

To the Honorable Brian Feldman, Chair; Cheryl Kagan, Vice Chair; and members of the Education Energy and the Environment Committee

My name is Michael Sternfeld. I have been a resident of Montgomery County for over 40 years. I am a retired US Army Lieutenant Colonel, and Railroader with over 20 years of experience in railroad operations. I have a MA in Transportation Policy, Operations and Logistics from George Mason University. I also have experience driving Class 8 Heavy Duty trucks in congested urban areas such as New York City and Northern New Jersey.

I want to take this time to convey my opposition to **SB10, the Reclaim Renewables Act of 2025**.

Dickerson Generating Station is located in Montgomery County. The practice of burning waste material in large scale incinerators is presently being attacked by groups claiming to be environmentally friendly. The rallying cry for closing the Dickerson operation is to end toxic air pollution.

No doubt these same groups who do not want to burn trash in Montgomery County would be shocked to learn that closing Dickerson and transporting the waste to landfills by modern diesel truck would put an additional 300 trucks a day on the road, burning over 3 million gallons of diesel fuel, emitting nearly 70 million pounds of CO<sub>2</sub>e air pollution using the figures found on the Louisiana Clean Fuels [website](#).

Greenhouse gas emissions are directly related to fuel consumption. Thus, trucking the solid waste to a landfill creates more pollution in the form of diesel exhaust. Leaving waste in a landfill would release untold amounts of methane gas into the environment. Methane gas is a potent short-lived climate pollutant that is more than 30 times stronger than CO<sub>2</sub> over 100 years, and 84 times stronger over 20 years.

Removing WTE from tier 1 of the RPS, closing Dickerson, would make Perfect, the enemy of good.

Per the USEPA:

*“Diesel engine pollution can have serious health and environmental consequences.*

#### *Health Effects*

*\*Respiratory illnesses: Diesel exhaust can cause asthma, respiratory illnesses, and worsen existing lung disease.*

*\*Heart disease: Diesel exhaust can increase the risk of heart disease and hospital admissions.*

*\*Cancer: Diesel exhaust is considered carcinogenic to humans.*

*\*Ground-level ozone: Diesel exhaust contributes to ground-level ozone, which can irritate the lungs and make it difficult to breathe.*

*\*New allergies: Diesel exhaust particles can trigger new allergies.*

#### *Environmental effects*

*\*Acid rain: Diesel exhaust produces acid rain, which can harm soil, lakes, and streams.*

*Crop damage: Diesel exhaust contributes to ground level- ozone. Which can damage crops and other vegetation.*

- *Climate change: Diesel engines produce greenhouse gases that contribute to climate change.*

#### *What diesel exhaust contains*

*\*Particulate matter (PM): The solid material in diesel exhaust, including diesel particulate matter (DPM)*

*\*Oxides of nitrogen (Nox): A component of diesel exhaust.*

*\*Hydrocarbons (HC): A component of diesel exhaust.*

*\*Carbon monoxide (CO): A component of diesel exhaust.*

#### *How bad are diesel fumes for you?*

*Health Risks: Long-term exposure to diesel exhaust is associated with respiratory problems, cardiovascular diseases, and increased risk of lung cancer. Short-term exposure can cause irritation of the eyes, nose, and throat, headaches and dizziness. Aug 27, 2017”*

When all of its impacts are considered, removing Waste-To-Energy as a tier1 renewable source of energy from the Renewable Portfolio Standard would adversely affect Dickerson, which has been responsible for avoiding 442,000 metric tons of Greenhouse Gases each year, the equivalent of removing 109,000 vehicles from the road for 1 year. It would raise taxes on Montgomery County residents, due to the loss of the Energy credit, significantly produce more CO2 emissions, significantly produce more Methane gas and significantly increase traffic.

This is a bad idea! As a transportation industry professional with a graduate degree, I cannot see any advantage in trucking waste to an out of state landfill. The net effect of closure is actually an increase in taxes, pollution and heavy-duty truck traffic.

I thank the committee for its time and urge an unfavorable report.