



Northern Border
Regional Commission

2025 TIMBER FOR TRANSIT Program Information Session

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NBRC Program Overview Series

- Part 1: Funding Rounds, Timeline & Milestones, Next Steps and Contact information
- Part 2: Eligibility and Waivers
- Part 3: Policies and Requirements
- Part 4: Local Development Districts
- Part 5: Catalyst Program Overview
- Part 6: Forest Economy Program Overview
- Part 7: Timber for Transit Program Overview



[Review the
Program
Overview
Series!](#)

Applicants are encouraged to review the **Program User Manual** and **NBRC Compliance Manual** to confirm all requirements will be met in the project.



Agenda Items:

Determining Eligibility and Waiver Requirements

- Eligible Locations: NBRC Service Area, 2025 Distress Criteria, Determining Eligibility & Match/Reimbursement Ratios
- Eligible Applicants and Co-Applicants
- Eligible Purposes: Project Categories, Investment Priorities and Award Sizes

Timber for Transit Program Overview

- Purpose and example projects
- Available Funds



Agenda Items:

Pre-Application

- Timeline, Process & Requirements
- Evaluation of pre-applications

What's Next

- Project Development
- NBRC Office Hours
- Grants Management System Training

Q&A



Determining Eligibility

Eligible Applicants & Co-Applicants

Eligible Locations:

- NBRC Service Area
- [2025 Distress Criteria](#)
- Determining Eligibility & Match/Reimbursement Ratios

Waivers (if applicable, due with pre-application):

- 75% Expenditure Waiver
- Significant Benefits Waiver

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Eligible Applicants & Co-Applicants

- **State governments:** Maine, New Hampshire, Vermont & New York
- **Local governments:** Village, town, city and county
- Other political **subdivisions of States:** regional planning commissions, authorities of the state
- **Indian Tribes:** See annually published Bureau of Indian Affairs list of Indian Entities Recognized and Eligible to Receive Services
- **Non-profit entities.** All 501(c) organizations

Ineligible Applicants & Co-Applicants:

- For-profit entities, LLCs and other entities that are not a 501(c) are **NOT** eligible to apply for NBRC funds.
- Applicants from outside NBRC member states are ineligible

Applicants
will identify
entity type in
registration
process!

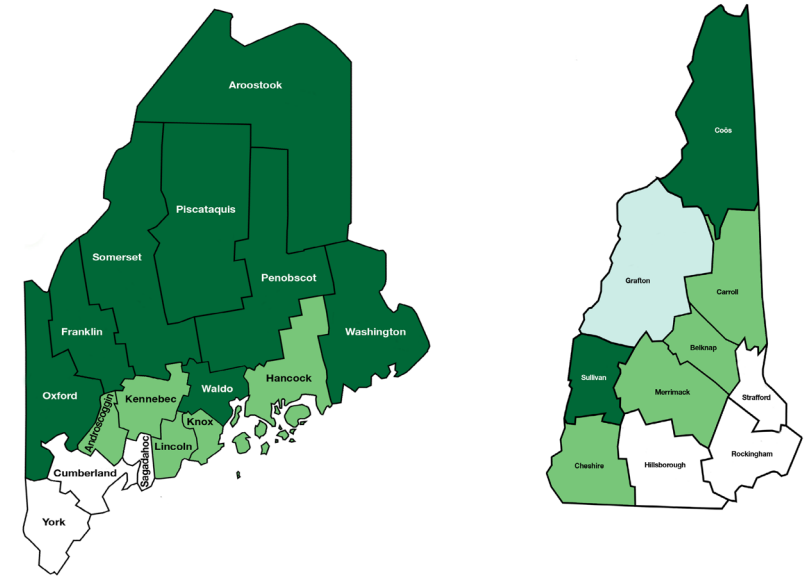


NBRC Service Area (2025)

Commission Service Area - *Only projects within the NBRC's service area are eligible for funding*

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

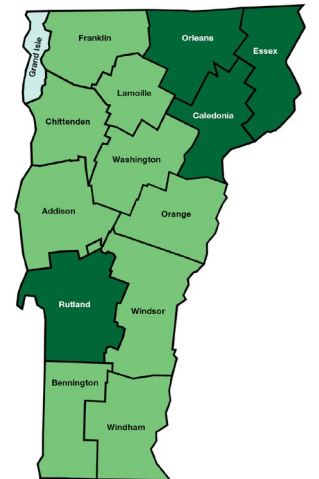
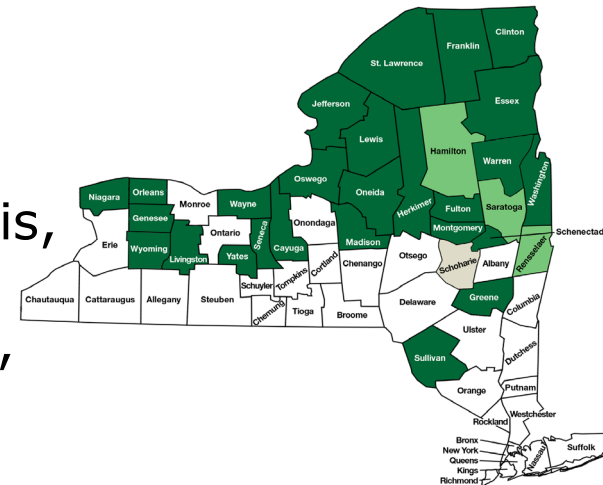




NBRC Service Area (2025)

Commission Service Area - *Only projects within the NBRC's service area are eligible for funding*

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.



NBRC Distress Criteria

NBRC is required to annually assess the level of economic and demographic distress in its service area. The resulting designations reflect whether the NBRC can provide grants within a county.

Distressed: Eligible for 80% funding and require a 20% match

Transitional: Eligible for 50% funding and require a 50% match

Attainment: Ineligible for funding, unless exceptions apply:

- Isolated Areas of Distress: specific municipality designated distressed
- Significant Benefits: benefits to surrounding distressed and transitional counties, requires **Significant Benefit Waiver**
- Multi-county or multi-state project that includes at least one distressed or transitional county (match is calculated based on an average of county match rates).



This
requirement
applies
across
programs!

Previous Award Recipients

An eligible applicant with an open or active NBRC award cannot receive an additional NBRC investment until the current award has both

- submitted reimbursement requests totaling 75% or more of the project and
- demonstrated that 75% of the cost share has been expended before the pre-application deadline

If the 75% expenditure requirement cannot be met, the applicant can apply for a waiver. The **75% Expenditure Waiver** must be submitted together with the pre-application.

Resources:

- Timber for Transit Program User Manual
- 75% Expenditure Waiver

2025 Timber for Transit Program Overview

- Purpose
- Funds Available
- Program Eligible Purposes & Priorities
- Pre-Application Process & Evaluation

The graphic features a background image of a modern transit station with a large wooden roof structure. At the top center is a circular logo with a maple leaf and stars. The title 'TIMBER FOR TRANSIT' is prominently displayed in white text. Below the title, there are four categories of infrastructure: Feasibility Studies (with a 'PANEL' icon), Bridge Structures, Highway Rest Stops, and Airports. A central box lists grant types and amounts: Feasibility Grants (\$250,000-\$1MM) and Implementation Grants (\$1MM-\$5MM*). To the right, a circular icon indicates a '20% to 50% match'. Below this, a list of eligible applicants is provided, including state and local governments, universities, and Indian tribes. Further down, a list of investment priorities is shown, such as domestic timber utilization and climate resiliency. At the bottom, a call to action points to 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*

20% to 50% match

*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

more! For more information www.nbrc.gov



Timber for Transit Program Purpose

NEW PROGRAM (as of 2024)!

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.



2025 Timber for Transit Program

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*.

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

- All awards are subject to availability of funds

*Transportation infrastructure as defined for the Timber for Transportation program is further explained in the Program User Manual



2025 Timber for Transit Program

Pre-applications

- Required to receive an invitation to apply
- Due by 5:00pm on March 7 for spring round and August 29 for fall round
- Must be submitted using NBRC's online grants management system
- All waiver requests must be submitted with pre-applications
- Reviewed by NBRC for eligibility and by state programs for alignment with priorities
- Invitations to apply are issued by the state programs

All pre-application details will be covered in this session!



Program Eligible Purposes

Proposed projects must fit one or address both of the following categories:

Feasibility Projects will be awarded a minimum of \$250,000 and a maximum of \$1,000,000. Such projects may include:

- Such as inventory assessments of the suitability of wood, architectural and engineering designs, cost analyses, permitting, etc.

Resources: Timber for Transit Program User Manual



Program Eligible Purposes

Implementation Projects will be awarded a minimum of \$1,000,000 and a maximum of \$5,000,000:

- Construction of transportation infrastructure to include: permanent vehicular and pedestrian bridges, railway structures and rail bridges, trail bridges, covered bridges, wildlife crossings, etc.
- Construction of transportation-adjacent infrastructure to include: highway rest stops, ferry terminals, train stations, outdoor recreation transportation infrastructure, highway sound barriers, etc.



Program Eligible Purposes

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

NBRC will consider awards up to \$5MM for projects that

- 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, and
- 3) construction takes place in two or more eligible communities, counties or states. Eligibility for the maximum award amount will be determined in the PREAPPLICATION review process conducted by NBRC and the member states.



Program 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.

Resources: [Timber for Transit Program User Manual](#), [Timber for Transit Project Development Guide](#)



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Examples Projects





For Example...

The following are examples of projects that were successfully funded in the past:

- *The project:* In the Spring, 2024, NBRC awarded funds to the **Southwest Region Planning Commission (NH)**. The project will assess the feasibility of meeting a variety of rural transportation infrastructure needs with innovative timber products sourced from regionally available tree species. The project focuses on overcoming challenges and building on opportunities specific to transportation infrastructure in Cheshire County, NH.
- *How it fits in Timber for Transit:* The project involves intentionally identifying infrastructure that can feasibly accommodate and even benefit from wood components. It represents a feasibility project under the Timber for Transit program.



For Example...

The following are examples of projects that were successfully funded in the past:

- *The project:* Funded in spring, 2024, the **Patrick Leahy Burlington International Airport (VT)** will construct the North Concourse Replacement Project (Project NexT). A standout feature of the building's design is its employment of Mass Timber Framing, Structure and Maple Ceilings, effectively reducing the embodied carbon footprint of the construction.
- *How it fits in Timber for Transit:* The project represents implementation of a transportation-adjacent Timber for Transit project and will demonstrate the use of mass timber using lumber sourced domestically.



For Example...

The following are examples of projects that were successfully funded in the past:

- *The project:* Funded in the fall, 2024 grant round, **Sullivan County (NY)** will replace a deteriorated bridge's old antiquated rough-cut timber beam construction, using wood-based materials and composites and where available advanced wood materials for the improvement of the Town of Neversink's transportation system. Specifically, the bridge superstructure would be replaced with an advanced Glue-Laminated Timber superstructure and the steel bridge railing system would be replaced with a crash tested timber railing system.
- *How it fits in Timber for Transit:* The project represents implementation of transportation infrastructure using advanced wood materials.



For Example...

The following are examples of projects that were successfully funded in the past:

- *The project:* Funded in fall, 2024, The **City of Keene (NH)** will design and construct an outdoor hybrid timber pavilion structure to support the expansion of flexible Downtown small business uses year-round. This hybrid timber structure will provide a hub for the Cheshire Rail Trail connection to downtown and serve as an economic catalyst for new business opportunities, new jobs, and private investment.
- *How it fits in Timber for Transit:* The project represents implementation of a transportation-adjacent Timber for Transit project and will demonstrate the use of mass timber using lumber sourced domestically.




Pre-Applications

- **Pre-Application Details:**
 - Timeline, Process & Requirements, Evaluation
- **State Role in Pre-Applications**
- **What to Expect After the Pre-application**

Refer to the
[Program User Manual](#)
and [GMS Resources!](#)



Pre-Application: Timeline & Key Dates

- Program Information Sessions: February 11th 
- Online pre-application system opens: February 10th
- Round 1 Pre-applications Due: **March 7th before 5:00pm EST**
 - All applicable waivers are due with pre-application:
 - ✓ 75% Waiver Request for Prior Award Recipients (all programs)
 - ✓ Significant Benefit Waiver Request (all programs)
- Round 1 Timber for Transit Program Pre-Application Review:
- Responses – feedback/invitations to apply: **Week of March 31**

Pre-applications are required



Pre-Application: Process

All pre-applications must be submitted using NBRC's online grants management system.

- Requires registration (establishing a new user account, if not already established). Registration guidance document is available.
- You must "Qualify" for a funding opportunity to create your pre-application. Pre-application guidance document is available.
- Resources: [Forms & Other Grant Administration Materials: | Northern Border Regional Commission](#)



Pre-Application: Requirements

Applicant and Co-Applicant Information

- Applicant Organization
- Organization Type (eligible applicant type)
- Address
- Employer Identification Number (EIN)
- Unique Entity ID (UEI) - Applicant should enter UEI if one is available. UEI is not required to submit a pre-application but will be required to receive an award.

This information will be collected during the registration process.

This information will be requested as part of the registration process and transferred to the pre-application.



Pre-Application: Requirements

Applicant characteristics

- Previous award recipient (If yes, enter NBRC award #)
- Rural community (defined as population less than 5,000)

Primary Place of Performance – where will the project take place?:

- Address including zip code
- County

Project Title

This information will be requested as part of the pre-application.



Pre-Application: Requirements

Budget Narrative

- Description of expenses over \$5,000 by category
- Table describing match sources: source, federal v non-federal, and status of match

Budget Details

- Requested NBRC funds
- Match and Cost Share funds
- Total Project Costs

This information is submitted in the GMS. There are no additional budget documents to upload for pre-application.

Funds will need to be allocated across budget categories



Pre-Application: Requirements

Pre-application budget categories

- Personnel
 - Fringe Benefits
 - Travel and Transportation
 - Equipment
 - Supplies and Materials
 - Consultants
 - Contracts and Sub-Grantees
 - Construction
 - Other Direct Costs
 - Indirect Costs
- These budget categories align with the SF-424cbw.
 - Pre-applications DO NOT require the SF-424cbw form, but full applications (by invitation only) will.



Pre-Application: Requirements

Narrative Questions:

- Project Abstract
 - Project Goals, Outcomes and Outputs
 - Program Investment Priorities
 - Project Beneficiaries and Community Context
 - Statement of Need
-
- All narrative text boxes have a 5,000-character limit and formatting/editing capabilities.
 - Applicants encouraged to have narrative responses available in a word processing document to easily copy and paste into the pre-application.

Guidance in
Part II of
Timber for
Transit Program
User Manual.



Pre-Application: Requirements

Project Abstract – Narrative

- Provide a summary of the proposed project.
- What NBRC eligible purpose and project category does this project address?
- Describe the status of the project – ready for implementation, planning tasks ongoing, early stages.
- What is the project scope? Over what period of time will this project be completed?



Pre-Application: Requirements

Project goals, outcomes, and outputs - Narrative

- What are the expected economic outcomes (e.g. impacts on jobs, employment and wage growth) of this project
- Describe the scale of expected economic impacts on the community, county, or region?

Appendix G lists examples of Economic Outcomes and Outputs



Pre-Application: Requirements

Program Investment Priorities - Narrative

- Which NBRC Agency Investment Priorities best apply to this project?

Refer to the NBRC Agency Investment Priorities and Scoring Criteria in the Timber for Transit Program User Manual.



Pre-Application: Requirements

Project Beneficiaries and Community Context - Narrative

- Who will benefit?
- Why does this project matter to the community?
- If applicable, how does this project serve or benefit rural communities with populations of less than 5,000 or underrepresented communities?
- If applicable, how does this project help communities plan for extreme weather readiness?
- Address whether/how the project supports regional, state, or local planning efforts.



Pre-Application: Requirements

Statement of Need - Narrative

- What is the challenge or problem the project seeks to address?
- What is the proposed solution?
- Why is this project important?
- Describe the opportunity gained by funding this project now.
- Why is NBRC funding important for this project?



Evaluation of Pre-Applications

NBRC and the States will consider a project's alignment with the funding priorities for these program dollars when both issuing invitations to apply at the pre-application phase and in scoring projects at the application phase.

Resources:

- Timber for Transit Program User Manual – Investment Priorities
- Timber for Transit Program User Manual – Scoring Criteria



Evaluation of Pre-Applications

When issuing invitations to apply at the pre-application phase, NBRC and the States will also consider:

- the costs and expected benefits associated with the requested NBRC investment;
- the projects identified as a state priority;
- the benefits provided to the broader community and region.



State Program Manager Role

- Project Development
- Review and assess pre-applications for alignment with Timber for Transit Program priorities
- Issue invitations to apply

Resources: Complete the [Project Interest Form](#) prior to requesting a meeting with State Program Managers



What to Expect After Pre-Applications

During the week of March 31, applicants will receive notification of pre-application status along with information from NBRC.

- Invitation to Apply (if available, will include feedback)
- Recommendation to resubmit in future with feedback
- Ineligibility determination



What's Next

Project Development

- Determine eligibility
- Register in the GMS!
- Self classify project and award maximum
- Self evaluate project against NBRC scoring criteria
- Meet with State Program Manager if further discussion needed
- Begin developing pre-application responses!



What's Next

Grants Management System Information

- Technical support resources are available:
<https://www.nbrc.gov/content/administration>

A few notes:

- Registration required for pre-application
- Pre-application required
- Pre-application can only be associated with one funding program at a time



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QUESTIONS?

Send future questions to
admin@nbrc.gov



NBRC Contacts

NBRC Staff:

- Andrea Smith, NBRC Program Director, asmith@nbrc.gov
- Marina Caceres, Timber for Transit Program Manager, mcaceres@nbrc.gov

State Program Managers:

- Each State has a Program Manager, who are employees of State government appointed to the role by the Governor's Alternate:
- Maine: Charlotte Mace, charlotte.mace@maine.gov
- New Hampshire: Ian Davis, ian.m.davis@livefree.nh.gov
- Vermont: Kristie Farnham, Kristie.Farnham@vermont.gov
- New York: Kyle Wilber, kyle.wilber@dos.ny.gov



Resources

NBRC Timber for Transit Program Website:

- <https://www.nbrc.gov/content/t4t>

NBRC Distress Criteria:

- <https://www.nbrc.gov/content/distressed-counties>

Local Development Districts (LDDs):

Timber for Transit Program awardees are not required to utilize an LDD for grant administration, however If an entity is awarded funding and deemed to not have sufficient internal capacity to self-administer

their project, NBRC may require the entity to contract with a Local Development District (LDD) who has opted in to NBRC's LDD Partnership Program.

- A complete list of LDDs can be found at <https://www.nbrc.gov/content/local-development-districts>