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Complete Streets Act of 2025

Congress: 119 (2025–2027, Current)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jun 4, 2025

Current Status: Read twice and referred to the Committee on Environment and Public Works.

Latest Action: Read twice and referred to the Committee on Environment and Public Works. (Jun 4, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/senate-bill/1953>

Sponsor

Name: Sen. Markey, Edward J. [D-MA]

Party: Democratic • **State:** MA • **Chamber:** Senate

Cosponsors (4 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blumenthal, Richard [D-CT]	D · CT		Jun 4, 2025
Sen. Heinrich, Martin [D-NM]	D · NM		Jun 4, 2025
Sen. Schatz, Brian [D-HI]	D · HI		Jun 4, 2025
Sen. Warnock, Raphael G. [D-GA]	D · GA		Jun 4, 2025

Committee Activity

Committee	Chamber	Activity	Date
Environment and Public Works Committee	Senate	Referred To	Jun 4, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
119 HR 3712	Identical bill	Jun 5, 2025: Referred to the Subcommittee on Highways and Transit.

Complete Streets Act of 2025

This bill supports the development of safe and accessible roads through complete streets design and construction grants, policies, and design standards.

Under the bill, a *complete street* means a public road that provides safe and accessible travel options for multiple travel modes (e.g., walking, cycling, transit, mobility devices, automobiles, and freight) for people of all ages, abilities, and disabilities.

In general, each state must establish a competitive grant program that provides a portion of its federal highway funds to eligible entities for complete streets grants and technical assistance. Eligible entities include local and tribal governments, local agencies, metropolitan planning organizations (MPOs), and nonprofit organizations.

An eligible entity must develop a complete streets policy and a prioritization plan. The state or an MPO must approve the policy and plan. The Department of Transportation (DOT) must develop complete streets benchmarks and guidance for states and eligible entities.

In addition, DOT and the Department of Justice must update and adopt certain accessibility standards (e.g., by including provisions for cognitive ability and language access).

Further, DOT must require each state and MPO to adopt and implement design standards for the safe and adequate accommodation of all surface transportation network users.

DOT must also establish complete streets design standards for federal projects and phase in their adoption, with exemptions for certain roadways, facilities, and projects. The standards must include (1) dedicated, protected bike lanes; (2) requirements for sidewalks and crosswalks; and (3) guidelines for lighting and signalization to promote safety.

