

NTRD Program Disclaimers

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**Texas Commission on Environmental Quality
New Technology Research & Development (NTRD) Program
Monthly Project Status Report
GTI Project # 20484**

Contract Number: 582-5-70807-0001

Grantee: Gas Technology Institute

Date Submitted: January 10, 2006

Report for the Monthly period: December 2005

Starting Date: December 1, 2005

Ending Date: December 31, 2005

Section I. Accomplishments *(Please provide a bulleted list of project accomplishments as well as a description of their importance to the project.)*

Accomplishment	Importance to the Project
GTI is negotiating a project agreement with two federal agencies in the Houston area for joint participation in the deployment of the fueling station and the fuel cell vehicle.	<p>Identifying a suitable deployment site is important during this phase of the project in order to properly scale the hydrogen station supply capability and to configure a hydrogen-fueled vehicle that can be incorporated into the host site's daily operations.</p> <p>This process continues from last month.</p>
GTI has received proposals from vehicle providers for both shuttle bus and cargo van configurations for the fuel cell vehicle.	<p>The choice of a vehicle provider is important in order to correctly configure a vehicle to match the station site host's operational requirements and to fit within project budget and timing constraints.</p> <p>This process continues from last month and includes the potential contribution of funding from a federal agency to supplement TCEQ vehicle funding.</p>
GTI and Greenfield are evaluating two separate system compressor configurations. One involves using purchased PDC compressor while the other uses a Greenfield proprietary compression system that is under development.	<p>Characteristics for a compression system that are important to the project include:</p> <ul style="list-style-type: none"> • Compressor reliability and maintenance cost • Compressor's ability to operate with minimal lubricant oil contamination • Integration with other system components such as PSA and SMR units. <p>This activity continues from last month and a decision on the compression system will likely not be made before January 2006.</p>
GTI continues with fabrication and testing of the Steam Methane Reformer (SMR) hydrogen generation system	<p>The hydrogen generation system is the key technology at the heart of the integrated hydrogen station. It converts pipeline-quality natural gas to "reformate" that is then purified to a hydrogen gas stream.</p> <p>This process continues from last month's report.</p>

Indicate which part of the Grant Activities as defined in the grant agreement, the above accomplishments are related to:

Accomplishment	Grant Activity
Host site negotiations for station deployment	Task 1, Article 2.1.2 in the Project S.O.W.
Vehicle proposal evaluations	Task 2
Compression system evaluation	Task 1
SMR fabrication and testing	Task 1, Article 2.1.1.1 in the Project S.O.W.

Section II: Problems/Solutions

<p>Problem(s) Identified</p> <p><i>(Please report anticipated or unanticipated problem(s) encountered and its effect on the progress of the project)</i></p>	<p>1) Eventual deployment site identification will significantly influence the configuration of the fuel cell vehicle. The vehicle should be designed to fit with the eventual host site's operations. Two options on the vehicle include a 15-20 passenger shuttle vehicle or a cargo van.</p> <p>This issue continues from last month's report</p>
<p>Proposed Solution(s)</p> <p><i>(Please report any possible solution(s) to the problem(s) that were considered/encountered)</i></p>	<p>1) GTI is reviewing proposals from vehicle providers that have experience in electric-drive train systems.</p> <p>The most likely configuration will be a fuel cell "plug-in" hybrid bus.</p>

Action(s) Conducted and Results

(Please describe the action(s) taken to resolve the problem(s) and its effect)

- 1) GTI is reviewing two alternative technical solutions for the vehicle portion of the project:
 - a. Modifying an existing vehicle as a fuel cell “plug-in hybrid” that is supplied by the deployment site host, or
 - b. Identifying supplemental funding from a new (TBD) project participant to purchase a fuel cell powered vehicle from an OEM.

At this point, gaining supplemental funding appears to be a strong possibility and will be the preferred choice. A funding proposal for federal cost sharing will most likely be submitted in January, 2006.

Section III. Goals and Issues for Succeeding Period: *(Please provide a brief description of the goal(s) you hope to realize in the coming period and identify any notable challenges that can be foreseen)*

Each of the following goals and issues listed will likely continue through at least the December 2005 reporting period.

- Choose compression technology and vendor for the fueling station system.
- Agree on most likely deployment location and begin on-site permitting, gas supply, and operating groundwork.
- Submit funding proposal for supplement vehicle funding.
- Identify and resolve major decisions on hydrogen station dispensing configuration.
- Continue the fabrication and testing of the hydrogen generation system.



Date: 1-10-2006

Authorized Project Representative's Signature

**J. Brian Weeks, Associate Director,
Hydrogen Energy Systems
Gas Technology Institute**

NOTE: *Please attach any additional information that you feel should be a part of your report or that may be required to meet the deliverable requirements for tasks completed during this reporting period.*