





March 25, 2026

Policy Analysis and Fiscal Impact Statement

TO: Government Operations and Fiscal Policy (GOFP) Committee

THRU: Lavinia Baxter 
Senior Budget and Policy Analyst

FROM: Roger G. Banegas 
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CR-016-2026 The National Infrastructure Bank Act of 2025

CR-016-2026 (*Proposed and Sponsored by*): Council Members: Blegay, Oriadha, Adams, Hunter, Dernoga, and Olson.

Assigned to the Government Operations and Fiscal Policy Committee

A RESOLUTION CONCERNING THE NATIONAL INFRASTRUCTURE BANK ACT OF 2025 for the purpose of expressing the County Council's support for federal legislation cited as the "National Infrastructure Bank Act of 2025" (H. R. 5356, 119th Congress. (2025)).

Fiscal Summary

Direct Impact:

Expenditures: No anticipated expenditures impact.

Revenues: No anticipated revenue impact.

Indirect Impact:

Likely favorable.

Legislative Summary:

CR-016-2026¹, proposed by Council Member Blegay and sponsored by Council Members Blegay, Oriadha, Adams, Hunter, Dernoga, and Olson, was introduced on March 10, 2026, and referred to the Government Operations and Fiscal Policy Committee. The proposed legislation states the County Council's position in support of federal legislation, cited as the “National Infrastructure Bank Act of 2025” (H. R. 5356, 119th 4 Cong. (2025))². The Act would establish a National Infrastructure Bank as a financing tool to support critical infrastructure investment, economic development, job creation, and equitable growth benefiting Prince George’s County.

Resource Personnel:

- Leroy D. Maddox Jr., Legislative Attorney
 - Ayana Crawford, Chief of Staff, Office of At-Large Council Member Blegay
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Current Law/Background:

The National Infrastructure Bank Act of 2025 (H.R. 5356), introduced by Representative Danny K. Davis (D) from Illinois, seeks to create a \$5 trillion national bank dedicated to funding infrastructure projects throughout the country, designed to tackle notable gaps in infrastructure funding by employing innovative financial strategies and capital raising efforts with the aim of creating jobs while improving the nation’s infrastructure. The American Society of Civil Engineers (ASCE) estimates, in its 2021 report, that \$6.1 trillion is needed just to repair our nation’s infrastructure³. Of that, \$2.6 trillion is currently NOT funded in the following areas: Roads, bridges, freight corridors, and mass transit; Electricity grids; Schools; Dams, levees, waterways, and ports; Airports; Rail; Drinking water and wastewater; Public parks and recreation; and Hazardous and solid waste⁴.

The National Infrastructure Bank will be a separate institution from the Federal Budget, set up as a federally established, mixed-ownership, incorporated bank, capitalized with existing Treasuries held by the private sector. The NIB would work as follows⁵:

- “The NIB will be capitalized over ten years by purchasing up to \$500 billion in existing Treasury bonds held by the private sector (held in pension and other savings accounts), in exchange for equivalent shares of preferred stock in the NIB.

¹ [CR-016-2026](#)

² [Congress.Gov - H.R.5356 - National Infrastructure Bank Act of 2025](#)

³ [2021 REPORT: ECONOMIC IMPACTS OF STATUS QUO INVESTMENT ACROSS INFRASTRUCTURE SYSTEMS](#)

⁴ [Coalition for the National Infrastructure Bank - \\$5 Trillion, 25 Million Jobs](#)

⁵ Ibid.

- The NIB will provide up to \$5 trillion over ten years in infrastructure loans. That’s enough to cover all of the \$2.6 trillion ASCE identified funding gap, plus \$2.4 trillion for other critical projects.
- NIB lending is self-sustaining. The NIB charges low interest on loans, equal to benchmark Treasury bond rates.
- In addition, the NIB provides a reliable long-term source of funding to complement what federal, state, and local governments, and private sector banks, provide. When budgets or bank lending is inadequate, or cut back for one reason or another, the NIB can fill in the financing gap.
- It is expected that borrowers from the NIB will be state and local governments, because they own 90% of the nation’s public infrastructure. No further privatization of public infrastructure – beyond what has already taken place (e.g., at ports, airports) – would result from NIB loan operations. State and local governments will be able to service their loans out of recovering general revenues and/or user fees, especially as millions of workers are re-employed in great-paying jobs created by these large public investments.
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Discussion/Policy Analysis:

CR-016-2026

CR-016-2026 expresses the County Council’s support for Federal legislation H. R. 5356 establishing a National Infrastructure Bank as a financing tool to support critical infrastructure investment, economic development, job creation, and equitable growth benefiting Prince George’s County.

Prince George’s County faces increasing infrastructure demands across transportation, water and sewer systems, public facilities, housing, broadband, energy, and climate resilience as aging assets, population growth, and climate-related risks place continued pressure on long-term capital investment. An infrastructure bank financing approach as proposed in the Act could provide a flexible, long-term funding mechanism to strengthen capital planning, expand financing capacity, and support coordinated, equitable infrastructure investment across urban, suburban, and underserved communities.

With additional economic development incentives, the County may gain additional leverage in attracting and retaining businesses and creating a more diverse tax base to strengthen the economy.

Fiscal Impact:

- *Direct Impact*

Adoption of CR-016-2026 will not have a direct fiscal impact.

- *Indirect Impact*

Adoption of CR-016-2026 may have a favorable indirect fiscal impact, as it could lead the County to receive additional incentives to attract business development should the National Infrastructure Bank be created. Additional economic tools would stimulate job growth and increase the County's tax base.

Appropriated in the Current Fiscal Year Budget

N/A.

Effective Date of Proposed Legislation:

The proposed legislation shall be effective on the date of adoption.

If you require additional information or have questions about this fiscal impact, statement, please contact me.