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S. 1953

To require States to establish complete streets programs, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 4, 2025

Mr. MARKEY (for himself, Mr. BLUMENTHAL, Mr. WARNOCK, Mr. HEINRICH, and Mr. SCHATZ) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To require States to establish complete streets programs,
and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Complete Streets Act
5 of 2025”.

6 **SEC. 2. COMPLETE STREETS PROGRAM.**

7 (a) DEFINITIONS.—In this section:

8 (1) COMPLETE STREET.—The term “complete
9 street” means a public road that provides safe and
10 accessible options for multiple travel modes for peo-

ple of all ages, abilities, and disabilities, including modes such as walking, cycling, transit, mobility devices, automobiles, and freight.

(2) COMPLETE STREETS POLICY.—The term “complete streets policy” means a complete streets policy adopted by an eligible entity under subsection (d)(1).

(3) COMPLETE STREETS PRINCIPLE.—The term “complete streets principle” means a principle at the local, State, or regional level that ensures—

(A) the safe and adequate accommodation, in all phases of project planning and development, of all users of the transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, motorists, and freight vehicles; and

(B) the consideration of the safety and convenience of all users of the transportation system in all phases of project planning and development.

(4) COMPLETE STREETS PRIORITIZATION PLAN.—The term “complete streets prioritization plan” means a complete streets prioritization plan

developed by an eligible entity under subsection (f)(1).

(5) COMPLETE STREETS PROGRAM.—The term “complete streets program” means a complete streets program established by a State under subsection (b)(1).

(6) ELIGIBLE ENTITY.—The term “eligible entity” means—

(A) a unit of local government;

(B) a regional planning organization;

(C) a metropolitan planning organization;

(D) a transit agency;

(E) a natural resource or public land agency;

(F) a Tribal government;

(G) a nonprofit entity; or

(H) any other local or regional governmental entity, other than a State agency, with responsibility for or oversight of transportation or recreational trails that the State in which the project will occur determines to be eligible, consistent with the goals of this section.

(7) METROPOLITAN PLANNING ORGANIZATION.—The term “metropolitan planning organiza-

tion” means a metropolitan planning organization designated under—

(A) section 134 of title 23, United States

Code; or

(B) section 5303 of title 49, United States

Code.

(8) SECRETARY.—The term “Secretary” means the Secretary of Transportation.

(9) STATE.—The term “State” means—

(A) any of the 50 States;

(B) the District of Columbia;

(C) Puerto Rico;

(D) American Samoa;

(E) the Commonwealth of the Northern

Mariana Islands;

(F) Guam; and

(G) the United States Virgin Islands.

(b) ESTABLISHMENT.—

(1) IN GENERAL.—Not later than October 1 of the second full fiscal year after the date of enactment of this Act, each State shall establish a program for a competitive process for an eligible entity to seek—

(A) technical assistance for a project to de-

sign and construct a project included in the

1 complete streets prioritization plan of the eligi-
2 ble entity under subsection (f)(5); and

3 (B) grants for the design and construction
4 of complete streets under subsection (g).

5 (2) FUNDING.—Not later than October 1 of the
6 third full fiscal year that begins after the date of en-
7 actment of this Act, each State shall begin to pro-
8 vide grants for the design and construction of com-
9 plete streets under subsection (g)(1).

10 (3) GOALS.—The goals of a complete streets
11 program are—

12 (A) to provide technical assistance and in-
13 centives for the development and adoption of
14 complete streets policies;

15 (B) to encourage eligible entities to adopt
16 a strategic and comprehensive approach for the
17 development of complete streets;

18 (C) to facilitate better pedestrian, bicycle,
19 and public transit travel for users of all ages
20 and abilities by addressing critical gaps in pe-
21 destrian, bicycle, and public transit infrastruc-
22 ture;

23 (D) to distribute funding to reward eligible
24 entities that have committed to adopting com-

plete streets benchmarks developed by the Secretary under subsection (c); and

(E) to ensure that underserved municipalities, neighborhoods, rural areas, Tribal areas, territorial communities, and people, including low-income people and communities of color, are served equitably by the complete streets program.

(c) COMPLETE STREETS BENCHMARKS AND GUIDANCE.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall develop and make available to States and eligible entities benchmarks and guidance by which—

(A) States can carry out complete streets programs;

(B) eligible entities can carry out complete streets policies and complete streets principles; and

(C) eligible entities can evaluate the effectiveness of complete streets projects.

(2) FOCUS.—The benchmarks and guidance developed and made available under paragraph (1) shall—

1 (A) be designed to result in the establish-
 2 ment of methods of effectively carrying out a
 3 complete streets policy, a complete streets pro-
 4 gram, and complete streets principles, as appli-
 5 cable;

6 (B) focus on modifying scoping, design,
 7 and construction procedures to more effectively
 8 combine modes of transportation into integrated
 9 facilities that meet the needs of each of those
 10 modes of transportation in an appropriate bal-
 11 ance;

12 (C) indicate the expected operational and
 13 safety performance of alternative approaches to
 14 facility design; and

15 (D) suggest design options specific to road
 16 classifications, land use, traffic volume, and
 17 speed.

18 (3) TOPICS OF EMPHASIS.—In developing the
 19 benchmarks and guidance under paragraph (1), the
 20 Secretary shall—

21 (A) emphasize—

22 (i) procedures for identifying the
 23 needs of users of all ages and abilities of
 24 a particular roadway;

(ii) procedures for identifying the types and designs of facilities needed to serve each class of users;

(iii) safety and other benefits provided by carrying out complete streets principles;

(iv) common barriers to carrying out complete streets principles;

(v) procedures for overcoming the most common barriers to carrying out complete streets principles;

(vi) procedures for identifying the costs associated with carrying out complete streets principles;

(vii) procedures for maximizing local cooperation in the introduction of complete streets principles and carrying out those principles; and

(viii) procedures for assessing and modifying the facilities and operational characteristics of existing roadways to improve consistency with complete streets principles; and

(B) take into consideration findings of the National Complete Streets Assessment of the Federal Highway Administration.

1 (4) PUBLIC REVIEW AND COMMENT.—The com-
 2 plete streets benchmarks and guidance developed
 3 and made available under paragraph (1) shall be
 4 subject to a period of public review and comment.

5 (d) COMPLETE STREETS POLICIES.—

6 (1) IN GENERAL.—An eligible entity seeking
 7 technical assistance or funds from a complete streets
 8 program shall adopt a complete streets policy using
 9 complete streets principles and approved by—

10 (A) the State of the eligible entity; or

11 (B) a metropolitan planning organization
 12 that serves an area under the jurisdiction of the
 13 eligible entity, subject to the condition that the
 14 metropolitan planning organization and the
 15 State execute an agreement—

16 (i) under which the State agrees—

17 (I) to delegate policy approval
 18 authority to the metropolitan planning
 19 organization; and

20 (II) to provide funding to the
 21 metropolitan planning organization
 22 for all reasonable costs related to re-
 23 view of a complete streets policy; and

1 (ii) that establishes guidelines for ap-
2 proval of a complete streets policy as re-
3 quired under subsection (e)(2).

4 (2) GUIDANCE.—Not later than October 1 of
5 the first full fiscal year that begins after the date of
6 enactment of this Act, the Secretary shall provide
7 guidance to States and metropolitan planning orga-
8 nizations for review of complete streets policies
9 under this Act.

10 (3) REQUIREMENTS.—A complete streets policy
11 of an eligible entity shall—

12 (A) include a description of—

13 (i) how the eligible entity intends to
14 develop complete streets infrastructure, in-
15 cluding through an assessment of proce-
16 dures, design manuals, performance meas-
17 ures, and training for planners and engi-
18 neers;

19 (ii) how, after the development of
20 complete streets infrastructure, the trans-
21 portation system will serve users of all
22 ages and abilities, including pedestrians,
23 bicyclists, and public transit passengers, as
24 well as trucks, buses, and automobiles;

1 (iii) how the complete streets policy
 2 will apply to all projects and phases of
 3 projects that affect the streets under the
 4 complete streets policy, including recon-
 5 struction, new construction, planning, de-
 6 sign, maintenance, and operations, for the
 7 entire street;

8 (iv) how the development of complete
 9 streets infrastructure will improve safety
 10 for all road users in underserved neighbor-
 11 hoods, including any feedback from af-
 12 fected communities;

13 (v) any exceptions to the complete
 14 streets policy, including a clear procedure
 15 for the approval of those exceptions, as de-
 16 scribed in paragraph (4);

17 (vi) the jurisdiction in which the com-
 18 plete streets policy applies; and

19 (vii) the steps necessary for implemen-
 20 tation of the complete streets policy;

21 (B) encourage a comprehensive, integrated,
 22 and connected network for all modes of trans-
 23 portation;

24 (C) benefit users of all abilities;

1 (D) emphasize the need to coordinate with
2 other jurisdictions with respect to the streets
3 under the jurisdiction of the complete streets
4 policy;

5 (E) require the use of the latest and best
6 design criteria and guidelines, particularly
7 standards relating to providing access to indi-
8 viduals with disabilities, in projects under the
9 complete streets policy;

10 (F) recognize the need for flexibility in bal-
11 ancing user needs;

12 (G) be context sensitive and complement
13 the community, including consideration of—

14 (i) the urban, suburban, or rural loca-
15 tion in which a project is located;

16 (ii) land use; and

17 (iii) planned investments on or near
18 the corridor, such as public transportation;

19 (H) establish performance standards with
20 measurable outcomes to ensure that the com-
21 plete streets infrastructure complies with com-
22 plete streets principles;

23 (I) meet the minimum standards estab-
24 lished by the Secretary under subsection
25 (e)(2)(A)(i);

1 (J) comply with public right-of-way acces-
 2 sibility guidelines; and

3 (K) except as provided in paragraph (4),
 4 require the complete streets policy to apply to
 5 new road construction and road modification
 6 projects, including design, planning, construc-
 7 tion, reconstruction, rehabilitation, mainte-
 8 nance, and operations, for the entire right-of-
 9 way under the jurisdiction of the complete
 10 streets policy.

11 (4) EXEMPTION REQUIREMENTS AND PROCE-
 12 DURES.—A complete streets policy shall allow for a
 13 project-specific exemption from the complete streets
 14 policy if—

15 (A) the roadway affected by the project
 16 may not, under applicable law, be used by cer-
 17 tain types of users, in which case the eligible
 18 entity shall make a greater effort to accommo-
 19 date the types of users elsewhere by providing
 20 the most efficient routing and accessibility for
 21 those road users;

22 (B) the cost of the project to comply with
 23 the complete streets policy would be excessively
 24 disproportionate (as defined in the document of
 25 the Department of Transportation entitled “De-

1 sign Guidance Accommodating Bicycle and Pe-
2 destrian Travel: A Recommended Approach”
3 and required under section 1202(b) of the
4 Transportation Equity Act for the 21st Century
5 (23 U.S.C. 217 note; Public Law 105–178))
6 compared to the need, particular use of the af-
7 fected roadway, or prevalence of serious or fatal
8 crashes on that roadway;

9 (C) the existing and expected population,
10 employment density, or level of transit service
11 on and around the affected roadway is so low
12 that the expected users of the affected roadway
13 will not include pedestrians or other vulnerable
14 road users; or

15 (D) there are complete streets principles
16 fulfilled on a parallel corridor connected to an
17 area that is not more than 0.25 mile away for
18 pedestrians and not more than 1.5 miles away
19 for bicyclists, providing a complete streets net-
20 work.

21 (5) GUIDANCE.—The Secretary shall establish
22 guidance for a State or metropolitan planning orga-
23 nization to evaluate and approve a complete streets
24 policy of an eligible entity.

25 (6) REPORTS.—

1 (A) IN GENERAL.—Each State department
2 of transportation shall submit to the Secretary
3 a report describing the implementation by the
4 State of measures to achieve complete streets
5 principles within complete streets policies of eli-
6 gible entities within the State at such time, in
7 such manner, and containing such information
8 as the Secretary may require.

9 (B) DETERMINATION BY SECRETARY.—On
10 receipt of a report under subparagraph (A), the
11 Secretary shall determine whether the complete
12 streets program of the State has incorporated
13 complete streets principles into all aspects of
14 the transportation project development, pro-
15 gramming, and delivery process, including
16 project planning, project identification, project
17 scoping procedures, design approval, design
18 manuals, and performance measures.

19 (e) CERTIFICATION.—

20 (1) CERTIFICATION OF STATE PROGRAMS.—Not
21 later than the first October 1 after the date of en-
22 actment of this Act, the Secretary shall establish a
23 method of evaluating and certifying compliance by
24 States with the requirements of this Act, including
25 a requirement that each State department of trans-

portation submit a report to the Secretary that describes—

(A) the complete streets program of the State;

(B) the plan to carry out the complete streets program of the State; and

(C) the degree of involvement of eligible entities within the State in developing and carrying out the complete streets program of the State.

(2) MINIMUM STANDARDS FOR COMPLETE STREETS POLICIES.—

(A) ESTABLISHMENT.—Not later than October 1 of the first full fiscal year that begins after the date of enactment of this Act, the Secretary shall establish minimum requirements for the certification of an eligible entity by a State or metropolitan planning organization that describes—

(i) the minimum standards for a complete streets policy that allows an eligible entity to receive a grant under subsection (g)(1); and

(ii) a method for a State or metropolitan planning organization to certify that

1 the complete streets policy of an eligible
 2 entity meets the minimum requirements
 3 required by the Secretary under clause (i).

4 (B) LACK OF CERTIFICATION BY STATE OR
 5 MPO.—If the State or metropolitan planning or-
 6 ganization does not certify the complete streets
 7 policy of an eligible entity, the eligible entity—

8 (i) may not participate in the grant
 9 program under subsection (g)(1); but

10 (ii) may use the complete streets pol-
 11 icy for local purposes.

12 (3) REPORT.—Not later than October 1 of the
 13 fourth fiscal year that begins after the date of enact-
 14 ment of this Act, the Secretary shall submit to Con-
 15 gress a report that describes—

16 (A) the evaluation and certification method
 17 established under paragraph (1);

18 (B) the status of activities for adopting
 19 and carrying out complete streets programs by
 20 States;

21 (C) the tools and resources provided by the
 22 Secretary to States to assist with adopting and
 23 carrying out complete streets programs by
 24 States; and

1 (D) other measures carried out by the Sec-
 2 retary to encourage the adoption of complete
 3 streets policies by eligible entities.

4 (f) COMPLETE STREETS PRIORITIZATION PLAN.—

5 (1) IN GENERAL.—To receive a grant under
 6 subsection (g)(1), an eligible entity shall develop,
 7 and the State of the eligible entity shall approve, a
 8 complete streets prioritization plan that consists of
 9 a comprehensive strategy and list of specific projects
 10 to design, and carry out the design of, complete
 11 streets—

12 (A) to improve safety, mobility, or accessi-
 13 bility of a street;

14 (B) that identifies—

15 (i) the streets and infrastructure to be
 16 affected by a project;

17 (ii) a cost estimate of the project; and

18 (iii) a timeline for the completion of
 19 the project;

20 (C) that aligns with local infrastructure
 21 plans and roadway maintenance schedules; and

22 (D) that includes a description of how
 23 complete streets priorities fit in with existing
 24 complete streets policies of the applicable State
 25 or metropolitan planning organization.

1 (2) REQUIREMENTS.—In developing a complete
 2 streets prioritization plan, an eligible entity shall
 3 prioritize projects based on the extent to which
 4 projects intended to be included in the complete
 5 streets prioritization plan improve—

6 (A) safety;

7 (B) pedestrian mobility;

8 (C) bicycle mobility;

9 (D) public transit operations and access;

10 (E) micromobility service operations and
 11 access, including shared bicycle and scooter
 12 services;

13 (F) vehicular operations;

14 (G) freight operations;

15 (H) air quality;

16 (I) connections and access to jobs and
 17 services for low-income people, communities of
 18 color, and people who rely on public transit;
 19 and

20 (J) any other factor the Secretary deter-
 21 mines to be necessary.

22 (3) INCLUSION OF PROJECTS FROM EXISTING
 23 PLANS.—In developing a complete streets
 24 prioritization plan, an eligible entity may include a

1 project included in an existing local infrastructure
 2 plan, including—

3 (A) a pedestrian or bicyclist safety plan;

4 (B) a complete streets plan in effect before
 5 the date of enactment of this Act;

6 (C) a local roadway safety plan;

7 (D) a Vision Zero Action Plan;

8 (E) a transition plan described in section
 9 35.150(d) of title 28, Code of Federal Regula-
 10 tions (or successor regulations) (commonly
 11 known as an ‘ADA Transition Plan’);

12 (F) a Tribal transportation safety plan;

13 (G) a comprehensive safety action plan (as
 14 defined in section 24112(a) of the Infrastruc-
 15 ture Investment and Jobs Act (23 U.S.C. 402
 16 note; Public Law 117–58)); or

17 (H) any other safety plan, as determined
 18 by the Secretary.

19 (4) APPROVAL.—A State or metropolitan plan-
 20 ning organization shall approve of a complete streets
 21 prioritization plan if the State or metropolitan plan-
 22 ning organization determines that the complete
 23 streets prioritization plan—

24 (A) meets the requirements of this section;

25 and

1 (B) meets the goals described in subsection
 2 (b)(3).

3 (5) TECHNICAL ASSISTANCE FUNDING.—A
 4 State may provide not more than \$100,000 in each
 5 fiscal year to an eligible entity with a complete
 6 streets policy approved by the applicable State or
 7 metropolitan planning organization to conduct stud-
 8 ies or analyses to support the completion of a com-
 9 plete streets prioritization plan.

10 (g) GRANTS FOR COMPLETE STREETS INFRASTRUC-
 11 TURE.—

12 (1) IN GENERAL.—A State may provide a grant
 13 for the design and construction of 1 or more projects
 14 included in the complete streets prioritization plan of
 15 an eligible entity.

16 (2) LIMITATION.—A grant provided to an eligi-
 17 ble entity under paragraph (1) may be in an amount
 18 equal to the lesser of—

19 (A) \$20,000,000; and

20 (B) 20 percent of the total amount of
 21 funding for the complete streets program of the
 22 State for the fiscal year.

23 (h) PRIORITY.—In selecting projects to receive grants
 24 under this section, the State shall give priority to projects
 25 on intersections and corridors in which nonmotorized

1 users are most vulnerable, based on the most recent data
2 and the evidence of risk.

3 (i) ACCESSIBILITY STANDARDS.—The Secretary and
4 the Attorney General shall update regulations of the De-
5 partment of Transportation and the Department of Jus-
6 tice, respectively—

7 (1) to adopt as accessibility standards the ac-
8 cessibility guidelines for pedestrian facilities in the
9 public right-of-way described in the final rule of the
10 Architectural and Transportation Barriers Compli-
11 ance Board entitled “Accessibility Guidelines for Pe-
12 destrian Facilities in the Public Right-of-Way” (88
13 Fed. Reg. 53604 (August 8, 2023)); and

14 (2) to include in those accessibility standards
15 provisions for vision, hearing, cognitive ability, and
16 language access.

17 (j) FUNDING.—For each fiscal year, each State shall
18 obligate to carry out the complete streets program of the
19 State—

20 (1) 5 percent of the funds apportioned to the
21 State under section 104(b) of title 23, United States
22 Code, in the case of a State described in subpara-
23 graph (A) or (B) of subsection (a)(9); or

24 (2) 5 percent of the funds apportioned to the
25 State under section 165 of title 23, United States

1 Code, in the case of a State described in subpara-
 2 graph (C) through (G) of subsection (a)(9).

3 **SEC. 3. SAFETY FOR USERS.**

4 Section 1442 of the FAST Act (23 U.S.C. 109 note;
 5 Public Law 114–94) is amended by striking subsection (a)
 6 and inserting the following:

7 “(a) IN GENERAL.—The Secretary shall require each
 8 State and metropolitan planning organization to adopt
 9 and implement standards for the design of Federal surface
 10 transportation projects that provide for the safe and ade-
 11 quate accommodation of all users of the surface transpor-
 12 tation network, including motorized and nonmotorized
 13 users, in all phases of project planning, development, and
 14 operation.”.

15 **SEC. 4. COMPLETE STREETS DESIGN STANDARDS.**

16 Section 109 of title 23, United States Code, is
 17 amended by adding at the end the following:

18 “(t) COMPLETE STREETS DESIGN STANDARDS.—

19 “(1) IN GENERAL.—Not later than 180 days
 20 after the date of enactment of the Complete Streets
 21 Act of 2025, the Secretary shall establish complete
 22 streets design standards that include—

23 “(A) dedicated, protected bike lanes with
 24 advancing levels of protective design, consistent

1 with the traffic speed, volume, and number of
 2 lanes of the road;

3 “(B) requirements for sidewalks and cross-
 4 walks consistent with public right-of-way acces-
 5 sibility guidelines; and

6 “(C) guidelines for lighting and signaliza-
 7 tion to promote safety.

8 “(2) INITIAL REQUIREMENT.—

9 “(A) IN GENERAL.—Beginning on the date
 10 that is 2 years after the date of enactment of
 11 the Complete Streets Act of 2025, any project
 12 described in subparagraph (B) shall comply
 13 with the complete streets design standards es-
 14 tablished under paragraph (1).

15 “(B) PROJECTS DESCRIBED.—Except as
 16 provided in paragraph (4), a project referred to
 17 in subparagraph (A) is a new project—

18 “(i) on a Federal-aid highway that—

19 “(I) is within the boundaries of a
 20 metropolitan planning area; and

21 “(II) has scheduled, fixed-route
 22 transit service;

23 “(ii) that uses funds apportioned to a
 24 State under section 104(b); and

1 “(iii)(I) for new construction or recon-
 2 struction; or

3 “(II) with a total cost of more than
 4 \$10,000,000.

5 “(3) SUBSEQUENT REQUIREMENT.—

6 “(A) IN GENERAL.—Beginning on the date
 7 described in subparagraph (B), any project de-
 8 scribed in subparagraph (C) shall comply with
 9 the complete streets design standards estab-
 10 lished under paragraph (1).

11 “(B) DATE DESCRIBED.—The date re-
 12 ferred to in subparagraph (A) is, for each
 13 State, the earlier of—

14 “(i) 5 years after the date of enact-
 15 ment of the Complete Streets Act of 2025;
 16 and

17 “(ii) the first statewide transportation
 18 improvement program for the State that
 19 begins after the deadline described in para-
 20 graph (2)(A).

21 “(C) PROJECTS DESCRIBED.—Except as
 22 provided in paragraph (4), a project referred to
 23 in subparagraph (A) is a new project—

1 “(i) on a Federal-aid highway that is
 2 within the boundaries of a metropolitan
 3 planning area;

4 “(ii) that uses funds apportioned to a
 5 State under section 104(b); and

6 “(iii)(I) for new construction or recon-
 7 struction; or

8 “(II) with a total cost of more than
 9 \$10,000,000.

10 “(4) EXEMPTIONS.—A project described in
 11 paragraph (2)(B) or paragraph (3)(C) shall not in-
 12 clude—

13 “(A) a limited access highway;

14 “(B) any portion of a signalized arterial
 15 roadway adjacent to land that is zoned for
 16 heavy industrial purposes, unless that portion
 17 of the roadway has scheduled, fixed-route tran-
 18 sit service;

19 “(C) a facility that has a documented ab-
 20 sence of current and future need;

21 “(D) a facility for which a project that
 22 complies with the complete streets design stand-
 23 ards established under paragraph (1) is already
 24 underway; or

1 “(E) a project for emergency repairs, ex-
 2 cept that temporary accommodations for all
 3 modes shall be made, to the extent practicable.

4 “(5) APPEALS.—

5 “(A) IN GENERAL.—If a State denies a
 6 proposal by a metropolitan planning organiza-
 7 tion to carry out a project to comply with the
 8 complete streets design standards under para-
 9 graph (1), the metropolitan planning organiza-
 10 tion may submit to the applicable regional of-
 11 fice of the Federal Highway Administration an
 12 appeal.

13 “(B) SECONDARY REVIEW.—The metro-
 14 politan planning organization may submit to
 15 the headquarters office of the Federal Highway
 16 Administration a request to review the deter-
 17 mination of the regional office of the Federal
 18 Highway Administration under subparagraph
 19 (A).

20 “(6) REPORTING.—

21 “(A) IN GENERAL.—Not later than 2 years
 22 after the date of enactment of the Complete
 23 Streets Act of 2025 and every 2 years there-
 24 after, each State shall submit to the Secretary
 25 and make publicly available an inventory of the

1 highway system of the State that shows which
2 portions have ongoing and completed projects
3 that comply with the complete streets design
4 standards under paragraph (1).

5 “(B) COST.—The Secretary shall make
6 publicly available, and update as appropriate, a
7 chart that shows the costs of complete streets
8 design elements in different contexts and for
9 different functional classifications.”.

○