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October 17 , 2016

Mary D. Nichols, Chairman
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: *Item 16-9-6: Modifications to the 2016-17 Low Carbon Transportation & Fuels Expenditure Plan*

Dear Chairman Nichols,

On behalf of Ballard Power Systems, I am writing to extend our support to the funding plan for low carbon transportation and fuels investments and the Air Quality Improvement Program.

Having this fuel cell electric bus commercialization project funded is critical to ensure industry progress in the commercialization of fuel cell buses. The aggregate volume of this project will result in a step change in the cost of the fuel cell engine of greater than 50% compared to the previous generation deployed in California.

CARB has selected the Fuel Cell Electric Bus Commercialization Consortium as one of its priority projects, but success is contingent upon the appropriation of GGRF this year. The Consortium represents an unprecedented collaboration between transit operators, vehicle manufacturers, technology providers, and fueling providers to advance the commercialization of zero emission transit buses. We have joined with the Center for Transportation and the Environment (CTE), the Alameda-Contra Costa Transit District (AC Transit), the Orange County Transportation Authority (OCTA), and industry partners New Flyer, Linde to form this consortium that will transition the market from limited demonstrations and deployments to widespread availability zero emission fuel cell electric buses.

As evidenced by diffusion of CNG technology, successful deployments of fuel cell electric transit buses will pave the way to future Medium and Heavy Duty truck deployments in California as we drive down the costs of fuel cell powertrain and hydrogen refilling infrastructure.

Sincerely,



Karim Kassam
Vice President Commercial
Ballard Power Systems Inc.

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