



2026 TIMBER FOR TRANSIT GRANT PROGRAM

Part 1: Overview

The **Timber for Transit Program**, administered by the Northern Border Regional Commission, makes awards in the form of Grant Agreements. The program advances the use of domestic forest products in transportation infrastructure projects across the NBRC four-state region in alignment with state economic development plans.

Important Application Dates: The Timber for Transit Program will run two funding rounds in 2026. Pre-applications are required for funding consideration. Pre-applications are reviewed by both NBRC and states. NBRC is responsible for determining eligibility and States are responsible for issuing an invitation to apply. Pre-applications determine the final maximum award size eligibility. Full applications will only be accepted from those entities expressly invited to apply and must be submitted using NBRC's online application system. Only projects within the NBRC's service area are eligible for funding under [40 U.S.C. §15733](#).

Spring funding round:

- Pre-applications due before 5:00pm EST on February 27
- Applications due before 5:00pm EST on April 17
- Approximate Grant Award date: June

Fall funding round:

- Pre-applications due before 5:00pm EST on August 18
- Applications due before 5:00pm EST October 16
- Approximate Grant Award date: December

Executive Summary: The Timber for Transit program supports domestic forest products in transportation infrastructure and 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.

Funding Information: NBRC anticipates making up to \$14 million available for competitive awards. Funds will be available in both spring and fall rounds. Upon completion of the Fiscal Year 2026 appropriations process, additional funds may be made available through a revised Timber for Transit program announcement. Timber for Transit funding is subject to the availability of funds, the quantity and quality of applications received, and other applicable considerations.

Eligible purposes include feasibility and implementation activities that demonstrate the capabilities of wood in transportation infrastructure. Detailed definitions, requirements, and examples of eligible projects are available in the Timber for Transit Program User Manual. **Projects will be classified as**

feasibility or implementation during pre-application.

- **Feasibility Award** – Early-stage activities—such as planning, inventory assessments, engineering, design, cost benefit analysis, permitting, site assessments, and environmental assessments—that support future Timber for Transit implementation projects as identified below are eligible for up to \$1,000,000.
- **Implementation Award** – Construction or non-construction projects—such as assets and facilities that align with Timber for Transit program priorities will be classified as an implementation award. Implementation projects are eligible for up to \$5,000,000. Projects requesting more than \$1,000,000 must address NBRC’s higher maximum requirements. NBRC will consider awards up to \$5,000,000 for projects that demonstrate at least one of the following:
 - demonstrate alignment with two or more of the funding 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, or
 - 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.

Cost-sharing Requirements: NBRC defines match as the minimum required by law to receive NBRC funds. Match is calculated on the Total Project Costs. Prospective applicants should refer to the NBRC distress criteria to determine the level of required match for the project location, which is updated annually as mandated by Congress.

Part 2: Full Text

Program Description: The Timber for Transit Program advances 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. 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.

Feasibility Projects will be awarded a maximum of \$1 million.

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*.

Implementation Projects will be awarded a maximum of \$5 million*.

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 \$1 million and a maximum of \$5 million.

*Projects requesting more than \$1,000,000 must address NBRC's higher maximum requirements. NBRC will consider awards up to \$5,000,000 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.

Eligible Commission Service Area: Only projects within the NBRC's service area are eligible for funding under [40 U.S.C. §15733](#). For 2026, 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, and Yates counties
- **Vermont:** all counties within the state

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)
- **Non-profit entities:** Designated 501(c) and exempt from taxation under 501(a). Non-profit entities must be able to demonstrate they have established operations in a member state.
- **Federally recognized Indian Tribes;** § 200.54 Indian tribe. See annually published [Bureau of Indian Affairs list of Indian Entities Recognized and Eligible to Receive Services.](#)

Ineligible Applicants

- For-profit entities
- Other entities that are not a 501(c), [40 U.S.C. 15101\(c\)](#)
- Non-profit entities that do not have a federally recognized 501(c) status
- Entities with prior federal or state funding history that have been identified as ineligible for future investments

Submission Requirements: Pre-applications are reviewed by both NBRC and states. NBRC is responsible for determining eligibility and States are responsible for issuing an invitation to apply. Pre-applications determine the final maximum award size eligibility. 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 2026 Catalyst Program User Manual for detailed pre-application and application submission instructions. The User Manual will be made available on NBRC's website at www.nbrc.gov.

Evaluation Priorities: The NBRC Grant programs are awarded in partnership with the States of New York, Vermont, New Hampshire and Maine. NBRC and state programs review and score proposals using the

detailed scoring criteria available in the program manual. Preference will be given to proposals that meet Timber for Transit 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
- 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.