

Appendix 1 - Collier MPO Bicycle & Pedestrian Master Plan

Environmental Justice Methodology

Like many coastal Florida Counties, Collier County is made up of a mix of high and low income households. The coastal areas tend to be made up of high income/high wage households, while inland, household income shows much more variation. Even within those areas, gated communities can skew income averages and mask need for services. The following methodology is proposed to analyze the need for bicycle and pedestrian facilities in Collier County.

The Environmental Justice (EJ) areas will be identified by analyzing five socio-economic factors from the U.S. Census Bureau's 2015 American Community Survey (ACS) 5-year estimates, which include:

- Percent of low-income households: low-income persons are defined as persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The 2015 HHS guidelines are presented in Table 1. For the purpose of this analysis, any household with an income at or below the threshold for a 4-person household (\$24,250) will be counted as low-income.

Table 1: 2015 Department of Health and Human Services Poverty Guidelines

Persons in Family/Household	Poverty Guideline
<i>For families/households with more than 8 persons, add \$4,160 for each additional person.</i>	
1	\$11,770
2	\$15,930
3	\$20,090
4	\$24,250
5	\$28,410
6	\$32,570
7	\$36,760
8	\$40,890

- Percent of minority population: percentage of the population that identify themselves as a race other than white or of Hispanic origin.
- Percent of population that does not speak English: percentage of people five years of age or older who identified as speaking English less than 'very well.'
- Percent of population who are older adults: percentage of population age 65 or older.
- Percent of zero vehicle households: percent of population without access to a vehicle.

An EJ area will be defined as a block group where the proportion of the population who identify as one of the above factors is meaningfully greater ($\geq 10\%$ points) than the countywide percentage. The block groups will then be ranked "Low", "Medium", "High", or "Very High" based on how many EJ factors overlap within the block group. A more detailed description of the rankings are shown in Table 2.

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Table 2: EJ Rankings

Rank	Description
Low	1 EJ Factor
Medium	2 EJ Factors
High	3 EJ Factors
Very High	4-5 EJ Factors

There is no uniform methodology for identifying EJ areas within a community, however, the methodology used for this plan was developed based on guiding principles from FDOT.

Once these areas have been mapped and reviewed with staff, existing and proposed bicycle and pedestrian facilities will be overlaid on the data. Analysis will be done to 1. Identify gaps in the system that may be impacting communities with less access to transit and auto transportation and 2. Ensure that facilities proposed (to fill gaps and new facilities) are prioritized with the increased need these areas may have in mind.

The results of the analysis were presented to the MPO advisory committees. Following Federal Highway Administration (FHWA) guidance, the local knowledge of the committees was used to further refine the results with some areas being added and some being subtracted.