

Weronika Ciszewska

The proposed design has an individual exhaust stack on each fuel cell, of which there will be 2,275. It would be inefficient to place monitors and controls on each individual stack and there are NO proposed pollution controls on any of these stacks. How, then, will this project show evidence of their compliance with emissions limit requirements under Title V? Has there been or will there ever be upstream fuel testing of methane gas to anticipate the composition of these fuel cells' emissions? How exactly will NMED enforce emissions standards without direct, long-term, continuous monitoring? Or isolate their deleterious impact on air quality without an accurate assessment of localized pollution? Yucca Growth Infrastructure's gas-powered fuel cell plant is 1,000 times larger than Bloom Energy's biggest existing fuel cell plant. In fact, worldwide, Bloom Energy has developed 1.4 GW of fuel cell technology across more than a thousand locations, yet Yucca Growth Infrastructure is asking for nearly double that (2.46 GW of fuel cells) at a singular location. The largest fuel cell plant in the entire world is more than 30 times smaller than the fuel cell plant under consideration in Santa Teresa. There is absolutely no way to know, with certainty, what the actual pollution levels will be given the tremendous size differential, and thus gap in data, between operational fuel cell plants and this theoretical plant proposed by Yucca Growth Infrastructure. Family's health and safety should be worth more than the profits of out-of-state corporations. The only defensible options moving forward are to deny this air permit or you must hold a public hearing in-person in Santa Teresa with a component for virtual participation. Materials and the hearing itself must be translated into Spanish and meet any other accessibility needs requested by community members.