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“Federal-Aid Highway” Earmarks: *Not All for Federal-Aid Highways*

The Congressional Research Service analyzed all 5,092 of the “High-Priority Projects” in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59) to separate these so-called earmarks* into functional categories. The results are summarized as follows (in order of frequency in the bill):

Road Projects: 3,762 (73.9% of the total)

Includes sidewalks associated with road construction, as well as intelligent transportation system projects, traffic signals, etc.

Bike and Footpaths: 418 (8.2% of the total)

Includes trails and other pedestrian and bike pathways that are not road-related sidewalk projects.

Bridge and Tunnel Projects: 359 (7.1% of the total)

Excludes interchange projects (which are counted as road projects).

Other: 291 (5.7% of the total)

Includes museums, port improvements, redevelopment initiatives, transportation enhancement projects, and other projects not identifiable under the other five categories.



Intermodal Facilities and Improvements: 218 (4.3% of the total)

Includes parking facilities, freight-yard relocations, road/rail crossings, etc.

Mass Transportation Projects: 44 (0.9% of the total)

Includes ferry and ferry-terminal projects, transit HOV, magnetic levitation, commuter rail, bus projects, etc.

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*The CRS analysis examined only the High-Priority Projects (Section 1702 of the law), not the separate list of transit/bus projects and other projects designated throughout the text of SAFETEA-LU.