



Northern Border
Regional Commission

Timber for Transit Overview and Project Development

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Presented January 28, 2026



FOSTERING VIBRANT FUTURES FOR RURAL COMMUNITIES

AGENDA

- Overview and Available Funding
- Program Eligible Purposes
- Timber in Transportation Infrastructure
- Requesting the Higher Maximum
- NBRC and State Evaluation Priorities
- Funded Projects
- Guest Presentations
- Pre-Application Process and Evaluation
- New in 2026
- Resources



The poster features a large background image of a modern building with a glass facade. At the top center is a circular logo with a maple leaf and stars. The title 'TIMBER FOR TRANSIT' is prominently displayed in large, bold, white letters. Below the title, there are four categories of infrastructure projects, each with a small image and a label: 'Feasibility Studies' (showing hands working on a blueprint), 'Bridge Structures' (showing a bridge), 'Highway Rest Stops' (showing a rest stop), and 'Airports' (showing an airport terminal). To the right of these categories, there is a section for 'Feasibility Grants' and 'Implementation Grants' with their respective funding ranges. A callout bubble indicates a '20% to 50% match'. Below the grant information, there is a list of 'Eligible Applicants' and 'Investment Priorities'. At the bottom right, there is a call to action to visit the website www.nbrc.gov.

TIMBER FOR TRANSIT

NBRC grant program designed to advance the use of wood materials and composites through applied research and demonstration projects that showcase the suitability of such materials in transportation and transportation adjacent infrastructure.

Feasibility Grants
\$250,000-\$1MM

Implementation Grants
\$1MM-\$5MM*

*Projects requesting more than \$1MM must address NBRC's higher maximum requirements detailed in the Timber for Transit Program User Manual.

Eligible Applicants*

- State and Local Governments
- Career Technical Centers & Universities
- Other Political Subdivisions
- Non-Profit Entities
- Federally Recognized Indian Tribes

Investment Priorities*

- Utilization of Domestically Sourced Timber
- Demonstration of Planning for Climate Resiliency
- University and Industry Education and Training
- Promotion/Publication/Marketing
- Historically Underserved Communities
- Alignment with State and Community Initiatives

*Basic research projects will not be considered.

For more information www.nbrc.gov



Timber for Transit Program Purpose

The Timber for Transit Program is designed ***to advance the use of domestic forest products in transportation infrastructure*** projects across Maine, New Hampshire, New York, and Vermont ***to showcase the capabilities of wood*** in these applications.

Available Funding



The Northern Border Regional Commission may award up to \$14 million, available for projects that demonstrate the capabilities of wood in transportation infrastructure*.

Timber for Transit funding will be competitively awarded in two funding rounds

**Transportation infrastructure as defined for the Timber for Transportation program is further explained in the [Grant Programs User Manual](#).*

Program Eligible Purposes

Feasibility

Early-stage activities—such as planning, inventory assessments, engineering, design, cost benefit analysis, permitting, site assessments, and environmental assessments are **eligible for up to \$1,000,000**

Implementation

Construction— such as assets and facilities that align with Timber for Transit program priorities are **eligible for up to \$5,000,000.**

(Projects in this category requesting more than \$1,000,000 must meet the program's higher maximum requirements.)

Timber in Transportation Infrastructure

Common examples...

- Vehicular and pedestrian bridges utilizing domestic wood components such as glue laminated timber (GLT) or composite decking
- Transportation and adjacent structures such as airports, highway rest areas, train depots/stations that utilize cross laminated timber (CLT)
- Outdoor recreation applications such as trail bridges, pedestrian walkways, welcome centers



Resources: [Program User Manual Part 2C](#)



Eligibility
determined at
pre-
application!

Requesting the Higher Maximum

Projects requesting **more than \$1,000,000** must address the higher maximum requirements. NBRC will consider awards up to \$5,000,000 for projects that demonstrate at least one of the following:

- Project demonstrates alignment with two or more of the [Program Investment Priorities](#) of the program
- Project has been identified by NBRC or a State(s) as addressing a time-sensitive issue of magnitude or severity that will be addressed by the proposed project
- Construction takes place in two or more eligible communities/counties/states

NBRC Evaluation Priorities



- Commit to utilizing domestically sourced timber
- Demonstrate evidence of planning for extreme weather readiness, including but not limited to carbon capture, increased frequency and intensity of storm events, and sea level rise
- Utilize projects as a tool for university and industry education and training

NBRC Evaluation Priorities

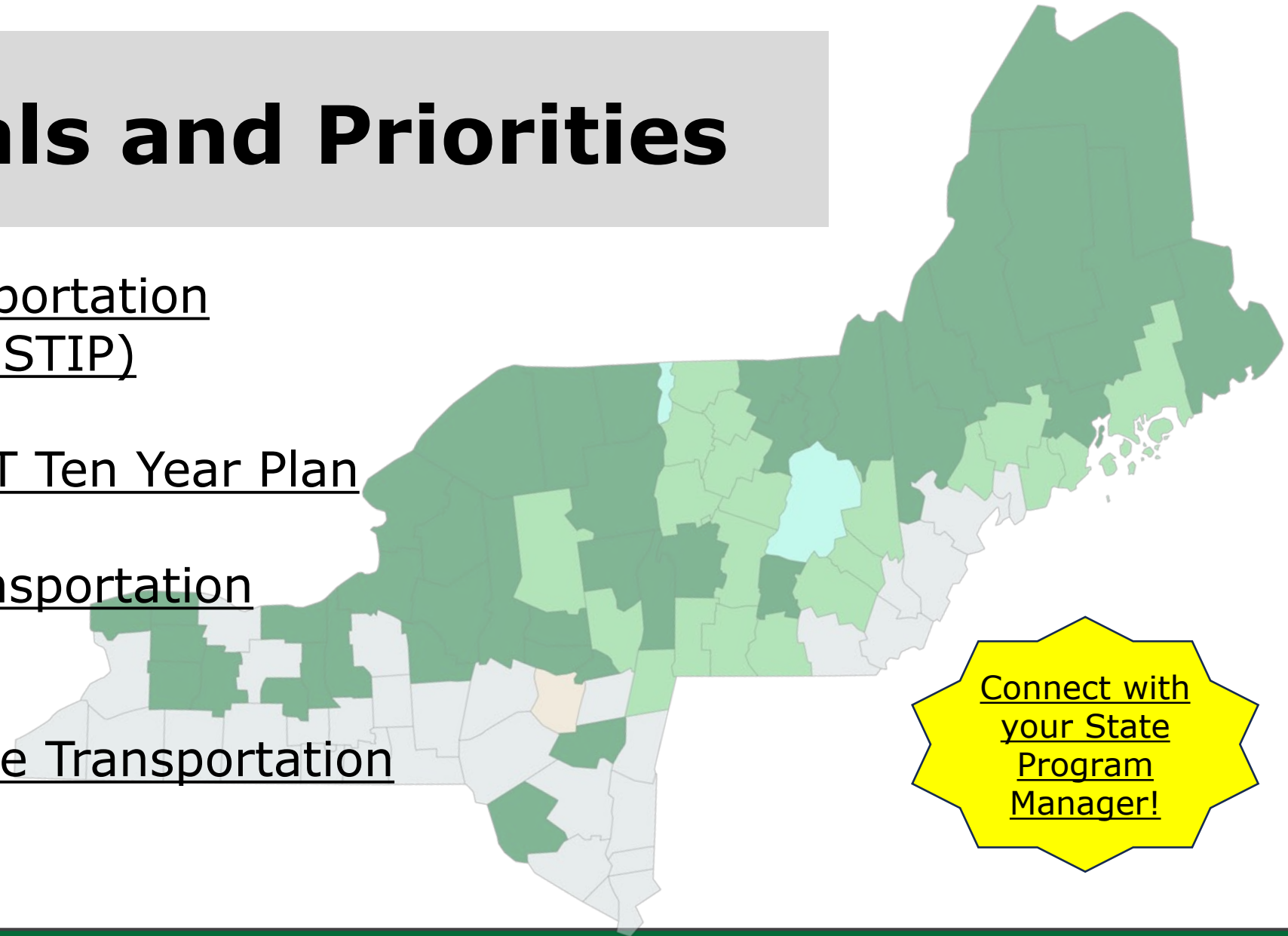
- Demonstrates alignment with state and community initiatives.
- Include promotion/publication/marketing as part of their project deliverables
- Support, benefit, or engage communities that are impacted by specific socio-economic indicators.



Resources: Program User Manual Part 2C

State Goals and Priorities

- ME Statewide Transportation Improvement Plan (STIP)
- New Hampshire DOT Ten Year Plan
- New York State Transportation Master Plan 2050
- Vermont Long-Range Transportation Plan



Connect with
your State
Program
Manager!

FUNDED PROJECTS

VT Agency of Transportation

Franklin County, VT
(Feasibility)

Project Description

Feasibility study for a new Welcome Center near the Canadian border in Highgate. The study will evaluate site suitability, use of advanced wood products, and renewable heating options for the facility.

Inland Woods & Trails

Oxford County, ME
(Implementation)

Project Description

Enhance the trail network by developing outdoor recreation infrastructure such as prototype trail bridges, boardwalks, and wood composite culverts to improve access, durability, and resilience.

Town of Island Falls

Aroostook County, ME
(Implementation)

Project Description

Connects a community park to downtown via a Glue Laminated timber pedestrian bridge constructed using hemlock sourced from the town's 9,000-acre forest.

FUNDED PROJECTS

Town of Sand Lake

Rensselaer County, NY
(Implementation)

Project Description

Replace the Johnny Cake Lane bridge with a climate-resilient structure to improve hydraulic capacity, accommodate two-way traffic and pedestrians, and enhance safety and access for locals.

Southwest Region Planning Commission

Cheshire County, NH
(Feasibility)

Project Description

The project will assess the feasibility of meeting a variety of rural transportation infrastructure needs with timber products sourced regionally available tree species.

Leahy Burlington Airport

Chittenden County, VT
(Implementation)

Project Description

Concourse Replacement Project (Project NexT) including employment of Mass Timber Framing, Structure and Maple Ceilings

Bridging the Gap:

Developing the Timber-to-Transit Value Chain
in the Monadnock Region and Beyond



Southwest Region
Planning Commission



Extension



**Northern Border
Regional Commission**

Timber for Transit in the Monadnock Region

Project goal

- To assess the feasibility of meeting a variety of rural transportation infrastructure needs with innovative timber products sourced from regionally available tree species.
 - How can we foster the use of local timber products in local transportation projects?
 - How can we connect the timber product and transportation sectors?



Potential projects: vehicle bridges, bike/pedestrian infrastructure, carport canopies, guard rails, rail trail kiosks, etc.



Potential projects

- Fort Hill railroad trestle bridge, Hinsdale
- Hill Road Bridge over Darby Brook, Alstead
- Ashuelot River Park expansion, Keene



Update Standard Bridge Plans to reflect local species

- Update existing US Forest Service Standard Timber Bridge Plans to
 - Comply with current building requirements
 - Include specifications for species native to northern New England
 - Employ manufacturing techniques available in the NBRC region.
- This will fill a key gap currently preventing the construction of timber bridges with local species.

Standard Plans for Glued-Laminated Timber Bridge Superstructures

Longitudinal Glulam Decks, Stress-Laminated Glulam Decks, Glulam Stringer Bridges, and Transverse Glulam Decks

James P. Wacker
Matthew S. Smith



Forest
Service

Forest Products
Laboratory

General Technical Report
FPL-GTR-260

November
2019



Anticipated outcomes

- Some of these anticipated outcomes may be more immediate and direct, while others will be longer term and indirect.
- Direct
 - A reduction in embodied greenhouse gas emissions associated with transportation infrastructure.
 - Enhanced transportation options for rural communities.
 - Expanded opportunities for outdoor recreation and increased potential for tourism in Cheshire County communities.
- Indirect
 - An increase in jobs, wages, and revenue for firms that harvest, process, and transport forest products with applications in transportation infrastructure.
 - A better integrated, more localized “forest-to-bridge” value chain for timber products in the NBRC service area.





**PATRICK LEAHY
BURLINGTON**
INTERNATIONAL AIRPORT

**Patrick Leahy
Burlington International Airport**

January 28, 2026



Timber for Transit (T4T) Program

NorthernBorderRegional Commission

Goal of this program is to advance the use of wood-based materials and composites.

Demonstrate evidence of planning for climate resiliency



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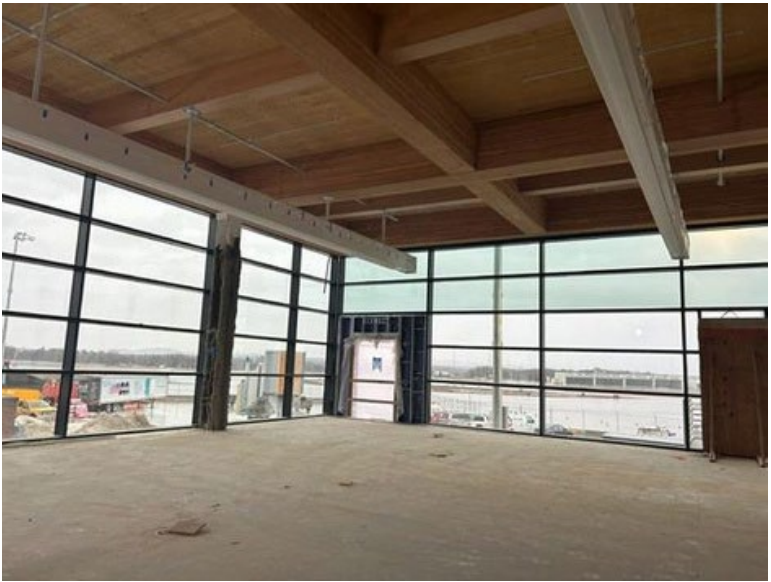
Photos by Jacobs



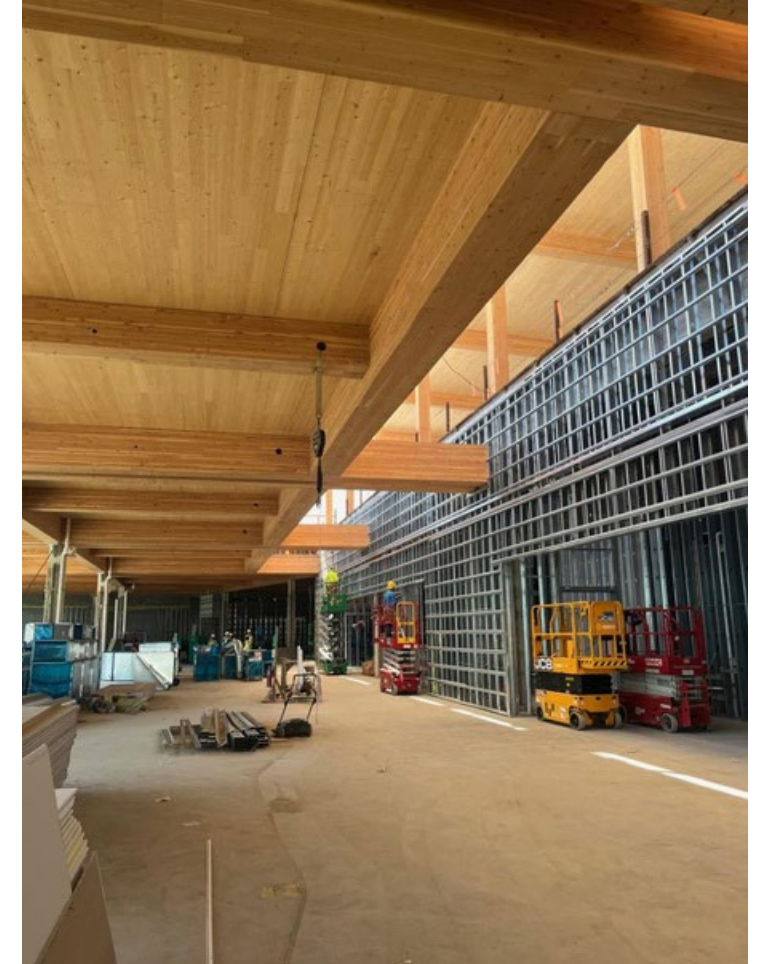


Photos by Jacobs









Mass Timber

Financial Impact

- \$1,778,400 NBRC Mass Timber Grant
- Funded 50% of the mass timber cost. Total grant funding (NBRC & FAA) was 80%
- This grant funding is critical to funding the North Terminal Concourse Project

NBRC Grant	\$	1,778,400	50%
FAA AIP Grant	\$	1,067,040	30%
Airport Funded	\$	711,360	20%
Total Cost	\$		100%
		3,556,800	

Mass Timber

Environmental Impact

- Reduces carbon footprint of construction
 - Lumber is least energy intensive (steel, concrete, lumber)
 - Up to 50% reduction in embodied carbon due to lower production emissions

- Aligns with airport carbon accreditation (ACA) goals

'Airport Carbon Accreditation strives to enable the airport industry to effectively reduce its carbon footprint, to benefit from increased efficiency through lowered energy consumption, shared expertise and knowledge exchange, as well as better communication of the results.'





Pre-Application Process & Evaluation

Pre-application process

- Grants Management System is open for registration
- Pre-apps required in order to receive an invitation to apply
- Due before 5:00pm on due date. Program Timeline can be found [here](#).
- Must be submitted using NBRC's online Grants Management System (GMS)
- All waiver requests must be submitted with pre-applications

Evaluation

- NBRC and member states will evaluate proposals based on the scoring criteria outlined in the Timber for Transit program user manual.

All pre-application details to be covered in information sessions!

Changes in 2026

- Local Development District requirement applies to the Timber for Transit program
- Match requirements
 - Percentage of total project costs
 - Review and complete one of NBRC's Match tools to verify project location and associated minimum match requirement. See the Match Determination resource page for the match requirement associated with your project location.
 - More detail in Part 2A of the Program Overview Series



- **Grant Programs User Manual and Timeline** are available now!
- See **NBRC Events page** to register for Information Sessions.
- The **Pre-Application Support page** holds recorded sessions, the Program Overview Series, and manuals.
- **Timber for Transit Program page**
- **Grant Management System** – resources for submitting pre-applications in the GMS.



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Thank you!
Questions?

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