



## 2025 TIMBER FOR TRANSIT PROGRAM GRANT OVERVIEW

Published 12/20/2025, Revised 7/28/2025

### APPLICATION DEADLINES

The Timber for Transit Program will run two funding rounds in 2025:

1. Application due before 5:00pm EST on April 18 (pre-application due before 5:00pm EST on March 7)
2. Application due before 5:00pm EST on October 10 (pre-application due before 5:00pm EST on August 29)

### 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. Highly competitive projects will demonstrate and widely promote the utility of high value forest products (e.g. glued laminated timber, cross laminated timber, composite materials, etc.) in transportation infrastructure and commit to enhancing climate resilience in rural communities.

### AVAILABLE FUNDS

The Northern Border Regional Commission may award up to \$25,000,000 over the next three years for projects that demonstrate the capabilities of wood in transportation infrastructure\*.

\*Transportation Infrastructure as defined for the Timber for Transit program:

Transportation Infrastructure shall mean construction, alteration, or repair of physical transport facilities, systems and structures, including fixed installations and rights of way necessary for transporting from one point to another, that:

- are open to the general public for use,
- facilitate reliable movement of people and goods, and
- influence local and regional economies.

Transportation infrastructure may include roads, railways, airways, waterways, canals and terminals such as airports, railway stations, bus stations, parking, and seaports.

### AWARD SIZE

Projects will be classified according to feasibility or implementation categories during the pre-application review process conducted by both NBRC and the member States (New York, Vermont, New Hampshire, and Maine). Eligibility for the higher maximum will also be determined during the pre-application review process. For detailed explanations of the feasibility and implementation categories, please see below, and the 2025 Timber for Transit Program Manual.

The purpose of this funding is to advance the use of wood-based materials and composites (subsequently identified in this document as “advanced wood materials”) through applied research and demonstration projects that showcase the suitability of such materials to transportation and transportation adjacent infrastructure.

Whether funded directly or through partnerships, funds will be awarded to support projects, which may include one (or multiple) of the following:

**Feasibility Projects** will be awarded a minimum of \$250,000, and a maximum of \$1MM

1. State or regional inventory assessments of the suitability of wood components to address needed transportation infrastructure improvements and/or new construction.
2. Architectural and engineering designs, cost analyses, and permitting necessary for implementation projects as identified below\*.

*Planning resources:* For reference, “Standard Plans for Glued Laminated Timber Bridge Superstructures” developed by the USDA Forest Service are available [here](#). For additional information from the National Center for Wood Transportation Structures, visit [woodcenter.org](http://woodcenter.org).

**Implementation Projects** will be awarded a minimum of \$1MM and a maximum of \$5MM.

1. Transportation infrastructure projects which utilize commercialized wood products and advanced wood materials to address climate adaptive transportation improvements
2. Design and construction of pilot and demonstration projects that showcase the capabilities and benefits of utilizing advanced wood materials in transportation infrastructure (these may be a hybrid of wood and traditional materials). For example:
  - Permanent vehicular and pedestrian bridges that are publicly owned or where public access to privately owned land is documented. These could include trail bridges, covered bridges, aqueducts, culverts and wildlife crossings, etc.
  - Revitalization of existing and construction of new railway structures such as rail bridges. Deferred maintenance projects will not be considered under this program.
  - Waterfront transportation structures
3. Transportation-adjacent structures that utilize advanced wood materials. For example:
  - Highway rest stops, ferry terminals, train stations, etc.
  - Transportation infrastructure in support of outdoor recreation and tourism
  - Signage and utility transport infrastructure
  - Highway sound barriers and retaining walls

**Feasibility & Implementation:** Projects which address both feasibility and implementation as described above will be awarded a minimum of \$1MM and a maximum of \$5MM.

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

- 1) demonstrate alignment with two or more of the funding priorities of the program
- 2) 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, or
- 3) construction takes place in two or more eligible communities/counties/states.

Eligibility for the higher maximum award amount will be determined in the PREAPPLICATION review process conducted by NBRC and the member states. Additional points may be awarded for projects that address more than one of the higher maximum requirements.

## **2025 AGENCY INVESTMENT PRIORITIES**

Preference will be given to proposals that:

- 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,
- 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.

Research. Basic research projects will not be considered. Preference will be given to applied research and demonstration projects with a strong connection to industry.

## **TYPE OF AWARDS**

All awards will be made in the form of Grant Agreements. NBRC does not anticipate having substantial involvement in the work conducted under the award.

## **MATCH AND COST SHARE**

NBRC defines match as the minimum required by law to receive NBRC funds. Cost share is defined as the total of other funds necessary to complete the project. Prospective applicants should refer to the NBRC distress criteria to determine the level of required match for the project.

## **ELIGIBLE APPLICANTS**

- State governments of Maine, New Hampshire, Vermont, and New York
- Local governments and secondary and career technical centers (village, town, city and county);
- Other political subdivisions of States (regional planning commissions, authorities of the state);
- Federally recognized Indian Tribes; § 200.54 Indian tribe. Indian tribe means any Indian tribe, band, nation, or other organized group or community, including any Alaska Native village or regional or village corporation as defined in or established pursuant to the Alaska Native Claims Settlement Act (43 U.S.C. Chapter 33), which is recognized as eligible for the special programs and services provided by the United States to Indians because of their status as Indians (25 U.S.C. 450b(e)). See annually published Bureau of Indian Affairs list of Indian Entities Recognized and Eligible to Receive Services
- Non-profit entities. The term 'nonprofit entity' means any organization described in section 501(c) of the Internal Revenue Code of 1986 and exempt from taxation under 501(a) of that

Code. The non-profit entity must be able to demonstrate they have federal grant experience related to community and economic development.

## **INELIGIBLE APPLICANTS**

Ineligible applicants include for-profit entities, LLCs and other entities that are not a 501(c), 40 U.S.C. §15101(c). Ineligible entities are also those entities normally deemed eligible but, due to prior federal or state funding history have been identified as ineligible for future investments. Additionally, a non-profit identified by a state that does not have a federally recognized 501(c) status is not an eligible applicant.

## **COMMISSION SERVICE AREA**

Only projects within the NBRC's service area are eligible for funding under 40 U.S.C. §15733. For 2025, the NBRC service area is:

- Maine: Androscoggin, Aroostook, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Somerset, Waldo, and Washington counties.
- New Hampshire: Belknap, Carroll, Cheshire, Coös, Grafton, Merrimack and Sullivan counties
- New York: Cayuga, Clinton, Essex, Franklin, Fulton, Genesee, Greene, Hamilton, Herkimer, Jefferson, Lewis, Livingston, Madison, Montgomery, Niagara, Oneida, Orleans, Oswego, Rensselaer, St. Lawrence, Saratoga, Schenectady, Schoharie\*, Seneca, Sullivan, Warren, Washington, Wayne, Wyoming and Yates counties.
- Vermont: all counties within the State

\* With active awards in Schoharie County from another federal commission, the county is not currently eligible for NBRC funding in FY 2025 per NBRC's statute and has not been included in distress calculations.

## **SUBMISSION INFORMATION**

The Timber for Transit Program will run two funding rounds in 2025, with pre-application deadlines at 5:00pm EST on March 7 and September 5, and full application deadlines at 5:00pm EST on April 18 and October 17, respectively.

Pre-applications are required for funding consideration. Applications are by invitation only. They will be reviewed for eligibility, maximum award amounts based on project classification, and adherence to program priorities. Full applications will only be accepted from those entities expressly invited to apply and must be submitted using NBRC's online application system.

Interested and invited applicants should refer to the 2025 Timber for Transit Manual for detailed preapplication and application submission instructions. The Program Manual is available on NBRC's website at [www.nbrc.gov/content/t4t](http://www.nbrc.gov/content/t4t).

## **CONTACTS**

For those considering applications in 2025, please visit the NBRC Timber for Transit Program website for information on eligibility and project development. Questions related to eligibility and NBRC agency priorities can be directed to NBRC Timber for Transit Program Manager, Marina Caceres.

NBRC Timber for Transit Program Manager, Marina Caceres, [mcaceres@nbrc.gov](mailto:mcaceres@nbrc.gov), 603.369.3001.

NBRC State Program Managers

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Additional Timber for Transit Program information can be found on NBRC's website [www.nbrc.gov](http://www.nbrc.gov)