

North Texas Advanced Air Mobility Readiness Call for Projects (CFP)
Frequently Asked Questions (FAQ)

Note: Questions were edited for clarification and to remove any identifying information.

1. **A City and Municipal Airport are working with industry and private-sector partners to introduce eVTOL charging infrastructure to the airport, which will be available for public use. The private-sector partner will retain ownership of the charging infrastructure, while the City would have the option to purchase the infrastructure later. Given the ownership structure, would the City be eligible to apply for this funding opportunity and be considered a good candidate for funding?**

The City would be eligible to apply for and receive funding under this program if the private-sector partner initially retains ownership of the charging infrastructure. The current CFP information packet does not include any restrictions on this type of partnership.

2. **With respect to the ownership structure described in Question 1, does this public-private partnership arrangement meet the intent of the program, or is City ownership of the charging infrastructure required at the time of reimbursement?**

Yes, this type of partnership appears to meet the intent of the program as an interest to NCTCOG is for applicants to demonstrate how the infrastructure will attract operators or private-sector partners.

3. **Are there any additional eligibility, documentation, or agreement requirements the City should be aware of when the grant-funded equipment will initially be owned by a private-sector partner?**

Applicants, and associated partners, will be required to demonstrate compliance with State procurement regulations.

4. **If an airport spans across two counties, one within the 12-County NCTCOG region and one outside the region, should a proposed charger be located on the county side of the airport that is within the 12-county NCTCOG region in order to meet geographic eligibility requirements?**

To ensure eligibility, the charger must be located in the NCTCOG 12-county region.

5. **Is there a standard template or application template to utilize for this CFP?**

There is no template or standard application format. The application should generally contain the pertinent information outlined in the CFP, including project description, funding request, and any additional major elements.

6. **Can a City submit an application for two airports in their system?**

No. An eligible airport or sponsoring agency (i.e. city, county, state) may submit one project proposal under this Call for Projects.

7. **We understand that the City, as the sponsoring agency, may submit only one project proposal under this Call for Projects. May that single proposal request funding for projects at two airports within the City's airport system, or must it be limited to one airport? If projects for two airports may be included in one proposal, would the proposal be evaluated and selected as a single, all-or-nothing request, or could funding be awarded for one airport's project but not the other?**

Under this Call for Projects, only one project proposal per airport or sponsoring agency is allowed, and funding is limited to one charging infrastructure per airport. The sponsoring agency may submit a proposal on behalf of one airport.

8. **Is a signature required for submitting the application?**

No signatures are required for this application as there are no certifications or application form included in the submission. The published guidelines have been revised to remove this requirement.

9. **Is an applicant eligible to seek funding for project activities that are already underway prior to RTC approval of award or execution of an Agreement with NCTCOG?**

Under this Call for Projects, costs incurred before RTC approval of award or execution of an Agreement with NCTCOG will not be eligible for reimbursement. Additionally, any project activities for selected applicants may not begin until execution of an agreement with NCTCOG.