To the Grass Valley Planning Department:

I am one of many Whispering Pines area workers that walk on Crown Point Circle for its exercise and recreational value. Crown Point Circle should be deemed a recreational trail, so that my lungs will be taken into full consideration in the air quality impact analysis of the Idaho-Maryland Mine project.

Name: FRED Dias

Address: 355 Crown Point Circle, Grass Valley Ca

Comments: I know of at least 3 revinue producing Companies that could ~~go~~ vacate Grass Valley due to the mining activities (Lanmark Circuits, National Semiconductor, Linear Technology). Can Grass Valley afford to loose the revinue associated with theso companies?

GRASS VALLEY

DEC 22 2008

Community Dev. Dept.

Thank you for your consideration.

Sue Colbert

From: Julia Carroll [jcarroll43@hotmail.com]
Sent: Tuesday, December 09, 2008 8:38 AM
To: Sue Colbert; mshea49@hotmail.com
Subject: SFGate: Diesel truckers at cancer risk from exhaust

Please add this information to the body of evidence AGAINST reopening the Idaho Maryland Mine. Thank you.

This article was sent to you by someone who found it on SFGate.
The original article can be found on SFGate.com here:
http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2008/12/09/MNFO14KAA3.DTL

Tuesday, December 9, 2008 (SF Chronicle) Diesel truckers at cancer risk from exhaust Jane Kay, Chronicle Environment Writer

(12-08) 20:55 PST -- Trucking company workers who have been regularly exposed to diesel exhaust from vehicles on highways, city streets and loading docks have a higher risk of lung cancer than other workers, according to a new national study.

The study, based on 31,135 worker records, found that drivers who do short-haul pickups and deliveries, including loading and unloading containers at ports and working at freight-delivery companies, had the highest rate of deaths and disease.

Dockworkers were also at a higher risk, according to the report by researchers at UC Berkeley and Harvard.

California's Air Resources Board will consider the study's findings when it meets Friday to vote on a landmark regulation to reduce risk to the general public from 1 million diesel trucks in the state.

If the rule is adopted, California would be the first state in the nation to require a retrofit or replacement of every privately owned older, heavy-duty diesel truck on the road - even vehicles registered in other states and nations. The phaseout would begin in 2010.

"This study confirms that truck drivers exposed to diesel have higher lung cancer rates," said Dr. John Balmes, a member of the state air board and a professor at UCSF and UC Berkeley's School of Public Health.

Long-haul drivers were at lower risk. The study's authors believe these drivers are protected because they shut their windows. In contrast, short-haul drivers who often leave their windows open are exposed to the exhaust. The study noted that fresh, newly released particles have a greater potential to cause mutations of DNA.

In the last decade, scientists have linked diesel exhaust to higher rates of lung cancer in workers in construction, trucking and railroads who inhale the toxic stew of about 400 chemicals, including benzene, formaldehyde, arsenic, cyanide and lead. 8 jobs compared

This new study compared eight jobs within the trucking industry, including clerks, and found a higher rate of lung cancer among these certain categories. A 2007 study by the same authors compared all jobs within the trucking industry to the general population, and also found higher lung cancer rates in the industry, Balmes said.

The research from Harvard University Medical School and UC Berkeley School of Public Health was published in the journal Environmental Health Perspectives in October.

The study analyzes workers' exposure histories up to the year 2000 and health outcomes between 1985 and 2000. There were 4,306 deaths and 779 cases of lung cancer, including 734 deaths where lung cancer was the underlying cause.

Workers in the study averaged 22 years on the job and were predominantly Caucasian and lived in the South or Midwest.

Most of them worked at four large companies, which weren't named in the study. They were hired after long-haul trucks changed from gas to diesel during the 1950s and '60s but before or during the transition of pickup and delivery trucks from gasoline to diesel during the 1970s and '80s.

Diesel forklifts were also used by dockworkers on some loading docks during the 1980s.

The state, which listed diesel exhaust as a known carcinogen in 1990, considers more than 40 chemicals in the exhaust to be toxic air contaminants, a designation that warrants the toughest regulation.

The fine particles in the exhaust enter lung tissue, where they can accumulate in the lungs and lymph nodes. High concentrations can cause respiratory diseases, and people with asthma, heart disease and emphysema can worsen if exposed to the exhaust. Long-term exposure leads to chronic obstructive lung disease as well as lung cancer.

California gradually has tightened restrictions on fleets of diesel buses, off-road equipment, boats and some trucks. There is no worker standard for diesel exhaust.

"This is the biggest regulation in cleaning up the state's diesel emissions," said air board spokesman Leo Kay. Deadline for standard

The state is trying to meet a 2006 federal standard for fine particles in metropolitan Los Angeles and San Joaquin Valley. Otherwise, it could lose billions of dollars in highway funding, he said.

In June, the state released a study that found that the fine particles in West Oakland neighborhoods were coming primarily from diesel trucks on nearby freeways.

Diesel engines spew out particles that are 100 times more sooty than gasoline engines for the same load and engine conditions, and about one-quarter of all hazardous particulate air pollution from fuel combustion comes from diesel engines, according to the UCLA Labor Occupational Safety and Health Program.

Bob Ramorino, president of family-owned Roadstar Trucking Inc. in Hayward, said the trucking industry supports the need to clean up emissions in California. But it has asked the air board for exemptions as a way to deal with the cost. Retrofitting is expensive

Ramorino, who is also president of the California Trucking Association, said he owns 30 large diesel cabs and 60 trailers and employs 60 workers.

Retrofitting costs about $20,000 per truck, and a new vehicle runs about $100,000.

He also questioned the study, saying it includes exposures from the 1960s through the 1980s. "Trucks manufactured after 1994 are much cleaner than the earlier trucks," Ramorino said.

San Francisco resident Tom Howard, whose family has lived on North Point Street for 100 years, said he hopes the state passes a stricter diesel truck rule.

"We get diesel trucks from Fisherman's Wharf picking up and delivering fish and crab, and truck traffic on Jefferson Street delivering to the In-N-Out Burger, plus diesel trucks going to two Safeway stores," Howard said. "We've got tons of diesel trucks here."

Toxic fumes

To read the study, "Lung Cancer and Vehicle Exhaust in Trucking Industry Workers," go to links.sfgate.com/ZFPU.

E-mail Jane Kay at jkay@sfchronicle.com.

Public Comment Card
Idaho-Maryland Mine Project
Draft Environmental Impact Report (DEIR)
SCH NO. 2007092017
Comment Period: 10/30/08 to 12/15/08

Roy A. Anderson
12975 Mink Ct, Grass Valley, CA 95945

Comment: I have concerns about the DEIR and it's attention to water; well water and Wolf Creek water.

A. Wells

My water (and three other families) is provided by a well that is included in the Idaho-Maryland mine well monitoring program. If the well fails after the Idaho-Maryland Mine (IMM) starts operation, what will the IMM do about it? I have not seen any details of what their actions will be. For example:

1. What is the process for defining responsibility for the well failure and how long will it take?

2. Assuming mine operations caused the well failure, how will IMM replace the well?

3. How long will it take to replace the well? (I have heard that replacement by NID could take 1 ½ to 3 years)

4. How long will the county allow me to live in my home without a permanent water supply?

5. If I have to vacate my home will IMM accept the cost of a temporary home until the replacement water is in place?

6. Who will pay for the replacement water. For the last 20 years my water cost has been about $150.00 per year. If the well is

replaced by NID water, I understand the $150.00 per year could go to $1500.00 per year. Why should I have to subsidize IMM $1300.00 per year for the privilege to mine gold in the city of Grass Valley?

B. Wolf Creek

The Wolf Creek water concerns are about the water volume and purity.

1. How often is the water volume and purity checked and who is responsible?

2. If the water limits are exceeded, who is responsible rectifying the condition?

3. How long will it take to rectify any out-of-spec condition?

General

The DEIR review aside, I am concerned about my representation in the IMMP controversy. From what I understand, most critical problems associated with IMMP are in Nevada County (wells, Wolf Creek, traffic, roads) But the county supervisors have abrogated their oversight authority to Grass Valley. The county residents then have no official channels through which they can voice concerns. In affect, we have been disenfranchised. We can't vote for or against G. V. supervisor's decisions and the Nevada County supervisors are not making any decisions. The only recourse is to vote the county supervisors out of office in the next election.