Isabelle Pakarinen

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? What about cases of catastrophic failure? Are we approving those deadly incidents of pollution in advance without any real data informing us of the risks at this scale? Highly flammable hydrogen under high pressure only needs a microscopic crack to leak out, ignite, explode, and level entire neighborhoods and schools while sending shockwaves into nearby counties. Assuming this risk, an act of gross negligence, at a scale that has never even remotely been demonstrated in practice would be unbelievably careless. These permits must be denied outright. If further deliberation is desired, a public hearing in Santa Teresa is non-negotiable.