

DOVER/KENT COUNTY METROPOLITAN  
PLANNING ORGANIZATION

PUBLIC PARTICIPATION PLAN

**Adopted March 3, 2010**

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# **PUBLIC PARTICIPATION PLAN**

## **INTRODUCTION**

Transportation planners must know the community they serve. That means knowing what residents in a community want and need, involving the community in the planning process. They also must take special care to involve groups who have been traditionally underserved, including the poor, the disabled, the elderly and minorities.

The Dover/Kent County Metropolitan Planning Organization (MPO) serves all of Kent County, including the Sussex County portion of Milford and the New Castle County portion of Smyrna. It works to plan the orderly development of a transportation system to support the region's growth.

In 1992, an agreement between the State of Delaware, Kent County, and the City of Dover established the MPO to:

- conduct a continuing, comprehensive, coordinated transportation planning program for the region;
- encourage cooperation among all levels of government;
- educate government agencies and elected officials as well as public and private groups; and
- Guide development and implementation of a transportation plan that meets all federal mandates.

This publication outlines the MPO's strategy to involve the community in its work.

## **ORGANIZATION OF THE DOVER/KENT COUNTY MPO**

### ***MPO Council***

The MPO Council governs the MPO and is composed of state and local decision makers or their representatives. Voting members include the mayor of Dover, the Kent County Levy Court president and a mayor or council president from another Kent County municipality, who represents all other municipalities in the Count, the governor of Delaware, the Delaware Department of Transportation (DelDOT) and the Delaware Transit Corporation (DTC). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are nonvoting members of the Council.

The MPO Council must adopt and implement the Regional Transportation Plan, Transportation Improvement Program, air quality conformity determinations, Unified Planning

Work Program and Public Participation Plan. The Council is the MPO's final decision-making authority for the MPO.

### ***Technical Advisory Committee (TAC)***

The Technical Advisory Committee (TAC) consists of 14 technical staff representing State, County and municipal agencies in the region with responsibilities for transportation of people and goods, environmental resources, land-use, economic development, public lands and agriculture. Norfolk Southern, the FHWA, the FTA, and the Delaware Motor Transport Association are nonvoting members of the TAC. The TAC provides technical assistance in the preparation of MPO plans and programs and advises the MPO Council on technical issues.

### ***Public Advisory Committee***

The Public Advisory Committee (PAC) consists of 13 representatives of the public. Members include business people, civic leaders and others interested in and affected by transportation planning decisions. The City of Dover appoints three people to the committee. Kent County appoints six, and the State of Delaware appoints four. At the direction of the MPO Council, the PAC works to:

1. Identify the community's transportation needs
2. Alert the public to upcoming events and encourage attendance
3. Communicate with the public about MPO plans and programs
4. Ensure that the MPO produces plans, programs and policies that the public can understand
5. Provide the MPO Council and TAC with facts about and feedback from the public
6. Monitor implementation of this Public Participation Plan

## **TRANSPORTATION PLANS AND PROGRAMS**

Transportation plans and programs developed by the Dover/Kent County MPO are completed through a public process. During completion of each plan and program, the public can review the MPO's work and provide feedback to the planning process. Final products/reports are adopted after careful consideration of community comment. Public participation requirements prescribed by federal government vary by document. Specific requirements for each plan or program are shown in the attached table. Plans and programs undertaken by the Dover/Kent County MPO are briefly described below.

### ***The Regional Transportation Plan (RTP)***

The MPO updates and adopts a Regional Transportation Plan every four years. The RTP is a strategic planning tool providing MPO members, transportation providers, the public and other affected groups and individuals with a blueprint to blend transportation, county and municipal land use plans and Livable Delaware strategies. It provides a common vision for the future supported by goals, objectives, and a system assessment. The RTP vision also is supported by identification of future transportation needs, clearly defined fundamental strategies, actions, ~~and~~ a budget and an implementation plan.

### ***Transportation Improvement Program (TIP)***

The Transportation Improvement Program (TIP) contains funded transportation projects to meet state, local and county goals through funded transportation projects. The TIP is a prioritized list of projects, including highway, bus and rail transportation that the Delaware Department of Transportation expects to undertake during a four-year period. TIP projects are identified in the RTP. The TIP is updated at least every three years.

### ***Unified Planning Work Program (UPWP)***

The Unified Planning Work Program (UPWP) identifies the planning activities that the MPO intends to accomplish during the fiscal year using federal, state and local resources. It outlines responsibilities and procedures for carrying out the cooperative transportation planning process. The UPWP is the management tool for directing MPO staff activities annually.

### ***Air Quality Conformity Determination (AQCD)***

The Dover/Kent County MPO region is designated as moderate non-attainment for ozone by the Environmental Protection Agency as part of the Philadelphia non-attainment area. Therefore, the RTP and TIP must include an Air Quality Conformity Determination to show that the planned transportation system does not worsen the region's air quality.

### ***Other Plans***

Periodically, the Dover/Kent County MPO undertakes special planning studies that are prepared by the staff or consultants. These studies also include opportunities for public participation.

## **PUBLIC PARTICIPATION STRATEGY**

The MPO makes every effort to involve individuals or groups who might be interested in its work, particularly the disabled, transportation workers, businesses that provide transportation, people who walk, run, bike or skate for recreation or transportation, businesses, labor organizations, homeowners, senior citizens, military personnel, environmentalists, students and educators, as well as people dependent on or underserved by transit in the planning process.

The MPO also consults with state, local, planned growth, economic development and environmental protection agencies. Airport operations, freight movements, recipients of human service transportation funding, governmental agencies, federal land management agencies, and non-profit organizations that receive federal assistance from a source other than the United States Department of Transportation (USDOT) to provide non-emergency transportation services round out the list of groups the MPO consults.

The Dover/Kent County MPO has adopted the following objectives to ensure it has a proactive and meaningful public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continued public involvement in developing regional transportation plans and programs. These objectives are:

- ❖ thorough dissemination of information to educate the public and promote understanding of the region's needs
- ❖ expansion of the Dover/Kent County MPO's constituency by increasing public and private sector and intergovernmental communications, and by reaching out to the traditionally underserved in the region
- ❖ assurance of ample opportunity for participation in the decision-making process for regional plans and programs

To achieve these objectives, the MPO shall take the following steps to carry out its public participation plan:

### **Outreach/Dissemination of Information**

- General circulation newspapers and electronic media in Kent County are notified via news release of MPO meetings approximately two weeks in advance. The media shall be notified of other meetings no less than 48 hours in advance. Meetings are also publicized through general mailings and the Web site.
  
- The MPO shall seek public comment on transportation plans and programs through the following outlets:

- media releases sent to general circulation newspapers and electronic media at least 14 days before they are adopted
- announcements to libraries, Kent County municipalities, MPO members and anyone who asks for notification
- announcements and posted draft documents on the MPO Web site.

Media releases and announcements shall summarize draft documents or amendments and explain where residents may obtain copies.

- All transportation plans and reports shall be available in electronic and/or hard copy formats.
- The MPO shall maintain a Web site to post meeting notices, agendas, planning documents and other pertinent information.
- The MPO shall publish a newsletter periodically to highlight MPO and member government activities.
- The MPO shall compile and maintain a mailing list of interested individuals, groups and agencies with an interest in the metropolitan transportation planning process.
- The MPO shall provide reasonable access to technical and policy information used to develop plans and programs. MPO records and reports shall be available pursuant to the state's Freedom of Information Act.
- The MPO shall minimize jargon and technical language in public documents intended for a broad audience.
- The MPO shall use visualization techniques such as maps and photos to clarify the projects, concepts and recommendations in the TIP and RTP.

### **Expanding the Constituency**

- When initiating any planning activity, the MPO shall invite agencies and interested parties to invite to join the steering committee or working group charged with overseeing the planning process.
- The Public Advisory Committee shall hold an annual workshop to which interested agencies, individuals and groups will be invited. Every odd numbered year, the annual meeting will be devoted to the review of the MPO's Public Participation Plan.
- Every even numbered year, the MPO staff, PAC and Council will review the MPO's Public Participation Plan and how the MPO is fulfilling its public participation guidelines.

- The MPO staff, Council and committee members participate in organizations interested in the MPO's activities such as the Central Delaware Chamber of Commerce, the and the Dover Safety Advisory and Transportation Committee.
- The MPO staff attends civic and business association meetings, as requested, to provide information about the MPO and its activities.
- The MPO staff shall perform an annual assessment of the metropolitan planning process to determine if additional agencies, individuals or interest groups should be involved.

### **Ample Opportunity for Participation**

- MPO Council and committee meetings are open to the public.
- MPO Council and committee meetings are held in locations that are accessible to people with disabilities.
- Public Advisory Committee meetings alternate location among the northern, central and southern Kent County locations that are accessible and affordable.
- Anyone wishing to comment on a plan or program shall be given the opportunity to make comments in writing via e-mails and U.S. Postal Service, or in person at the MPO office and MPO Council and committee meetings.
- The MPO Council, its committees and staff shall consider all public comments. Comments about regional transportation plans and programs shall be summarized, analyzed and included in the documents they address.
- If a revised document differs significantly from circulated drafts or raises new issues, the MPO Council shall extend the period for public comment.
- The MPO shall coordinate its public participation process with those of DelDOT, City of Dover and Kent County to reduce costs and redundancies.

**Table**

<b>Product</b>	<b>Public Advisory Committee Role</b>	<b>Public Participation Process</b>
<b>Air Quality Conformity Determination</b>	Participate in the review and approval of the conformity analysis; gather and summarize public comments about the analysis; advise the MPO Council about issues raised by the public	Issue media releases to explain the Air Quality Conformity Determination, the process that creates it and the timelines that process follows; set a 30-day period to receive public comments; MPO Council considers public comments to determine what changes, if any need to be made to the determination; prepare and distribute the final document
<b>Regional Transportation Plan and Amendments</b>	Direct the Public Participation Process in connection to the Regional Transportation Plan; advise the MPO Council about the participation process in connection to the transportation plan; advise MPO staff and MPO Council about the effectiveness of efforts to publicize the plan ; help engage the public in the planning process	Hold public information workshops; issue media notices as needed while the Regional Transportation Plan is developed; distribute and set a 30-day public comment period to receive public comment; MPO Council considers public comments to determine what changes, if any need to be made to the plan; prepare and distribute the final document
<b>Transportation Improvement Program and Amendments</b>	Participate directly in the development of the TIP; serve as the host to the joint annual public hearing with the Council on Transportation and annual bus tour; advise the MPO Council about issues raised by the public; oversee the public participation process in connection to the TIP	Conduct two public events to solicit input into the TIP process: September joint public hearing with the Council on Transportation; January or February annual bus tour. Issue media releases to explain the process that creates the TIP; distribute the draft of the TIP and makes copies available to people who ask for them; set a 30-day period to receive public comment; present public comments to the MPO Council and advise the Council about issues raised in the comments; respond to all comments received; prepare a summary of the comments and responses to include in the adopted TIP.
<b>Unified Planning Work Program (UPWP)</b>	Review drafts of the UPWP; provide input regarding public participation activities that should be included in the UPWP; advise the MPO Council if any issues are raised by the public regarding the UPWP.	Issue media releases announcing availability and impending adoption of the draft Unified Planning Work Program; distribute the draft of the planning work program; set a 30-day period to receive public comment; present public comment to the MPO Council for consideration; MPO Council determines if any changes need to be made to the UPWP as a result of public comments; respond to public comments; issue the adopted UPWP.

<b>Public Participation Plan</b>	Monitor the effectiveness of the Public Participation Plan; participate in MPO committees and subcommittees; engage people affected by transportation policy decisions; collaborate with other agencies to make the planning process more comprehensible to the public; draft and propose amendments to the MPO Council	Every odd numbered year, complete an annual assessment of the Public Participation Plan annually for inclusion in the MPO's annual report. If the plan needs to be amended, provide a 45-day public review period of the proposed changes.
<b>Other Plans</b>	Serve on steering committees and/or working groups overseeing the planning process; attend outreach meetings; advise the MPO Council of any issues raised by the public regarding the study or plan being done.	Outline the public outreach process in the project scope. Assemble a steering committee or working group that includes agencies, individuals and interested parties who will oversee the planning process. Hold public meetings to engage residents and businesses in the study area in a discussion of pertinent issues; place information about the study on the MPO web site; present study findings and public comments to the MPO Council; determine how the comments will be incorporated into the study; prepare and distribute the final report or plan.

## APPENDIX A

### DEFINITIONS

#### *Key Terms*

Metropolitan Planning Organization (MPO) Federal regulations implementing ISTEA identify the MPO as the forum for cooperative transportation decision making. ISTEA changed transportation planning from a process that emphasized expanding capacity to meet increased travel demand to a multimodal process, which stresses operations and management. Fifteen community, energy, environmental and economic factors must now be incorporated into long-range planning. One focus of the change is metropolitan planning organizations in urbanized areas over 200,000, which are now designated as Transportation Management Areas (TMA). TMAs have mandates regarding membership and the development of management systems that do not apply to smaller MPOs, such as the Dover/Kent County MPO. Membership in an MPO should include local elected officials, officials of agencies that administer or operate major modes of systems of transportation, e.g., transit operators, sponsors of major local airports, maritime ports, rail operators, etc., and appropriate state officials. Local representation on the MPO policy board and committees should be at a level to encourage maximum involvement in the MPO processes.

Governor refers to the Governor of any one of the fifty states, or Puerto Rico, and includes the Mayor of the District of Columbia.

Intermodal means the connection and integration of transportation modes in a way that facilitates smooth transfer of passengers or goods between modes.

Non-attainment area This is a designation by the Environmental Protection Agency (EPA) for any geographic region of the United States where the air quality exceeds the minimum level of transportation-related pollutants specified in a National Ambient Air Quality Standard (NAAQS).

Performance measures refers to operational characteristic, physical condition, or other appropriate parameters used as a standard to evaluate the adequacy of transportation facilities and estimate needed improvements.

State means any one of the fifty states, the District of Columbia, or Puerto Rico.

Transportation Management Area (TMA) This is an urbanized area with a population over 200,000 (as determined by the latest decennial census). The TMA designation applies to the entire metropolitan planning area (s). Other areas may be designated when requested by the Governor and the MPO (or affected local officials), and officially designated by the Administrators of the FHWA and the FTA. TMAs must comply with the special requirements applicable to such areas regarding congestion management systems, project selection, and certification.

Major Transportation Investment refers to an expensive, high-type highway or transit improvement that is expected to impact significantly on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Management System A management system is a systematic process, designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the transportation system. A management system includes: identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions. The results (e.g., policies, programs, projects. etc.) of the individual management systems shall be considered in the development of metropolitan and statewide transportation plans and improvement programs, and in making project selection decisions.

State Implementation Plan (SIP) The portion (or portions) of an applicable plan outlining the state's intentions for meeting air quality standards approved or promulgated under sections 110,301 (d) and 175A of the Clean Air Act (42 US. C. 7409, 7601, and 7505a).

State Transportation Improvement Program (STIP) refers to a staged, multi-year, statewide, intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes and metropolitan plans, TIPs, and processes.

## APPENDIX B

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
Federal Register, Vol. 72., No. 30, Wednesday, February 14, 2007  
Statewide Transportation Planning; Metropolitan Transportation Planning Final Rule

### Section 450.210 –Interested Parties, Public Involvement, and Consultation

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- (1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
  - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
  - (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
  - (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
  - (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
  - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

## APPENDIX C

### **Analysis: What's been accomplished?**

#### ***Outreach/Dissemination of Information***

The MPO has continued to strive to operate in a publicly transparent format. It keeps the public involved by continually alerting the public of meetings and seeking its input on plans and programs through advertisements in the local media, U.S. mail and the MPO Web site.

In 2009, the MPO revised its Web site to give it an updated look and to help visitors find information more easily. The MPO also hopes to use social networking sites such as Facebook to promote the MPO and the Web site.

The MPO's quarterly Newsletter, *Journeys* is mailed to the MPO Council and committee members, the public, is e-mailed to the media and is posted on the Web site. New copy equipment has made it possible for the MPO to publish copies of the newsletter in-house and in color, instead of hiring printing businesses.

Public events have been great venues for the MPO explain to the public what it is and does, as well as talk about various plans and programs, such as steps toward better air quality. The MPO has set up tables at Central Delaware Chamber of Commerce events such as the 55-Plus Expo, Business to Business Expo and the Big Boys Toys Show as well as county and municipal festivals such as Old Dover Days, the Wyoming Peach Festival, Harrington Heritage Days and Safe Summer Day. MPO staff looks forward to participating in these types of events in the future.

#### **MPO Slogan:**

***"The Dover/Kent County MPO: Planning Transportation for You, for Me, for Everyone."***

#### ***Expanding the Constituency***

The MPO continues to have membership or participate in organizations interested in the MPO's activities such as the Central Delaware Chamber of Commerce, the  
It makes regular reports to Dover City Council's Safety, Advisory and Transportation Committee. These groups not only prove as resources to help the MPO improve transportation and fulfill its mission, but help keep the MPO's finger on the pulse of the community.

Annual PAC meetings, held in June, are a way to celebrate the volunteer members. Speakers often join the group to discuss pertinent topics such as climate change and safety. But they also are working meetings where MPO business is carried out.

Annual assessments of the metropolitan planning process could be done in late summer or in the fall as a single-day retreat.

#### ***Development of a comprehensive and sustainable public participation program.***

In 2007, a public participation plan subcommittee asked how the MPO could improve public participation in several areas. The group discussed questions such as how the MPO could conduct effective public outreach and boost the organization's image or profile, what other agencies could the MPO involve in the public participation process, and what transportation issues and process are of greatest interest to the public?

At that time, the group had discussed possibly hiring a marketing director or intern to help reach out to the public and raise the MPO's profile. Marketing and public outreach has typically been, and continues to be, the role of the MPO's PAC and public liaison. Hiring another staff person just to handle marketing is not within the MPO's budget at this time. In 2009, the MPO hired a summer intern who assisted with outreach via aid at public events and creating a Facebook account.

Again, the MPO reaches out to the public by manning up tables at various public events, including the Chamber of Commerce's Big Boys Toys Show, Amish Country Bike Tour, Old Dover Days and the Wyoming Peach Festival to name a few. This is a way to directly interact with the public when they stop and ask what the MPO is and does, as well as provide other useful transportation and air quality related information.

Running advertisements on radio and cable access channels has been mentioned as further ways the MPO can generate public interest and input. In the past, as recently as this summer, interviews about MPO programs have aired on Clear Channel radio stations. In 2008, MPO Executive Director Juanita Wieczoreck appeared on Comcast Cable's local Newsmakers show to talk about the MPO. In 2009, into 2009, the MPO ran a series of advertisements on Comcast for the RTP.

In the summer of 2009, The MPO's 10 steps to air quality also appeared on the City of Dover's FIOS cable access channel as an in-kind service. The 10 Steps also appeared on the Delaware Electric Cooperative and Chesapeake Utilities' Web sites.

At the 2007 subcommittee meeting, group members suggested that the MPO reach out to retired state employees and retired members of Dover Air Force Base through newsletters. That is still a possibility that the MPO can explore, as well as speak to public organizations such as Rotary and Lions Clubs and find ways to get the local colleges and universities involved in programs such as ozone season and walkable communities. Getting out and speaking to public organizations like Rotary and Lions Clubs along with speaking at town council meetings, and civic groups was seen as a positive way to advertise the MPO. During the 2009 ozone season, the MPO had proclamations for Ozone Season read at Camden Town Council and Dover City Council.

The 2007 group also discussed clarifying the MPO image or profile. Some felt that the mission could be hard for members of the general public to understand. In future, the MPO can as plainly as possible state a project's relevance in the body of the public notice. The MPO's brochure, "Get to Know Your MPO," explains basics of the MPO's role, as well as the roles of its council and committees. The mission and programs also are explained in person at trade shows and tabling events. By 2011, the time might be ripe to update the MPO brochure with simple language about what the MPO does, include newer photos and the new telephone number and address.

If budget permits, the MPO could run public service announcements on local commercial radio stations, or on their Web sites, such as WDOV, an AM talk radio format, Eagle 97.7, an FM rock/pop music format, and local country music stations. The MPO could reach out to classical music and National Public Radio listeners by sponsoring a spot on WSCL/WSDL Public Radio Delmarva, which runs out of

Salisbury University but broadcasts throughout the Delmarva Peninsula, which includes Kent County. Radio spots could say something like:

*“This segment of [show or radio station] is sponsored by the Dover/Kent County Metropolitan Planning Organization, located in Camden, Delaware. The Dover/Kent County MPO works with municipalities in Kent County, as well as county and state government to decide how federal transportation dollars are spent in central Delaware. For more information, visit [www.doverkentmpo.org](http://www.doverkentmpo.org). The Dover/Kent County MPO: Planning Transportation for you, for me, for everyone.”*

The MPO also could post notices at local car dealerships, public libraries, Department of Motor Vehicles, inside DART and DAST buses, post offices and grocery stores. The notices could pose the question: “Do you drive? Do you drive in Kent County? Then you might have a question about the Kent County Metro area.”

Public service announcements in newspapers could specifically speak to targeted readers by naming “members of the walking, driving and bicycling public.”

### **What other agencies should be involved in the process?**

The MPO can further strive to involve agencies it has not previously contacted such as disability agencies and veteran’s groups, the Division of Vocational Rehabilitation about transportation and if local transportation is meeting the agency’s needs.

Contact local home owners’ associations as well as local school districts to include them and their PTO’s in public outreach.