Introduction

This section describes the regional roadway network and the process used to model future roadway conditions based on projected growth in population and employment within and around the RFATS region. Roadways that are currently congested or are projected to be congested in future years are identified. Proposed roadway improvements to address anticipated congestion as well as other operational factors, have been developed and tested through a regional travel demand modeling process that takes account of operating conditions within RFATS as well as in adjacent areas – so that all sources of current and projected travel demand are properly considered. These resulting projects, along with proposed timeframes for their implementation, form the basis for the roadway portion of this plan.

Existing Conditions and Trends

The roadway system is the principal means of mobility and accessibility within the overall transportation system. An efficient roadway network provides for operational effectiveness, a strong foundation for regional economic competitiveness, and a good quality of life.

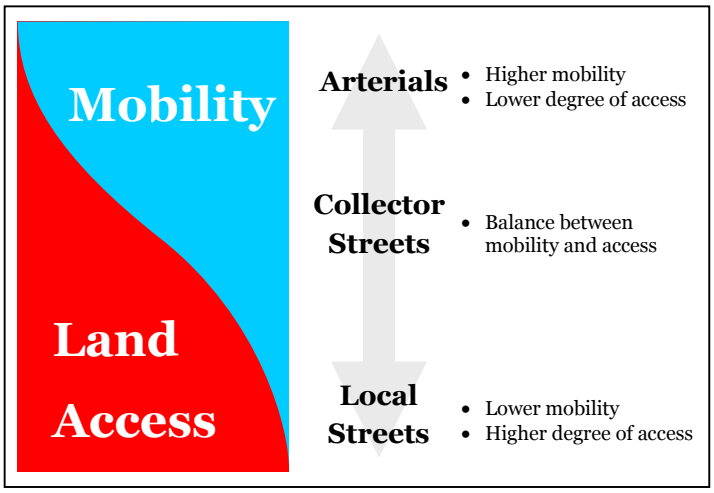
There are also important linkages between transportation and land use that should be highlighted. This was true in the 19th century when the area developed with the building of the railroad, and it remains true today, particularly in relation to the highway system. Land use patterns determine travel needs, and the demands ultimately placed upon the road network. The need for transportation improvements — whether road widenings, intersection modifications, or simply a more context-sensitive street design— often reflect changes in adjoining land uses. Roadways in turn have a significant influence on land use. Providing improved access to property often generates new development at that location, which in turn generates additional travel demand, and then additional development, and so on in a circular fashion.

The RFATS roadway system connects the urban areas of Rock Hill, Tega Cay, Fort Mill and portions of York and Lancaster counties to each other, connects the smaller communities within each urban area, and connects to the wider regional and national transportation networks. Interstate 77 and US 21 connect the RFATS region with Charlotte to the north, and with Columbia to the south.

Roadway Functional Classification

Roadways are divided into functional classifications that reflect the balance between their role in providing mobility and their role in providing access to land (see **Figure 4.1** below). Within urbanized areas, roadways are classified into four categories: principal arterials, minor arterials, collector streets, and local streets.

Figure 4.1: Framework for Roadway Classification



Principal arterials carry traffic into and out of the region. Principal arterials (including freeways and expressways) in the RFATS region include:

- I-77
- US 21
- US 521
- Celanese Road
- Gold Hill Road
- Dave Lyle Boulevard
- SC 160
- SC 5

Example of a principal arterial: Cherry Road in Rock Hill

Minor arterials connect with the principal arterials and provide access between smaller communities within the urban area. Minor arterials include:

- SC 274 (Hands Mill Highway),
- India Hook Road/Herlong Avenue.

Collector streets collect traffic from residential areas and channel it to the arterials. Examples of collector streets include:

- Dobys Bridge Road,
- Ebinport Road.

Local streets provide direct access to adjacent land. Most streets within residential subdivisions would be classified as local streets, although it is also important to have collector streets that provide connections within and between neighborhoods.

Example of a collector street: Main Street in Fort Mill

Figure 4.2 shows the functional classifications for significant roadways in the RFATS region.

Traffic Conditions

Traffic Volumes

Generally, the higher the level of functional classification, the higher the volume of traffic that the roadway carries. **Figures 4.3** and **4.4** show the estimated annual average daily traffic (AADT) volumes in the RFATS region in the year 2015.

I-77 carries the highest number of vehicles per day, with volumes ranging from approximately 47,000 vehicles per day at the southern edge of the region to nearly 145,000 at the North Carolina border. Arterials with the highest traffic volumes include: Celanese Road, Gold Hill Road, Cherry Road, SC 160, Herlong Avenue, US 521, US 21, SC 49, and a segment of Dave Lyle Boulevard.

Figure 4.2: Roadway Functional Classifications

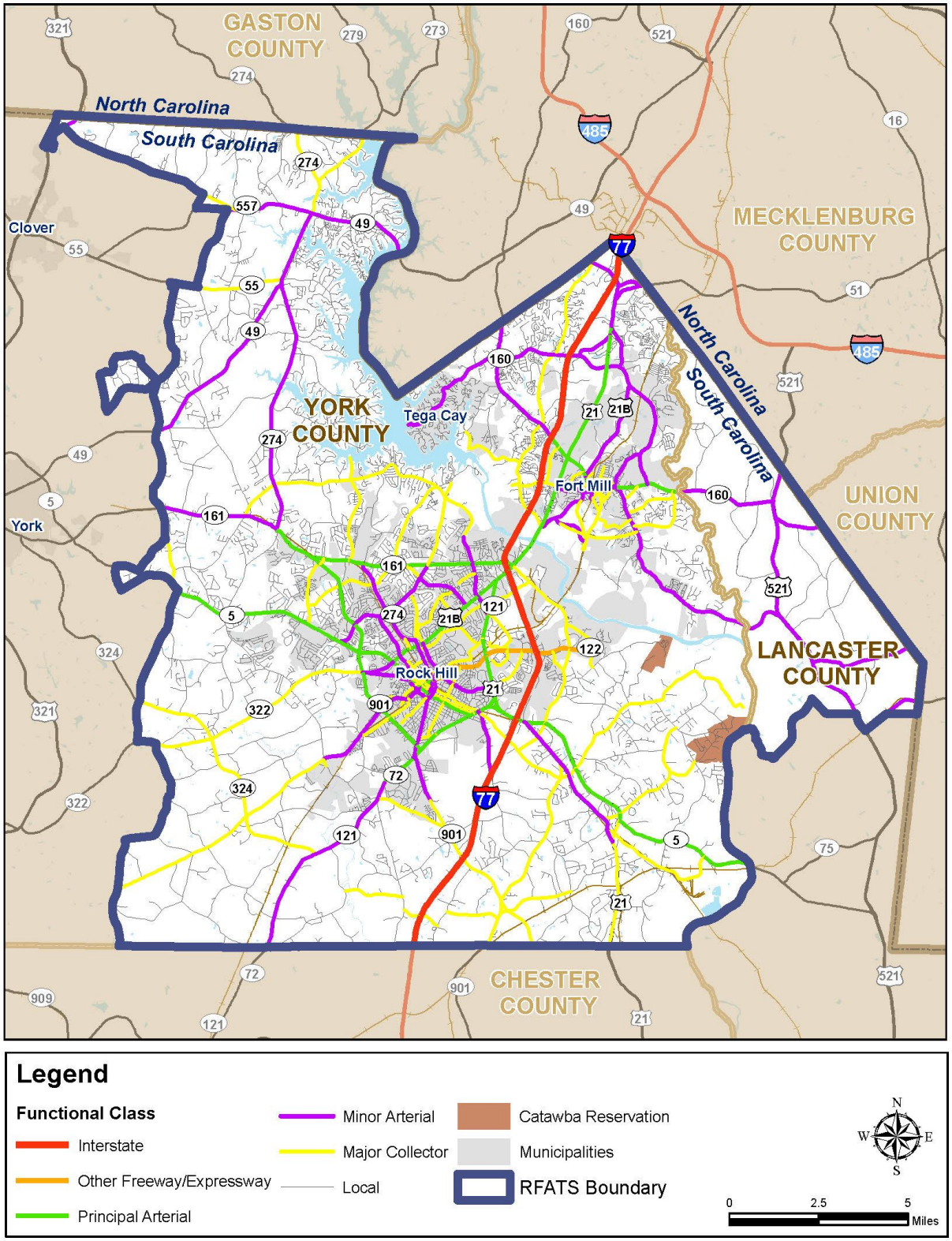


Figure 4.3: Average Annual Daily Traffic, 2015 (Region Overview)

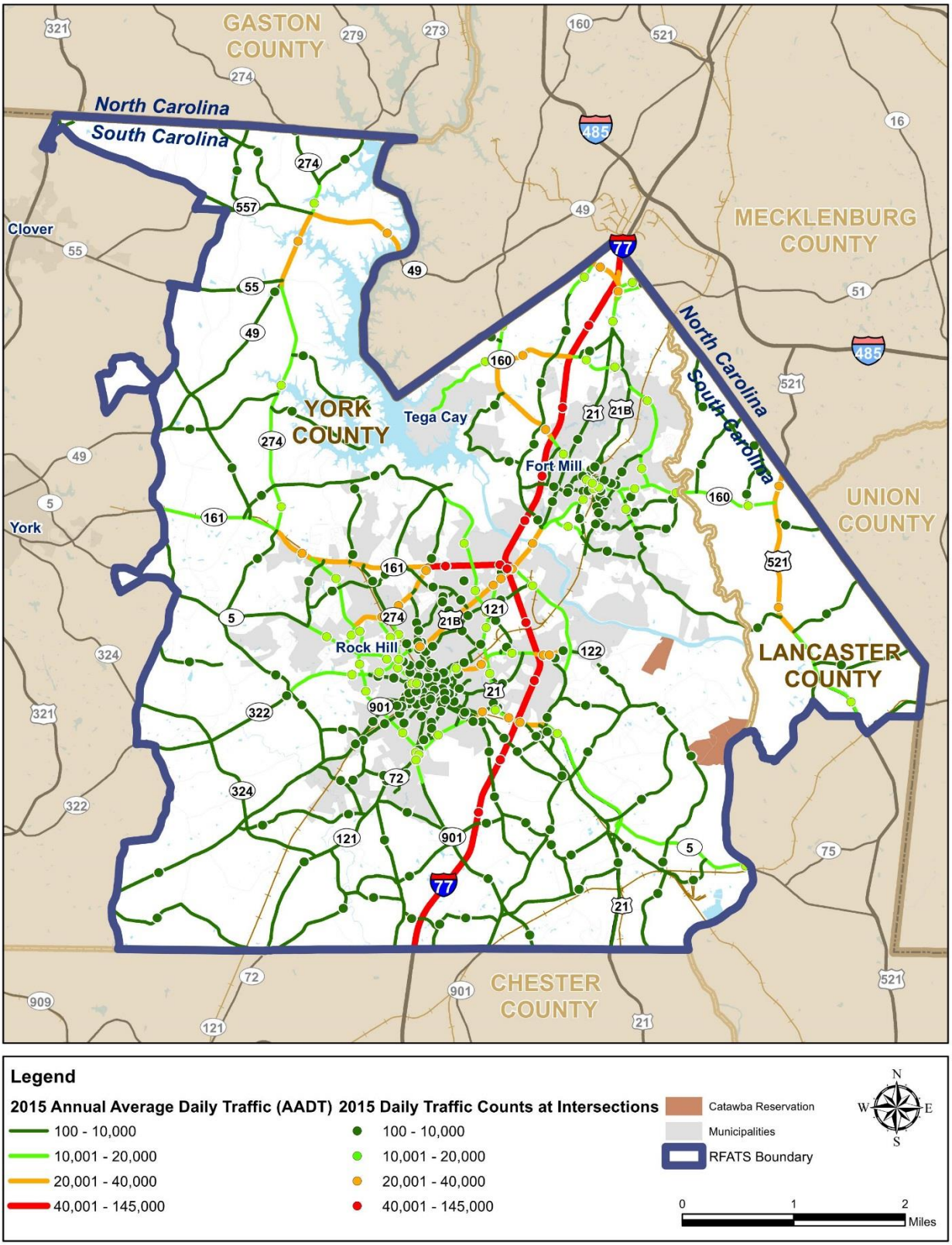
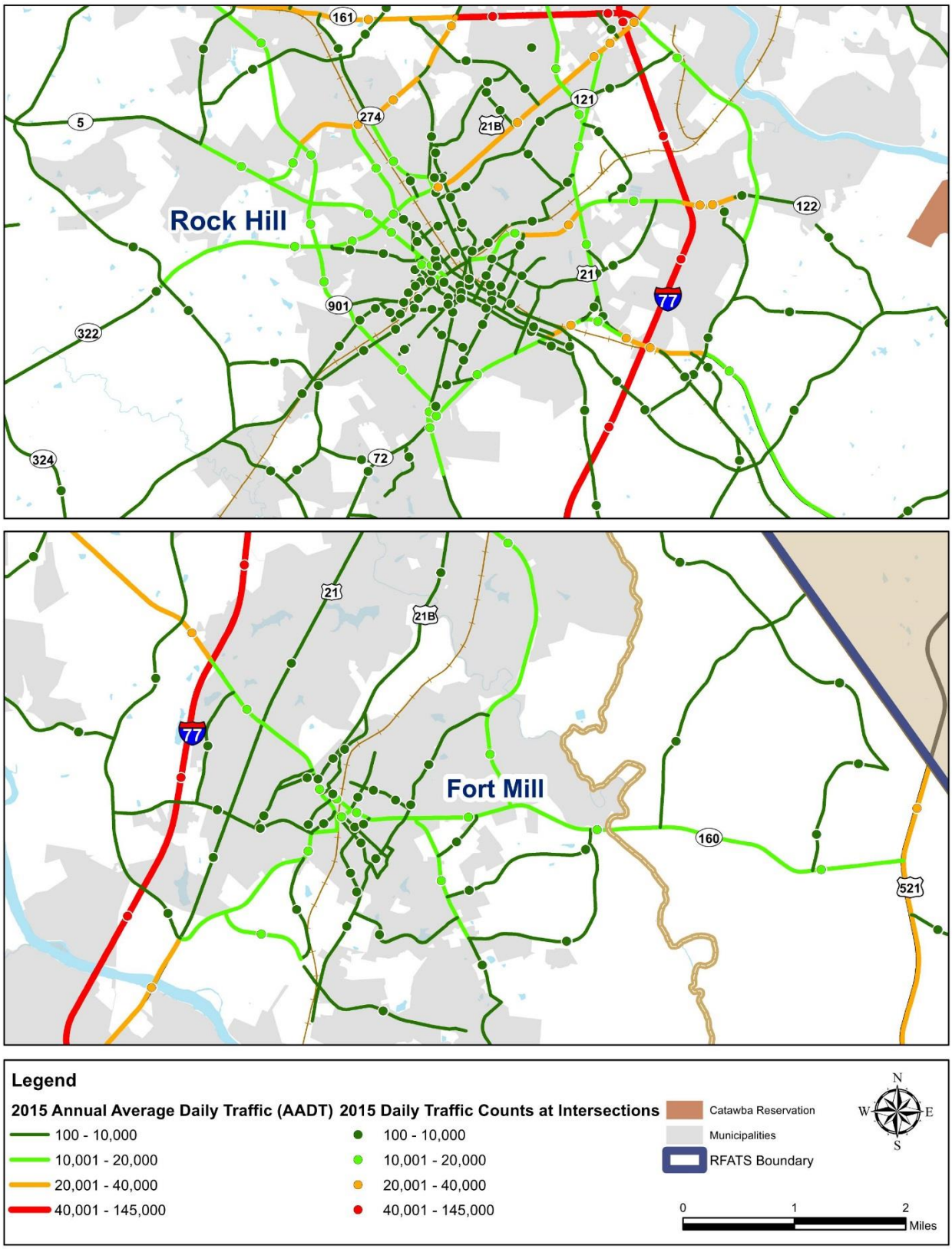


Figure 4.4: Average Annual Daily Traffic, 2015 (Rock Hill and Fort Mill areas)



Current and Future Traffic Conditions

Traffic flow along a given roadway is often presented in terms of volume-to-capacity ratio (i.e. the volume of traffic that the road is carrying compared to its maximum capacity. A roadway's capacity is based on its functional classification, number of lanes, posted speed limit, percent of truck traffic, and geometric characteristics. Volume-to-capacity thresholds vary by the functional class of the facility and whether it is classified as urban or rural.

Higher V/C ratios indicate there are a higher number of vehicles relative to the road's capacity. For example, a V/C ratio of 0.70 means that about 70 percent of the road's available capacity is being used. As the V/C ratio nears 1, it means that the traffic volume is almost equal to the maximum number of vehicles the road can carry. Locations that have high V/C ratios are therefore almost certain to be experiencing traffic congestion and delay.

The Metrolina Model was used to estimate traffic conditions on RFATS area roadways for a number of scenarios:

- **Existing Conditions** (Figure 4.5) This scenario uses a base year model calibrated to actual 2015 traffic data.

- **2045 Existing + Committed** (Figure 4.6) This scenario shows projected traffic conditions by the year 2045, if no further improvements are made other than the projects for which funding has been committed in the region's Transportation Improvement Program.

- **2045 LRTP** (Figure 4.7) This scenario shows projected traffic conditions by the year 2045, assuming the implementation of the projects included in this adopted long-range transportation plan.

All results reported here are for the PM peak period (3:30 to 6:30 PM), which shows the highest level of congestion during the 24-hour day that is modeled. It should therefore be noted that a route that appears congested in the following maps may only be congested at certain times of day.

In the Existing Conditions scenario, the arterial roads show the highest levels of congestion, especially in the areas with large retail developments near I-77. Significant PM peak congestion is also indicated along Fort Mill Highway and on I-77 itself , which is nearing capacity north of Sutton Road and already at capacity south of Mt. Holly Road (Exit 73).

Figure 4.5: Existing Traffic Conditions (2015)

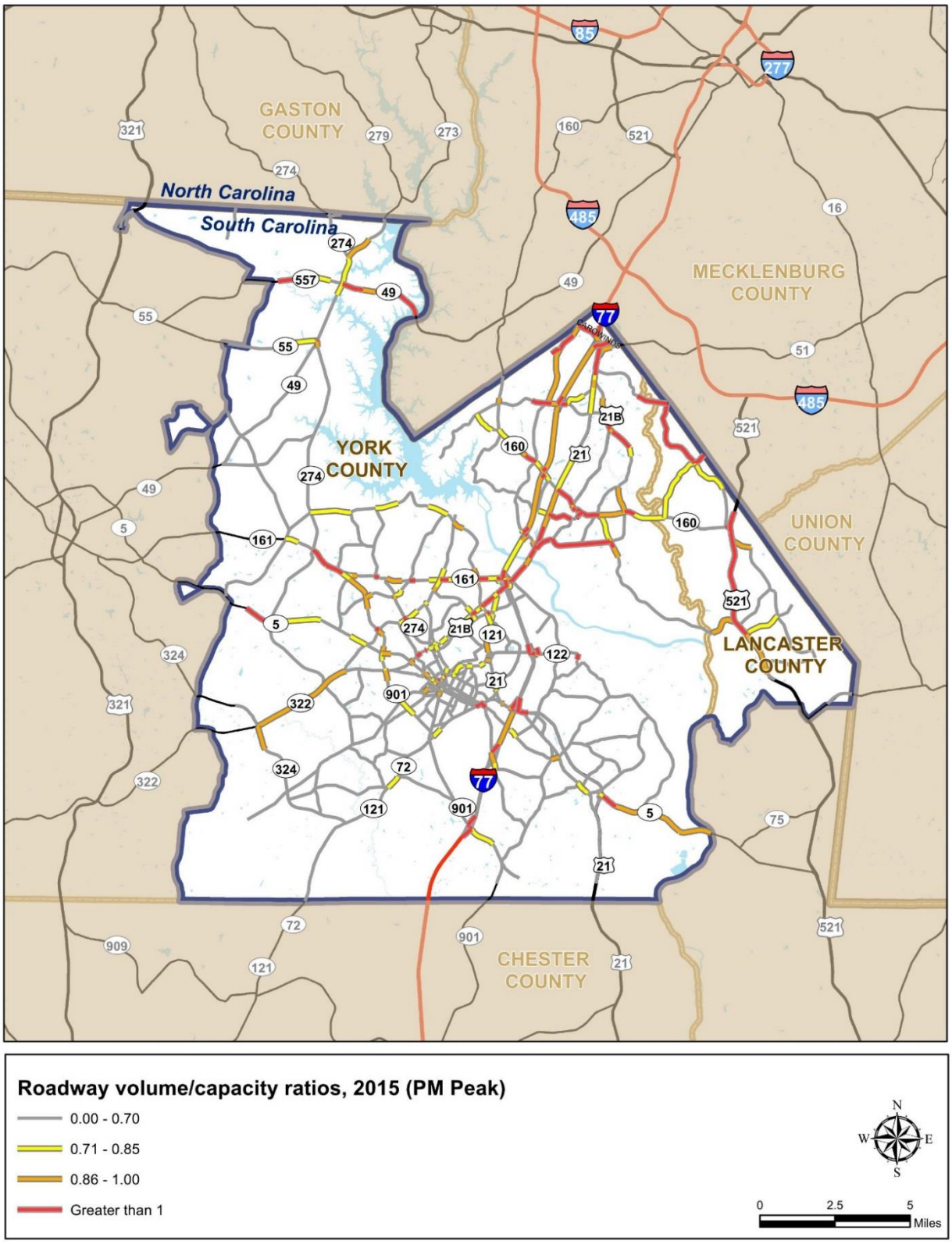


Figure 4.6: Projected Traffic Conditions, 2045 Existing + Committed Scenario

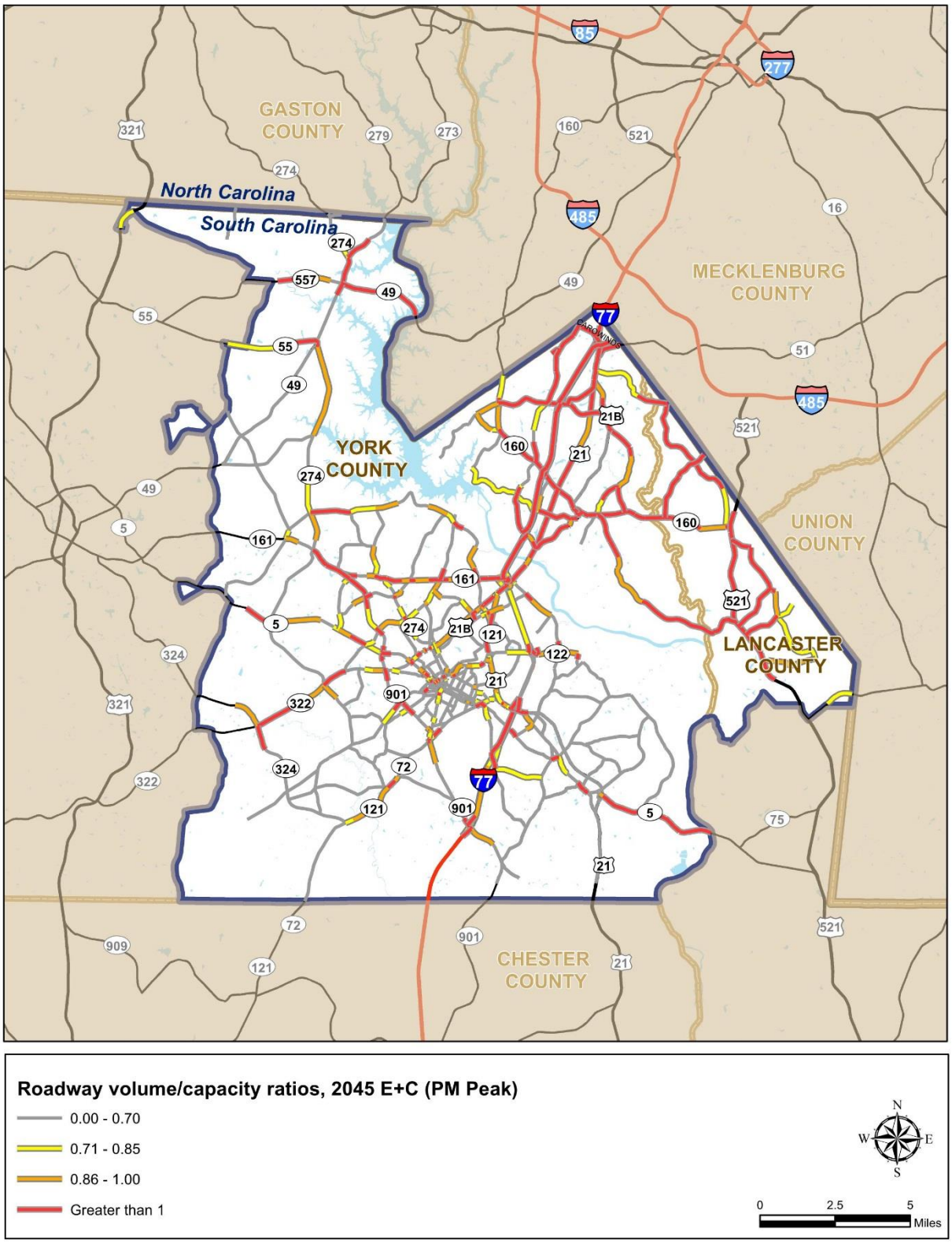
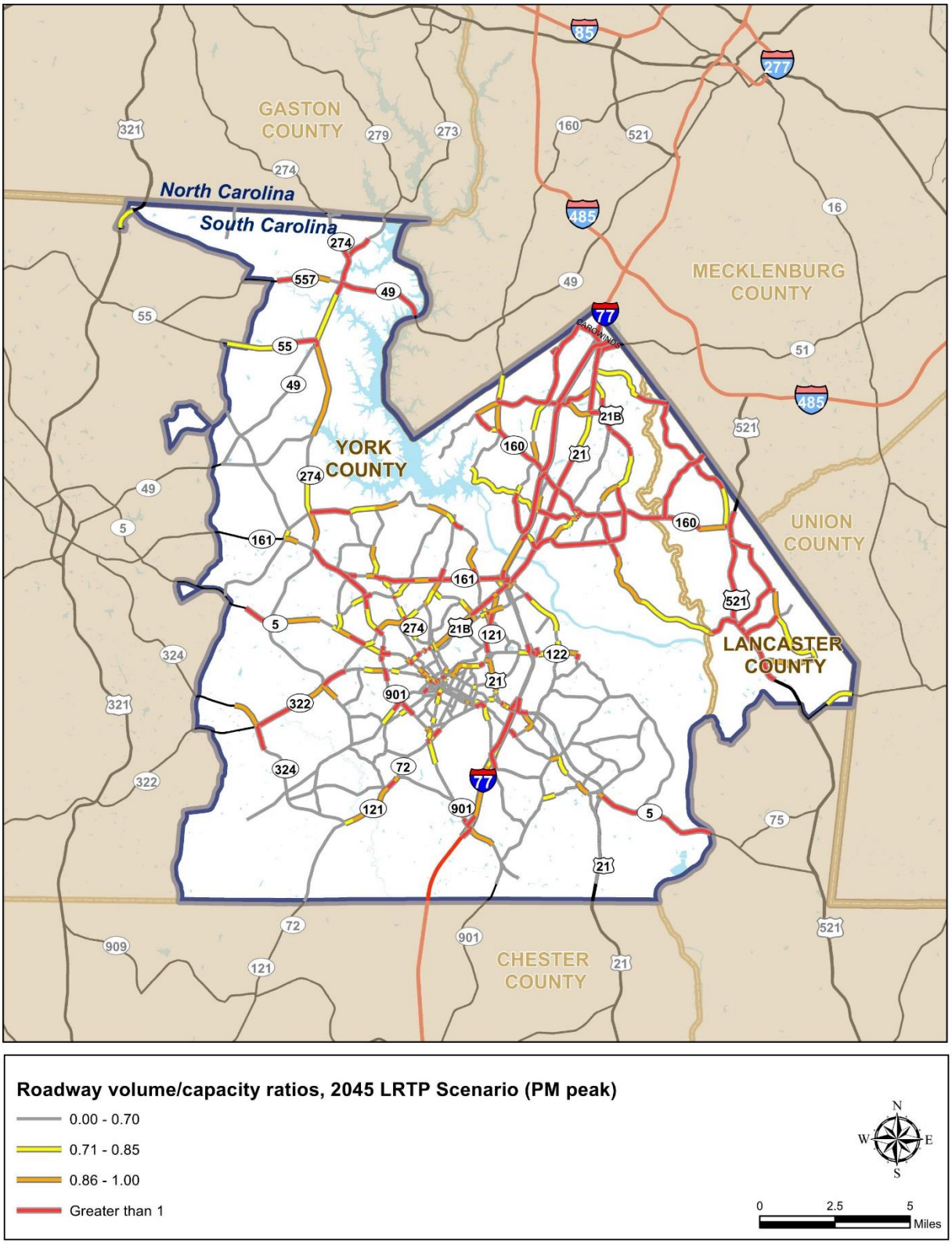


Figure 4.7: Projected Traffic Conditions With Implementation of 2045 LRTP



By the year 2045 – with implementation of the projects for which there is committed funding in the TIP – the model projects PM peak congestion for nearly every major road north of the Catawba River (see **Figure 4.6**). I-77 is expected to be over capacity both north and south of Rock Hill. Dobys Bridge Road, which is relatively uncongested under existing conditions, is projected for major delays for its entire length by 2045.

Traffic conditions are expected to improve somewhat with the implementation of the 2045 LRTP (**Figure 4.7**). It should be noted that with the focus on reconfiguring the interchanges at Exit 85 (SC 160 / I-77), at Exit 82 (Celanese & Cherry / I-77), and at Exit 77 (SC 5; US 21), the modeling displays don't fully reflect the benefits to be realized from these types of operational improvements given that they don't alter volume levels – even though the efficiency with which the demand levels are processed has been favorably impacted.

However, despite these significant investments along the I-77 Corridor in the 2045 LRTP, the majority of major roads are projected to continue to carry high demand levels under congested conditions, particularly during the peak periods. Drivers on Celanese Road, Hands Mill Highway (SC 274/279), Gold Hill Road, SC 160, US 521, and many other routes will continue to experience heavy traffic congestion. Delays on I-77 will likely become more frequent in both time and intensity if no other interstate improvements are undertaken between now and 2045.

In other words, even with the full use of available resources, traffic congestion is expected to become more challenging over time; and therefore, roadway capacity improvements (as important as they are), will need to be combined with a number of additional policies and operational strategies (such as more alternative routes, strengthening the collector street network, continued expansion of transit options, etc), in order to enable the transportation system to function in a safe, reliable and efficient manner. This is a challenge experienced in many part of the country, but particularly important in high growth environments like RFATS.

RFATS will also continue to monitor the potential impacts of autonomous vehicles, which are expected to improve and become more widely used in the short-term horizon. Such vehicles could dramatically affect safety, highway capacity, congestion management and traffic flow.

Project Selection Criteria

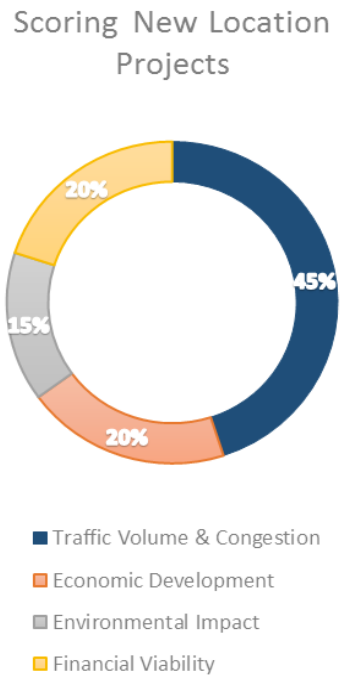
A number of factors were considered in selecting projects for the LRTP. In response to Act 114 (passed in 2007), SCDOT developed a set of ranking criteria, outlined in sections 57-1-370 and 57-1-460, for five types of projects:

new locations, intersections, widenings, interstate mainline capacity, and interchanges.

In 2008, the RFATS Policy Committee endorsed SCDOT's project criteria for its own use in the LRTP. The criteria are broken down and weighted based on the following factors:

For ranking **new location** projects:

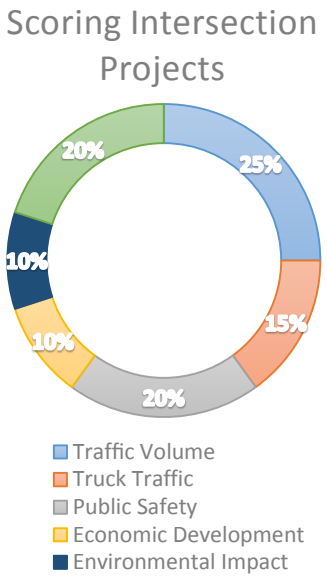
- Traffic volume and congestion (45%). Quantified by comparing the number of network hours of delay between build and no-build scenarios.
- Economic Development (20%). Quantified based on an assessment of short-term, intermediate, and long-term development potential as a result of the proposed improvement.
- Environmental Impact (15%). Quantified based on an assessment of potential impacts to natural, social, and cultural resources.
- Financial Viability (20%). Quantified based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration is given to projects supplemented with local project funding and/or other federal and state funding.
- Alternative Transportation Solutions. Considered independently of ranking.
- Consistency with Local Land Use Plans. Considered independently of ranking. The official designation of a new location option as the project solution will be determined in the alternatives analysis within the environmental process.



For ranking **intersection** projects:

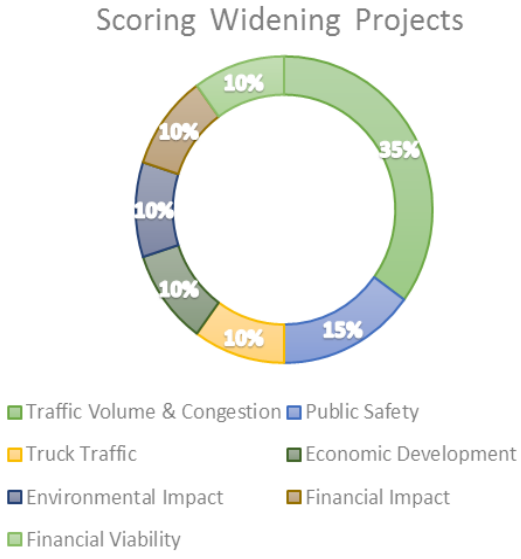
- Traffic Volume (25%). Quantified based on current traffic volumes.
- Truck Traffic (15%). Quantified based on current volume and average daily truck traffic estimates.
- Public Safety (20%). Quantified based on collision data.

- Economic Development (10%). Quantified based on short-term, intermediate, and long-term development potential as a result of the proposed improvement.
- Environmental Impact (10%). Quantified based on an assessment of potential impacts to natural, social, and cultural resources.
- Traffic Status (20%). Quantified based on an assessment of the intersection's functionality and operational characteristics.
- Financial Viability. Considered independently of ranking.
- Pavement Quality Index. Considered independently of ranking.
- Alternative Transportation Solutions. Considered independently of ranking.
- Consistency with Local Land Use Plans. Considered independently of ranking.



For ranking **widening** projects:

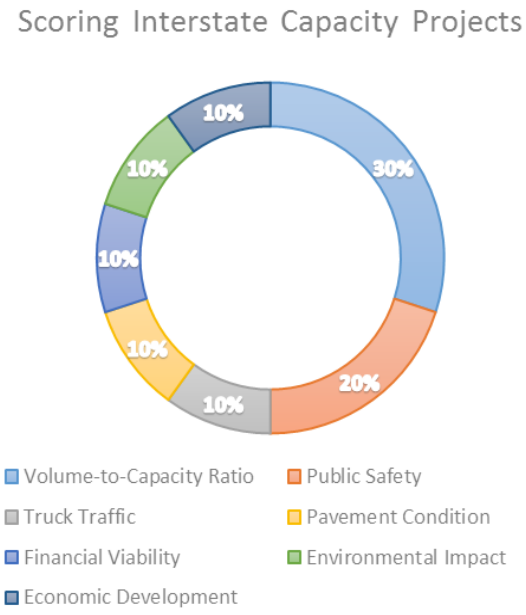
- Traffic Volume and Congestion (35%). Quantified based on current traffic volumes and the associated level-of-service condition.
- Public Safety (15%). Quantified based on collision data.
- Pavement Quality Index (PQI) (10%). Quantified based on pavement condition assessments.
- Truck Traffic (10%). Quantified based on current volume and average daily truck traffic estimates.
- Economic Development (10%). Quantified based on an assessment of short-term, intermediate, and long-term development potential as a result of the proposed improvement.
- Environmental Impact (10%). Quantified based on an assessment of potential impacts to natural, social, and cultural resources.



- Financial Viability (10%). Quantified based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.
- Consistency with Local Land Use Plan (for consideration only). Considered independently of the ranking process. A determination of consistency will be made during the long-range plan development process.
- Alternative Transportation Solutions (for consideration only). Considered independently of the ranking process. Transit propensity is evaluated based on surrounding population and employment characteristics to support transit service as a potential alternative or in addition to a proposed improvement.

For ranking **interstate mainline capacity** projects:

- Volume-to-Capacity Ratio (30%). The volume-to-capacity ratio (V/C) score is based on average annual daily traffic data and capacity thresholds consistent with the Highway Capacity Manual.
- Public Safety (20%). The safety score is based on an accident rate that is calculated by the total number of crashes within a given segment divided by the volume and multiplied by the number of years.
- Truck Traffic (10%). The truck score is based on historical truck classification data that is expressed as a percentage of total daily traffic. The truck percentage is multiplied by the average daily traffic to calculate the truck ADT. Truck ADT is used instead of truck percentage to give greater consideration to higher volume roads.
- Pavement Condition (10%). The pavement score is based on pavement management data collected using video and computer technology.
- Financial Viability (10%). The financial viability score is based on project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget.



- Environmental Impact (10%). The environmental impact score is based on an assessment of the project's potential impacts to all known environmental, cultural and social resources.
- Economic Development (10%). The economic development score is provided by the South Carolina Department of Commerce and is based on an assessment of the project's benefit to existing industrial/manufacturing development, as well as its proximity to existing infrastructure.

For ranking **interstate interchange** projects, 80 percent of the total weighted scoring is based on the following criteria, which are included in the Interstate Interchange Management System (IIMS):

- Passenger Vehicle Travel Time
- Truck Vehicle Travel Time
- Passenger Vehicle Delay
- Truck Vehicle Delay
- Passenger Vehicle Distance
- Truck Vehicle Distance
- Truck Vehicle Time
- Truck Detour Distance
- Design-Related Fatal Crashes
- Design-Related Personal Injury Crashes
- Design-Related Property Damage Crashes
- Other Fatal Crashes
- Other Personal Injury Crashes
- Other Property Damage Crashes

The remaining inputs include 10 percent from economic development and 10 percent from environmental impacts, similar to interstate mainline capacity projects.

2045 LRTP Projects

This section presents the major roadway projects to be implemented during the life of the 2045 Long Range Transportation Plan. The projects include road widenings and traffic flow improvements in and around heavily congested interchanges, as well as priority intersection locations.

The projects are presented below in two categories:

- **Federally Funded Projects**

  Table 4.1 lists the projects that will be funded at least partly with federal sources. This includes projects selected for Guideshare funding allocated to RFATS, as well as statewide programmatic investments that SCDOT will make during the life of the plan. (For more detail on Guideshare and other funding sources, see Chapter 12.)

  A map of the federally funded projects is provided in **Figure 4.8**.

- **Non-Federally Funded Projects**

  Table 4.2 lists projects to be built with non-federal funding sources.

  The primary funding source for these projects is the York County Local Option Sales Tax program (known as 'Pennies for Progress'). The program was initiated by York County to provide citizens with a safer and more efficient roadway system. Projects were chosen by a Sales Tax Commission representing the citizens of York County, and were then approved by the voters. York County was the first county in South Carolina to pass this type of sales tax program to improve the road system. A benefit of this tax is that 99 cents of every sales tax dollar raised in York County stays in the County.

  The first Pennies for Progress referendum was passed in 1997, with subsequent referendums passed in 2003 and 2011. Table 4.2 indicates the referendum in which each project was approved.

  At the time this plan was developed, a fourth Pennies for Progress referendum was scheduled for the November 2017 ballot. However, the list of projects to be presented to voters had not been finalized. Table 4.2 therefore shows the projects which were anticipated to be on the referendum at the time of this plan's adoption. The plan will be amended as appropriate if the final project list should reflect additional transportation projects within the RFATS Planning Area.

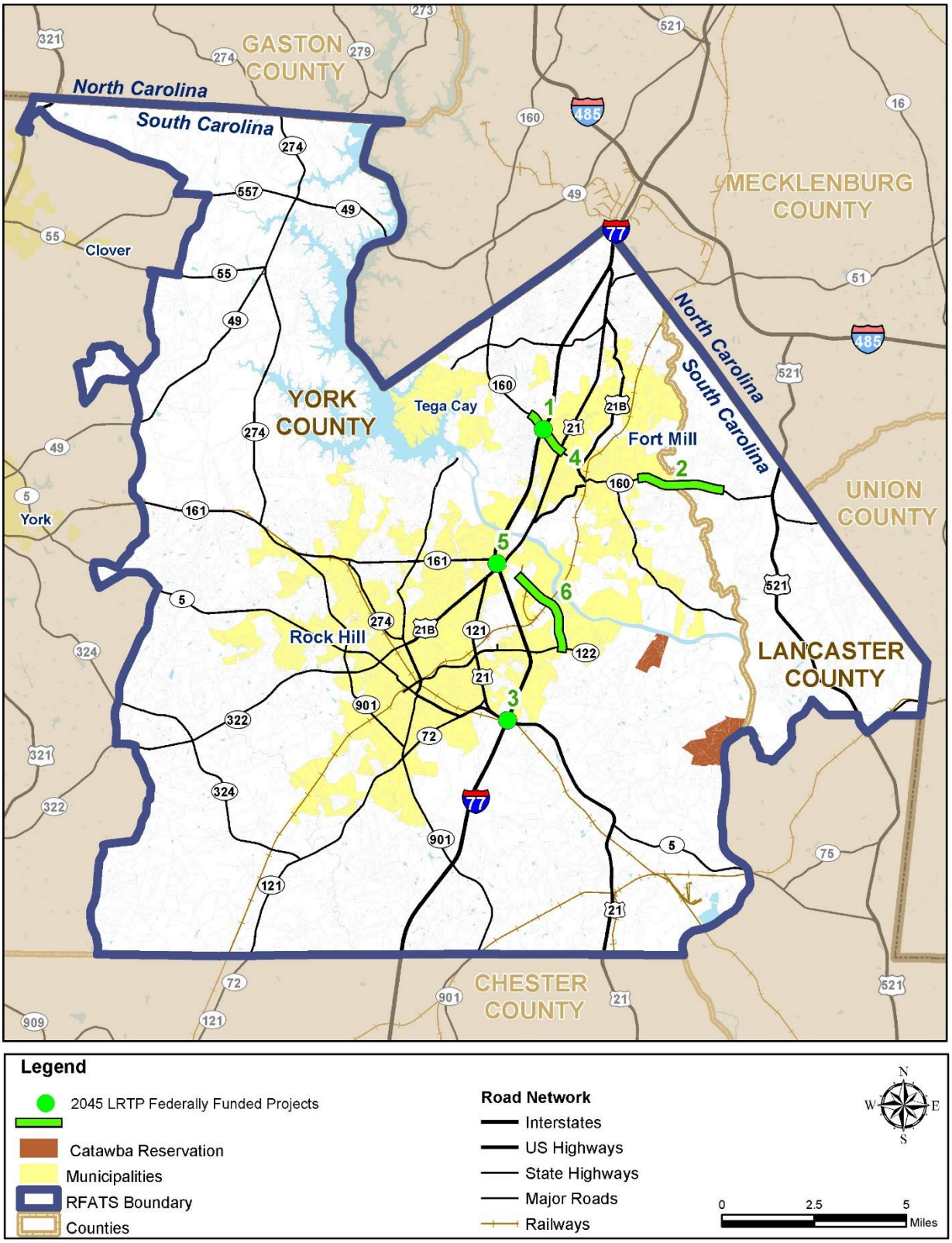
  A map of the non-federally funded projects is provided in **Figure 4.9.**

Unfunded Needs are not part of the fiscally constrained LRTP, but are shown in **Table 4.3** to indicate other transportation needs identified during the development of this plan.

Table 4.1 – Federally Funded Projects in the 2045 LRTP

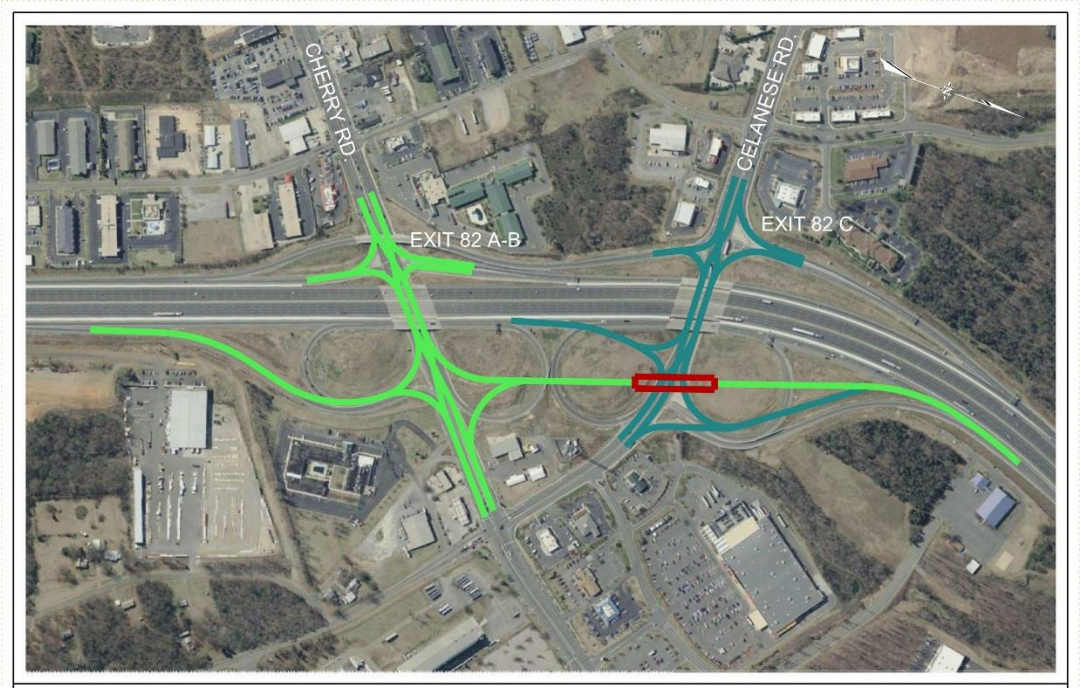
Project ID	Project Description	Funding Source	Cost (millions)	Length (miles)	Horizon Year
1	Improve I-77 Interchange at SC 160	Guideshare	$24.8	-	2025
2	Widen SC 160 from Rosemont-McMillan to Springfield Parkway (SC 460) from 3 to 5 lanes	Guideshare	$25.8	2.1	2035
3	Improve I-77 interchange at Anderson Road (SC 5/US 21)	Guideshare	$5.2	-	2025
4	Widen SC 160 from 4 to 6 lanes from US 21 to Sutton Road	Guideshare	$8.8		2025
5	Improve I-77 Interchange at Celanese Road (SC 161) and Cherry Road (US 21) (Exits 82 A, B & C)	Guideshare	$62.1	-	2025
6	Widen Cel-River/Red River Road to 5 lanes from Eden Terrace (S-645) to Dave Lyle Boulevard (SC 122)	Guideshare	$46.2	0.9	2025
-	System Improvement Projects (Bridge Replacements, Safety, Road Widenings, Interstate Program)	FHWA, SCDOT	$19.0	-	Throughout
-	CMAQ (Congestion Mitigation & Air Quality Improvement Program)	FHWA, SCDOT	$5.2	-	Throughout
-	TAP (Transportation Alternatives Program)	FHWA, SCDOT, Local	$4.0	-	Throughout
	Total		**$201.1**		

Figure 4.8 – Federally Funded Projects in the 2045 LRTP



The two projects shown below have also been submitted for potential funding through the State Infrastructure Bank (SIB). If SIB funds are awarded, RFATS will amend this plan to reflect this action.

Proposed Interchange Improvements for I-77 at Celanese and Cherry Rd (Exit 82 A,B,C)



Proposed Interchange Improvements for I-77 at SC 160

Table 4.2: Non-Federally Funded Projects in the 2045 LRTP

Project ID	Project Type	Route	Project Description	Horizon	Pennies Referendum	Cost (millions)
7	New Road	Tega Cay - Gold Hill Connector	Connect SC 160 and Gold Hill Road to provide a second access route from Tega Cay to SC 160	2025	2003	$13.9
9	Road Widening	Ebinport Road (SC 904)	Widen from 2 to 3 lanes from Cherry Rd to India Hook	2025	2003	$35.0
10	Road Widening	Mt Gallant Road	Widen from 2 to 3 lanes from Anderson Rd (US 21 Byp) to Dave Lyle Blvd (SC 122)	2025	2003	$20.0
11	Road Widening	US 21 N and SC 51	Widen from 2 to 5 lanes with urban cross-section from Springfield Parkway to NC state line	2025	2011	$43.7
12	Road Widening	SC 160	Widen to 5 lanes from Gold Hill Road to NC State Line	2025	2011	$13.7
13	Interchange Modification	I-77 / Gold Hill Road (SC 460)	Gold Hill Road / I-77 interchange improvement	2025	2011	$17.6
14	Road Widening	SC 160 East	Widen from 2 to 3 lanes from Fort Mill Northern Bypass to County Line	2025	2011	$7.5
15	Intersection	Fort Mill Southern Bypass/Spratt St/ S Sutton Rd (SC 49)	Reconfigure intersection	2025	2011	$8.7
16	Road Widening	Mt Gallant Road	Widen to 3 lanes from Celanese Rd (SC 161) to Twin Lakes Rd (SC 196)	2025	2011	$32.5
17	Road Widening	Cel-River Road (SC 50)	Widen from 2 to 5 lanes from Cherry Road (US 21) to Eden Terrace (S-645)	2025	2011	$17.5
18	Road Widening	Riverview Road	Widen from 2 to 3 lanes from Eden Terrace to Celanese	2025	2011	$9.9

Table 4.2: Non-Federally Funded Projects in the 2045 LRTP (continued from previous page)

Project ID	Project Type	Route	Project Description	Horizon	Pennies Referendum	Cost (millions)
19	Bicycle/ Pedestrian, Safety	Cherry Road	Pedestrian safety improvements near Winthrop University	2025	2011	$1.5
20	Intersection, Safety	Anderson Road (US 21) / Cowan Farm Road	Intersection Improvements at Anderson Road (US 21) / Cowan Farm Road	2025	2011	$7.5
21	Bicycle/ Pedestrian	University Drive	University Drive Bike / Ped Improvements	2025	2011	$1.2
22	Road Widening	SC 72 (Saluda Street)	Widen from 2 to 3 lanes from SC 901 to Rambo Road	2025	2011	$26.2
23	Reconstruction, Safety	Paraham Road (S 46-54)	Add 3-foot paved shoulders on each side from SC 161 to SC 55	2025	2011	$9.9
24	Road Widening	SC 557	Widen from 2 to 5 lanes from Kingsbury Road to SC 49	2025	2011	$28.7
25	Road Widening	Hands Mill Highway (SC 274 / SC 279)	Widen to 3 lanes from Pole Branch Road to NC State Line	2025	2011	$15.0
26	Road Widening	Hands Mill Highway (SC 274 / SC 279)	Widen to 5 lanes from Landing Pointe to Pole Branch Road	2025	2011	$30.0
27	Road Widening	McConnell's Highway (SC 322)	Widen to 3 lanes from Heckle Blvd to Falls Road	2025	2011	$18.5
28	Road Widening	US 21 N	Widen from 2 to 5 lanes from Sutton Rd- SC 160	2035	2017	$48.4
29	Road Widening	US 21 N	Widen from 2 to 5 lanes from SC 160 to Springfield Parkway	2025	2017	$44.3

Table 4.2: Non Federally-Funded Projects in the 2045 LRTP (continued from previous page)

Project ID	Project Type	Route	Project Description	Horizon	Pennies Referendum	
30	Road Widening	Sutton Rd	Widen from 2 lanes to 5 lanes from 6th Baxter to US 21	2035	2017	$48.1
31	New Road	Zoar Road Extension	New facility from SC 160 to Gold Hill Road	2035	2017	$12.5
32	Road Widening	Ebenezer Road	Widen from 2 to 3 lanes from Frank Gaston (Old Pointe) to SC 161 (Celanese Road)	2025	2017	$22.0
34	Road Widening	Springhill Farm Rd	Widen from 2 to 5 lanes from US 21 to SC 51	2025	2017	$8.1
35	Road Widening	Fort Mill Southern Parkway	Widen to 5 lanes from Holbrook to I-77	2025	2017	$68.7
36	Road Widening	Fort Mill Southern Parkway	Widen to 5 lanes from SC 160 to Holbrook	2025	2017	$24.1
	Total					**$719.8**

Figure 4.9: Non-Federally Funded Projects in the 2045 LRTP

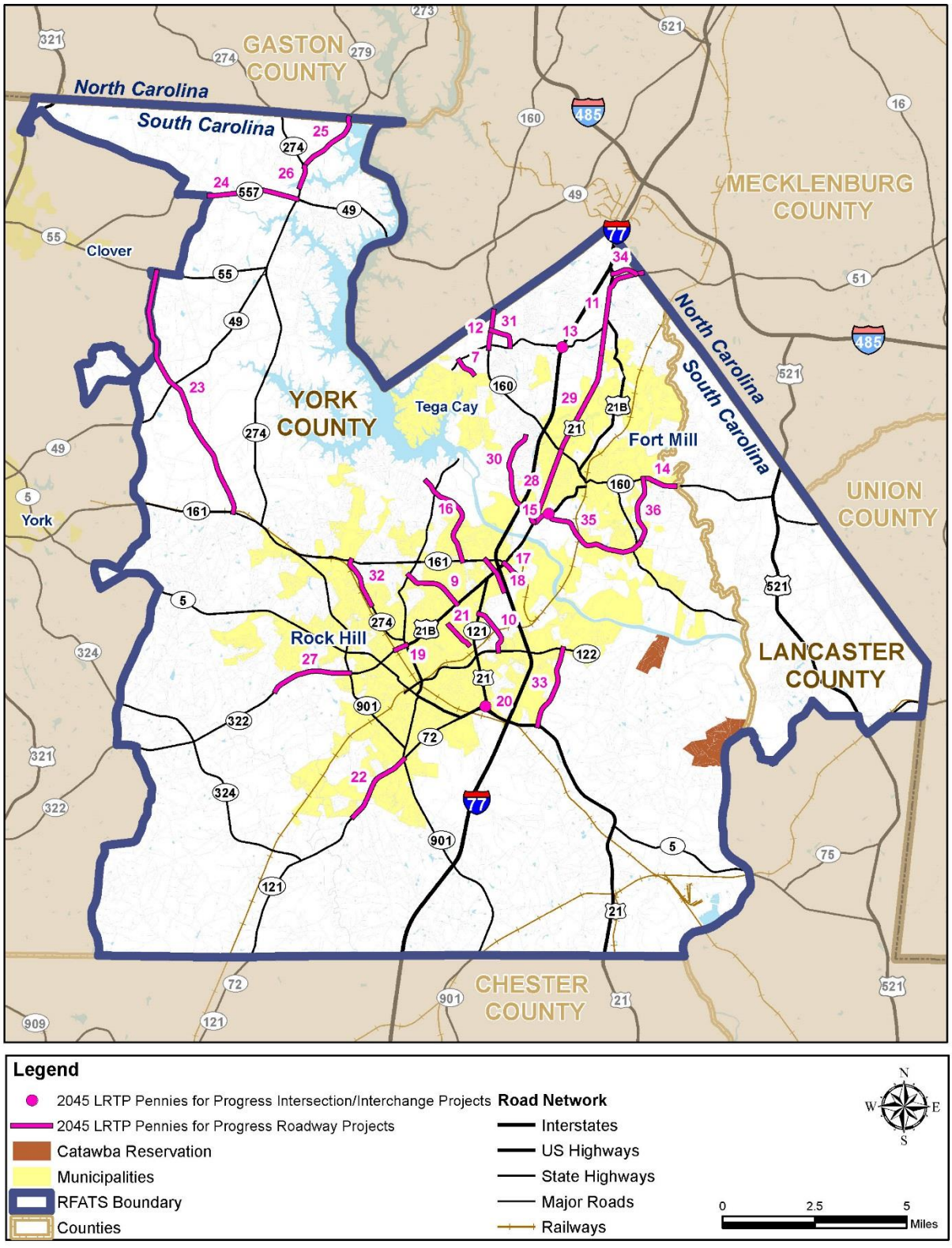


Table 4.3: Unfunded Needs

Route	Project Description
US 21	SC 160 to Fort Mill Northern Bypass/Springfield Parkway
McConnell's Highway	Widen to 3 lanes from Falls Road to Heckle Blvd
Fort Mill Southern Parkway	Widen to 5 lanes from Holbrook to I-77
Zoar Rd Extension	New 2 lane facility from Zoar Rd to Gold Hill Rd
Ebenezer Road	Widen to 3 lanes from Celanese to Old Pointe
Springfield Parkway	Springfield Parkway Bike / Ped Improvements
McConnell's Highway	Widen to 3 lanes from Falls Road to SC-324
SC-5 (West Main Street)	SC-5 (West Main Street) Bridge over Tools Fork Creek
S-81 (Adnah Church Road)	S-81 (Adnah Church Road) Bridge over Tools Fork Creek
White Street (Oakland Avenue to Dave Lyle Blvd)	White Street Pedestrian Safety Improvements
Columbia Avenue	Columbia Avenue Pedestrian Improvements
SC-72 (Saluda Road)	SC-72 (Saluda Road) Bridge over Stony Fork Creek
Red River Road-Cel River	Widen to 3 lanes from Dave Lyle (SC 122) to US 21 (S Anderson Rd)
Fort Mill Southern Parkway	Widen to 5 lanes from Holbrook to SC 160

Table 4.3: Unfunded Needs (continued from previous page)

Route	Project Description
India Hook Road	Widen to 5 lanes from Celanese to New Bridge
Sutton Road	Widen to 5 lanes from new bridge connection to US 21
East-West Bridge	New 5-lane bridge over Catawba River from Mt Gallant to Sutton
Fort Mill Northern Parkway	Widen to 5 lanes from SC160 to I-77
Pleasant Road	Widen to 3 lanes from Gold Hill Rd to SC 160
Possum Hollow Rd	Widen to 3 lanes from US 521 to SC 160
Marvin Road	Widen to 3 lanes from US 521 to Union County Line
John Ross Parkway	Widen to 4 lanes from Dave Lyle Blvd to Mt Gallant
US 21 North	Widen to 5 lanes from Sutton Rd to SC 160
Dobys Bridge Rd	Widen to 5 lanes from US 521 to York County line
Dobys Bridge Rd	Widen to 5 lanes from York County line to Fort Mill Southern Parkway
Dobys Bridge Rd	Widen to 3 lanes from SC 160 to Fort Mill Southern Parkway
Mt Gallant Road	Widen to 3 lanes from Twin Lakes Rd to Museum Rd
White Street (SC 160)	Widen to 3 lanes from US 21 to McCammon

Table 4.3: Unfunded Needs (continued from previous page)

Route	Project Description
SC-72 (Saluda Street)	Widen to 5 lanes from SC-901 to Rambo Road
Munn Road	Widen to 3 lanes from Harris St to FMHS
Springsteen Road	Widen to 3 lanes from Dave Lyle Blvd to US 21
SC 49	Widen to 7 lanes from SC 274 to SC 557
Harrisburg Road	Widen to 3 lanes from SC 160 to Mecklenburg County line
River Parkway	New 2 lane from Banks Rd to Dobys Bridge Rd
Mt Gallant Road	Widen to 3 lanes from Museum Rd to SC 274
Pleasant Road	Widen to 3 lanes from Gold Hill Rd to Carowinds Blvd
Eden Terrace Rd	Widen to 3 lanes from Anderson to Bradley
Ridge Road	Widen to 3 lanes from US 321 to SC 557
Whites Rd	Widen to 3 lanes from FMSP to JW Wilson
Barberville Rd	Widen to 3 lanes from SC 160 to Mecklenburg County line
Henry Harris Rd	Widen to 5 lanes from Marvin Rd to Jim Wilson Rd
Shelley Mullins Rd	Widen to 3 lanes from US 521 to Union County line
US 521	Widen to 7 lanes from Jim Wilson Rd to Mecklenburg County line

Catawba Indian Nation Transportation Plan

Catawba Indian Nation Projects

The Catawba Indian Nation coordinates transportation planning with RFATS and has a voting representative on the RFATS Policy Committee.

The tribe also participates in the Indian Reservation Road Inventory (IRR). This is a program addressing the transportation needs of tribes by providing funds for planning, design, construction, and maintenance activities. This program is jointly administered by the Federal Highway Administration's Federal Lands Highway Office and the Bureau of Indian Affairs (BIA).

Projects for the tribe are overseen by the Catawba Indian Nation Department of Transportation. Currently planned road projects include reconstruction of Wade Harris Road and John Brown Road, VA Cemetery Access, and the Passmore Road extension.