Northern Border Regional Commission

Application - Capital Region Timber Bridge Feasibility Initiative

EGMS ID	Status	Application Due Date and Time
AP-NBRC-508	Created	04/17/2026 5:00 PM

Overview

Information

Applicant Organization
CAPITAL DISTRICT REGIONAL PLANNING COMMISSION

Address
1 PARK PL
ALBANY NY 12205
USA

EIN
141499942

UEI
QKTKFKQC7A62

SAM Expiration Date
05/12/2026

Organization Type
Other political subdivisions of States (regional planning commissions, authorities of the state)

Opportunity Overview

Opportunity ID
AN-NBRC-023

Opportunity Title
Timber for Transit Program Spring 2026

Funding Organization
Northern Border Regional Commission

Estimated Project Period Start Date
07/01/2026

Estimated Project Period End Date
09/30/2029

Match Required?
Yes

Revisions Allowed?
Yes

Application Overview

Application Title

Funds Requested

Total Project Amount

Capital Region Timber Bridge Feasibility Initiative	$90,000.00	$150,000.00

Does this application have a co-applicant?
No

Project Information

Project Abstract

- Provide a description of the proposed project.

The Capital District Regional Planning Commission (CDRPC) proposes a regional Timber Bridge Feasibility Initiative to evaluate, prioritize, and advance opportunities for the use of domestically sourced wood products in the replacement or rehabilitation of shortspan rural bridges across the NBRCeligible New York counties of Saratoga, Rensselaer, and Schenectady. This project is submitted under the Feasibility Award category, which supports earlystage planning, inventory assessments, and engineering analysis for future timberbased transportation infrastructure projects.

This initiative directly responds to Timber for Transit's eligible feasibility purposes, including regional inventory assessments and architectural and engineering analyses needed to evaluate the suitability of wood components in transportation infrastructure. The project will analyze a defined subset of locally owned, lowervolume bridges identified in regional and local transportation inventories, focusing on structures that are most suitable for timber superstructure, deck, or fullspan replacement solutions. Earlystage technical activities include: (1) creating a tricounty inventory of timberfeasible bridge candidates; (2) developing conceptlevel engineering assessments for approximately 15-20 priority structures; (3) producing two grantready concept packages for highvalue demonstration candidates; and (4) delivering an ownerfocused guidebook and outreach program for municipal highway and public works departments.

The project strongly aligns with Timber for Transit investment priorities, including the use of domestically sourced timber, integration of advanced wood materials such as glulam and mass timber, and planning for climate resilience by modernizing vulnerable rural crossings. Through the development of replicable timber bridge concepts and deployment guidance, the initiative will promote regional adoption of woodbased infrastructure solutions, support local forestproduct markets, enhance rural mobility and safety, and strengthen the capacity of underserved rural municipalities to advance transportation projects toward implementation.

All project activities occur within NBRCeligible counties and deliver substantial economic, environmental, and mobility benefits to rural communities. Although CDRPC is headquartered outside the NBRC region, the full scope of work and all direct project impacts occur within the NBRC service area, and the project meets the criteria for a Significant Benefit Waiver as defined in the User Manual.

Proposed Timber Materials and Feedstock Evaluation
As part of the feasibility and concept-level engineering analyses, the project will evaluate specific, commercially available timber products suitable for short-span rural bridge applications. Timber systems to be analyzed include:

- Glue-laminated timber (glulam) girders and beams for superstructure replacement;
- Cross-laminated timber (CLT) or glued-laminated deck panels for bridge deck systems; and
- Solid-sawn timber components for secondary framing, wearing surfaces, and rail elements where appropriate.

For each priority bridge concept, the consultant team will develop planning-level estimates of timber product quantities, material costs, and supply chain considerations, including anticipated sourcing geography. Concept-level material quantities are expected to range from approximately 20,000–45,000 board feet per bridge, depending on span length, structural system, and loading requirements. Unit cost estimates will be based on current market benchmarks for bridge-grade timber products and will be expressed as planning-level cost ranges appropriate for feasibility analysis.

Consistent with Timber for Transit program priorities, all evaluated timber products will be domestically sourced, with a strong preference for regional feedstocks from New York State and the broader Northeast. The feasibility analysis will prioritize suppliers and manufacturers drawing from regional forest resources and serving the Northeast and Northern Border Region, including New York, New England, and adjacent border-region markets.

Feedstock origin and supplier proximity will be explicitly documented in the concept-level cost estimates and implementation readiness assessments to support future NBRC Implementation applications and strengthen regional economic impacts tied to forest products manufacturing.

Project Goals & Outcomes

- What are the project goals and expected project outcomes and outputs? Explain the anticipated economic outcomes and outputs of the project. See Program User Manual for additional instructions on completing this section.

The project will identify, evaluate, and advance rural shortspan bridge projects within Saratoga, Rensselaer, and Schenectady Counties that are strong candidates for timber superstructure, deck, or fullspan replacement. The initiative will:

- Conduct a regional screening of rural, lowvolume bridges to determine timber feasibility, consistent with NBRC Feasibility Award activities such as regional inventory assessments and engineering evaluations.
- Develop conceptlevel engineering analyses, including structural feasibility and planninggrade cost estimates, for toppriority bridges.
- Produce two grantready timber bridge concept packages to position municipalities for future Timber for Transit Implementation applications.
- Prepare a regional Timber Bridge Guide to support local DPW staff in evaluating timber as a costeffective, resilient alternative for smallspan replacements.
- Support NBRC priorities related to domestic timber utilization, climate resilience, and rural community benefit.
- Strategic coordination with NYSDOT and the Capital Region Transportation Council (Regional MPO) to position future NBRC Implementation projects for BridgeNY match eligibility, aligning state and federal investment streams.

Deliverables:

- Screening and prioritization of 70–90 rural bridges across three NBRC counties.
- Identification of 20–25 timbersuitable priority spans.
- 16–19 conceptlevel feasibility packages, including timber alternatives, preliminary layouts, cost estimates, constructability considerations, and permitting notes.
- Two grantready concepts with refined designs, cost estimates, delivery considerations, and funding/permit pathways.
- A Capital Region Timber Bridge Guide summarizing structural systems, span ranges, maintenance expectations, and implementation guidance.
- One regional workshop conducted in partnership with NYSDOT and the Capital Region Transportation Council, providing rural communities with technical guidance on timber structures and future construction funding pathways.

Outcomes:

- A pipeline of state-aligned, feasible rural bridge projects emerges, enhancing future competitiveness for NBRC Implementation and BridgeNY funding.
- NYSDOT's participation ensures that two grant-ready concepts are compatible with state standards, permitting requirements, and cost structures—reducing the timeline between feasibility and construction.
- Enhanced coordination among NYSDOT, the Transportation Council CDRPC, local governments, and timber suppliers improves the region's ability to adopt cost-effective, climate-resilient timber solutions.
- Greater long-term integration of timber alternatives into New York's rural transportation strategy.

Economic Impact:

- Reduced engineering and predevelopment costs for rural municipalities by providing feasibilitylevel analyses and grantready concepts.
- Lower capital and lifecycle costs for shortspan bridge replacements through viable timber alternatives.
- Improved construction readiness, as NYSDOT match and BridgeNY alignment accelerate the transition from planning to construction.
- Economic activity growth in forestproducts and fabrication industries as demand for domestic timber components increases, consistent with Timber for Transit investment priorities.
- Improved connectivity and mobility, supporting travel efficiency, emergency access, local business activity, and rural transportation reliability.
- Two fully developed project concepts capable of attracting state/federal infrastructure investment, multiplying regional economic benefits.
- 16–19 conceptlevel feasibility packages that help municipalities accelerate funding applications and reduce overall project delivery times.

Project Beneficiaries & Community Context

- Describe the project beneficiaries including the service area and demographic data. See Program User Manual for additional instructions on completing this section.

The Timber Bridge Feasibility Initiative will directly benefit local governments, rural residents, and transportation users within the NBRCeligible New York counties of Saratoga, Rensselaer, and Schenectady, the project's defined service area. These counties are fully within the NBRC jurisdiction listed in the Program User Manual.

Beneficiaries

Rural Municipalities and Highway Departments

More than half of the municipalities within the threecounty region are small towns and villages with limited staffing and constrained transportation budgets. These local governments often lack the engineering capacity to complete predevelopment work needed to pursue state and federal bridge funding. NBRC identifies such communities as underserved and gives preference to projects that benefit rural areas and communities with high socioeconomic burdens. This project will deliver conceptlevel engineering, cost estimates, and grantready materials for 16-19 rural shortspan bridges, reducing both financial and administrative burdens on these communities.

Residents of Rural and Underserved Communities

The User Manual notes that NBRC emphasizes benefits to "communities impacted by specific socioeconomic indicators" and rural communities with populations under 5,000.
Across Saratoga, Rensselaer, and Schenectady Counties, many towns fall into this category. These residents rely on local bridges for commuting, school transportation, emergency response access, farmtomarket travel, and regional economic mobility. Improved bridge reliability will enhance safety, reduce travel disruptions, and maintain essential access routes.

Local and Regional Economies

NBRC highlights investment priorities that strengthen regional economic vitality and rural resilience.
The feasibility work will position rural governments to advance future timber bridge construction projects-supporting local contracting firms, regional timber suppliers, and forestproduct manufacturers. These economic benefits directly align with Timber for Transit goals to promote domestic wood products and improve transportation infrastructure.

Timber and ForestryRelated Industries

The project further benefits the regional timber sector by demonstrating viable use cases for domestically sourced wood in smallspan bridge applications-supporting NBRC's requirement that projects promote the utility of highvalue forest products. Local mills, fabricators, design firms, and timber transport companies stand to benefit from increased publicsector awareness and future demand for glulam, CLT, and solidsawn components.

Statement of Need

- What is the challenge or problem the project seeks to address? See Program User Manual for additional instructions on completing this section.

Rural communities in Saratoga, Rensselaer, and Schenectady Counties face a persistent infrastructure challenge: a high number of aging, shortspan, lowvolume local bridges that require repair or replacement but lack the engineering resources, financial capacity, and technical guidance needed to advance projects toward implementation. NBRC identifies transportation infrastructure needs, especially in rural and underserved areas, as a core priority, noting that communities with limited resources struggle to plan and prepare projects that can access state or federal funding.

Many municipalities in the service area have small populations, constrained budgets, and limited inhouse engineering staff, making it difficult to carry out the earlystage feasibility, structural analysis, and cost estimation activities required for bridge replacement. The Timber for Transit Program recognizes these earlystage barriers and explicitly supports feasibility activities such as inventory assessments, engineering evaluations, and cost analyses to help communities prepare for future implementation. [

At the same time, rural bridges in the region are increasingly vulnerable to extreme weather, flooding, and hydraulic pressures, aligning with NBRC's emphasis on planning for climate resilience. Many of these structures were built decades ago and were not designed for modern loadings or storm intensities, resulting in functional limitations, safety concerns, or potential closures that affect emergency access, school transportation, and local economic activity.

Compounding these issues is a major information and capacity gap: local governments often lack the technical expertise to assess when timber superstructures or hybrid timber systems are viable, costeffective alternatives to traditional bridge materials. NBRC notes that highly

competitive Timber for Transit projects must help communities evaluate and apply domestically sourced wood products in transportation infrastructure. Without regional technical support, municipalities cannot meaningfully consider timber options nor position timbersuitable bridges to compete for state or federal construction funding.

Program Investment Priorities

- Explain how your project aligns with Program Investment Priorities. See Program User Manual for additional instructions on completing this section.

Commitment to Domestically Sourced Timber

The project directly advances NBRC's priority to expand the use of domestic forest products by identifying bridges where timber superstructures, deck systems, or hybrid timber solutions are structurally suitable and costeffective. The conceptlevel engineering packages and grantready concepts will explicitly evaluate glulam, CLT, and solidsawn timber options, all sourced from U.S. suppliers, fully aligning with the program's emphasis on demonstrating the utility of highvalue domestic wood materials.

Planning for Extreme Weather and Climate Resilience

Many rural bridges in Saratoga, Rensselaer, and Schenectady Counties are vulnerable to flooding, hydraulic stress, and accelerated deterioration. The feasibility assessments will analyze hydraulic and environmental conditions and identify timber alternatives that can be delivered rapidly, reduce structural weight, improve scour resilience, and lower embodied carbon-addressing extreme weather readiness and consistent with the program's climateresilience focus.

Support for Industry and Educational Use

The project will generate engineering data, concept layouts, cost analyses, and a Timber Bridge Guide that can be used by municipalities, engineering firms, and regional industry partners. NBRC prioritizes projects used as tools for training. CDRPC will partner with the Empire State Forest Products Association to engage suppliers, fabricators, and engineers throughout the process, improving the regional knowledge base and supporting skills development tied to timber infrastructure.

Alignment with State & Community Initiatives

The project aligns with New York State priorities focused on infrastructure modernization, sustainable materials, climate readiness, and rural mobility, as identified across state transportation and economic development plans. NBRC explicitly encourages alignment with state and community initiatives. This initiative also directly supports local municipal priorities by addressing aging, lowvolume bridges identified in county and regional transportation inventories.

Inclusion of Promotion, Outreach, and Publication

The initiative includes a comprehensive outreach plan: regional engagement and training, direct engagement with municipal DPWs and highway departments, and the development of a Capital Region Timber Bridge Guide to serve as a public resource for future timber applications.

Benefits to Rural and Underserved Communities

The project’s beneficiaries include small towns and villages-many with populations under 5,000-that lack engineering capacity and rely on shortspan bridges for emergency access, school transportation, and daily mobility. By reducing predevelopment and engineering burdens, the project expands access to future infrastructure funding for communities with limited resources.

Advancement of NBRC’s Mission and Transportation Infrastructure Priorities

The initiative meets NBRC’s core mission to support economic vitality and infrastructure in the Northern Border region. It focuses on rural transportation infrastructure, an eligible program purpose, and helps municipalities plan for capital improvements consistent with NBRC’s transportation investment principles.

Have you previously received NBRC funds?

- If yes, please provide NBRC grant number.

N/A

Does this project serve a rural community with a population of less than 5,000?

Yes

Does this project benefit an underserved community?

There are approximately 20 municipalities with population of less than 5000 within the project area. These communities depend heavily on shortspan, lowvolume local bridges for daily mobility, emergency response, school transportation, and access to jobs and services. Many of these bridges are aging, vulnerable to extreme weather, and financially difficult for small towns to evaluate or prepare for replacement—conditions specifically recognized by NBRC as indicators of underserved community status. By delivering 16-19 conceptlevel feasibility evaluations and two grantready timber bridge concepts, the project removes a major cost and capacity barrier for underserved municipalities, giving them access to the engineering analyses, structural options, cost estimates, and permitting pathways necessary to pursue construction funding.

The project also benefits underserved communities by leveraging a unique partnership with NYSDOT, which is providing the match for this feasibility effort. NYSDOT will help align feasibility findings with BridgeNY, creating a clear path for rural municipalities to secure state match for future NBRC Implementation funding-an opportunity that underserved communities often cannot access due to resource limitations.

This partnership ensures that underserved local governments receive highquality, statealigned technical products that enable them to pursue construction funding that would otherwise be out of reach. The project improves transportation resilience, reduces longterm public costs, and expands rural access to state and federal investment-fully aligning with NBRC's investment priority to benefit underserved and rural communities.

Which of these is most applicable to the applicant organization?

Is a first-time applicant for NBRC funding

Contacts

Project Role	Name	Email	Is Key Contact	Is User
	Kate Maynard	kate.maynard@cdrpc.org	false	true
Project Director/Manager	Mark Castiglione	mark@cdrpc.org	true	true

Acknowledgement

I hereby certify that the information provided above is accurate and complete.	Acknowledgement	Submitted By	Submitted On
	I Agree		

System Information

Created By	Created Date	Last Modified By	Last Modified Date
Mark Castiglione	03/31/2026 11:12 AM	Mark Castiglione	03/31/2026 2:27 PM

Locations

Application Match

Match %
40%

Match Justification
36091;36093;36083

Investment Locations

Street	City	State	Zip Code	Status

Key Performance Indicators

EGMS ID	Domain	Title	Unit of Measurement	Measure	Orientation	Target
KPI-0020	Economic Development	Additional Investment Leveraged	Dollar ($)	Funds outside of the NBRC project phase or budget. If project is part of a phased effort, enter $ value of funds that are not part of the NBRC budget, but are required to complete the full project. If not applicable, enter 0. Appendix E for details.	Increase	

KPI-0025	Economic Development	Businesses Supported	Number(#)	Expected number of existing or newly created businesses directly supported by NBRC investment. If project expects to support businesses, enter number of businesses served by investment. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0028	Economic Development	Facilities/Buildings Improved	Number(#)	Expected number of public facilities/buildings that will be expanded or improved because of project activities. If project expands or improves public facilities and/or building, enter combined total. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0019	Economic Development	Follow-On Private Investment (Private Investment Leveraged)	Dollar ($)	Expected dollars in private investment to be generated following the NBRC investment. If project anticipates follow on private investment, enter a $ value based on current planned investments. If not applicable, enter 0. Appendix E for details.	Increase	
KPI-0031	Economic Development	Forest Businesses Procured	Number(#)	Expected number of manufacturers of advanced wood materials to be contracted or used to support project activities, creating demand for domestic businesses and/or northern border forest markets. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0021	Economic Development	Jobs Created and/or Retained	Number(#)	If project directly creates or retains new permanent jobs, enter the combined total number of jobs created or retained. Do not include indirect jobs; those can be explained in the narrative. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0023	Economic Development	New Visitors Served	Number(#)	Expected number of new visitors per year as a direct result of project activities. If project will result in new visitors, enter number of expected new visitors per. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0026	Economic Development	Plans Created	Number(#)	Expected number of new plans created to guide future investments in infrastructure, workforce, and economic development. If project results in new plans, enter number of plans created. If not applicable, enter 0. See Appendix E for details.	Increase	

KPI-0012	Economic Development	Programs Implemented	Number(#)	Expected number of new programs to be implemented to support local and regional economic development goals. If project includes implementation of new program(s), enter total number of programs. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0022	Economic Development	Residents Served	Number(#)	Expected number residents directly served by investments in infrastructure, services, or programs. If project has direct connections to serving residents, enter expected number of residents served. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0027	Economic Development	Users Served - Infrastructure	Number(#)	Expected number of users served by investments in new or improved infrastructure. If project directly serves infrastructure users, enter number of users. If not applicable, enter 0. See Appendix E for details.	Increase	
KPI-0024	Economic Development	Workers, Trainees and Students Served	Number(#)	Expected number of workers, trainees and students directly served by workforce development investments. If project expects to serve workers/trainees/students, enter the combined total number served. If not applicable, enter 0. See Appendix E for details.	Increase	

Budget

Budget Summary

Award Floor	Award Ceiling	Funds Requested	Total Project Amount
$1.00	$5,000,000.00	$90,000.00	$150,000.00

Budget Periods

Budget Period #	Start Date	End Date
BP01	07/01/2026	09/30/2029

Budget Categories

Category Name	NBRC Share	Other Federal Share	Applicant Match	Other	Total Project Cost
Construction	$0.00	$0.00	$0.00	$0.00	$0.00
Consultants	$75,000.00	$0.00	$60,000.00	$0.00	$135,000.00
Contracts and Sub-Grantees	$0.00	$0.00	$0.00	$0.00	$0.00
Equipment	$0.00	$0.00	$0.00	$0.00	$0.00
Fringe Benefits	$2,904.15	$0.00	$0.00	$0.00	$2,904.15
Indirect Costs	$5,326.29	$0.00	$0.00	$0.00	$5,326.29
Other Direct Costs	$0.00	$0.00	$0.00	$0.00	$0.00
Personnel (Direct Labor)	$6,769.56	$0.00	$0.00	$0.00	$6,769.56
Supplies and Materials	$0.00	$0.00	$0.00	$0.00	$0.00
Travel	$0.00	$0.00	$0.00	$0.00	$0.00
Grand Total	$90,000.00	$0.00	$60,000.00	$0.00	$150,000.00

Budget Narrative

Justification for Project Cost

- Include a cost-justification for each expense over $5,000 included in the budget table above, otherwise add N/A.

1. Working Group & Project Management - $15,000
Justification:
This cost covers labor, fringe, and indirect expenses associated with coordinating a multicounty feasibility initiative, including convening a regional working group, maintaining schedules, facilitating meetings, conducting QA/QC on technical deliverables, and preparing required NBRC reporting. These activities are essential for managing consultant work, coordinating with NYS DOT (match provider), the Capital Region Transportation Council and ensuring the feasibility analysis

aligns with NBRC programmatic priorities. All tasks fall under NBRCeligible planning and administrative functions required for Feasibility Awards.

2. Screening & Prioritization - $22,000

Justification:

This category funds data extraction from the Capital Region Transportation Council bridge inventory, development of a timberfeasibility scoring framework, GIS-based analysis, and creation of a prioritized shortlist of rural bridge candidates. NBRC explicitly defines “state or regional inventory assessments” and earlystage technical evaluations as eligible uses of Timber for Transit feasibility funds. This work is foundational to determining which rural structures are best suited for timber replacement and ensures efficient targeting of engineering resources.

3. ConceptLevel Feasibility - $67,000

Justification:

This cost supports conceptlevel engineering for 15–20 rural bridges, including structural feasibility analysis, preliminary layout development, evaluation of glulam/CLT/solidsawn alternatives, planninggrade cost estimates, constructability assessments, and permitting/hydraulics notes. These activities are core NBRCeligible Feasibility Award tasks, explicitly listed as “architectural and engineering designs,” “cost analyses,” and predevelopment work needed for implementation. This work includes planning-level evaluation of specific timber systems, including glulam girders, CLT or glulam deck panels, and solid-sawn timber components. Consultant tasks will include estimating timber material quantities, developing order-of-magnitude cost ranges, and assessing domestic and regional feedstock availability for each concept. These analyses ensure that proposed timber solutions are grounded in commercially viable products available from U.S. and Northeast regional suppliers and meet Timber for Transit requirements related to domestic wood utilization.This is the project’s primary technical component and directly prepares multiple rural communities for future NBRC Implementation and NYS DOT BridgeNY construction funding.

4. Two GrantReady Concept Packages - $26,000

Justification:

This funding is used to produce two enhanced concept packages that include refined geometric layouts, cost ranges, milestone schedules, construction considerations, and permitting/funding pathway documentation. These deliverables elevate two highpriority structures to “grantready” status. Earlystage engineering and permitting readiness activities are specifically eligible for NBRC support under Timber for Transit.

The packages are prepared in partnership with NYS DOT and the Capital Region Transportation Council to ensure compatibility with BridgeNY and future federal funding.

5. Guidebook & Outreach - $20,000

Justification:

This category covers authoring, layout, graphics, workshop development, and delivery of a municipal training session in partnership with NYS DOT and the Capital Region Transportation Council. The NBRC User Manual identifies publication, promotion, and training as preferred Timber for Transit investment activities, especially for rural community capacity building. This deliverable will create a lasting technical resource for DPWs and engineers across the NBRC region.

Funding Sources and Commitments

Funding Source	Type of Funding	Amount	Date of Commitment, Secured/Pending	Status
NYS DOT Region 1	State	$60,000.00	02/13/2026	Committed
		$60,000.00		

Proposal

Technical Proposal

Approach & Methodology

- Provide an explanation of the approach and methodology that will be used to meet the project goals and the expected outcomes and outputs.
  See Program User Manual for additional instructions on completing this section.

Approach & Methodology

The Capital Region Timber Bridge Feasibility Initiative will be implemented through a phased, milestone-driven approach consistent with Timber for Transit eligibility for feasibility projects, including regional inventory assessments, concept-level engineering, cost analyses, and implementation readiness planning. The methodology is designed to help rural bridge owners progress from initial screening to actionable, grant-ready timber bridge concepts that support future Timber for Transit Implementation and New York State BridgeNY funding.

Phase 1: Regional Inventory and Screening

CDRPC will compile and synthesize locally owned bridge inventory data from the Capital Region Transportation Council, NYSDOT, and participating municipalities across Saratoga, Rensselaer, and Schenectady Counties. A screening framework will be applied to evaluate span length, roadway classification, ownership, hydraulic setting, and structural suitability for timber superstructure, deck, or full-span replacement. This effort will identify a prioritized set of approximately 70–90 candidate bridges and 20–25 high-potential timber-feasible spans.

Phase 2: Concept-Level Timber Feasibility Analysis

For priority structures, the consultant team will conduct concept-level feasibility assessments consistent with Timber for Transit guidance. Each assessment will evaluate specific timber systems suitable for short-span bridges, including glued-laminated timber (glulam) girders and beams, cross-laminated timber (CLT) or laminated deck panels, and hybrid timber-concrete configurations where appropriate.

Analyses will include preliminary layouts, structural feasibility, constructability considerations, and planning-level cost estimates. Timber material quantities will be estimated at an order-of-magnitude level, with expected volumes generally ranging from approximately 20,000 to 45,000 board feet per bridge depending on span and structural system. Cost ranges will be developed using current market benchmarks appropriate for feasibility-stage analysis.

Consistent with Timber for Transit priorities, the feasibility work will evaluate domestically sourced timber products, with a strong preference for regional feedstocks from New York State and the broader Northeast. Feedstock origin, supplier proximity, and manufacturing considerations will be explicitly documented to support future implementation readiness and regional economic impact.

Phase 3: Grant-Ready Concept Development

Two high-priority bridges will be advanced to enhanced, grant-ready concept packages. These packages will include refined layouts, material quantity summaries, improved planning-grade cost estimates, and high-level permitting and funding pathways. NYSDOT participation ensures compatibility with state bridge standards and alignment with BridgeNY and future federal funding requirements.

Phase 4: Guidance and Outreach

To extend benefits beyond individual sites, CDRPC will produce a Capital Region Timber Bridge Guide summarizing typical timber systems, span ranges, sourcing considerations, maintenance expectations, and implementation steps for municipal highway departments. The project

will conclude with a regional workshop delivered in partnership with NYSDOT and the Capital Region Transportation Council to provide hands-on guidance for evaluating timber options and preparing competitive Timber for Transit applications.

Partnerships and Outcomes

CDRPC will manage the project, coordinate consultant work, and oversee quality control. NYSDOT will serve as a technical partner and match provider, and the Capital Region Transportation Council will support data access and regional coordination. This approach ensures completion within the NBRC performance period and delivers a pipeline of state-aligned, implementation-ready timber bridge projects for rural communities.

Economic Impacts

- Economic Impacts include but are not limited to impacts on: jobs, employment, entrepreneurial activity, and wage growth. Economic impacts should be consistent and, where possible, supported by feasibility studies, and/or local, state, or regional data.

Economic Impacts

The Capital Region Timber Bridge Feasibility Initiative is designed to generate near-term professional employment while positioning rural communities and New York’s forest products sector for longer-term job creation, business expansion, and wage growth associated with future timber bridge implementation projects.

NearTerm Economic Impacts (Feasibility Phase)

During the grant period, the project directly supports skilled employment in engineering, transportation planning, GIS analysis, and project management. Consultant and staff expenditures generate immediate economic activity within the Capital Region and surrounding rural counties, particularly benefiting professional services firms that support public infrastructure delivery. For small and rural municipalities, the feasibility work reduces upfront engineering costs that often prevent projects from advancing, allowing limited local resources to be redirected toward construction readiness and capital investment.

Statewide Forest Products Context and Opportunity

New York has a substantial and diverse forest products economy that provides a strong foundation for timber-based infrastructure. Forest products manufacturing accounts for approximately 7% of New York's total manufacturing output and 9% of manufacturing employment, ranking the sector sixth statewide in both output and employment. Collectively, lumber and wood products, paper and allied products, and furniture manufacturing generate billions of dollars in annual shipments and support tens of thousands of jobs statewide, with particularly strong impacts in rural regions and the Capital, North Country, and MidHudson regions.

Importantly, New York's forests continue to grow more wood than is harvested each year, indicating that the resource base can support expanded, valueadded utilization under sustainable management practices. However, much of the state's current forest products output is concentrated in traditional lumber, paper, and secondary wood manufacturing. New York does not currently have a robust instate manufacturing base for structural glulam or crosslaminated timber (CLT) products, resulting in these materials often being imported from other states or regions.

Medium and LongTerm Economic Impacts (PostFeasibility Implementation)

The primary economic impacts of this initiative are tied to implementation readiness. By producing 16–19 concept-level feasibility packages and two grantready timber bridge concepts, the project positions municipalities to pursue construction funding that supports:

- Construction and skilled trades employment, including bridge contractors, carpenters, equipment operators, and inspectors;
- Manufacturing and fabrication jobs associated with engineered wood products used in bridge superstructures;
- Professional services employment in engineering, surveying, materials testing, and permitting.

Because advanced wood components require precision manufacturing and prefabrication, implementation projects can shift a meaningful share of project value toward higherskill, higherwage manufacturing and fabrication work compared to conventional materials.

Expanding Local Supply Chains and Entrepreneurial Activity

A central goal of the project is to help create the conditions needed to expand New Yorkbased supply of glulam, CLT, and related engineered wood products used in timber bridge construction. By documenting material quantities, cost ranges, and feedstock characteristics across multiple bridge concepts, the feasibility work provides market clarity for existing sawmills, secondary manufacturers, and potential new entrants considering investment in engineered wood production.

This demand signaling effect can support entrepreneurial activity by encouraging:

- Investment in valueadded manufacturing capacity;
- Workforce training aligned with advanced wood fabrication;
- Stronger integration between forest owners, loggers, mills, and downstream manufacturers.

Preference for domestically sourced and regional New York and Northeast feedstocks further increases the likelihood that future construction dollars circulate within the state economy rather than being exported.

Wage Growth and Regional Resilience

Jobs associated with bridge construction, advanced wood manufacturing, and professional engineering typically offer wages above rural regional averages. By strengthening the pipeline of timber infrastructure projects and expanding instate manufacturing capacity, the initiative supports longerterm wage stability and economic resilience in communities that already depend heavily on the forest products sector.

Public Return on Investment

By aligning feasibility outputs with NYSDOT BridgeNY requirements and Timber for Transit Implementation criteria, the project improves the competitiveness of rural municipalities for capital funding. Each implementation project advanced through this initiative represents leveraged public investment with multiplier effects across construction, manufacturing, transportation, and forest management sectors—supporting both infrastructure modernization and sustainable economic development rooted in New York’s forest resources.

Project Readiness

- Describe if the project is ready for implementation or will require additional planning tasks to begin. Provide a detailed milestone schedule for completion of the project, along with an explanation of the applicant's ability to complete the proposed work within the 3 year period of performance. See Program User Manual for additional instructions on completing this section.

Project Readiness

The Capital Region Timber Bridge Feasibility Initiative is a planningstage project that is not yet ready for construction implementation, and this aligns directly with the purpose of a Timber for Transit Feasibility Award. The proposed activities address the specific earlystage planning, engineering, and cost analysis gaps that currently prevent rural municipalities from advancing timber bridge projects toward implementation funding.

Readiness Status and Planning Needs

At present, most locally owned, shortspan rural bridges in Saratoga, Rensselaer, and Schenectady Counties lack:

- Conceptlevel engineering suitable for timber alternatives;
- Material quantity and cost analysis tied to domestically and regionally sourced timber products;
- Clear alignment with NYSDOT BridgeNY standards and permitting pathways.

The proposed feasibility work is necessary to determine structural suitability, evaluate timber systems, estimate costs, and prepare projects for future Timber for Transit Implementation and state capital funding. The project does not include construction and does not require site acquisition or final design approvals, allowing work to proceed immediately upon award.

Milestone Schedule

The project will be completed within 36 months of award and is structured to allow a Notice to Proceed within the first year, consistent with NBRC requirements.

Months 1–3: Project Initiation and Data Assembly

- Execute consultant agreements and establish project management protocols
- Confirm regional working group (CDRPC, NYSDOT, Capital Region Transportation Council)
- Compile bridge inventory datasets and screening criteria

Months 4–9: Regional Screening and Prioritization

- Apply timber suitability screening framework to regional bridge inventory
- Identify 70–90 candidate bridges and 20–25 highpriority timberfeasible spans
- Finalize shortlist for conceptlevel feasibility analysis

Months 10–20: ConceptLevel Timber Feasibility

- Develop 16–19 feasibility packages including preliminary layouts, timber system alternatives, material quantities, and planninglevel cost ranges
- Evaluate domestic and regional feedstock availability for timber bridge components
- Assess constructability, maintenance expectations, and permitting considerations

Months 21–26: GrantReady Concept Development

- Advance two priority bridges to enhanced, grantready concept packages
- Refine material quantities, cost estimates, and funding/permitting pathways
- Coordinate with NYSDOT to ensure alignment with BridgeNY and state standards

Months 27–33: Guidebook Development and Outreach

- Prepare Capital Region Timber Bridge Guide summarizing findings and implementation guidance
- Develop and deliver a regional workshop for municipal highway and public works officials

Months 34–36: Closeout and Transition to Implementation

- Final documentation and reporting

- Position participating municipalities for Timber for Transit Implementation and other capital funding opportunities

NEPA activities are not anticipated at this stage due to the planningonly nature of the project; however, feasibility products will identify anticipated environmental considerations to streamline future review.

Capacity to Complete the Work

CDRPC has extensive experience managing multicounty planning initiatives, federally funded feasibility studies, and consultantled technical analyses within fixed performance periods. The organization will provide project management, coordination, and quality control throughout the project.

NYSDOT's participation as match provider and technical partner ensures feasibility outputs are statealigned and implementationready. The Capital Region Transportation Council provides regional data access and coordination capacity. The scope is appropriately scaled to available resources, and all major tasks rely on wellestablished planning and engineering methods, minimizing delivery risk.

Capacity & Qualifications

- Provide an explanation of the capacity of the organization to meet the project objectives, including any partnerships with other entities to support project. Provide an explanation of the qualifications of the personnel as they relate to project objectives. See Program User Manual for additional instructions on completing this section.

Capacity & Qualifications

Organizational Capacity

The Capital District Regional Planning Commission (CDRPC) has the institutional capacity, technical expertise, and regional partnerships necessary to successfully deliver the Capital Region Timber Bridge Feasibility Initiative within the NBRC performance period. As a federally

recognized regional planning commission serving multiple counties and municipalities, CDRPC routinely manages multijurisdictional planning initiatives, consultantled technical studies, and federally funded projects that require coordination across state agencies, local governments, and industry partners.

CDRPC has extensive experience overseeing transportation planning, infrastructure feasibility studies, and capital project readiness efforts, including work that integrates engineering analysis, cost estimation, stakeholder engagement, and grant positioning. The organization maintains established financial controls, procurement procedures, and grant management practices necessary to administer federal funds and ensure compliance with NBRC program requirements.

Strategic Partnerships

The project is supported by strong, complementary partnerships that enhance delivery capacity and technical rigor:

- **New York State Department of Transportation (NYSDOT)** serves as a technical partner and match provider, ensuring feasibility outputs align with state bridge standards, permitting expectations, and BridgeNY eligibility criteria. NYSDOT participation significantly reduces implementation risk and shortens the timeline between feasibility and construction.
- **Capital Region Transportation Council (CRTC)**, the region's Metropolitan Planning Organization, supports data access, inventory coordination, and integration with regional transportation planning efforts.
- Engagement with **forest products, engineering, and materials experts** during the feasibility process will inform timber system selection, material availability, cost benchmarking, and feedstock considerations relevant to New York and Northeast markets.

These partnerships ensure that feasibility deliverables are both technically sound and implementationready.

Key Personnel and Qualifications

Mark Castiglione, AICP – Project Director
As Executive Director of CDRPC, Mr. Castiglione provides overall project oversight, grant administration leadership, and quality control. He brings extensive experience managing federally and statefunded planning initiatives, overseeing consultant teams, and coordinating multicounty infrastructure projects. His background in transportation planning, capital programming, and intergovernmental coordination ensures that project milestones, budgets, and deliverables remain aligned with NBRC requirements and state funding pathways. Mr. Castiglione's role ensures timely delivery, compliance, and strategic positioning of feasibility outcomes for future implementation.

Sandy Misiewicz, AICP – Executive Director, Capital Region Transportation Council - Technical Advisor and Partner Coordination Lead
Ms. Misiewicz brings decades of experience in regional transportation planning, freight systems, and federalstate coordination. Her expertise supports the integration of timber bridge concepts with broader transportation objectives, MPO planning processes, and multimodal considerations. She plays a key role in coordinating with NYSDOT and ensuring that feasibility findings are compatible with regional and state transportation investment priorities.

Greg Wichser – NYS DOT Region 1 Capital Program Manager
Mr. Wichser provides technical support related to transportation infrastructure analysis, bridge planning considerations, and coordination with local highway and public works officials. His experience working directly with municipalities ensures that feasibility outputs are practical, clearly documented, and responsive to the operational realities faced by rural bridge owners.

Ability to Complete the Project

The project scope is appropriately scaled to available staff capacity and consultant resources, and all major tasks rely on wellestablished planning and engineering methodologies. CDRPC's track record of completing complex, grantfunded feasibility studies on schedule—combined with NYSDOT's technical involvement and MPO support—demonstrates a high level of readiness and low delivery risk.

Together, the organization's institutional capacity, qualified personnel, and established partnerships provide strong assurance that project objectives will be met within the threeyear NBRC performance period and that deliverables will be positioned for immediate transition to implementation funding.

LDD Support

Local Development District Support

#	Reviewer Name	Organization	Description	Due Date	Allow Record Editing	Status
1	Kate Maynard	Capital District Regional Planning Commission		04/03/2026	Yes	Created

Forms and Files

Application Files

Title	Classification	File Extension	Description	Created Date

Supporting Documents Checklist

Description	Required	Template Link	Grantee Document Link
Authorized Official Resolution	Mandatory	View	View
Debarment Suspension Cert - Form 1001	Mandatory	View	View
Indirect Cost Rate	Optional	Not Applicable	View
Letters of Support	Optional	Not Applicable	Not Applicable
NEPA Intake Form	Mandatory	View	View
Project Maps	Mandatory	View	Not Applicable
RLF Documentation	Optional	View	Not Applicable
SF424-cbw	Mandatory	View	Not Applicable

All Forms

Form Name	Mandatory	Percentage	Last Modified By	Last Modified Date
Application for Federal Assistance (SF-424)	true	100.00%	Mark Castiglione	03/31/2026 1:20 PM
Assurances for Construction Programs (SF-424D)	false	0.00%	Mark Castiglione	03/31/2026 11:12 AM

Assurances for Non-Construction Programs (SF-424B)	false	100.00%	Mark Castiglione	03/31/2026 1:27 PM
Disclosure of Lobbying Activities (SF-LLL)	true	100.00%	Mark Castiglione	03/31/2026 1:59 PM

Notes

Title	Description	Created Date	Created By