

# Maxwell Farmers Market ready to open next week

Organizers said several new offerings are in the works

By **JADE MCDOWELL**  
East Oregonian

The Maxwell Farmers Market will offer fresh produce and other local goods to Hermiston residents starting next Thursday.

Organizers Miranda Torres and Nicole Brown said many of last year's vendors are returning and there will be several new offerings this year, including homemade salsa, leather works, ice cream, a second bakery and fresh eggs.

Beverages from Hermiston Brewing Company will also be available on-site again this year.

"We try to do a ratio so that we don't have all crafts,



Isela Bautista, center, of Sunnyside, Washington, restocks ears of corn at her booth for Bautista Farms at the 2018 Maxwell Farmers Market.

Staff photo by E.J. Harris, File

or all value-added foods," Brown said.

She said the number of vendors will increase

throughout the summer as new crops are ready for harvest.

Hermiston has had a

farmers market in various forms in previous years, but after local businessman Mitch Myers took over

## OPENING DAY

The market's opening day is Thursday, May 23. It will run each Thursday from 4-8 p.m. at the Maxwell Siding Pavilion, 255 N. First St. in Hermiston. Live music starts at 5 p.m.

responsibility for the event last year the number of vendors and attendees greatly increased.

"It worked so well last year we're trying to keep it fairly similar," Torres said.

That includes keeping the market on Thursday nights for the second year in a row.

"Thursday nights seemed to work well because people can go unwind after work and do some local shopping and get dinner and listen to music," Brown said.

One thing that has

changed is the location.

The Maxwell Farmers Market was meant to be located inside the new 4,600-square-foot Maxwell Siding Pavilion last summer, but a dispute between Myers and the city of Hermiston put construction of the permanent shade structure behind schedule, pushing the market under a large tent on the corner of Locust Avenue and South First Place.

This year's market will be inside the pavilion, kitty-corner from the 2018 location. Parking will be available at the pavilion, on the street and on the lot that hosted last year's market.

Announcements about the market, including the entertainment for the week, will be posted on the Maxwell Farmers Market Facebook page.

Local musician Dallin Puzey will perform May 23.

## County agrees to new Umatilla enterprise zone

Stanfield, Echo to be dropped under new agreement

East Oregonian

Umatilla County granted the city of Umatilla's request to drop Stanfield and Echo from its enterprise zone, but not under the exact format it wanted.

At a Umatilla County Board of Commissioners meeting on Wednesday, Umatilla City Manager David Stockdale said the city wanted to be able to offer enterprise zone incentives to incoming businesses without having to involve the two other cities or create a conflict by competing with them.

Enterprise zones are state-sanctioned areas where local governments can offer large-scale employers a multi-year property tax exemption. Since the city's proposed boundary changes

to the enterprise zone extend beyond city limits, Umatilla needed the county's consent or co-sponsorship to proceed.

But the city and county disagreed whether the former or latter were the better option.

Stockdale and city staff wanted the county to consent to the new enterprise zone, meaning the county wouldn't be involved in the zone's operational decisions.

Stockdale said negotiations can slow down and get "murky" if multiple entities are involved. He added that he expected the Port of Umatilla to consent to the enterprise zone.

But Commissioner Bill Elfering argued that a co-sponsorship model was fairer to the county and the "general citizenship."

Ultimately, the board voted unanimously to co-sponsor the revised enterprise zone.

## Engineers: State's infrastructure is falling apart

Report says state must do more to prepare for a potentially major earthquake

By **CLAIRE WITHYCOMBE**  
Oregon Capital Bureau

SALEM — Oregon's pipes, roads, bridges and other structures for moving around the state and to get power and water need significant work, civil engineers said Wednesday.

Much of Oregon's infrastructure is deteriorating with age, and the state must do more to prepare for a potentially major earthquake, according to the Oregon chapter of the American Society of Civil Engineers.

A group of 28 experts from the society pored over data on ten types of structures from roads to dams, unveiling their findings at the Capitol Wednesday, in their second such report. The first was done in 2010.

They graded all of the areas C for "mediocre" or D for "poor" and "at risk."

Some of those structures, like pipes, aren't visible. But what they provide — like clean drinking water — is essential to the state's economy and quality of life, the civil engineers said.

Nationally, each family loses an average of \$3,400 per year in disposable income due to "poorly functioning infrastructure," said Greg DiLoreto, former CEO of the Tualatin Valley Water District and chair of a national committee within the American Society of Civil Engineers focused on the country's infrastructure. "That's money they could be saving for retirement, vacations, college educations," DiLoreto said.

Oregon has better infrastructure than the country overall, but not by much. Engineers found that in particular trouble are the state's wastewater systems, dams, levees and the energy grid, including the systems that transmit and distribute electricity and oil.

The engineers say that the state's bridges, drinking water systems, inland waterways, ports, rail, and roads are middling. In most cases, the structures that support each of these systems are getting older and less reliable.

The engineers also warn that the state needs to do more to prepare for the Cascadia Subduction Zone earthquake, which could

be severe enough to damage power lines, natural gas and oil lines, roads, bridges, water and sewer systems and communications.

"We need strong leadership, extensive planning and robust funding to prepare our infrastructure for being resilient," said Mark Libby, chair of the committee that prepared the Oregon report. "It's important to remember that every dollar spent toward building more resilient infrastructure saves at least six dollars afterwards."

According to the state's Department of Geology and Mineral Industries, there is a roughly 10 to 14 percent chance of a 9.0 magnitude Cascadia Subduction Zone quake in the next 50 years.

Two years ago, lawmakers increased taxes and fees to improve the state's transportation system.

Engineers said that's a step in the right direction, but urged legislators to provide more money for a state program called Connect Oregon, which distributes state money for air, rail, water and bicycle and pedestrian transportation infrastructure projects.

Matt Garrett, Oregon Transportation Department director, acknowledged during a press conference on the report that "we can do better."

"It's clear our work to enhance the condition and the resiliency of our infrastructure system is nowhere near complete," he said.

In their review, the engineers found that Oregon levees, wastewater systems, dams, and energy transmission systems are in poor condition.

Oregon has nearly 900 dams, the majority regulated by the state. In the next five years, 70 percent of them will be more than 50 years old, and they're not ready for an earthquake.

Gov. Kate Brown has requested House Bill 2085, which would update the state's dam safety regulations. When a dam fails — as dams have 39 times in Oregon since 1897, according to engineers' testimony — that poses a risk to

roads, bridges, property and life.

The House passed the bill in April and it is scheduled for a public hearing in the Senate this week.

The predicted Cascadia earthquake could also damage the physical structures that transmit and store oil, which in some cases are 50 to 100 years old, and which most Oregonians still rely on as fuel for cars.

The U.S. Army Corps of Engineers estimates that about 100,000 Oregonians live or work behind levees, which protect them from floods.

But 30 percent of the levees that the Army Corps of Engineers inspects are rated "unacceptable" and 11 percent are minimally inspected. The condition of the rest of them is unknown, a mystery the engineers find unnerving.

"We need to do more to understand the condition of the remaining levees," Libby said.

Oregon's wastewater systems got a failing grade.

About \$5 billion in replacement and repairs is needed, and it's yet another area where population growth, aging materials and a possible earthquake pose red flags.

That cost could fall in part to consumers. The average customer pays less than one penny per gallon of wastewater treated, Libby said.

The state's bridges are also aging, and although the 2017 transportation funding bolstered bridge repair, the state would need three times the amount of money to adequately update the state's 8,000 bridges and culverts.

Libby, who on Wednesday was wearing a tie emblazoned with the Golden Gate Bridge, said the state should particularly focus on bridges, which are "critical lifelines," especially in the event of a natural disaster.

"We need to shift to a more aggressive replacement program versus the maintenance and repair that we've been doing," Libby said.

That would mean, he

said, replacing nearly 100 per year, many times over what the state replaces annually now.

As Oregon's population grows, the state needs to make sure the drinking water system can treat and distribute enough water to all those people, the society said.

About 80 percent of Oregonians get their drinking water from public systems, Libby said. Century-old cast iron pipes and the possible Cascadia earthquake also pose risks to the system.

Engineers also looked at the state's inland waterways — rivers that are used to help move agricultural products and other goods.

Jetties, locks and pile dikes along the Columbia River and Willamette River need repair or upgrades.

Businesses are turning to larger ships, which on the Columbia River don't have enough turning basins, anchorages and stern buoys.

Oregon has 23 public ports, essentially way stations for goods coming through the state. The condition of the state's ports varies, but maintaining them is also challenge.

State and federal funding for ports has declined, and the engineers say that Congress should protect a special federal trust fund for harbor maintenance, which lawmakers on Capitol Hill have moved to offset other areas of the federal budget.

Oregon trains, meanwhile, are in decent condition. Trains moved nearly 65 million tons of goods, including wood and paper products, farm products and chemicals, on about 2,800 miles of tracks in the state in 2017.

## New Pendleton fire station nearing completion

Firefighters could move into new facility in July

By **PHIL WRIGHT**  
East Oregonian

Pendleton's firefighters could start moving into the city's new fire station in early July.

Joe Hall, operations and business director with McCormack Construction Co., told the Pendleton City Council during its work session Tuesday night the goal is to get the approval for occupancy before Pendleton Whisky Musical Fest on July 13.

Achieving that is "going to be under the wire," he said, but looks good for an OK by July 10.

Pendleton voters passed a \$10 million bond in 2017 to primarily build the new station at 1455 S.E. Court Ave., and the city hired

McCormack as the general contractor and construction manager.

Bob Patterson, city public works director, told the council the total project budget now stands at more than \$9.4 million and there's roughly \$266,000 available to date.

He also said while moving in could start in July, there still needs to be testing of systems, including phones, and relocating from the old station at Southwest 10th Street and Court Avenue probably will finish before Round-Up, with an open house for the public to follow.

The project also will move the old flag pole from the 10th Street site to the new station. But Hull said that pole is too old and wind-worn to serve as a functional flag pole, so the new station gets a new flag pole as well.