

HR 3712

Complete Streets Act of 2025

Congress: 119 (2025–2027, Current)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Jun 4, 2025

Current Status: Referred to the Subcommittee on Highways and Transit.

Latest Action: Referred to the Subcommittee on Highways and Transit. (Jun 5, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/house-bill/3712>

Sponsor

Name: Rep. Cohen, Steve [D-TN-9]

Party: Democratic • **State:** TN • **Chamber:** House

Cosponsors (11 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Auchincloss, Jake [D-MA-4]	D · MA		Jun 4, 2025
Rep. Espaillat, Adriano [D-NY-13]	D · NY		Jun 4, 2025
Rep. Foushee, Valerie P. [D-NC-4]	D · NC		Jun 4, 2025
Rep. Titus, Dina [D-NV-1]	D · NV		Jun 4, 2025
Rep. Jackson, Jonathan L. [D-IL-1]	D · IL		Jun 9, 2025
Rep. Gottheimer, Josh [D-NJ-5]	D · NJ		Jun 23, 2025
Rep. Latimer, George [D-NY-16]	D · NY		Jul 16, 2025
Rep. Scanlon, Mary Gay [D-PA-5]	D · PA		Nov 20, 2025
Del. Norton, Eleanor Holmes [D-DC-At Large]	D · DC		Jan 16, 2026
Rep. Thompson, Mike [D-CA-4]	D · CA		Mar 4, 2026
Rep. Carter, Troy A. [D-LA-2]	D · LA		Jul 27, 2026

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Jun 5, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
119 S 1953	Identical bill	Jun 4, 2025: Read twice and referred to the Committee on Environment and Public Works.

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.

Actions Timeline

- **Jun 5, 2025:** Referred to the Subcommittee on Highways and Transit.
- **Jun 4, 2025:** Introduced in House
- **Jun 4, 2025:** Referred to the House Committee on Transportation and Infrastructure.

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