

**From:** [tweet37@iuno.com](mailto:tweet37@iuno.com)  
**To:** [Coffin Butte Landfill Appeals](#)  
**Subject:** Testimony in opposition, for LU24-027 by five pm oct. 20 2025 dead li nefor BOC packets. thanks,  
**Date:** Sunday, October 19, 2025 5:16:33 PM  
**Attachments:** [LU24-027 Appeal Testimony , BOC R.Foster .rtf](#)

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Thanks.

Oct 20, 2025

Dear BOC, I am in opposition to LU24-027. Please uphold BC PC denial of LU24-027.

I have submitted two new items of testimony in opposition to the Staff Report on Oct 17, 2025 before the Five pm dead line.

I verified with BC PIO staff that this testimony would be contained in the new Staff Report for BOC appeal of LU24-027 Oct 22, 23, 2025.

Transight Consulting Traffic report Feb 26, 2024 fails to show that there are 12-14 years left in Cell 6. All data from this report should be reevaluated based in life span of this landfill, using Cell 6 and using unlimited dumping as planned in '2022-2040 Franchise Operation Agreement', and of the known to Transight Consulting, in 2024, of the planned, phased development of LU24-027 and construction traffic impacts to the local and regional transportation utility system.

At this time, Rep. Ser is allowing Knife River to continue to mine in Cell 6 to open up more area for trash over time. This increased Cell 6 mining, in 2025-2026- ect, increases the life of this landfill under SWMP 306. It is unknown if SWMP 306 applies to LU24-025. LU24-027 has to pass into law to have ODEQ look at this questions.

DGAMI has no comment about this land use as it is covered under Cell6 mining permit. The removal in LU24-027 Tampico Ridge landfill expansion excavation, New Road building, Bike lane building, in phases, of x million tons of overburden and transportation of this overburden over 4-5 years, will impact area transportation and should be acknowledge in the existing DGAMI mining permits to run Cell6. This may be a NEW landfill and need all new permits and need a new fill and removal permit from

DGAMI and ACOEngineers if the old DGAMI fill and removal mineral mining permit does not line up legally with a NEW landfill.

If ACOE and DGAMI fill and removal mining permit is to be used legally for the removal of x tons of overburden and transport of this waste to x storage locations, from a New landfill, or to have this Landfill zone mined material be sold to y contractors around Oregon from LU24-027 construction, as a possibly an interstate commerce violation.

Transight Consulting Traffic Report Feb 26, 2024 fails to analyze development traffic for the construction of this landfill, in phased development over 4-5 years of hauling x tons of overburden to and from Coffin Butte Road and over area State or Oregon highways and BC roads, to one or more overburden storage sites, or to various Polk and BC Knife River quarries in the Willamette Valley, or for sale to contracts throughout Oregon as interstate commerce of these mined materials, coming out of LU24-027.

Transight Consulting Traffic Feb 26, 2024 report fails to do the math for unlimited dumping as agreed upon legally and passed into land use law by BOC in Dec. 2022 2022-2040 Franchise Operation Agreement which is directly linked to the need for LU24-027 CUP.

The 2022-2040 Franchise Operation Agreement was passed into law during a BOC land use hearing where no public attended, and which Republic Service and BOC/BC Attorney jointly, designed and added multiple new clauses within the '2022-2040 Franchise Operation Agreement'. One new clause of which, is for unlimited dumping to start when LU24-027 CUP was passed into land use law in 2025.

ODOT Arielle Childress(Ferber?) Oct 13, 2025 letter is missing and is not noted as stated, in the Staff report where ODOT has no comment about LU24-027.

ODOT Traffic Analysis Staff Childress(Ferber) may not have seen any data to the fact that Transight Consulting did not look at data for the build out and construction phases planned for LU24-027 CUP over 4-5 years, from the south expansion site or see any data in the Feb 26, 2024 Transight Consulting Traffic Report for truck traffic/private multiple traffic to and from this landfill, expected to occur with unlimited dumping triggered by the passage into law of LU24-027 CUP linked legally to the 2022-2040 Franchise Operating Agreement, at a 2022, December BOC land use hearing.

#### Exhibit E15 Traffic Report Transight Consulting

...“As the landfill will serve the same population within the same location, it will continue to operate very similarly to its current conditions which are also well within acceptable County standards. Even with a 50% increase in the traffic volumes (reflective of population/tonnage growth far exceeding Benton County projections through 2040 as shown in Figure10), the operations remain well within acceptable standards on this low volume road. Even with 50% growth both accesses will operate at Level of Service “B”...”

Transight Consulting does not specifically clarify what 50% growth means when they say “reflective of population/tonnage growth”. Is TC alluding in 2024, to the fact that population will increase and trash tonnage will increase with population increase?

Transight Consulting does not clarify if their stated 50% increase in traffic is do to population growth, or to unlimited dumping traffic and phased expansion construction traffic? Arielle Childress(Ferber) ODOT Transportation Analyst Engineer Region 2

may not have been given all the facts for LU24-027 from Transight Consulting.

So, Transight Consulting findings may be invalidated if they failed to consider traffic over 4-5 year phased development for LU24-027, and failed to consider the fact of predetermined in the 2022-2040 Franchise Operation Agreement, for the verified to occur, unlimited dumping and construction of LU24-027 expansion traffics impacts, local to this landfill and to the regional transportation utility more broadly.

LOS reduction below 'B', from unlimited dumping and phased development of LU24-027 to local and regional transportation systems is not shared in this application may be in error.

CAMPO and Mid Willamette Valley Transportation Council are possibly under informed about how LU24-027 will impact area and regional transportation as application for CUP are required under BC CUP code to inform the area(such as Traffic and Transportation managers as stakeholders) of a CUP applications expected and projected impacts, when an ODOT Traffic Analysis Engineer has no comment about LU24-027 CUP.

“...new landfill cells begin to continue to support landfill services for Linn, Benton, Lincoln, Polk, and Marion County areas.” page 985

Transight Consulting Traffic Analysis does not consider trash truck traffic or commercial trash truck traffic or private party trash delivery to and from CBR Landfill from 23 Oregon counties, two Washington state cities and one Oregon City. This is a major over site in this traffic analysis. This traffic impacts regional Transportation and ODOT possibly did not understand that there will

be unlimited dumping, and the expansion site will be built over 4-5 years of constant 8 hours per day, every day, phased mining and engineering construction

...“For a landfill, trip generation is not expected to correlate directly to the size of the facility itself, but rather to the population of the service area, tonnage of the facility, or potentially to the range of services provided. There are no changes proposed to the types of services provided, and so trip rates are expected to fluctuate only based on the **population** of the areas served.”... Application page 994)

With unlimited dumping there will be a change in service at CBR landfill and operating hours will change, so these both are changes in operation at CBRL. Construction of the expansion site in phases over 4-5 years, unlimited dumping and operating hour changes negatively impact area and regional transportation corridors.

The BC Transportation Plan 2014 is outdated possibly and does not reflect the current 2025 conditions. Is the 2014 BC Transportation Plan being updated currently, and if so, LU24-027 projected impacts must be incorporated in any update to this outdated BC 2014 Transportation Plan.

No Discussion of planned by the applicant and agreed upon in 2022 by BC Planning Dept. 100% closure of Coffin Butte Road in the application should be noted. CB road closure will occur in five years, when this expansion site is full, Coffin Butte Road will be closed using Road Vacation Form. No BC or Rep. Service Transportation Analysis for closure of CBR will not take place, because of LU24-027 closure of Tampico Ridge Landfill in 4-5

years. LU24-025 CUP 2022 Expansion of CBRlandfill triggers closure of Coffin Butte Road in 4-5 years using a form, Road vacation and application of two ORS.

LU24-027 CUP ignores pending Road Vacation form x use for the 100% closure of Coffin Butte Road when LU24-027 closes in 4-5 years.

Coffin Butte Road closure because of LU24-027 development and closure directly negatively impacts BC and character of the area.

53.215 is not met

53.215 (1)

(1) The proposed use does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone.

Coffin Butte Road is a commercial route, not a private road as stated in Transight Consultants Feb 26 2024 Traffic Analysis.

LU24-027 CUP applicant should notify area producers, EFU owners, Adair Rural Fire and Rescue, OSU Forestry Dept., Oregon Dept of Ag, E.E.Wilson, City of Adair Village, Arlie residents, Polk County BOC and Transportation Dept., area residents...ect to the priory stated and planned closure of CBRoad as detailed would occur in LU24-025 CUP For Expansion of Coffin Butte Regional Landfill in 2022.

To do otherwise in LU24-027 is not providing the facts as CBRoad can be closed using a Road vacation form, without a public hearing, or public notice of this Benton County Oregon Commercial Route's closure and sale, of x miles of BC owned right of way acres to Republic Service by the BC Transportation Dept in 4-5 years when LU24-027 Tampico Ridge landfill is full and closes.

The BC Transportation Plan 2014 fails to envision 100% closure of CBRoad. Landfill zone on the south side of CBRoad was not zoned for landfill itself, but for support services to the operation of the Landfill zone.

The BC 2014 Transportation Plan never planned for Coffin Butte Road to close due to Land Fill Zone being created on the south side of CBRoad from Wetland, EFU, RR and Forest Zoning, and Land Fill Zone being used for Trash storage on the south side of CBRoad.

Guiding document 2014 BC Transportation Plan does not support Landfill Zone on the south side of CBRoad as being an active Landfill, so the 2014 BC Transportation Plan document may be invalid to reference in Transight Consulting analysis for Traffic impacts from LU24-027 CUP.

CUP application should alert area stakeholders to pending closure of Coffin Butte Road linked to CUP LU24-027 and 2022-2040 Franchise Agreement and unlimited dumping to fill LU24-027 in 4-5 years and call for closure of Coffin Butte Road as detailed in LU24-025 CUP to expand CBRlandfill in 2022.

#### PFAS Pollution:

PFAS directly is being generated in landfill leachate and from NW Natural cogeneration plant flare, Republic Service box flare, and from 60+ methane leaks found by the EPA on two site visits at CBR Landfill. Methane is a green house gas which damages the atmosphere and leads to rapid heat generation to the globe and contributes to global warming and environmental destabilization across the globe.

Republic Service is sending landfill leachate to waste water treatment facilities where leachate is diluted and dumped directly into the Willamette River. X numbers of communities use Willamette River water for municipal drinking water and Ag irrigation water taken from the Willamette River contains Landfill derived PFAS, a forever chemical, even if it is not measurable at EPA drinking water standards.

The Willamette River itself is being degraded environmentally by decades of dumping of PFAS enriched landfill leachate, from Coffin Butte Regional Landfill.

The EPA is stated they will be working on PFAS regulation, but have not done so at this time.

Republic Service gets to continue to send x millions of gallons of landfill leachate to area and regional water treatment plants and this pollutant, landfill leachate, is a direct impact from the operation of CBRegional landfill, and this expansion, on x millions of Oregonians who drink Willamette River Water which has PFAS from CBRLandfill and Short Mountain Landfill within it.

With LU24-027 expansion leachate volume generation will increase by known volumes over x generations on into the future.

Leachate is leaking under Cells 2 and 3 at Coffin Butte and the applicant is unwilling to share what these cells are lined with. Leachate containing PFAS is impacting area ground and surface water. The location of this expansion contains several area springs and seeps and this information is not being shared in this applications Hydrology report to BC/Winterbrook Planning or the ODEQ.

Area wells and water tables connected to wells at elevation and below elevation of the proposed landfill expansion will be impacted by this landfills operation pollutionl from this landfill expansion site. Liners will eventually leak and their owners will be long gone.

Historic Wetland mitigation at CBR Landfill constructed in the past are know failed. Rep. Ser could work to fix these mitigation areas, but are not doing this, possibly as these mitigation sites have expired under some DEQ or Condition of approval from BC.

Wetland mitigation area constructed below the two new expansion site l leachate storage lagoon's may become contaminated as liners for leachate lagoons leak. Why is wetland mitigation designed to be built below the two leachate drainage lagoons in this expansion. Should wetland mitigation be built away from leachate drainage areas? Or this wetland mitigation utility is pollution control back up when leachate lagoon liners leak or overflow or are damaged in earthquakes.

With Republic Service canceling leachate contract with City of Corvallis waste water treatment plant, x million gallons plus x more volume from LU24-027 expansion site leachate, will need to be processed at both Salem Oregon Waste Water Plants and other area Waste Water Treatment facilities such as at the City of Adair Village.

The City of Adair extracts their drinking water downstream of the outfall of Bowers Slough to the Willamette River. Bowers Slough receives Adair Village waste water outfall x times a year.

Santiam Christian and all of the City of Adair Village residents, both old and young currently do not know that they may be drinking PFAS from CBRLandfill in their Willamette River Drinking water supply.

Land applying leachate effluent from landfills has stopped, due to PFAS, heavy metals... contained in landfill drainage as leachate, but land application of waste water treatment facilities byproduct(sludge) fertilizer is being land applied in Benton County, on City of Corvallis ownership at the Corvallis Airport and other EFU areas in BC possibly, and this sludge contains landfill leachate derived PFAS.

Land application of PFAS rich waste water treatment plant bio sludge leads to uptake of PFAS into plants, which get eaten by animals which get eaten by humans.

PFAR pollution, the forever chemical contribution to the local and regional area because of Republic Service operation of CBRL is a health and safety emergency, which should not be allowed to continue, and is a direct burden on millions of Oregonian's and their environment and affects their lives each day.

The health and safety of the Willamette River is not being considered as a burden in this application.

The health and safety of millions of Oregonian's who recreate in and drink Willamette River water is not considered a burden in this application.

I argue that this landfill should work to treat landfill leachate on site, using existing leachate processing and engineering technology that is in use around the globe currently, and not be allowed to continue to trespass into millions of Oregonian's lives by depositing x million gallons of landfill leachate per year, into the Willamette River at various municipal Waste water treatment facilities, over decades of time, leading to ongoing landfill derived PFAS contamination of the Willamette River's bed and banks,

wildlife, air, soil and ecosystem as a whole, and impacting the health of millions of Oregonian's.

Willamette River Corridor land use plan is being violated by allowing landfill leachate to be disposed of, into the Willamette River by Republic Service.

Corvallis drinks Willamette River water with Short Mountain Landfill leachate in it. City of Adair Village may be drinking CBR landfill leachate. The Cities of: Independence, City of Wilsonville drink CBR Landfill leachate dumped into the Willamette River, and on downriver, to multiple other municipalities and small communities which extract Willamette River water, to use for their municipal drinking water supply.

PFAS in air shed around the landfill should be part of the DEQ TitleV ACD permit evaluation.

PFAS is in the air shed mixed with landfills distinct to landfills, seriously sulfur/decay/deathlike ODOR at higher elevation and at ground level.

LU24-027 ODOR analysis goes x miles out from CBR Landfill and ODOR analysis for LU24-027, should include looking at PFAS together with ODOR findings, x miles from CBR landfill and this expansion site.

Potentially looking at 360 degrees from CBR Landfill and the expansion area at where PFAS, and landfill ODOR are documented by area residents to the ODEQ, Republic Services and to BC.

Expansion of this landfill should not go forward until DEQ TitleV ACD permit for operation of the existing Cell 6 and closed north landfill is renewed and PFAS pollution in this air shed should be included in this expired Rep. Ser TitleV ACD Permit renewal.

To have ODEQ evaluate and measure landfill and co generation energy plant derived PFAS levels, to report on the health and safety of PFAS in the area air shed to area residents and how airborne PFAS impacts the environment surrounding the landfill, the City of Adair Village residents and future residents of Adair Village.

Adair Village residents have no idea of the impacts to their lives from CBRlandfill. CUP required notification to Adair Village Residents did not take place by this applicant.

Adair Village residents as BC tax payers in general may not be aware of the CBRlandfill and what this expansion will do to their lives, from impacts due to: increased construct and unlimited dumping truck and car traffic, impacts from continued landfill dust and ODOR air pollution, noises from 5 year of blasting every day, every week for five years.

For the pending each landfill expansion, the filling of Cell6 without the County sharing this was underway, of the reduction in their overall quality of life, their home values, and personal health declines because of this landfills operation and from each expansion on into the future, and the lack of permanent closure of the North Landfill as required in a COA by BC for the North Landfill site.

Landfill ODOR trespass into City of Adair Village and future development subdivision sites in Adair Village will continue to occur and get worse with this application to expand this and any NEW landfill area on Landfill Zone to the south of CBRoad.

North West Natural generation Plant Flare and Rep. Ser Flare and Rep. Ser landfill are emitting a predicted/known x tons of PFAS a year. This PFAS pollution, in the airshed is a direct burden on the

environment and for the health and safety of area residents in Adair, Albany, Corvallis, Polk County, Airle, and BC... out x distance from these flare. DEQ TitleV ACD Permit should address PFAS, and it does not at this time.

PFAS moves in air, x distances away from Coffin Butte Regional Landfill, NW Natural Cogeneration Plant on Coffin Butte Road, and from the expansion site proposed.

Airborne PFAS does not stay adjacent, so impacts a wider area of both Benton County, Polk County air shed 53.215 is invalidated/is not protecting the public welfare, health or safety, for this expansion CUP request.

Benton County. 53.215 (1) (Criteria) (The proposed use “does not seriously interfere”)

(1) The proposed use does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone[.]

Work to close CBRlandfill should take place with the Rep Ser stated twelve to fourteen years of life left at CBRLandfill. Truck transfer of municipal waste from BC is guaranteed until 2040, to CBRlandfill where 23 counties, two Washington cities and several Oregon Cities send their multiple and special wastes in the 2022-2040 Franchise Op. Agreement.

BOC can set a precedent in land use by denying this expansion and using their HOST status to change the way BC 23 other counties, two Washington Cities, one Oregon City, Special and municipal wastes are being handled, and change forever, how CBR Landfills operations directly, and continue to negatively impact for pennies on the dollar, our local and regional environment and the Willamette River. BC can do better for it's tax payers.

Municipal waste from local area counties can be trucked to transfer stations in Millersburg loaded onto train cars built to haul trash and transported to Columbia Ridge in Oregon or Roosevelt Landfill, Rep. Ser owned landfill in Washington. This distance to Millersburg for waste trucks from BC may be a shorter haul distance then to come and go from CBRlandfill 5 times a day for one garbage truck.

Please consider denial of LU 24-027 and set a goal to close CBRlandfill in 12-14 years from 2025. Work to change how BC does Waste Management as Host to the Rep. Ser landfill operations in BC. BC is the environmentally most inappropriate location for, municipal, regional special wastes, demolition materials, tires, fire debris, toxic and hazardous special waste storage in Oregon.

The BC taxpayers are becoming more factually aware of this problem and are interested in BC making the correct decision for land use- landfill zone closure, not more of the same, totally wrong land use as Land Fill Zone expansion, after expansion, after expansion, to close CBRoad, to fill the entire Coffin Butte Valley with trash.

Then this landowner walks away and BC and it's tax payers are all branded and saddled with this valley filled with toxic and hazardous, explosive and hard to care for as a massive man made mountain of trash, known as the BC Regional landfill closure site at the once lovely, wildlife rich, raptor paradise, that still exists in the Coffin Butte Valley area.

Regards, R.Foster 980SE Mason Pl, Corvallis OR.

