

## The Oregonian

### Public forum today to meet three finalists for Portland's compliance officer job

By Maxine Bernstein  
September 29, 2014

The three finalists for Portland's job of compliance officer, the person tasked with monitoring how the city is adhering to a negotiated settlement with federal justice officials on police reforms, will appear at a public forum Monday morning.

Each of the finalists will have 25 minutes to present an overview of their plan. The presentations will be covered by Portland Community Media, with videos posted on the city's website and broadcast on Channel 30.

After a break, candidates will rotate through interviews with three panels, and answer their questions. Interview rooms also will be open to the public, however only members of an advisory committee will interact with the candidates, according to a city announcement.

The finalists, as previously reported, are:

**-John Campbell**, a Portland resident who runs his own consulting business and has done numerous research studies for the city and Portland police in the past.

In his application, he wrote: *"Our body of work shows a track record, we believe, of listening well, questioning unfairness in commentary or attitude from any side, and doing our best to place the value of integrity over loyalty. We think that fair-minded police officers and community members who have worked with us genuinely see us as honest brokers — always working toward a solution that makes our community better while also being mindful of the tremendous challenges that police officers face over the arc of their careers."*

**-Dennis Rosenbaum**, a criminology professor and director of the Center for Research in Law & Justice at the University of Illinois at Chicago. He also leads the National Police Research Platform.

In his application, he wrote: *"As Executive Director of the National Police Research Platform, I oversee a 7-university research program in more than 100 U.S. cities, funded by the National Institute of Justice (DOJ) to advance the current state of knowledge and practice in American law enforcement. As part of this work, we have developed new metrics to measure the quality of police management, as well as the quality of police-community interactions. Much of my work over the years has focused on the relationship between the police and the communities they serve, with particular attention to the treatment of minorities, youth, and victims."*

**-Daniel Ward**, the executive director of Oregon's Alcohol and Drug Policy Commissioner who has previous experience running a non-profit mental health and substance abuse treatment center in Denver.

In his application, he wrote: *"Data can and should drive change. Framed in its most positive light, the Settlement Agreement might be understood a way of asking the question, "You have the data, therefore, what?"*

*The City and the Portland Police Department have learned through this process about elements of policy and procedure that must be changed. Federal Court supervision of compliance with the Agreement, through the COCL, will provide the impetus. My role will be to thoroughly understand the police culture, the community interests, and the data, and to be the person who continually asks, "Therefore, what?"*

The city Compliance Officer and Community Liaison contract is not to exceed \$240,000 annually. The three were selected from 12 applicants by two different panels of community members and city staff.

The city will accept public input on the candidates through Oct. 29.

The City Council expects to offer a contract this fall to one of the three finalists.

Below is the schedule the city released for Sept. 29's forum.

9 a.m. – 10:25 a.m. Applicant presentations in Portland Building Auditorium. Each 25 minutes with 5 minute break in between.

9:00 a.m – 9:25 a.m. 1st presentation

9:25 a.m – 9:30 a.m. 1st break

9:30 a.m. – 9:55 a.m. 2nd presentation

9:55 a.m. – 10:00 a.m. 2nd break

10:00 a.m.– 10:25 a.m. 3rd presentation

10:25 a.m. – 10:35 a.m. Break, then candidates and Advisory Committee members go to first panel interviews (10 min)

10:35 a.m. – 11:15 a.m. First small-group interview sessions (40 min)

11:15 a.m. – 11:35 a.m. Break, snacks, candidates rotate (20 min)

11:35 a.m. – 12:15 p.m. Second small-group interview sessions (40 min)

12:15 p.m. – 12:25 p.m. Break, candidates rotate (10 min)

12:25 p.m. – 1:05 p.m. Third small-group interview sessions (40 min)

1:05 p.m. – 1:45 p.m. Break, lunch provided for Advisory Committee (40 min)

1:45 p.m. – 3:45 p.m. Advisory Committee discussion, recommendation to Council on whether to forward all three applicants for public review and 30-day comment period. Public meeting, audience may observe, no public comment at this time. (2 hours)

## **Portland City Council received final report from street fee work groups Friday**

*By Andrew Theen  
September 26, 2014*

Portland City Council offices received the final report Friday from three work groups tasked with refining and improving a controversial street fee proposal.

The final document, posted on the transportation bureau's website and sent to City Council offices, is a continuation of a draft document reported on last week by The Oregonian.

There's not much new: there's still a fundamental disagreement between the various committees on how much money should be spent on maintenance versus safety projects, and how much the city's wealthy residents should pay (the possibility of \$2,400 annual taxes for the city's wealthiest residents is not popular with many business leaders).

One new development, City Council will reportedly take public testimony on the final funding proposals at its Nov. 12 scheduled meeting.

Fred Miller, Chief Administrative Officer for the city, and Portland Public School District Board member Ruth Adkins coauthored the report.

"We feel that we have made considerable progress in identifying the areas of agreement and in moving the process forward. The current approach, outlined in the report, looks very different from the original proposal put in front of Council in May. That is a result of the time you have spent participating in these workgroups deliberating the merits and deficiencies of different funding mechanisms and implementation elements."

The report is largely a summary of conversations at three work groups that met throughout the summer. As previously reported, the groups didn't reach a consensus.

But the latest funding proposals, a bracketed and capped progressive income tax and a flat fee for businesses, are significant departures from the option floated by Mayor Charlie Hales and Commissioner Steve Novick in May.

Take a breeze through the report if you're interested.

A reminder, Portland transportation leaders don't necessarily have to take the advice of the street fee work groups. Stay tuned.

## The Portland Tribune

### City Council to consider street fee options on Oct. 23

*By Jim Redden  
September 26, 2014*

Options for Portland's proposed street fee will be presented to the City Council on Oct. 23. The council is scheduled to consider the final version on Nov. 12.

The options were discussed by three advisory committees assigned to consider alternatives after some Portland residents and businesses criticized the original proposal. It was presented by Mayor Charlie Hales and Transportation Commissioner Steve Novick in May and officially called the Transportation User Fee.

The original proposal included a monthly fee on households and a fee on businesses based on the motor vehicle trips they generate. It was intended to raise \$53 million a year for maintenance and safety project.

Options include substituting a progressive income tax for the residential fee and a monthly business fee based on category and size. Having the city pay part of the maintenance and safety project cost with general fund dollars was also discussed. Another option was limiting the additional spending to just maintenance projects.

A proposal based on the new options would generate \$40 million, including \$20 million from residents and \$20 million from the business community. It would provide exemptions and discounts to low-income residents and nonprofit organizations. The money would be dedicated to a Street maintenance and Safety Fund and the spending would be reviewed by an Oversight Committee.

All of the options discussed by the work groups are summarized in a Sept. 24 report written by Ruth Adkins, Police Director for the Oregon Opportunity Network, and Fred Miller, the city's Chief Administrative Officer and Director of the Office of Management and Finance. Adkins chaired the Nonprofit and Low-Income Workgroup. Miller chaired the Business Workgroup.

Miller also chairs the ongoing Needs and Funding Advisory Committee, which was also part of the discussions.

Another option discussed is having the program in effect for six years, after which it would be referred to the voters to be either extended or ended.

"We feel that we have made considerable progress in identifying the areas of agreement and in moving the process forward," Adkins and Miller wrote in the memo. "The current approach, outlined in the report, looks very different from the original proposal put in front of Council in May."

According to the report, if council will have to fund a new program to collect the money from residents and businesses. Start up costs could run as high as \$850,000 and ongoing collection costs could amount to as much as \$2.2 million a year.

The Needs and Funding Advisory Committee will meet on Oct. 16 to review a draft list of projects that could be funded by the fee.

The report can be read at [www.portlandoregon.gov/transportation/article/504260](http://www.portlandoregon.gov/transportation/article/504260).

Additional information is available at [www.OurStreetsPDX.com](http://www.OurStreetsPDX.com).

## Willamette Week

# Portland Wants to Change State Law So the City Can Catch Speeders with Unmanned Radar and Cameras

*By Aaron Mesh  
September 25, 2014*

City transportation officials may have found a new means to raise millions of dollars: installing unmanned radar and cameras to catch speeders in school zones and on roads with lots of car crashes. The problem is, the cameras are illegal in Oregon.

WW first reported in Wednesday's Murmurs that Rep. Jeff Reardon (D-Happy Valley) plans to draft a bill to make unmanned photo radar legal. State law currently allows 10 cities, including Portland, to use photo radar vans, but a police officer must be inside.

"Currently, Portland does not have the authority to enforce speed limits via fixed photo radar, a tool proven to slow down drivers," Reardon's office wrote in a Sept. 19 legislative draft request, a document that asks state officials to explore language for a potential bill.

"Our suggested solution," the document continues, "is to authorize fixed location photo radar to enforce the speed limit in school zones, safe routes to schools zones, and high crash corridors."

Portland Bureau of Transportation director Leah Treat tells WW the goal of the cameras is to slow down drivers.

"We need new tools if we're going to reduce crashes, which we know disproportionately impact poor and minority communities," Treat says. "I have lived and worked in cities that have seen results: Chicago had a 60 percent speed reduction around schools and parks in the first year of using cameras and Washington D.C. had a 20 percent reduction in speed citywide."

Reardon's legislative aide, Anne Buzzini, says the lawmaker is motivated by walking deaths in East Portland.

"Rep. Reardon's district includes Southeast 122nd Avenue, which is a high-crash corridor," Buzzini tells WW. "Rep. Reardon has been working on this pedestrian safety issue, and this seems like the logical next step."

But other cities have also seen big paydays from fixed photo radar. Seattle over the next two years is raising \$14.8 million from \$189-a-violation fines using unmanned speed cameras. Officials there announced last fall they would dedicate the new money to safety projects near schools.

Portland's push for legislation comes as Mayor Charlie Hales and Commissioner Steve Novick are still backing a street fee to raise money for road maintenance. Money from radar cameras could go to safety projects, such as sidewalks and signals, and offset the costs of maintenance work promoted by Hales and Novick.

Transportation bureau spokesman Dylan Rivera tells WW new money from fines could "supplement" the street fee. But he says slowing drivers is the goal of changing the law, not new revenue. He says new money from citations could dip as drivers start reducing their speed.

"We want safer streets," Rivera says.

# The Mercury

## Hall Monitor

### A Promise to Keep? Or Break?

*By Denis C. Theriault  
September 24, 2014*

TRUST IS DIFFICULT to regain once it's been lost—whether that sundering came in one fell, foul swoop or merely over several decades, a series of half-promises never more than half-kept.

Consider North and Northeast Portland and the plight of the city's African American community.

First, city leaders gutted traditional neighborhoods around North Williams and in what became the Rose Quarter, creating blight in the name of fighting it. And then Portland City Council kept promising to right those wrongs—drafting an Albina Community Plan in 1993 and creating an urban renewal area around the Interstate corridor—only to do relatively little while redevelopment made displacement worse.

(Curiously, the two current council members most tied to development issues, Mayor Charlie Hales and Commissioner Dan Saltzman, were both on the council when the Interstate zone was crafted. Hales, meanwhile, served during formation of the Albina plan.)

This history is why it was such a big deal when Hales—looking to end a fight over a Trader Joe's at NE MLK and Alberta—grabbed \$20 million in urban renewal cash that would have been spent on other things (like improving North Lombard and developing businesses), and earmarked it for affordable housing.

That history also looms over what comes next, now that the promise has been made.

Starting on Thursday, September 18, the Portland Housing Bureau began a series of four community forums, filled with food and charts, meant to remind everyone about that history and tell officials how that repurposed housing money ought to be spent.

But the first such session—a riveting, bracing affair—wasn't held anywhere near Albina or MLK. It was out at Highland Christian Center, at NE 76th and Glisan—in what's become an anchor for many who have been forced from their old neighborhoods.

Fittingly, it was also where the housing bureau, overseen by Saltzman, unveiled a central storyline in its hopes for how that \$20 million will be spent. It's building momentum for a "right of return" for at least some of the thousands of African Americans scattered east and north by gentrification.

That's a noble goal. But it also threatens to raise expectations impossibly high.

The city's own charts show that \$20 million won't go terribly far: maybe 300 to 500 new apartments, or 100 single-family homes. For rent. It would go furthest if spent rehabbing houses—1,500 of them—but that's more about retaining residents, the charts say, not bringing them back. (That route might also mean some brisk business for one of the presenters at the forum, Maxine Fitzpatrick of Portland Community Reinvestment Initiatives, Inc.)

That's not the only complication. The city has pledged to spend the \$20 million on housing for those making 60 percent of median income or less. The gentrifiers, dare I say it, might shed their Portland passive-aggression when faced with the return of the lowest income of the gentrified. Some of the people who spoke at Highland openly fretted over the possibility they might not be welcomed.

And what of the other qualities that make up a community? The institutions that grew up around African American neighborhoods—bars, eateries, medical offices, barbershops, increasingly churches—have all vanished, too.

"This one will be different," said Bishop Steven Holt of the International Fellowship Family, "because we have different people engaged and involved. There's a different intentionality."

Holt's correct about the "different intentionality"—the engaging, honest forums are proof of that. But as for the result—a rebuilt trust? That still remains to be seen.

# Paying Through the Nose

## City Hall Is Scent Sensitive—So Why Is It Still Going to Court?

*By Dirk VanderHart*  
*September 24, 2014*

ANNA KANWIT is already a busy woman, but the city's human resources director says the phone's been ringing more since 2011.

Kanwit gets "a lot of calls," from employers and cities curious about Portland's decision, back then, to discourage staffers from wearing perfumes, colognes, and other fragrances to work. In a society that seems to grow more sensitive every day to the many chemicals surrounding us, she says Portland crafted a "cutting edge" policy.

"Wearing fragrance can have an adverse impact on employees, and you don't have to do it," Kanwit says of the city rule. "What's the point?" is basically what we're saying."

Fragrance-free policies like the one city council unanimously adopted in February 2011 have been around for decades, but Portland is in the vanguard of cities that have created blanket policies for city workers. Even more rare: It did so without a lawsuit spurring the new rule.

But a lawsuit found city hall anyway.

In June, city officials signed a financial settlement with a Portland Bureau of Transportation (PBOT) employee who says her repeated entreaties and serious medical emergencies due to coworkers' fragrances were largely ignored. The \$15,000 settlement awarded to PBOT maintenance worker Julee Reynolds is a minuscule hit to city finances, but it raises questions about how bureaus are abiding by the fragrance-free policy, and how successfully the city can protect itself from similar litigation.

"Sometimes," Kanwit says, "the process doesn't go as well as it should, or actions aren't taken as quickly as they should be."

According to the policy approved three and a half years ago, "employees are asked to refrain from the use of personal scented products in the workplace where the sole purpose is to produce a scent." A supplement to the rule makes clear it's "not mandatory," but notes "employees who are sensitive to perfumes and chemicals suffer serious health consequences when exposed to such products."

The policy is fairly prominent. Kanwit sends out an annual reminder, and workers say it's cut down on the number of colleagues who bathe in floral unguents.

"Management took it seriously and did attempt to deal with it," says Ellen Vanderslice, who advocated for the policy as PBOT's manager of capital projects (she's since retired). "That was effective."

That's hard to square with the lawsuit. A utility locator for PBOT, Reynolds suffers from multiple chemical sensitivity (MCS), a condition that means exposure to certain compounds can send her into a tailspin. The condition divides doctors—many argue it's purely psychological—but there's no doubt the reactions experienced by MCS sufferers can be serious.

Reynolds, as part of her settlement, is prohibited from discussing the case, and her lawyer didn't respond to the Mercury's inquiry. But the lawsuit offers plenty of detail. Beginning in 2010, Reynolds said, a coworker started wearing a "scented product" that set off reactions like difficulty breathing, chest tightness, headaches, and vomiting. Reynolds asked the employee to stop, and even brought in a doctor's note explaining her plight, but says she was repeatedly exposed to the same offensive stuff over the next three years. In June 2011, she had an anaphylactic reaction and had to be admitted into Legacy Emanuel's intensive care unit.

Reynolds says she invoked the Americans with Disabilities Act, pleading with superiors to rearrange her workspace, put up signs and a fan, and enforce the fragrance-free policy, but that "the city refused to implement" her suggestions.

Eventually, after Reynolds got the group Disability Rights Oregon to advocate for her, her desk was moved in April 2012. But the problem persisted. She complained to the Oregon Bureau of Labor and Industries that same month. In May 2013, she sued for \$50,000, claiming the city failed to accommodate her disability.

"Ms. Reynolds has continued to report the chemical exposures, but all of her reports have fallen on deaf ears," the suit says.

It's unclear from court documents exactly how PBOT attempted to correct Reynolds' situation in the years leading up to the lawsuit. According to the legal settlement, the city made "modifications" by December 2013—such as enforcing the fragrance policy, posting signs about the policy, and training employees.

Both Kanwit and Commissioner Amanda Fritz, who first pushed for the policy, offered more details. They say multiple coworkers of Reynolds were eventually told to stop using fragrances, and that the employees complied. (A request for the number of warnings and disciplinary actions issued under the fragrance policy wasn't answered as of press time.)

"It sounds like when the complaint was made, it was taken seriously," says Fritz. "Accommodations were made. That's how it's supposed to be."

But if that's the case, why did Portland take a \$15,000 hit? City documents indicate an investigation found "there is a risk the city may be found liable," in the suit. (Past lawsuits have been far more expensive than Portland's. In 2010, a Detroit city employee settled for \$100,000 in a similar suit.)

Fritz says the payout was an acceptable outcome, keeping the city out of a lengthy court battle and giving Reynolds closure.

"Many of the settlements that council approves [are cases] I believe we have a good chance of winning if it goes to court," she says.

Kanwit, meanwhile, says these cases are designed to be addressed before litigation, as part of the "interactive process" of working with an affected employee. The hope is that scenarios like Reynolds'—where the city insists it made an effort and still paid thousands—are a rarity.

"If we can't control it," Kanwit says, "that is a problem, obviously."

## **A Different Lens**

### **Police Union President Airs "Many Concerns" About Body Cameras**

*By Denis C. Theriault  
September 24, 2014*

THE LEADER of the Portland Police Association (PPA), the city's rank-and-file police union, says his group has "many concerns" regarding Mayor Charlie Hales' recently declared interest in outfitting cops with body-mounted cameras.

In a letter sent to members this month, PPA President Daryl Turner enumerates 11 specific issues—ranging from questions about the cost of purchasing and maintaining the cameras, to quibbles about their effectiveness, to worries that officers might waste valuable patrol time uploading and reviewing video.

Turner makes clear that the PPA remains officially neutral on Hales' idea. But he also argues the city will have to negotiate over the finer points of an official camera policy—an unsurprising request, given the cameras' potential effect on discipline and procedure.

And Turner's letter, first revealed by the Mercury, repeatedly stresses what he sees as some of the drawbacks of cameras: They might see more or less than what an officer sees, and also that they "shouldn't be viewed as a measure of truth. They have an important but limited use."

"The PPB's [Portland Police Bureau] desired implementation of body cams immediately triggers several subjects of mandatory bargaining," Turner writes. "The PPA has many concerns that need to be addressed and resolved."

Body cameras have become popular nationally as a means of reducing the use of force—but also in reducing potentially frivolous misconduct complaints. They came up in talks with a federal judge who approved, last month, a package of police reforms negotiated between the city, the US Department of Justice, the PPA, and the Albina Ministerial Alliance Coalition for Justice and Police Reform.

The reforms are meant to answer accusations that Portland police officers engaged in a pattern or practice of using excessive force against people with, or perceived to have, mental illness.

Police officials have experimented with cameras for years, in cars and also on cops themselves. Hales, as the Oregonian first reported, is interested in growing a recent pilot project in which a handful of cops

wore body cameras. He's looking at tapping some \$800,000 that had previously been allocated for dashboard cameras.

Pete Simpson, a police bureau spokesman, says a report on the body cameras is expected in late October—cautioning that the report will focus only on the "user experience" of wearing the cameras, in part because the sample size is too small to judge any changes in use of force or complaints. The bureau has tested three different kinds of cameras, two made by Taser, the company known for its namesake stun guns.

Ultimately, some 573 cops—patrol officers and sergeants, and members of the bureau's gang, youth services, traffic, and TriMet attachments—would wear cameras.

Hales' office, for its part, played down Turner's comments.

"He's completely correct," says spokesman Dana Haynes. "It was always intended that the union would play a role in how it rolled out. Of course. He knows that."

Turner, however, complained in his letter that he hadn't heard about Hales' interest until he read the newspapers. He also pointedly used the phrase "rumors of body cams have been swirling around."

More importantly, Turner has folded the PPA's concerns about the cameras into a longstanding call for increased police staffing. His letter asks for a 20 percent increase, saying it's "the most important component to the success" of federal reforms that promise improvements in how officers conduct community policing and deal with people in crisis.

In 2013, the city council cut the overall number of authorized officers, avoiding layoffs by allowing the bureau to gradually ease the number down through retirements and departures. This year, the council held the line—a scenario likely to repeat next year. Overall crime rates, meanwhile, have dropped in recent years.

"That's due to the hard work of our people out there who do the work every day. They're dedicated and diligent," Turner tells the Mercury, saying officers have been doing more with less, and drawing a lot of overtime in the process. "We're lucky to have made it as far as we have. But at some point in time, those resources will run out if we don't replenish them."

## **The Portland Business Journal**

### **After PBJ survey, Portland emergency officials offer tips to help better prepare for earthquakes**

*By Andy Giegerich  
September 26, 2014*

The results of our recent poll on earthquake preparedness spurred a little bit of concern at at least one city office.

But that office — Portland's Bureau of Emergency Management — has a lot of stake in the matter. The survey found that more than half of the respondents to the Portland Business Journal's Business Pulse item — we'd asked whether readers are well-prepared for an earthquake — are only "sort-of" prepared.

Dan Douthit, the Bureau's public information officer, emailed and wondered whether his shop could help improve those numbers. I suggested he send over any tips that spell out exactly how Portlanders, not to mention Pacific Northwest denizens, might deal with The Big One.

Here's what Douthit and the Bureau of Emergency Management have offered.

Be informed: Portland is in earthquake country. The last major quake occurred off the coast in 1700, but scientists expect it's only a matter of time before the next one will happen. There is also the potential for earthquakes to occur in the Portland metro area. The Scotts Mills quake in 1993 was a magnitude 5.6 and caused structural damage to buildings. Visit the U.S. Geological Survey for information about this history of earthquakes in Oregon.

Prepare your home and business ( links to resources are available here) First, take care of easy non-structural issues. Secure heavy objects, such as bookcases, large appliances, water heaters, and other furniture that could fall. See “A Homeowner’s Guide to Earthquake Retrofit” for how to do this.

While you’re doing so, be sure to address structural issues, such as anchoring a building to its foundation and reinforcing cripple walls. It’s helpful to have an earthquake retrofitting contractor assess your building. The Portland Bureau of Development Services provides information to DIYers through their “Residential Seismic Strengthening” program.

Practice what to do when the ground starts shaking Learn how to “drop, cover and hold on” during an earthquake.

And, if you’re so inclined, you can participate in the Great Oregon ShakeOut earthquake drill on Thursday, October 16 at 10:16 a.m.

Build a kit, make a plan and know your neighborhood. Keep enough water and food on hand for two weeks or more. Help will arrive, but you could be on your own for more than several days.

Make sure you have essential items on hand – first aid kit, flashlight, batteries, cell phone charger, work gloves, duct tape, etc.

Develop a family communications plan. If mobiles phones go down, discuss a place where you will go or meet. Set an out-of-state person for everyone in your family to contact.

Get to know your neighbors and the businesses around you.

You can also join Portland’s Neighborhood Emergency Team program or a Community Emergency Response Team in the area. It also wouldn’t hurt to learn basic first aid and CPR.

Find an earthquake “beacon” near you. Portland has 48 BEECNs (Basic Earthquake Emergency Communication Nodes) around the city. Each site has a red tent and is equipped with a radio to ask for emergency assistance, report damage and get information. One note: It will likely take a day or two for the BEECNs to get up and running.

## **The Portland Observer**

### **Housing Bureau Reaches Out Input sought on affordable housing commitment**

*By Olivia Olivia  
September 24, 2014*

Northeast Portland residents sent a message to the City of Portland about the displacement of people of color from their historic neighbourhoods when they protested a new Trader Joe’s moving to Northeast Alberta and Martin Luther King Jr. Boulevard. At the end of the dispute, Mayor Charlie Hales allocated \$20 million towards creating affordable housing in north and northeast Portland through the course of the next five years.

Now, the Portland Housing Bureau is reaching out to the community and hoping to come to a consensus on the best way to invest the new funds. Affordable housing has become an increasingly pressing issue in the last decade, and these funds are intended to alleviate at least some of the tensions surrounding some of the negative impacts from gentrification.

The investment marks a win for the Portland African American Leadership Forum which originally criticized the Portland Development Commission project citing its lack of a housing plan. The forum will be an important voice when it comes to deciding where the \$20 million is spent, officials said.

Community members are invited to discuss what they want in terms of affordable housing at a series of public forums. Several community leaders and representatives of different organizations, including The Portland Observer, The Skanner, The Latino Network, and the International Fellowship Family, have accepted invitations to attend the sessions in support of the community involvement.

Three upcoming sessions are scheduled for Saturday, Sept. 27 from 1 p.m. to 4 p.m. at the Matt Dishman Community Center; Thursday, Oct. 9 from 6 p.m. to 9 p.m. at Gresham City Hall; and Saturday, Oct. 11 from 9 a.m. to 12 p.m. at New Song Community Church.

If you have questions or would like to comment rather than attend a forum in person, you can email Housing Bureau staff at [nstrategy@portlandoregon.gov](mailto:nstrategy@portlandoregon.gov) or call them at 503-823-1190.