

Introduced: Mayor Pro Tem Weaver
1st Reading: September 28, 2026
Passed: September 28, 2026
Posted: September 29, 2026
Effective: September 28, 2026

RESOLUTION NUMBER 2139

A RESOLUTION OF THE CITY OF GREENBELT SUPPORTING H.R. 5356 AND URGING CONGRESS TO ESTABLISH A NATIONAL INFRASTRUCTURE BANK

WHEREAS, safe, reliable, resilient, and modern infrastructure is essential to the economic vitality, public safety, environmental sustainability, and quality of life of communities throughout the United States, including the City of Greenbelt; and

WHEREAS, local governments are responsible for planning, maintaining, and improving significant public infrastructure, including streets and transportation facilities, stormwater systems, public buildings, parks and recreation facilities, pedestrian and bicycle infrastructure, energy systems, and other community assets; and

WHEREAS, the American Society of Civil Engineers' 2025 *Report Card for America's Infrastructure* assigned the nation's infrastructure an overall grade of "C" and estimated a gap of approximately \$3.7 trillion between anticipated investment and the amount needed to bring the nation's infrastructure into a state of good repair through 2033; and

WHEREAS, Maryland received an overall grade of C in the 2025 ASCE Maryland Infrastructure Report Card, which found that the State's infrastructure is aging, underfunded, and increasingly vulnerable to capacity, resilience, and maintenance challenges; and

WHEREAS, approximately **49 percent of Maryland roads are rated in poor or fair condition**, the backlog of unfunded state-of-good-repair roadway projects increased from approximately **\$2.2 billion in Fiscal Year 2023 to \$3.8 billion in Fiscal Year 2024**, and congestion continues to impose substantial economic and quality-of-life costs on Maryland residents; and

WHEREAS, Maryland's approximately 5,500 bridges are aging, with approximately 40 percent more than 50 years old, while the State continues to face significant bridge rehabilitation, replacement, resilience, and safety needs; and

WHEREAS, Maryland also faces substantial water infrastructure needs, with ASCE identifying approximately **\$36 billion in drinking-water needs and \$27 billion in wastewater needs**, while aging water mains, lead service lines, emerging contaminants such as PFAS, stormwater requirements, and sewer-system improvements create significant additional demands on state and local governments and public utilities; and

WHEREAS, Maryland’s transportation financing system has faced significant fiscal pressures in recent years, including a proposed **\$1.3 billion reduction** in the State’s six-year transportation capital program in 2024 because of slow revenue growth, higher construction costs, and limitations on the State’s ability to provide matching funds necessary to fully leverage available federal funding; and

WHEREAS, on September 15, 2025, H.R. 5356, the “**National Infrastructure Bank Act of 2025**,” was introduced in the 119th Congress to establish a National Infrastructure Bank to facilitate investment in and financing of infrastructure projects and job creation; and

WHEREAS, H.R. 5356 would authorize the proposed National Infrastructure Bank to provide financing for qualifying infrastructure projects and identifies states, political subdivisions, and units of local government among the entities eligible to seek financial assistance; and

WHEREAS, the legislation defines infrastructure broadly to include transportation, energy, environmental and water infrastructure, telecommunications and broadband, affordable housing, schools, public parks and recreation facilities, libraries, workforce facilities, and other community development infrastructure; and

WHEREAS, H.R. 5356 proposes that the National Infrastructure Bank provide up to \$5 trillion in total loans for qualifying infrastructure projects of local, regional, or national significance that serve the public interest; and

WHEREAS, Greenbelt and communities throughout Prince George’s County and the State of Maryland face continuing needs for investment in transportation, transit, pedestrian and bicycle infrastructure, stormwater management, climate resilience, public facilities, affordable housing, energy infrastructure, broadband, parks, and other essential public infrastructure; and

WHEREAS, access to additional long-term infrastructure financing could complement existing federal, state, and local grants, municipal bonds, and other financing mechanisms and provide local governments with additional options for addressing major capital needs; and

WHEREAS, on April 21, 2026, the Prince George’s County Council adopted CR-016-2026 expressing its support for H.R. 5356 and the establishment of a National Infrastructure Bank as an additional financing tool for infrastructure investment; and

WHEREAS, the City Council believes that any National Infrastructure Bank should complement rather than replace existing federal and state infrastructure programs, formula funding, grants, municipal bonds, and other established financing mechanisms, while preserving the authority of state and local governments to identify, prioritize, and oversee projects that address the needs of their communities;

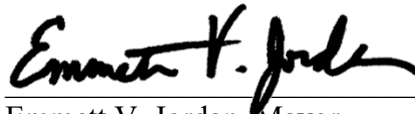
NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Greenbelt, Maryland, that the City Council hereby expresses its support for H.R. 5356, the **National Infrastructure Bank Act of 2025**, and for the establishment of a National Infrastructure Bank as an additional tool for financing needed public infrastructure investments throughout the United States; and

BE IT FURTHER RESOLVED, that the City Council urges the United States Congress to consider and advance H.R. 5356 and legislation establishing a National Infrastructure Bank that provides long-term infrastructure financing to state and local governments while maintaining strong public accountability and oversight; and

BE IT FURTHER RESOLVED, that the City Council supports a National Infrastructure Bank that complements existing federal, state, and local infrastructure funding programs and financing mechanisms and preserves local authority to establish infrastructure priorities and oversee projects within the community; and

BE IT FURTHER RESOLVED, that the City Manager is directed to transmit copies of this Resolution to the members of the Maryland Congressional Delegation, the sponsor of H.R. 5356, and other appropriate federal officials.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting on September 28, 2026.



Emmett V. Jordan, Mayor

ATTEST:



Bonita Anderson, City Clerk