MONTH	PUBLIC INVOLVEMENT ACTIVITY
January	City of Houston and City of Southside Place Water Bill Survey; Focus Groups; Stakeholder Meetings; Public Meetings; Newsletter
February	Public Meetings
March	Stakeholder Briefings
April	Proposed City of Houston Water Bill Survey; Draft System Plan Available for Public Review
May/ June	Public Meetings on the Draft System Plan; Focus Groups; Newsletter
July	Final System Plan Published; METRO Board of Directors Approval

9.2: Next Tasks

In accordance with the project development process through which Federal, State, and local officials plan and make decisions regarding transportation capital investments, the next task for developing the transit LPIS will be the preparation of a Draft Environmental Impact Statement (DEIS) on the Minimum Operable Segment (MOS).

Per the community's wishes, transit alternatives were examined and an LPIS was selected prior to detailed evaluation of highway alternatives. The next task for the highway alternatives will be more detailed evaluation of highway options to meet residual corridor travel demand is in progress and will be documented in a subsequent version of this report.

Both of these next steps will be conducted with close cooperation with the established stakeholders in the corridor and the public.