

FAA defunds maintenance at Pendleton airport

By Antonio Sierra
East Oregonian

Pendleton's Eastern Oregon Regional Airport could eventually be reduced to a single runway.

Airport Manager Steve Chrisman said the Federal Aviation Administration recently decided to pull maintenance funding from the airport's secondary runway.

The FAA normally picks up 95 percent of the tab when it comes to runway maintenance projects, but Chrisman said the agency determined the airport's primary runway could handle all of the airport's traffic.

According to Chrisman, the FAA's top reason for defunding the runway was that the primary runway could receive aircraft under enough wind conditions that there didn't need to be a secondary landing or takeoff area.

The city lobbied the federal government to prevent them from closing the runway. Mayor John Turner met with FAA officials during a trip to Washington, D.C., over the spring and a representative from the agency traveled to Pendleton in June to meet with city officials.

Although the FAA will no longer send money for repairs and improvements to the second runway, the administration did provide Pendleton with a five-year period to appeal its decision.

Chrisman said convincing the FAA to reverse their decision will not be easy.

"It's a hard argument when you're talking about millions of dollars in maintenance," he said.

While it isn't considered the airport's primary runway, Chrisman said the airstrip is still under frequent use.

The secondary runway actually runs closer to the terminal than the primary one does, and for pilots looking to taxi as little as possible, it is the best choice.

Despite the lack of funding, Chrisman said the secondary runway is in good enough condition that it can continue to handle air traffic for the next five years.

If the FAA decides to make its decision permanent in 2023, Chrisman said the city would be faced with a decision on whether to fund it using city money or close the runway.

It isn't the first time the Pendleton airport has been forced to close a runway.

Chrisman said the airport had six runways following its time as an airbase during World War II. The airport had three runways as recently as 2013, but the FAA declined to continue fund the third one and it was converted to a taxiway.

Spain: Taxi drivers block streets over ride-hailing services

MADRID (AP) — Striking taxi drivers brought traffic in parts of major Spanish cities to a standstill Monday by stopping their vehicles in major thoroughfares to protest ride-hailing services.

Hundreds of stationary white taxis blocked the Paseo de la Castellana, one of Madrid's longest and broadest avenues, while protesters played soccer and relaxed on sun loungers. The disruption on the usually busy main road spilled over to affect traffic across the capital city.

Elsewhere, traffic around Barcelona's busy El Prat airport was chaotic, and the city's Gran Via was a logjam of vehicles. Valencia, on the east coast, also felt the strike.

The taxi drivers are angry over a court's decision to temporarily sus-

pend a move by Barcelona officials to curb private car ride companies. They also demand a ratio of 1 to 30 private versus public taxi licenses.

The open-ended strike started Wednesday and was set to continue Tuesday after representatives of taxi driver unions and Spain's government failed to reach an agreement.

Taxi associations Fedetaxi, Antaxi and Elitetaxi said after three hours of negotiations at the Ministry of Development that the government's proposals were "insufficient," Spanish news agency Europa Press reported.

The Ministry of Development said it would also hold talks with representatives of drivers who work for app-based services such as Uber and Cabify.



Arley Atkins makes a delivery at a local business. Atkins is also the franchise owner of Baker City to Go.

DELIVERY

Continued from Page 1B from afar.

La Grande doesn't have big national food delivery brands such as GrubHub or UberEats. But he said he thinks MyTown 2 Go is superior to UberEats. GrubHub is an online food delivery service that delivers food in over 1,600 cities across the United States and United Kingdom. GrubHub was founded in 2004, and continues as an online platform that al-

lows users to order from a number of a restaurants in their area.

"We're better than an UberEats because their delivery fees are higher and they don't accept cash on their orders. I think 30 to 35 percent of (my) customers pay with cash and prefer (cash) a lot of times," he said.

Atkins said he is still open to getting more restaurants in La Grande on the website, as well.

For more information, go to <https://www.mytown2go.com/restaurants/lagrande>.

COFFEE

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caramel sauce for the coffee, so you can get it as a caramel latte or a spice caramel latte," Risseeuw said.

She makes her own dark chocolate sauce and white chocolate sauce, and sweetened, condensed milk to put in her drinks.

"Right now I have an Italian cream soda that is made with my own strawberry rhubarb syrup," she said. "It is delicious. That also comes in a milkshake format."

She offers blended drinks, such as one with an orange cream flavor — no coffee, but a fun, cold drink, along with tea, lemonade and smoothies made with a large variety of berry and fruit flavors.

"I use berries that I pick myself," she said. "Right now I have blueberries, strawberry syrup made from local, fresh strawberries, and I'll have huckleberries in a few weeks."

She tries to purchase as much as she can locally, including her breakfast sausage from Billy Bob's Butcher shop in Elgin.

For breakfast foods she serves cheesy sausage muffins, blueberry muffins, and baked mini donuts dipped in melted butter and rolled in cinnamon sugar.

"I also do breakfast food cater-

ing for breakfast meetings," she added. "Simple foods and coffee."

In the near future, she plans to add new foods to the menu and perfect her latte art.

"I want to be better at our coffee, not just in the quality but also in the presentation," she said.

For some added fun, she plans to show free, short feature movies at the stage in the Clarence Witty Park adjacent to her shop. Kids can come with their low lawn chairs and blankets, sit back and watch the hour-long show at dusk.

Risseeuw also plans to use the space next to her shop to sell her Cricket Flat Farm produce, including farm-grown vegetables — when they come in season — and other farm products.

"I raise USDA certified chickens and eggs," she said. "That was part of the reason for buying this property, so that I could bring my farm business down here. Look for a farm stand next year for sure."

Cricket Flat Coffee Company is open 6 a.m. to 3:30 p.m. Monday through Saturday. It is located at 790 Division St., in Elgin. For more information on Cricket Flat Coffee Company or Risseeuw's farm produce, contact Risseeuw at 541-437-3528.

UNION

Continued from Page 1B they stand to be refunded more than \$100 million, Semmens estimated.

Nearman said in a telephone interview the mailers sent by a political action committee funded by the union were "disgusting."

One showed a photo of her husband superimposed in front of a police car with flashing lights, giving the impression that he was a criminal, she said. Another hinted he didn't care about disabled people, said Nearman, who suffers from a progressive neuro-muscular disease.

"I was just heartbroken to see that," she said.

Nearman will be refunded the almost \$3,000 she paid over two years. A statute of limitations prevented her from recovering earlier payments, Semmens said.

Melissa Unger, executive director of SEIU Local 503 in Oregon, said the union

chose to settle the lawsuit rather than go through a costly and time-consuming legal battle.

The Oregon branch of the SEIU claims 72,000 members who work in state, local government, nonprofit agencies and higher education. Its spokeswoman, Jill Bakken, said the Supreme Court's ruling that eliminated obligatory fees has led to a drop in membership "well within our expectations."

"While we're not sure what the long-term impacts will be yet — the case is still relatively new — we're very encouraged," Bakken said.

The Supreme Court ruling on June 27 involved Illinois state government worker Mark Janus, who argued that everything unions do, including bargaining with

the state, is political and employees should not be forced to pay for it.

"The Janus case said it violates public employees' First Amendment rights to be forced to fund a labor union," Semmens said. "This (Oregon) case takes the precedent and follows it to its logical conclusion."

The fact that SEIU spent \$53,260 to oppose Mike Nearman's candidacy by campaigning against him and distributing fliers that disparaged him "is a vivid example of why people frequently don't want to fund a labor union," Semmens said.

In its 5-4 ruling, the Supreme Court's conservative majority scrapped a 41-year-old decision that had allowed states to require public employees to

pay some fees to unions that represent them, even if the workers choose not to join.

The decision freed non-union members in nearly two dozen states from any financial ties to unions. It could also encourage members to stop paying dues for services the court said they can get for free.

The unions say the outcome could affect more than 5 million government workers in about two dozen states and the District of Columbia.

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STARTING DATES:
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Wednesday Night Mixed August 29th, 6:30 p.m.
Industrial League August 30th, 7 p.m.
Monday Night Football September 10th, 6:30 p.m.
Saturday Mixed League date & time TBD

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Oregon Department of Transportation

NOTICE OF ROAD WORK

US 30 / OR7 / OR82 / OR237 / CHIP SEAL
(La Grande-Baker / Whitney / Wallowa Lake/ Union-North Powder Hwy's.)

Beginning **August 6** the Oregon Department of Transportation (ODOT) will be chip sealing sections of OR7 (Whitney Hwy.), US30 (La Grande-Baker Hwy.), OR82 (Wallowa Lake Hwy.) and OR237 (Union-North Powder Highway) in the Baker and Union County areas.

- **Aug. 6-7:** I-84 freeway on/off ramps at Exit 306, then head toward Baker City on U.S. 30 to intersection of Auburn St. and Main St. at mile point 53.96 (near Chevron Station in Baker City). This work is expected to take about 2 days. Exit 306 will be closed August 8 for chip sealing of freeway on and off ramps.
- **Aug. 6-15:** OR82 between Elgin and Minan, mile points 20-34.
- **Aug. 7-9:** OR7 between mile post 35.42 near bottom of Mason Dam and mile post 41.85 at Salisbury Junction, where OR7 intersects with OR245. This work is expected to take about 2 days.
- **Aug. 13-15:** US30 between mile post 49.85 at Hughes Lane in Baker City and mile post 32.86 at west city limits of North Powder. Expect to be working in Haines on Aug. 14 and end at North Powder on Aug. 15.
- **Aug. 16-21:** OR237 (Union-North Powder) between mile post 22.8 (five miles south of Union) and North Powder west city limits, at mile post 32.45. This work is expected to take about 3 days. Chip seal through North Powder expected to occur Aug. 21.

NOTE: Dates are subject to change, depending on weather conditions and other factors.

PARKING RESTRICTIONS: During chip seal activities in downtown areas, vehicles will not be allowed to park in work zones along US30 in the Baker City and Haines area, or along OR237 in North Powder.

IRRIGATION PIVOTS/WATER SPRINKLERS: Local residents are asked to adjust irrigation pivots and lawn sprinklers to avoid spraying water onto the roadway, as this creates problems for chip rock application.

TRAVEL IMPACTS: Expect up to 20-minute delays, reduced speeds, loose rock on the roadway, flaggers, and pilot cars directing single lane traffic through the work zones. Minor delays during nighttime/early morning hours for road sweeping. Please reduce speed and watch for construction activities in the area. Plan extra travel time and slow down to prevent loose rock from flying onto other vehicles. Crews will sweep roadway, but expect some loose rock to be present for several days after chip seal.

REQUEST TO RANCH AND FARM OWNERS: ODOT is asking highway users to keep farm equipment off the impacted highway sections during and up to two days after the chip seal operations. To prevent chip rock adhesion problems due to animal waste on the roadway, ranchers are requested **please contact the ODOT maintenance manager listed on attached map** and advise of any plans to move livestock on impacted highway sections during spring or summer months this year.

Your local ODOT maintenance crews appreciate your support and cooperation during this paving operation.
For other eastern Oregon highway construction project information contact Tom Strandberg @ 541-963-1330, email: thomas.m.strandberg@odot.state.or.us or visit www.tinyurl.com/odot-region5