

SOCIOECONOMIC AND ENVIRONMENTAL JUSTICE ANALYSIS MEMORANDUM

CATEGORICAL EXCLUSION

I-64 Improvements: Exit 205 to Exit 234
State Project No.: 00064-800-25632396; UPC 109885
Henrico County, New Kent County, James City County, York County

1.0 Introduction

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is studying the environmental consequences of the proposed widening of Interstate 64 (I-64) from Exit 205 - Route 33/New Kent Highway to 1.15 miles west of Exit 234 – Route 199/646/Humelsine Parkway/Newman Road (MM 204.96 to MM 233.26) from four to six lanes.

The purpose of this memorandum is to 1) summarize the potential direct effects of the project on community services, consistency with local land use, existing or planned public recreational facilities, and existing or planned bicycle/pedestrian facilities, and 2) present the results of an Environmental Justice (EJ) analysis completed in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and FHWA's 2011 "Guidance on Environmental Justice and NEPA." This information will be used to support the completion of the Categorical Exclusion documentation to comply with the National Environmental Policy Act (NEPA) for this project.

2.0 Study Area

Figure 1 shows the study corridor for the proposed project. This area encompasses approximately 30 miles along I-64. The widening will take place in the median of I-64 within the existing right-of-way and will avoid impacts to existing interchanges. The widening of I-64 from Exit 205 to 1.15 miles west of Exit 234 will tie into the following recently completed widening project along I-64:

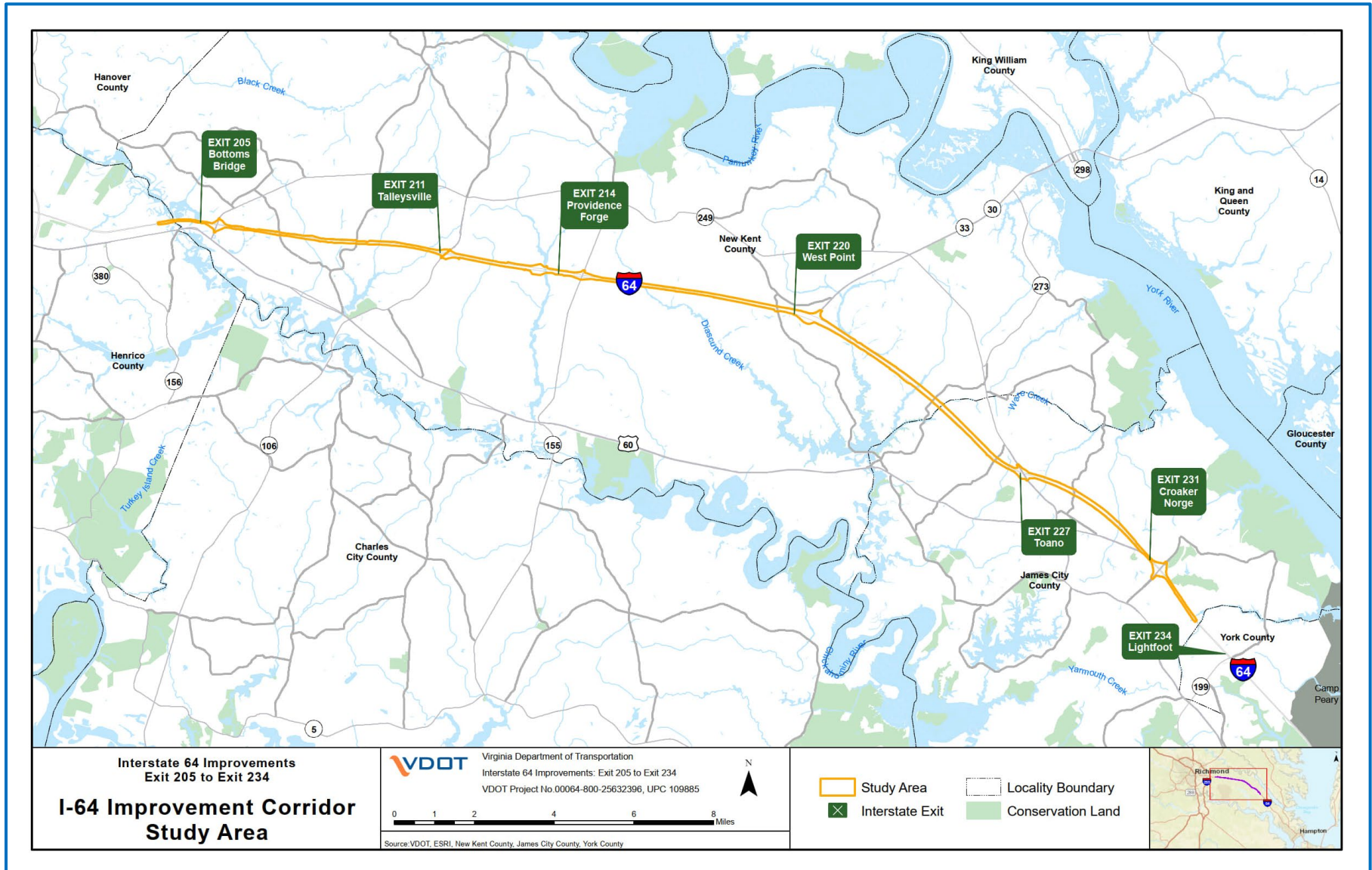
- Widening I-64 from four to six lanes from Exit 200 – I-295 to Exit 205 – Route 33 at the western terminus; and
- Widening I-64 from four to six lanes from approximately 1.15 miles west of Exit 234 – Route 199 to 1.05 miles west of Exit 242 – Route 199 at the eastern terminus.

The project scope does not include improvements to the interchanges within the study area, except for improvements to the auxiliary lanes along I-64 at the Exit 205 interchange at the western project terminus. It is assumed that all other auxiliary lanes along I-64 will remain in their current configuration.

3.0 Purpose and Need

The purpose of this project is to improve traffic operations and safety on I-64 from MM 204.96 to MM 233.26. The I-64 corridor in this area has recurring congestion, including congestion resulting from incidents along I-64, and high crash frequency and severity.

Figure 1: I-64 Improvement Corridor Study Area



4.0 Socioeconomic Evaluation

4.1 Methodology

The Study Area used for identifying communities and developing a demographic profile is approximately a 500-foot buffer from the Limits of Disturbance (LOD). Communities and community facilities, (schools, libraries, fire and rescue services, medical facilities, churches, and other servicers), adjacent to the Study Area were identified using County Geographic Information Systems (GIS) data; federal, state, and local databases; and secondary mapping sources such as Google Maps™ and Google Earth™.

Recreational resources, including existing and planned parks, recreational areas, and bike paths adjacent to the Study Area, were identified through reviews of the Virginia Outdoors Foundation’s (VOF) Easements Map, VA Department of Conservation and Recreation’s (VA-DCR) Virginia Outdoors Plan (VOP) Mapper, Land Conservation Foundation (LCF) Mapper, and State Park Locator Map.

Demographic profiles were built using indicators obtained from the U.S. Environmental Protection Agency’s (EPA): Environmental Justice Screening and Mapping Tool, EJScreen. The mapping tool is based on the U.S. Census Bureau’s American Community Survey (ACS), 2016-2020 5-Year Estimates (85 Federal Register 3060, January 17, 2020).

4.2 Community and Recreational Area Reviews

The Study Area is in Henrico, New Kent, and James City counties. Businesses, hotels, gas stations, emergency services, and schools are located adjacent to the I-64 project corridor. The western portion of the Study Area, between Exit 205 and Exit 211, is suburban in nature with several secondary streets leading onto the two main primary roads, State Routes (SR) 60 and SR 33. There is not a public transit system; however, the Quinton Park-and-Ride on SR 60 is less than one mile to the west of the SR 60/SR 33 intersection. The center portion of the Study Area, between Exit 211 to Exit 231, is mostly rural, with neighborhoods interspersed along roads connecting SR 60 to the south to Route 249 to the north intersecting the I-64 project corridor. The eastern portion of the Study Area, between Exit 231 and Exit 234, is more densely populated near the communities of Toano, Norge, and Lightfoot before entering the City of Williamsburg. These communities are served by the Williamsburg Area Transit Authority. Recently, projects to widen I-64 between Exits 234 to Exit 255 in Newport News were completed and added an additional 12-foot travel lane in each direction.

Based on a search and review of the counties’ GIS databases and available records and confirmed through review of aerial photographs and GIS databases, no community facilities were identified within the Study Area; however, 33 facilities were identified approximately one-half mile to slightly more than one mile from the Study Area’s limits of disturbance (see **Table 1**). These community facilities will not be subjected to direct impacts and any indirect impacts will be short-term and temporary in nature.

Table 1. Community Facilities Adjacent to Project Study Area

Facilities	Number of Facilities	Distance from Study Area (miles)
Fire Departments	1	1.2
Public Works/Maintenance Areas	2	1.0

Libraries	2	0.8
Post Offices	3	0.5 – 1.0
Community/Visitor’s Centers	2	0.5 – 1.0
Solid Waste Centers	1	1.1
Airports	1	0.8
Park and Ride Lots	5	0.3 – 1.0
Churches	11	0.3 – 1.3
Schools/Learning Centers	3	0.9 – 1.3
Medical Centers	2	1.0
Total within 1.3 miles	33	
Source: Henrico County GIS Viewer; New Kent County GIS Website; James City County GIS Portal; Map data ©2022 Google		

Each counties’ planning and land use databases were reviewed to determine if the proposed project would impact current and/or future land uses (see **Table 2**). While land uses ranged from single-family residential units to economic opportunity zones, none of the uses will be directly impacted as the proposed I-64 widening activities are anticipated to be accomplished within the existing transportation facility and will not require rezoning or impact future land use plans. The land use designations indicate that the Counties are prepared for any indirect growth that may occur as a result of improved travel times along the corridor.

Table 2. County Local Land Use Adjacent to the Project Study Area

County	Land Use Designation
Henrico	Environmental Protection Area
	Economic Opportunity
New Kent	Business
	Planned Unit Development
	Single-Family Residential
	Agricultural
	Industrial
	General Agricultural
James City	General Business
	Limited Business
	Limited Residential
	General Residential
	Limited Business/Industrial
Source: Henrico County GIS Viewer; New Kent County GIS Website; James City County GIS Portal	

Recreational resources adjacent to the Study Area were identified through reviews of the VOF Easements Map, VA-DCR VOP Mapper, VA-DCR LCF Mapper, and VA State Park Locator Map. The following is a description of resources identified from each database layer. The figures are located at the end of this section:

- **Virginia Outdoors Foundation (see Figure 2)**
A review of the Virginia Outdoors Foundation’s GIS database did not identify any conservation lands.

- **VA-DCR Outdoors Plan Mapper Results (see Figure 3)**

A review of the Outdoors Plan Mapper identified the Potomac Heritage Trail. This trail is an on-road trail, which follows portions of SR 30 (Old Stage Road) and crosses over I-64. There will be no impacts to this road or trail system. Interstate 64 also crosses over the Chickahominy River, which is qualified to be designated as a Scenic River; however, the river is outside the limits of disturbance.

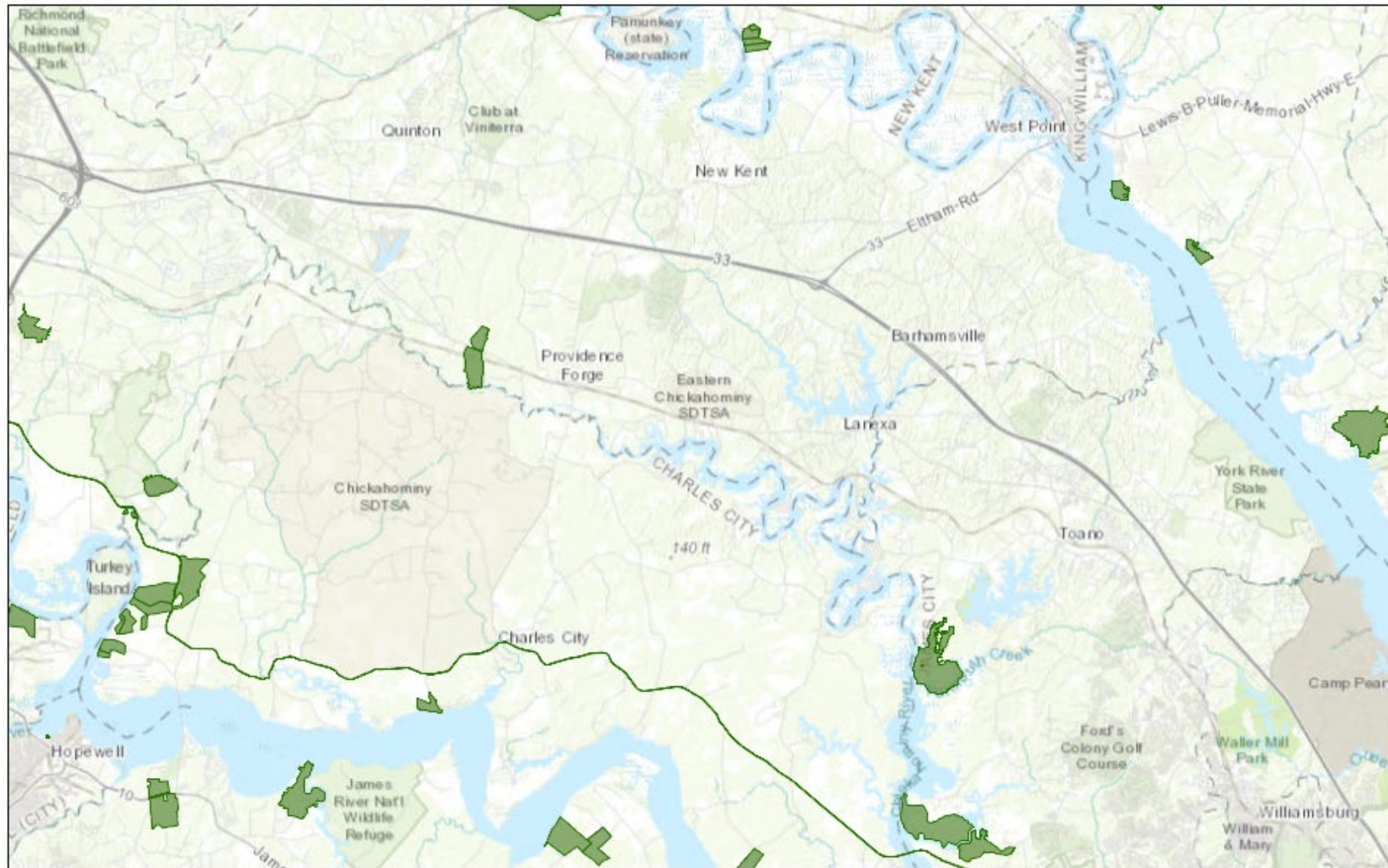
- **VA-DCR State Parks Locator Results (see Figure 4)**

A review of the State Parks Locator map did not identify any state parks within a one-mile radius. The York River State Park is 2.3 miles to the east and Chippokes State Park is more than 18 miles away.

- **VA-DCR LCF Results (see Figure 5)**

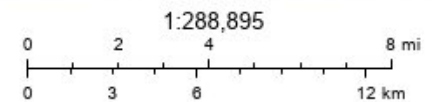
A review of the LCF GIS database did not identify any lands protected under the Land and Water Conservation Fund program.

Figure 2. Virginia Outdoors Foundation Map



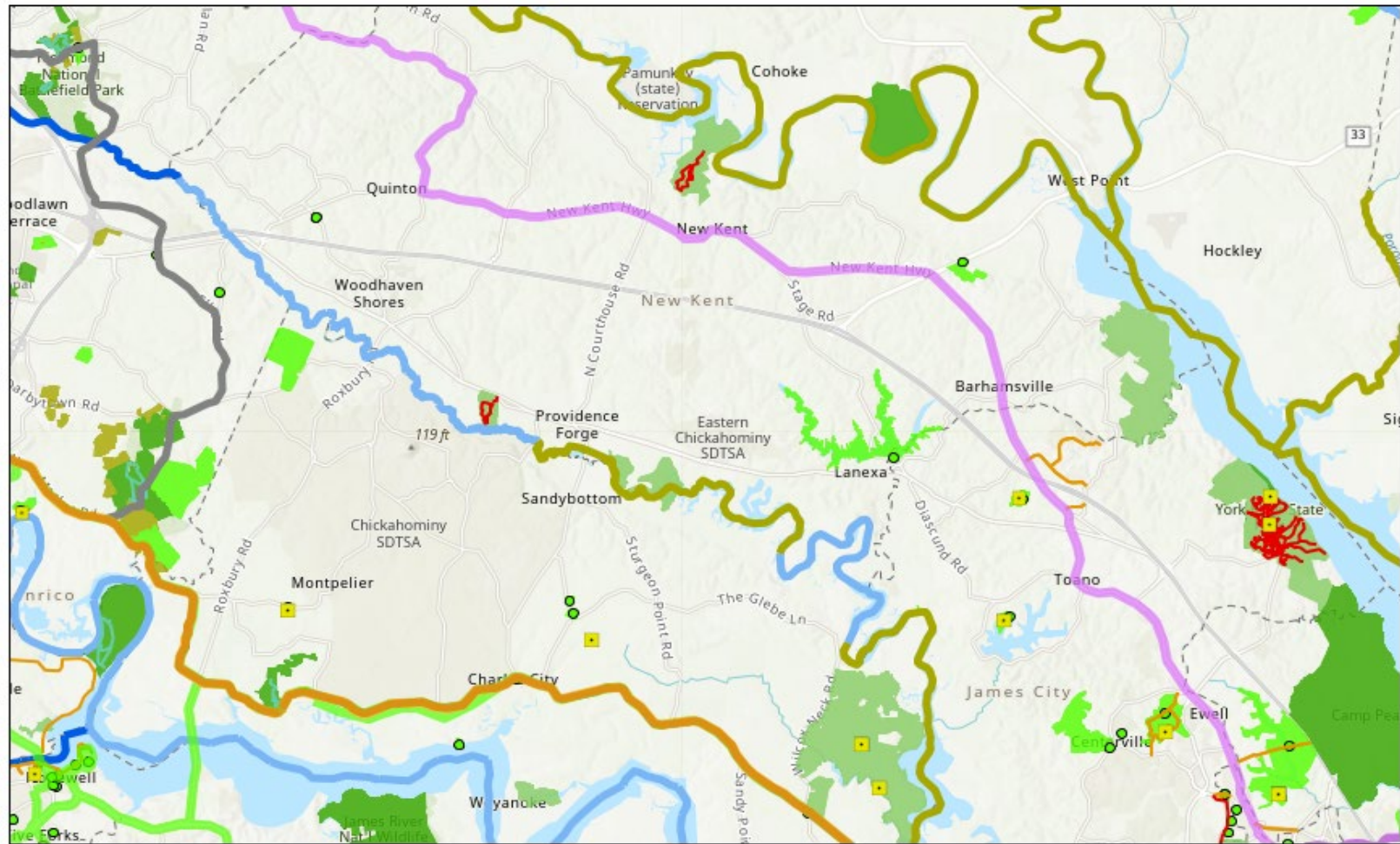
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 VOF Conservation Projects



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

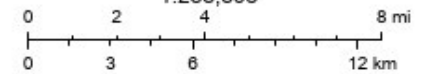
Figure 3. VA-DCR Outdoors Plan Map



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- LWCF (81) State/Local Assistance Grants
- Proposed Statewide Trails
- East Coast Greenway
- James River Heritage Trail
- Potomac Heritage Trail

1:288,895



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasysteisen, Rijkswaterstaat, GSA, Geoland, FEMA,

Web AppBuilder for ArcGIS

Esri, NASA, NGA, USGS | VGIN, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, USDA | Map was last updated by Robbie Rhur February 2019. contact 804-371-2594 | Robbie Rhur Department of Conservation and

Figure 4. VA-DCR State Parks Locator Map

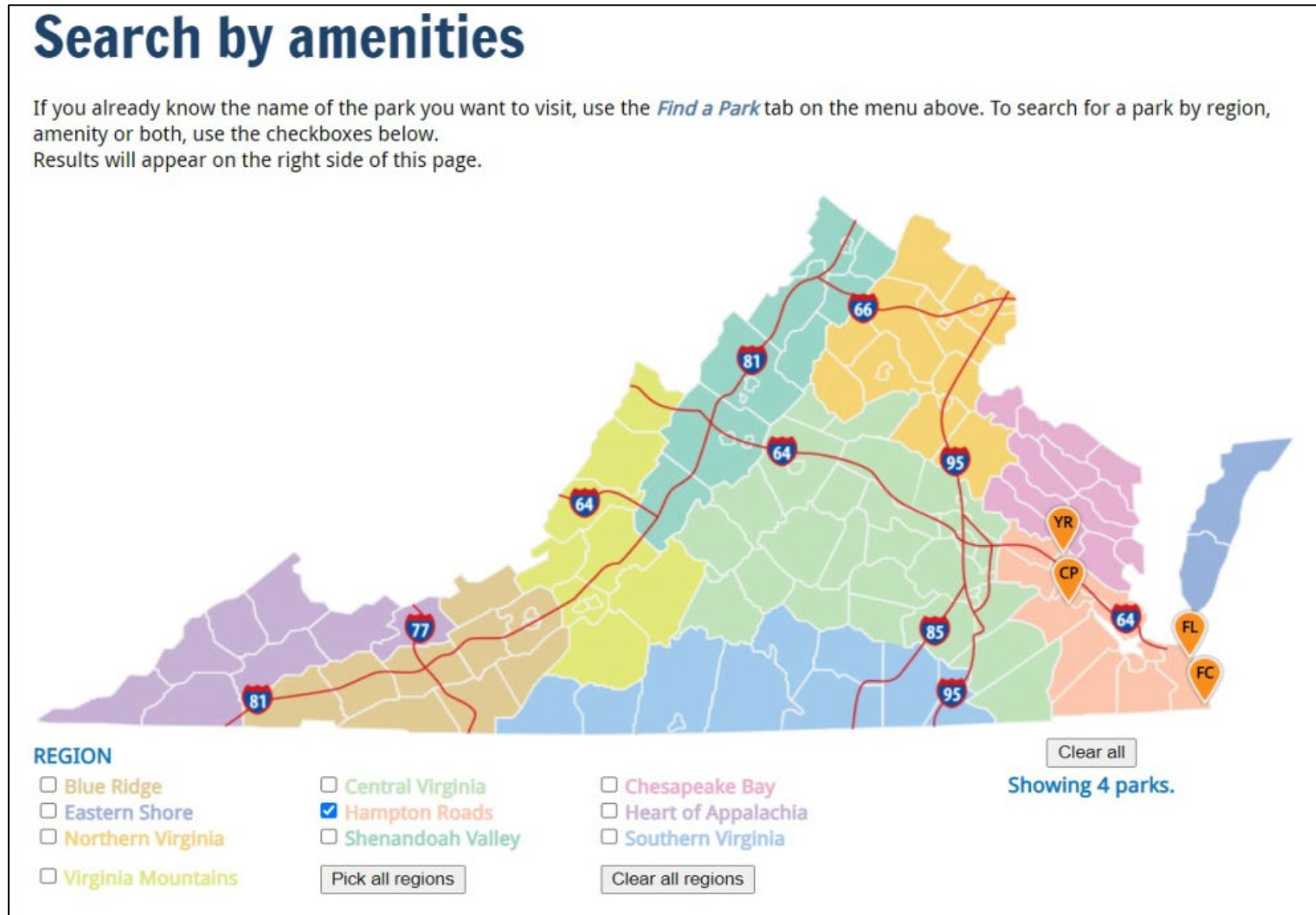
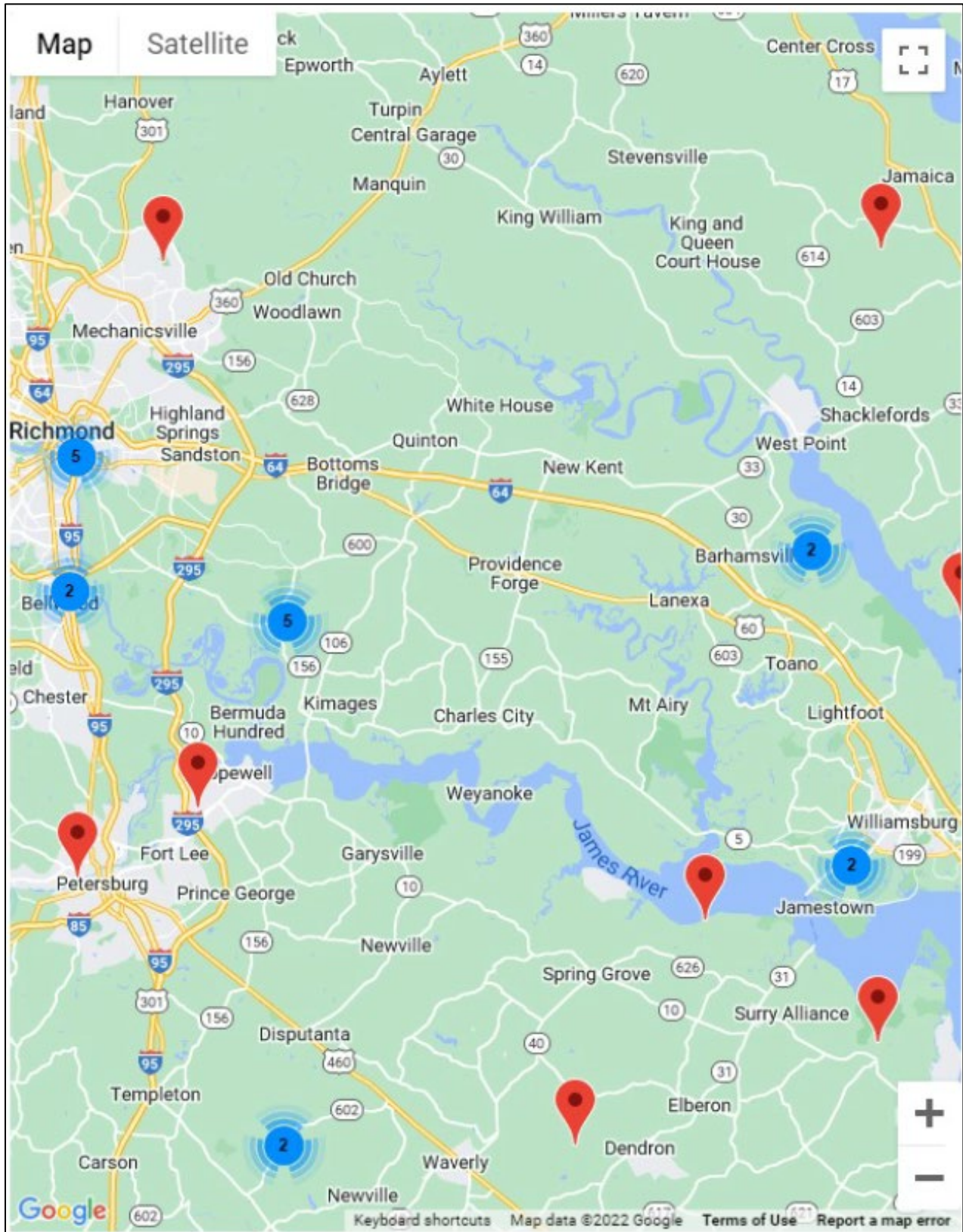


Figure 5. VA-DCR Land Conservation Foundation Map



5.0 Environmental Justice Analysis

5.1 Methodology

Demographic and environmental profiles were built using indicators obtained from EJScreen, which is based on the U.S. Census Bureau's ACS 2016-2019 5-Year Estimates (85 Federal Register 3060, January 17, 2020). This analysis is in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, and FHWA's 2011 "Guidance on Environmental Justice and NEPA."

5.2 Demographic Profile: Identification of Minority and Low-Income Populations

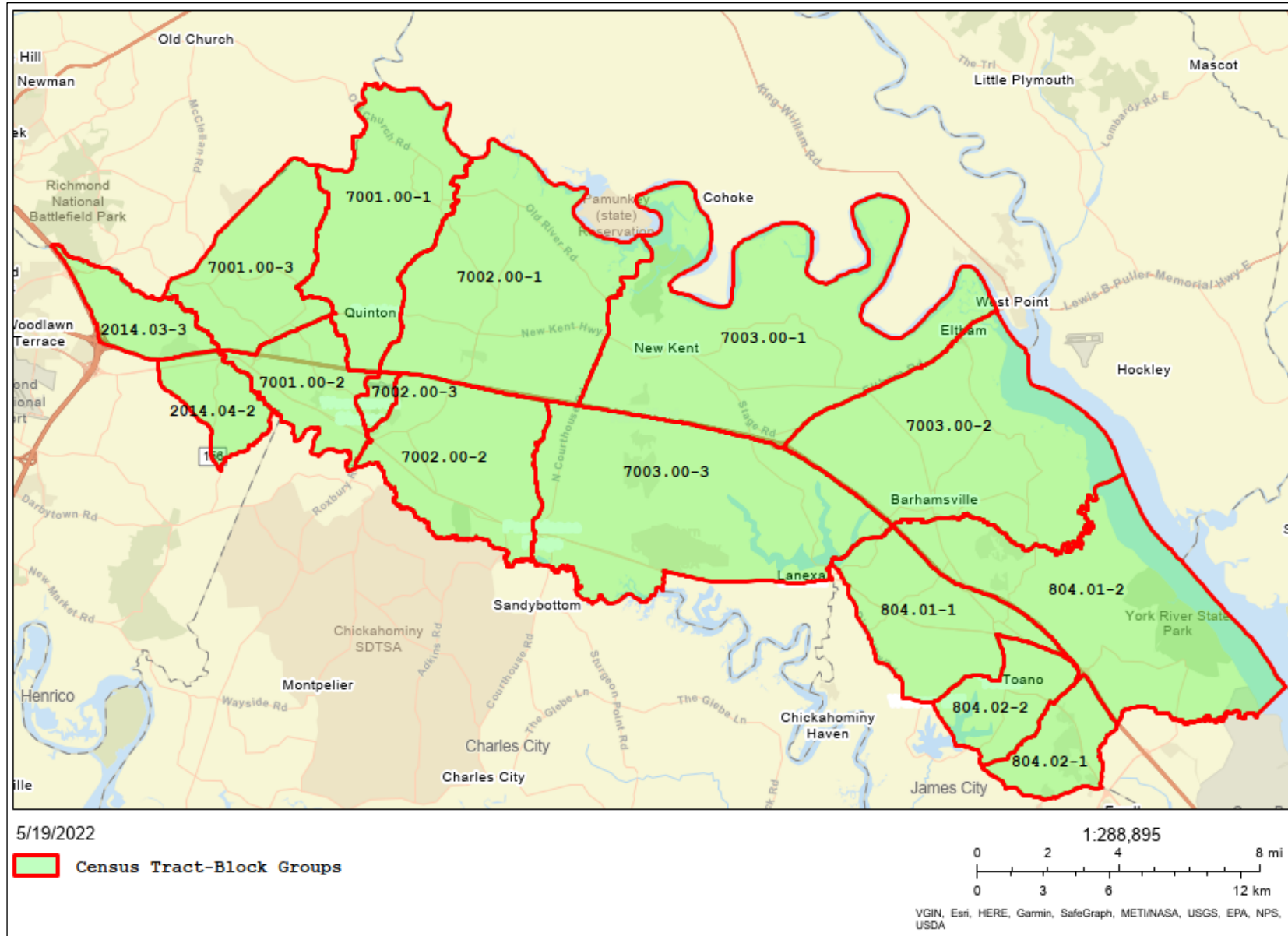
Data at the Census Tract – Block Group level from EJScreen was used to report the minority and low-income populations present within the Environmental Justice (EJ) analysis area, which consists of the 15 Census block groups that are within the Study Area (see **Figure 6**). The data for the 15 Census block groups within the EJ analysis area, as well as Henrico, New Kent, and James City counties, and Virginia are presented in **Table 3**. The ACS 5-Year Estimates (2016-2020) indicated the current resident population within the EJ analysis area is approximately 40,434. The most populated Block Group (Census Tract 804.02 Block Group 2) is centered around the community of Toano, a suburb of the City of Williamsburg. The lowest populated Block Group (Census Tract 2014.03 Block Group 3) is in the sparsely populated area between the City of Richmond and the community of Quinton.

Table 3. EPA EJSCREEN Demographic Data and Environmental Indicators

Census Tract Block Groups	Population (All)	Minority Population	Minority Percentage	Low-Income Population	Low-Income Percentage
804.01-1	4,114	1,357	33%	617	15%
804.01-2	4,015	883	22%	442	11%
804.02-1	4,624	1,156	25%	1,295	28%
804.02-2	4,629	1,620	35%	694	15%
2014.03-3	851	17	2%	536	63%
2014.04-2	2,556	179	7%	230	9%
7003.00-1	1,758	299	17%	281	16%
7003.00-2	1,842	553	30%	166	9%
7003.00-3	4,117	1,317	32%	618	15%
7002.00-1	3,090	556	18%	216	7%
7002.00-2	1,152	230	20%	518	45%
7002.00-3	922	120	13%	129	14%
7001.00-1	1,779	231	13%	409	23%
7001.00-2	3,117	405	13%	187	6%
7001.00-3	1,868	691	37%	187	10%
EJ Evaluation Area	40,434	9,614	24%	6,525	16%
Henrico County	327,535	153,941	47%	72,058	22%
New Kent County	21,686	4,554	21%	3,253	15%
James City County	74,916	17,980	24%	12,736	17%
Virginia	8,631,393	3,279,929	38%	2,157,848	25%

Source: EPA EJSCREEN: <https://www.epa.gov/ejscreen>

Figure 6. EJ Evaluation Area, Census Tract Block Groups



Percentages of minority populations within the Census Tract Block Groups in the EJ evaluation area range from 7 percent to 37 percent. The Census Tract Block Groups with the highest percentages (30 – 35 percent) are located in rural areas surrounding I-64 Exit 220 (Lanexa, New Kent County) and Exits 227 and 231 (Toano, James City County).

Percentages of low-income populations within the Census Tract Block Groups in the EJ evaluation area range from 7 percent to 63 percent. The Census Tract Block Group with the highest percentage (63 percent) is located in the suburban area east of the City of Richmond. The Census Tract Block Groups with the next highest percentages (23, 28, and 45 percent) are associated with the suburban areas of the City of Richmond and the City of Williamsburg.

5.3 Discussion of Potential for Disproportionately High and Adverse Effects

Although minority populations and low-income populations are present within the EJ analysis area, there are not disproportionately high and adverse effects because the proposed improvements will be made within existing VDOT right-of-way and will not require any temporary or permanent relocations. The proposed improvements widen an existing Interstate facility consistently throughout the EJ evaluation area. Based on the current LOD, impacts are equally experienced on either side of the existing Interstate facility and do not cause a higher burden on the EJ communities. The LOD accounts for widening to the inside of the roadway, within the median, and within existing right-of-way. In addition, the proposed improvements will add capacity to I-64, providing a benefit to all users of the facility.

6.0 Summary

Based on a search and review of the counties' GIS databases and available public records, no community facilities were located within the Study Area; however, 33 facilities were identified approximately one-half mile or greater than from the Study Area's limits of disturbance. These community facilities will not be subjected to direct impacts, and any indirect impacts will be short-term and temporary in nature.

County planning and zoning databases indicated land uses ranged from single-family residential units to economic opportunity zones, none of the uses will be directly impacted as the proposed I-64 widening activities are anticipated to be accomplished within the existing transportation facilities and will not require rezoning or impact future land use plans. The land use designations indicate that the Counties are prepared for any indirect growth that may occur as a result of improved travel times along the corridor.

Recreational resource databases identified the Potomac Heritage Trail as crossing over I-64; however, there will be no impacts to this trail. The Chickahominy River is within the Study Area, but is outside of the LOD and therefore, will not be impacted. The State Parks locator map showed the nearest park to the Study Area was more than two miles away and therefore, will not be impacted by the proposed project. No conservation lands or lands protected under the LWCF program were identified.

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7.0 References

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