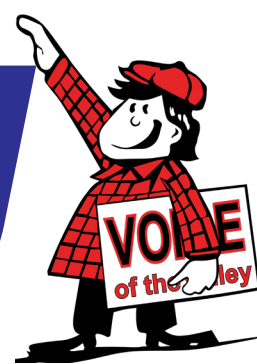


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MAPLE VALLEY, WASHINGTON
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Cedar Hills Regional Landfill

By Peter Rimbos, GMVUAC Corresponding Secretary
On Monday, June 2, 2025, the Area Council held its Regular Monthly Meeting at the Maple Valley Fire Station and via Zoom. Major topics discussed were: (1) Cedar Hills Regional Landfill; (2) Proposed Lakeside Industries Asphalt Facility; and (3) Reserve Silica.

Cedar Hills Regional Landfill

On Wednesday, May 28, the King County (KC) Department of Natural Resources & Parks, Solid Waste Division (SWD) held its semiannual Cedar Hills Regional Landfill (CHRLF) Community Meeting at the Maple Hills Elementary School to provide an update—please see: [Presentation](https://your.kingcounty.gov/dnrp/library/solid-waste/facilities/CHRLF-community-presentation-2025-05-28.pdf) (https://your.kingcounty.gov/dnrp/library/solid-waste/facilities/CHRLF-community-presentation-2025-05-28.pdf).

Janet Dobrowolski, a member of the Area Council's Environment Committee and its longtime Focal on the CHRLF, described what was discussed at the KC meeting, as well as future planning.

There are three ongoing construction projects. Work recently began to put a final closure cover on Area 8 and to begin excavation of Area 9. Bids are out to fill out of Areas 5 and 6. Offices are being moved from the south to north onsite as Area 9 work begins, with some offices already having been moved to a SWD facility in Renton.

Planned future construction includes: (1) Once excavation is complete and a liner installed, Area 9 will be ready to receive waste in 2029 and (2) covers for the leachate lagoons are planned, but are encountering an extended permitting process because of their location within the buffer.

Operation updates included: (1) Deconstruction plans on the east side of the property are in development; (2) Area 9 construction begins this month with the deconstruction of the existing shop facility and fuel island; and (3) a second Byers Odor Control System mobile unit will be added for use around the landfill.

Construction of 50 vertical gas capture wells around the landfill (to replace failing and broken horizontal capture wells) has been delayed until next Spring. New State Methane regulations resulted in a need to *re-engineer* a tighter placement of these wells. The Bio Energy Washington (BEW) plant, which has been shut down for nearly 2 years, recently was in operation for 2 weeks to ensure functionality. The lawsuit between BEW and CHRLF over contractual and Arsenic issues resulted in a settlement where CHRLF potentially may purchase the BEW plant. The landfill gas has been flared during the BEW shutdown.

As Area 9 is eventually filled, a large portion will overlay Areas 6 and 7. Because of a lawsuit in 2000, the height of Areas 5, 6, and 7 will be limited to 788 ft. This will include any part of Area 9 that sits on top of these areas. The rest of Area 9 can have trash up to 825 ft.

Top-filling of Areas 5 and 6 will start sometime next year. These areas had temporary covers and were used to stockpile dirt in an effort to compact the trash and cause more settling to plan for further filling back up to 788 ft. Odor mitigation is part of the bid process, because scraping off existing dirt will cause substantial odor emissions.

A new study of long-term disposal options once the landfill is full in 2040 (???) has been completed. Five alternatives were evaluated: Waste Export by Rail (WEBR), Mass Burn (Waste to Energy), Pyrolysis, Refuse Derived Fuel, and Gasification. This study, once again, has determined the only viable options are WEBR and WTE due to the large volumes involved, as the other options cannot handle the quantity of waste generated.

Not much was discussed about WEBR. KC has resisted WEBR in the past, even though it was the *"cheapest"* to implement, possibly because it would not produce the revenues to KC as the landfill does and KC would lose

control of pricing, because it would be handled by a third party.
It appears KC believes WTE is not *"safe"* due to perceived pollution and air quality issues; however, KC seems to not have the latest information on the efficiencies of emissions capture that have been developed, making WTE more safer. Members of the Public suggested that if KC is worried about the size and expense of air scrubbers needed for one large plant, it could build several smaller plants around the county—possibly in the place of transfer stations. KC said that is something it could look at.

The full Report will be available to the Public later this Summer, as well as a State Environmental Policy Act (SEPA) Report later this year. The alternatives will be presented in the 2026 KC SWD's Comprehensive Plan in 2026. As of now, an expansion of the CHRLF is not supposed to be an option as KC says there is no more space, but that has been stated before.

Dr. Richard Honour * spoke about the toxicity of the landfill gas and that the cost to human health and the environment outweighs any perceived benefit KC receives by continuing to landfill. He stated the current way the entire waste stream from KC is handled, including the solid waste, wastewater treatment, and sewage sludge, is *"toxic"* and there are too many chemicals being released into the environment through the current *"treatment"* methods—something needs to be dramatically changed to make it safer for human health.

**Dr. Honour is a graduate of the Department of Microbiology and Plant Pathology, University of California, Riverside, CA. His professional work focuses on Environmental Toxicology, Infectious Diseases and Cancer. Dr. Honour works to abolish the Land Disposal of Toxic Sewage Sludge from Washington State's Wastewater Treatment Plants (WWTPs) in rangelands, farmlands and forests that drain to Puget Sound and the Pacific Ocean, and which adversely impact the greater Salish Sea.*

Proposed Lakeside Asphalt Facility

Save the Cedar River President, Bob Baker, provided an update on the move of the Lakeside Industries (LI's) Asphalt Facility from the City of Covington to the Rural Area along SR-169 (~188th block) directly across from the Cedar River.

The Area Council has followed this proposed project for many years. This process first started in 2013 with OakPointe's proposed *Master-Planned Development* following its purchase of the site of LI's *"existing"* Asphalt Facility in the City of Covington. On December 4, 2017, the Area Council held its Monthly Meeting with invited guests—Lakeside Industries President, Mike Lee, and Environmental and Land-Use Director, Karen Deal, as well as the King County Department of Permitting and Environmental Review, Product Line Manager - Commercial, Ty Peterson—who spoke to and answered questions from the Area Council and a standing-room-only crowd of attendees from the Public.

Lakeside formally submitted permit applications back in October 2018. In April 2022 the King County Department of Local Services—Permitting Division approved LI's Development and Shoreline permit applications. Please see [Public Notice](https://kingcounty.gov/depts/local-services/permits/public-notice.aspx) (https://kingcounty.gov/depts/local-services/permits/public-notice.aspx).

Mr. Baker provided a brief update. LI is required to do several things before it can move its facility. They include adding an acceleration/deceleration lane on SR-169 to allow its trucks ingress and egress to and from the property, but the State Department of Transportation has not approved the design yet. Also, the property has a history of contamination from past uses and King County is requiring full cleanup before LI can move its facility. There apparently is no agreed-to timetable for when *either* of these requirements will be met.

For detailed information, please see the Area Council's [Asphalt Facility](https://gmvuac.org/asphalt-facility/) webpage (gmvuac.org/asphalt-facility/).

Reserve Silica

On Wednesday, May 7, the State Dept. of Ecology (DOE) held a Public Meeting on its *"Agreed Order"* for the Reserve Silica site in Ravensdale, a historical mining area where coal and sandstone have been mined from a tilted bedrock formation south of Ravensdale Lake and Ravensdale Creek.

Two surface mining pits were reclaimed with cement kiln dust (CKD) and mining spoils between 1979 and 1988 under the permitting authorities of two King County agencies (currently known as King County Department of Local Services and Public Health – Seattle & King County). CKD is a waste product from cement processing, which reacts with water to form calcium hydroxide significantly increasing the pH to create caustic water, which has seeped from the site since the 1980s.

Reserve Silica Corporation and Holcim (US) Inc. entered into an *Agreed Order* under the State's Model Toxics Control Act (MTCA) in December 2019, which requires the companies to complete a: *Remedial Investigation (RI), Feasibility Study, and Preliminary Draft Cleanup Action Plan.*

The [Draft Remedial Investigation Report](https://apps.ecology.wa.gov/cleanupsearch/document/154265) (https://apps.ecology.wa.gov/cleanupsearch/document/154265) its figures and appendices are available to download separately on the [View Documents link](https://apps.ecology.wa.gov/cleanupsearch/site/4728#site-documents) (https://apps.ecology.wa.gov/cleanupsearch/site/4728#site-documents) under Technical Reports.

The draft RI delineates the extent of contamination defined as the areas where the concentrations of the contaminants of concern exceed preliminary cleanup standards. These included antimony, arsenic, lead, vanadium, and pH. Groundwater contamination extends from the active seepage area and is found in the high permeability recessional outwash when high pH water discharges to the Infiltration Ponds. Surface water contamination is limited to the seepage collection ditch, the South Pond, and the Infiltration Ponds—all of which discharge only to groundwater. Soil contamination exists in the seepage area and historical drainage areas, while sediment contamination exists in the South Pond and

(Continued from page 2)



Friday night May 30th at Pacific Raceways the high schools from around the Puget Sound area came out for the 54th Annual Green River College All High School Drags. The event was loaded with excitement as the young drivers took on the 1/4 Mile track, some for their first time and others that knew how things were done. Representing Tahoma High School in Maple Valley were sophomores, juniors, seniors and Alumni. Upper left was Mack Woodward, a returning Junior with his VW Beetle. Lower left is Senior Brydan Lemon driving his Chevy El Camino. Upper right Senior Kyle Fillmore with his Subaru took to the track for his first time. Right center returning for a second-year racing in the Alumni class was Kaydence McCluskey piloting her Ford Taurus. Bottom right was Sophomore Lane Leverton in his Corvette convertible. This race gets things started for the 2025 Racing Season. There is much more to come including the biggest race of the year the 2025 Muckleshoot Casino Resort NHRA Northwest Nationals July 18-20. If you need more information on any of the upcoming races then check out [www.pacificraceways .com](http://www.pacificraceways.com). Photo by Bill Archer

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When Coal Was King

By Bill Kombol

This 1910, faux-Victorian style home in Kanaskat was built by the Northern Pacific Railway (N.P.) to house their section foreman and his family. The rail line through Kanaskat was established in 1900 to provide a more convenient route to Auburn. The new route provided more direct links to Tacoma and Seattle. The original 1887 rail line through nearby Palmer connected Eastern Washington to Tacoma, chosen as N.P.'s western terminus in 1873.

In the railroad industry, a section foreman was a key figure responsible for overseeing the maintenance of rail tracks usually over a distance of 10 to 12 miles. The section length depended upon the terrain, number of tracks, and seasonal difficulties like snow or washouts. Given the crucial role of ensuring safe and reliable train operations, railroads typically provided their section foreman with fine homes, via a modest lease with fees ranging from one to \$50 per year depending on size and condition. It was a perk of employment.

The section foreman and their crews performed daily inspections. They examined tracks, looking for damaged or loose ties, broken rails, or those in need of straightening, plus cleared brush and debris off the line. The work was often performed using a handcar called a "speeder" to identify problems. The foreman was in charge of the section hands, referred to as "gandy dancers" who undertook the strenuous manual labor of track maintenance. Problems with rails



endangered the several trains that passed by daily.

The laborers wielded picks, hammers, spike mauls, and wrenches to affix the steel rails to creosoted ties. In the early years, mainline rail iron was usually 72- or 85-pound, meaning every three feet of a rail weighed 72 or 85 pounds. This contrasts with the 132-pound rail generally in use today. The work was intensive and undertaken in all manner of weather, from scorching heat to frigid snow and windswept rainstorms.

Section hands didn't rate the same living accommodations as foremen. They typically lived in boarding homes or bunk houses provided by the railroad in station towns like Kanaskat. When out on a job, the gandy dancers would stay in outfit rail cars that provided traveling living quarters with bunk beds, a small kitchen, sink, and sometimes showers.

When this photo was taken on April 1, 1940, the home was likely occupied by a section foreman. As automobiles increasingly replaced railroads for short-distance travel, rail workers began commuting to jobs, and the need for company-provided housing diminished. In time, N.P. permitted signal maintainers instead of section foremen to lease the home. In Kanaskat, Brace Creed, a signal maintainer, was one of the first, and lived here until retiring in 1959. Its next occupant was Glen Cash.

Born in Kamloops, British Columbia on Aug. 19, 1922, Glen Cash was a Canadian citizen whose family moved to Chehalis, Washington in 1928, after Glen's father, a logger abandoned his wife and children. Cash joined the Navy during World War II where he maintained engines for the Vought F4U Corsair fighter planes. He married Muriel (Hurn) on May 29, 1943. After the war, he worked for Boeing and for a brief time sold vacuum cleaners.



An Encouraging Word Taylor Creek Church

By Pastor Jason Katen



Amazing Grace

Have you ever heard of a man by the name of John Newton? You may know him by his famous hymn "Amazing Grace," but did you know that prior to penning this hymn, he was a wicked slave trader who captured natives from West Africa to be sold to markets around the world? How is it that this wicked man could write and be remembered by such a wonderful hymn? Only by the Grace of God!

One day God put fear into Newton's wicked heart through a fierce storm. This alarming fear drew him to a book titled *The Imitation of Christ*. After reading about his sinfulness and the forgiveness and love of Jesus Christ, He received Him as his Lord and Savior. His life was radically changed, so much so that at age 39, he became a minister.

Newton understood God's "Amazing Grace" more than anyone. This hymn is his testimony: "Amazing grace—how sweet the sound—that saved a wretch like me! I once was lost but now am found, was blind but now I see. 'Twas grace that taught my heart to fear, and grace my fears relieved; how precious did that grace appear the hour I first believed! Thru many dangers, toils, and snares I have already come; 'tis grace hath brought me safe thus far, and grace will lead me home."

Until the time of his death at age 82, Newton never ceased to marvel at the grace of God that transformed him so completely. Shortly before he died, he proclaimed with a loud voice: "My memory is nearly gone, but I remember two things: That I am a great sinner and that Christ is a great Savior!" What amazing grace!

Would you like to know more? We would love to speak with you. Call us at 425-432-0634, or contact us at www.taylorcreekchurch.org. We invite you to join us for Sunday service: 9:00 AM for Sunday School and 10:15 AM for Worship. Address: 21110 244th Ave. S.E., Maple Valley.



Church Information and Services

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Are you wondering if there's a God and what place He should have in your life? Join us Sundays! Sing to contemporary music. Hear the Bible explained simply. Keep your money. Wear normal clothes. Nursery and children's program provided. Did we mention coffee? Visit either at 9 a.m., 10:45 a.m. or 6 p.m.

Hope Fellowship, 21115 Kent Kangley Road just past Sawyer's Village. 425-432-5114. www.HopeFellowship.net

TAYLOR CREEK CHURCH

A place for you to grow in your relationship with the Lord and fellowship with His people. We invite you to join us each Sunday for Sunday School Classes for all ages at 9 am, and for our Worship Service with verse-by-verse teaching of the Word of God at 10:15 am. (Children's Church and Nursery are provided through Kindergarten) A cry room is provided for nursing mothers with a video feed of the service.

We invite you to also join us throughout the week for personal encouragement and spiritual growth through Adult Small Group Bible Studies, Studies for Men, Studies for Women, as well as Youth Ministry (grades 7-12) and Adventure Club (ages 3 through grade 6).

We are located at 21110 244th Ave. SE (right off Hwy 18). For more information about our church or other activities, please call the church office at (425) 432-0634 or visit our website at www.taylorcreekchurch.org. Senior Pastor: Jason Katen

More News on our website

www.voiceofthevalley.com



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Cedar River Water & Sewer District
Cedar River Water & Sewer District produces an annual Water Quality Report that provides an overview of water sources and quality for all customers receiving water from CRWSD. Customers may access the report directly, including all monitoring results, at https://www.crwsd.com/download/water_quality/2024/WATER-QUALITY-2024.pdf.
If you are unable to access the report online or would like to receive a copy by mail, please call the District office at 425-255-6370 or e-mail custsvc@crwscd.com.
(Published VOICE of the Valley, Tuesday, June 10, 2025)

ABANDONED VEHICLE AUCTION

ABANDONED VEHICLE AUCTION
Dick's Towing and Road Service, Inc. 8425 1st Ave S, Seattle, WA 98108. 206-364-2000 Ext. 137. **Wednesday, June 18, 2025.** 2 hour preview @ 8-10 a.m. **Auction @ 10 a.m.** For list of vehicles see www.roadoneseattle.com
(Published VOICE of the Valley, Tuesday, June 10, 2025)

ABANDONED VEHICLE AUCTION

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Lincoln Towing Enterprises Inc. 1201 North 125th St., Seattle, WA 98133 . 206-364-2000. **Saturday, June 14, 2025.** 3 hour preview @ 7-10 a.m. **Auction @ 10 a.m.** For list of vehicles see: www.roadoneseattle.com
(Published VOICE of the Valley, Tuesday, June 10, 2025)

ABANDONED VEHICLE AUCTION

ABANDONED VEHICLE AUCTION
Payless Towing & Recovery 33905 Pacific Highway South, Federal Way, WA 98003. 253-941-4565. **Wednesday, June 12, 2025 @ Noon** Viewing @ 11:30.
(Published VOICE of the Valley, Tuesday, June 10, 2025)

ABANDONED VEHICLE AUCTION
Payless Towing & Recovery 33905 Pacific Hwy South, Federal Way, WA 98003. 253-941-4565. **Tuesday, June 17, 2025 @ Noon** / Viewing @ 11:30 a.m.
(Published VOICE of the Valley, Tuesday, June 10, 2025)



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GREATER MAPLE VALLEY UNINCORPORATED AREA COUNCIL
Working to keep the Rural Area rural

(Continued from page 2)

Infiltration Ponds.
The draft RI remedial action recommendations include:
•Evaluate and recommend actions to: (1) reduce, eliminate, and/or capture and treat high pH seepage water from; (2) reduce the flow of groundwater into; and (3) reduce infiltration through the cover for the Lower Disposal Area sand mining pit; and to address ecological or human health risks posed by the contaminants of concern present in the groundwater, surface water, soil, and sediment at concentrations exceeding the cleanup, levels.
•Evaluate and recommend potential improvements to the existing treatment system, to ensure the treatment system is reliable and sustainable and meets State discharge standards.
•Propose a groundwater monitoring program that is capable of detecting releases of contamination and confirms the natural attenuation of contamination.
DOE will finalize the RI Report sometime this Summer. The potentially liable persons will prepare a *Draft Feasibility Study Report* and *Preliminary Draft Cleanup Action Plan* based on the conclusions and recommendations in the *Final RI Report*. DOE will host a Public Comment period and a Public Meeting for the *Draft Feasibility Study Report* and *Draft Cleanup Action Plan* before finalizing the documents. All documents will be posted on the Area Council's [Reserve Silica](http://www.gmvuac.org/reserve-silica/) webpage ([gmvuac.org/reserve-silica/](http://www.gmvuac.org/reserve-silica/)).

Next Area Council Meeting
The next Area Council monthly meeting will be held Monday, July 7, 2025 from 7 - 9:30 PM at the Maple Valley Fire Station at 22225 SE 231st St (across from the KC Sheriff's Precinct).
Meetings are held on the *first* Monday of the month (except for Holidays, when they are held on the *second* Monday). All meeting announcements, agendas, and Zoom information are posted on the Area Council's [Website](http://www.gmvuac.org) (www.gmvuac.org) and local *NextDoor* platforms. You can also find us on our [Facebook page](https://www.facebook.com/GMVUAC/) (<https://www.facebook.com/GMVUAC/>). Each meeting begins with an open Public Comment period where anyone can voice concerns, comments, etc.

Area Council Membership
Your Area Council, founded in 1978, is one of the longest continuously active local councils. It serves as an all-volunteer, locally recognized advisory body to King County on behalf of all rural unincorporated area residents living in the Tahoma School District (TSD). The Area Council, in "*working to keep the Rural Area rural*," collaborates *regionally* with other King County Rural Area organizations through both the *Joint Rural Team* and its *Joint Transportation Initiative*.
The twelve-seat Area Council has four open seats. If you have an interest in joining, please send an e-mail to: [GMVUAC](mailto:GMVUAC(info@gmvuac.org)) ([info@gmvuac.org](mailto:GMVUAC(info@gmvuac.org))) or attend (either in-person or virtually) a monthly meeting and express your interest. To be eligible to join the Area Council as a *Member* you need to live *within* the TSD.
Residents, even those not living *within* the TSD, are eligible to become *Associate Members* who can serve (including as Chair or Vice-Chair) on any Area Council Committee: *Environment, Growth Management, Transportation, Public Relations, or Train Show*. For information on each of these committees please see the Area Council's website and use the drop-down menu under *Committees*.
All Monthly Meeting Summary Articles can be found on our Home page in the *2025/2024 GMVUAC Monthly Meeting Articles* box or by using the drop-down menu under *Correspondence*.

More News on our website
www.voiceofthevalley.com

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The VOICE of the Valley welcomes letters to the editor on any subject, although we reserve the right to edit for space, potential libel, and/or political relevance. Letters addressing local news will receive priority.
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