

119TH CONGRESS  
1ST SESSION

**S.** \_\_\_\_\_

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

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IN THE SENATE OF THE UNITED STATES

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Mr. MARKEY introduced the following bill; which was read twice and referred to the Committee on \_\_\_\_\_

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**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-

1       ple of all ages, abilities, and disabilities, including  
2       modes such as walking, cycling, transit, mobility de-  
3       vices, automobiles, and freight.

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

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

11           (A) the safe and adequate accommodation,  
12           in all phases of project planning and develop-  
13           ment, of all users of the transportation system,  
14           including pedestrians, bicyclists, public transit  
15           users, children, older individuals, individuals  
16           with disabilities, motorists, and freight vehicles;  
17           and

18           (B) the consideration of the safety and  
19           convenience of all users of the transportation  
20           system in all phases of project planning and de-  
21           velopment.

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

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

3 (5) COMPLETE STREETS PROGRAM.—The term  
4 “complete streets program” means a complete  
5 streets program established by a State under sub-  
6 section (b)(1).

7 (6) ELIGIBLE ENTITY.—The term “eligible enti-  
8 ty” means—

9 (A) a unit of local government;

10 (B) a regional planning organization;

11 (C) a metropolitan planning organization;

12 (D) a transit agency;

13 (E) a natural resource or public land agen-  
14 cy;

15 (F) a Tribal government;

16 (G) a nonprofit entity; or

17 (H) any other local or regional govern-  
18 mental entity, other than a State agency, with  
19 responsibility for or oversight of transportation  
20 or recreational trails that the State in which the  
21 project will occur determines to be eligible, con-  
22 sistent with the goals of this section.

23 (7) METROPOLITAN PLANNING ORGANIZA-  
24 TION.—The term “metropolitan planning organiza-

1       tion” means a metropolitan planning organization  
2       designated under—

3               (A) section 134 of title 23, United States  
4       Code; or

5               (B) section 5303 of title 49, United States  
6       Code.

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

9       (9) STATE.—The term “State” means—

10           (A) any of the 50 States;

11           (B) the District of Columbia;

12           (C) Puerto Rico;

13           (D) American Samoa;

14           (E) the Commonwealth of the Northern  
15       Mariana Islands;

16           (F) Guam; and

17           (G) the United States Virgin Islands.

18       (b) ESTABLISHMENT.—

19           (1) IN GENERAL.—Not later than October 1 of  
20       the second full fiscal year after the date of enact-  
21       ment of this Act, each State shall establish a pro-  
22       gram for a competitive process for an eligible entity  
23       to seek—

24           (A) technical assistance for a project to de-  
25       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-

1           plete streets benchmarks developed by the Sec-  
2           retary under subsection (c); and

3                   (E) to ensure that underserved municipali-  
4           ties, neighborhoods, rural areas, Tribal areas,  
5           territorial communities, and people, including  
6           low-income people and communities of color, are  
7           served equitably by the complete streets pro-  
8           gram.

9           (c) COMPLETE STREETS BENCHMARKS AND GUID-  
10          ANCE.—

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

15                           (A) States can carry out complete streets  
16          programs;

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

20                           (C) eligible entities can evaluate the effec-  
21          tiveness of complete streets projects.

22                   (2) FOCUS.—The benchmarks and guidance de-  
23          veloped and made available under paragraph (1)  
24          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;

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

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

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

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

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

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

18 (viii) procedures for assessing and  
19 modifying the facilities and operational  
20 characteristics of existing roadways to im-  
21 prove consistency with complete streets  
22 principles; and

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





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-

1       portation submit a report to the Secretary that de-  
2       scribes—

3               (A) the complete streets program of the  
4       State;

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

7               (C) the degree of involvement of eligible  
8       entities within the State in developing and car-  
9       rying out the complete streets program of the  
10      State.

11           (2) MINIMUM STANDARDS FOR COMPLETE  
12      STREETS POLICIES.—

13               (A) ESTABLISHMENT.—Not later than Oc-  
14      tober 1 of the first full fiscal year that begins  
15      after the date of enactment of this Act, the Sec-  
16      retary shall establish minimum requirements  
17      for the certification of an eligible entity by a  
18      State or metropolitan planning organization  
19      that describes—

20                   (i) the minimum standards for a com-  
21                   plete streets policy that allows an eligible  
22                   entity to receive a grant under subsection  
23                   (g)(1); and

24                   (ii) a method for a State or metropoli-  
25                   tan 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.”.