

The Oregonian

City leaders must keep their police-accountability promise: Editorial Agenda 2017

*By The Oregonian Editorial Board
July 19, 2017*

Multnomah County District Attorney Rod Underhill may be 100 percent correct in concluding that a police accountability measure negotiated by the city last year could jeopardize the ability to prosecute police officers who shoot someone.

He may be appropriately cautious in advising that internal-affairs investigators hold off on interviewing officers who use deadly force until criminal investigators and a grand jury weigh possible charges in the shooting first.

But Underhill's suggestion to essentially put criminal considerations first shortchanges the police accountability practices that this weary community has been promised. That's unacceptable. The city should instead look to devise, negotiate and, if necessary, litigate a solution that allows Portland Police to do what many other law enforcement agencies already do - gather on-scene accounts from officers who use deadly force to examine whether employees acted appropriately according to bureau training and policies.

As The Oregonian/OregonLive's Maxine Bernstein reported, getting such immediate statements from officers has been a key reform sought by the federal justice department and other police accountability advocates. And it seemed that the city had finally scored a win last year when Mayor Charlie Hales negotiated a new contract with the police union that eliminated the so-called "48-hour rule" that granted officers two days before being asked to give internal affairs investigators a statement.

But about four months ago, Underhill sent a memo to city and police officials that warned against requiring an officer to give a statement to personnel investigators. He cited a 1984 Oregon Supreme Court opinion that found the Oregon Constitution's protection against self-incrimination requires granting someone who is compelled to testify broad immunity from prosecution. While that case centered on requiring testimony from a witness in a burglary case, Underhill argues that the same immunity standard applies for an officer compelled to give a statement to administrative internal-affairs investigators. Even though the investigation is separate from the criminal inquiry, information can still leak from one to the other.

But there are agencies around the country that successfully compel statements as part of an administrative inquiry that does not infringe on their officers' constitutional rights. And Underhill's own chief deputy district attorney told The Oregonian/OregonLive Editorial Board in February 2016 that he believed "a carefully walled off internal affairs statement, even if compelled, would not impair a criminal prosecution."

Clearly, the city needs more information before adopting a policy that fundamentally betrays its promise to the public. Mayor Ted Wheeler has already said he is talking with Underhill's office, as well as city attorneys and lawyers from the state and federal justice departments to work through the conflict. That's a good first step. Additionally, he should direct staff to review how other jurisdictions manage dueling investigations to maintain both the fundamentals of accountability and the officer's constitutional rights.

No one wants an officer who criminally shoots someone to escape prosecution. But the public should bear in mind that an enduring culture of accountability comes through the administrative actions that the bureau takes each day to train, evaluate, correct and discipline officers -- not through the exceedingly rare interventions by the criminal justice system. In Oregon, grand juries almost never bring criminal charges against police officers in use of force cases. There's a recognition of the difficulty involved in making split-second decisions on behalf of the public's safety. Convictions, as national experience shows, are far rarer. Portland citizens would be better served by ensuring that the police bureau has the policies it needs to hold employees accountable for maintaining professional standards through administrative means rather than pinning their hopes on criminal charges.

Wheeler should also fast-track development of a program to outfit police officers with body cameras, with a goal of rolling out their use by next year. While body cameras are not a panacea, they can provide a supplemental - or, if necessary, a replacement - account of an incident in which a police officer used force.

It's unfortunate that Underhill, an elected official, didn't think to join the public conversation a lot sooner, considering the high-profile discussions on the topic for years among federal justice officials, police commanders, past and current mayors and police reform advocates. He can help rectify that failure by arranging a forum with Wheeler in which they can share the legal concerns and policy considerations directly with the public.

Willamette Week

Portland is Towing Caravans of RVs Off the Streets. Here's What It's Like Inside Those Motor Homes.

This city has never before seen so many recreational vehicles parked on its streets.

*By Thacher Schmid
July 19, 2017*

There is a stretch of North Lombard Street called the Strip: a line of 12 RVs parked snout to bumper on the west side of the road, across from Pier Park in the St. Johns neighborhood.

There's a Prowler, a Country Camper, a Minnie Winnie, a Jamboree and a Gulfstream. None of the motor homes is hooked up to water or sewer, and most use portable generators for electricity. They provide the only houses their owners can afford.

The Strip has existed for six months. Francisco Claudio, 39, is a resident, living in his 1980 Itasca Sunflyer RV when he isn't working day-labor gigs or odd jobs. And he knows that he, along with his fellow RV dwellers, is not welcome here.

"It's a lack of knowledge," he says, "just ignorance." He pauses. "I can't blame them. I wouldn't want that shit in my neighborhood either."

Portland has never before seen so many recreational vehicles parked on its streets. City officials estimate as many as 500 motor homes and camper vans are currently being used as dwellings while parked along curbs and sidewalks. That's 10 times the number the city estimated just two years ago.

In the first six months of 2017, city officials received 4,133 reports of derelict RVs on Portland streets—more than they received all last year.

In a city with a crippling shortage of affordable apartments and a skyrocketing cost of living, lines of RVs have become the latest symbol of a frayed social safety net. Across Portland, clusters are growing. The largest concentrations become temporary neighborhood landmarks: eight on Southeast 94th Avenue in Lents, 10 in the Roseway neighborhood east of I-205, and the dozen on the Strip.

"A year ago, we weren't talking about this," says Dave Benson, who manages parking for the Portland Bureau of Transportation. "This has been an explosion of RVs appearing in the right of way, and we've been playing catchup."

Police say the RVs are being used for more than shelter: They describe them as drug houses and brothels on wheels, dripping motor oil, strewing used needles or discharging blackwater into storm drains. They warn that many of the RVs have no documented owners, no insurance, no vehicle registration and no license plates.

Local TV news stations fill their nightly broadcasts with reports of "abandoned" or "zombie" RVs—terms that suggest the people inside don't count or are somehow unnatural.

Portland City Hall has seen enough and is deploying a new policy—one that allows cops to immediately remove people from any RV deemed a hazard to public safety or health, while tow trucks drag the vehicle away. Since the beginning of May, 25 RVs have been towed away. The city isn't sure how many people lived inside.

"One of our jobs is to make sure our city is a livable place," says City Commissioner Dan Saltzman, who oversees transportation. "The RV issue is acute. Some neighborhoods are overwhelmed."

It may seem counterproductive for a city in a housing crisis to be tossing people back out on the streets. But neighbors and police have found motor homes more unnerving than houseless people sleeping outdoors.

What RV dwellers most cherish about their motor homes is the same thing that most bugs cops and homeowners: Nobody can see what's going on inside.

So we went in. For the past two weeks, *WW* has interviewed more than a dozen people living in RVs on the streets of Portland—especially on the Strip. In the following pages, the residents share stories and photos from a hidden world.

Last week, Sheila Fitch stood in lavender-colored Disney pajama pants in front of her 1989 Country Camper, watching her neighbor sweep broken glass and screws out of the street—all that remained after the city towed a derelict RV from the Strip earlier that morning.

That burned-out shell of an RV was among as many as 11 motor homes allegedly parked and left behind on Portland streets this spring by a man named John Maher. He now faces misdemeanor criminal charges for vehicle abandonment.

Fitch says she turned Maher in to police when he "tried to run me over" while dropping off RVs along Lombard.

"He's messing it up for us, the normal people," she says. Then she laughs. "What's normal?"

Fitch, neighbors say, is the founder of the Strip: In early 2017, she was the first driver to park an RV across the street from Pier Park and its public restrooms.

Fitch, 57, hails from San Diego and Myrtle Creek, Ore. Eleven years ago, she was an office

manager making \$800 a week. "In 2006, I kind of went woaaa," says Fitch, fluttering her hand in a downward direction. "I had a stroke, because I'm a workaholic."

She now survives on Social Security disability payments and does a little "canning"—collecting cans and bottles—for extra cash.

Nearly all the people interviewed for this story say they obtained their motor homes at bargain-bin prices: free, or \$400, or borrowed from a church.

RVs are a buyer's market. When they break down, car-crushing lots charge between \$1,000 and \$1,500 to dismantle them. So owners sell them at low prices to avoid the expense.

One recent Craigslist ad offered a 1978 Avco motor home for \$1. "Needs to go," the Beaverton seller said, "...to be hauled out by you."

To Fitch, the Strip seemed a safe haven: free, quiet, near a public restroom.

To enter Fitch's Country Camper, you pass under a small plastic bag filled with water hanging over the front door "for mosquitoes." A swarm of flies buzzes around the tiny kitchen. During the interview, Fitch's dog, Snoopy, lies on a pile of clothing—nearly indistinguishable from other items piled and strewn about the interior.

The ashes of Fitch's mother sit in a rectangular box with a princess sticker. A wood-burning stove lined with aluminum foil, a red kerosene lantern and an AM-FM radio-flashlight she got for her 14th birthday are objects of pride.

"These are family heirlooms," Fitch says, becoming emotional mentioning her late mom, dad and brother. "What little stuff I have left is what God has seen fit to leave me."

Even a cheap RV comes with expenses, starting with driving. Most if not all RVs on the Strip still run, but several couldn't do the minimum speed on I-5. Curtis Smith, who owns one of the few RVs on the Strip with both current tags and working plumbing, says he spends \$20 a day in gas for his 1999 Prowler, including \$15 for his generator. The gas money adds up: Smith drives almost every day to medical appointments for himself or his girlfriend, who has cancer.

Finding a place to park it was harder. "I didn't think I wouldn't be able to get into an RV park," Smith says. "That was the last thing I expected. If I want to get into an RV park, I'm going to have to go at least 20 miles."

Most local RV parks have a rule that motor homes can't be more than 10 years old. Even if a vehicle qualifies, the typical monthly rent for an RV space is around \$650.

Residents of the Strip do take some responsibility for their neighborhood, sweeping the sidewalk and hauling away garbage. "I want the people [nearby] to feel comfortable and to know that we don't mean any harm and we're just trying to survive," says Claudio.

But some of these RVs have debris piled next to them on the sidewalk: Volvo car doors, shopping carts. The occasional clothing line is attached to a tree on a grassy area nearby.

Hygiene is a challenge without water or sewer. Claudio showers at a nearby community center; others use homes of friends or family.

Curtis Smith pays \$10 to empty the Prowler's septic tank at Jantzen Beach. Claudio says he puts his waste in a bucket, loads it into the trunk of his Honda (which he parks behind his RV) and drives it to a nearby garbage bin.

Across the city, in the Southeast Portland neighborhood of Lents, Jennifer Young tracks the movement of every RV that pulls onto the streets.

A July 7 visit to Lents Park found only one RV, but Young says Lents Park and the former campus of Marshall High School were home to as many as 20 RVs—until the city increased towing in recent months.

Young and other East Portland residents who have formed neighborhood watch groups say their core issue is equity: The clusters of RVs allowed to gather in Lents would never be allowed in wealthier areas, they argue.

"I document every RV that's in Lents," says Young, a therapist and homeowner in her 40s. "I'm not this horrible lady trying to chase RVs out of my neighborhood. I make an effort to understand what's going on. Unfortunately, in Lents, we don't have a lot of innocent people living in RVs."

Randy Teig of the Portland Police Bureau agrees. The East Precinct sergeant leads a team that responds to calls in a long swath of Southeast and Northeast Portland, between Cesar E. Chavez Boulevard and the city's eastern border with Gresham.

Teig says the criminal behavior he sees in RVs isn't a result of housing shortages—it's just crime, and would be intolerable if it occurred in any dwelling.

"Sometimes it's a straight-up crime issue and they just don't have a house," Teig says. "When you really start peeling back the bark, you start realizing that some of these people got to go to jail."

Last October, after months of complaints from Young, police and Multnomah County Animal Services entered an aging Itasca motor home on Southeast 86th Avenue and found two German shepherds named Sassy and Phoenix living in trash and their own feces and blood, with no food. Four days later, James Andrew Fisher, the RV's owner, pleaded guilty to methamphetamine possession.

"They were making some sort of drugs in there, and the dogs were guarding that," Young says. "They basically started eating each other. It was so horrible. I fought for months to have them do something."

Meanwhile, several people told *WW* stories of increasing vigilantism against people living in RVs. It can be something as innocuous as honking, which people on the Strip say happens each morning, as organized as a social media group, or as frightening as threats with a baseball bat.

Fawn Haskins-Mack, a Grand Ronde tribe member who lives on the Strip, says she recently parked her Shasta at a 7-Eleven on Lombard when someone turned on her propane tank. The RV filled with gas, and she and her boyfriend, James Smith, ran outside. The couple haven't filled the tank since.

"That's what I mean by hate—it's scary," Haskins-Mack says. "This is dangerous, living like this."

In May, Portland police and city transportation officials seized their first RV under a new policy called the Community Caretaking Tow Program. In its first 45 days of operation, police have used the program to inspect 46 RVs, towing 25.

The program, pioneered by Teig and first reported last week by *The Portland Mercury*, gives the city authority to seize RVs it deems hazardous—including occupied ones.

It allows police or transportation officials to order an immediate tow of an RV creating "dangerous conditions": fire hazards, biohazards like used syringes or discharged wastewater, or debris.

In those cases, police are authorized to remove people living inside, tow the vehicle to an impound lot, and keep it for 30 days. If no one claims it, the city will pay to dismantle it.

The city reserves shelter beds for the people displaced, and police are supposed to call Multnomah County to assist with services, such as a trip to detox. (A county spokesman describes the arrangement as informal at best.)

For people living in RVs, displacement is devastating.

Pamela Pilcher had her 1988 Aljo RV trailer towed by the city in March while she and her husband, Jason, were in another part of the city where Pilcher was recuperating from surgery for kidney stones. Since then, they've been sleeping in their pickup truck and couch surfing.

She misses the RV. "It was nice, it felt like your own space," she recalls. "You had a warm spot, or semi-warm—at least you had a spot."

She tried to get her possessions back, she says, including the only photos she has of her mother and grandmother. But the city demands that she pay \$990 in fines first. The couple's total monthly income is \$1,100, from their combined Social Security disability payments.

"My whole life is in there," she said, her voice trembling. "It's overwhelming. I just don't know how you do it. They don't have any option for us."

Saltzman, the transportation commissioner, says he sympathizes with people who are pushed back on the streets. "We don't consider every RV that's occupied to be a danger," he says. "People need a place to live. But when there's a public health hazard—as in, needles or human waste—there has to be some balance between livability and people having a place to stay."

He says the number of RVs targeted by the city program is small—no more than 90 motor homes citywide that pose health and safety hazards. (Teig estimates the number is much larger: 100 RVs in East Portland alone.)

Last week, on the Strip, city workers installed "No Parking" signs on telephone poles along the sidewalk. A few RVs took off.

Not Curtis Smith.

"They're just pushing people farther and farther out," he says. "I've moved everywhere. I did everything I possibly could do. I ain't moving."

Blowing Past a Deadline, Portland's Housing Bond is Beset by Delays and Doubts

Mayor Ted Wheeler defends the process. But two former housing commissioners are frustrated.

*By Rachel Monahan
July 18, 2017*

Ted Wheeler entered the Portland mayor's office saying housing was his priority.

It sure doesn't look that way.

The mayor has blown past a deadline his own office set for starting to spend a \$258 million bond approved by voters last November to build and rehab affordable housing units.

Funds have been available since July 1. But a growing number of critics are complaining Mayor Wheeler is taking too long to buy land and address the city's shortage of affordable housing.

Wheeler won't greenlight the first project until October, at the earliest. That puts City Hall at least three months behind its own schedule—Wheeler's office had promised to be ready to start the purchases by July 1.

The city's two previous housing commissioners are frustrated by the sluggish pace.

City Commissioner Dan Saltzman, who oversaw the bureau until Wheeler took over in January, says he's baffled by the lack of progress.

"You got me," Saltzman says. "I have no idea. It's frustrating to me. We're in an affordable housing crisis. I think it should be on a much more accelerated scale, as befits having a housing crisis."

His predecessor supervising the bureau, Commissioner Nick Fish, is also frustrated, but says Wheeler deserves some slack after a tumultuous first six months in a city beset by protests and violence.

"In putting out fires all over the place, this thing just slipped a little bit," says Fish, but he remains "eager to get money out the door. We have this bad habit of reinventing the wheel every time."

Saltzman's and Fish's mild criticisms are the strongest public rebuke yet from City Hall about Wheeler's leadership.

They echo harsher grumblings behind closed doors.

Three sources familiar with the project selection spoke to *WW* on condition of anonymity. They say it has been waylaid by Portland's obsession with public process, fumbling by the Housing Bureau and inattention from the mayor.

A community advisory group that the mayor formed to recommend how to select projects ballooned to 20 members and was given little direction. Meetings started only in April, and dove into questions that were supposed to have been answered during the bond campaign, including how many units to build.

Wheeler has yet to attend a meeting.

As he sometimes does when pushed, Wheeler challenged the premise of the question when asked about Saltzman's remarks calling for "accelerated" work.

"Accelerated what?" he said. "We're almost into August. The advisory committee is winding down the last of their meetings."

The mayor's spokesman, Michael Cox, says the delays are ultimately insignificant, and the Housing Bureau is moving forward with non-bond purchases. "If you're asking if we have missed deals in the meantime," Cox says, "the answer is no."

The stakes are high for the city to make a dent in the shortage of publicly subsidized housing. In the state legislative session that ended this month, Salem failed to move on key housing initiatives, including new tenant protections.

"Portland is going to have to step up regardless of what the rest of the state is doing," says Israel Bayer, executive director of the homeless newspaper *Street Roots*. "We have an opportunity to do that."

The bulk of that burden for Portland rests on the housing bond. During the campaign, proponents said the \$258 million would fund the construction or purchase of 1,300 units—a number many developers thought was too low.

Wheeler oversees the Housing Bureau personally—a sign of how central the issue was to his mayoral campaign and is to the city as a whole. But he has shifted his priorities elsewhere.

Alma Flores, Wheeler's senior policy staffer responsible for housing, lasted less than three months in the job. (She told *WW* it was a family decision to return to her old job at the city of Milwaukie.)

When she left in March, housing policy fell to lower-level staffers. That meant those closest to the mayor weren't the ones fully briefed on housing.

"It was probably a pinch point along the way," acknowledges Wheeler. "It was disingenuous to say that losing our top housing person didn't slow it down, but by the same token I think we've responded very well."

In March, *WW* inquired about similar delays. Affordable housing developer Rob Justus was greeted with a monthlong silence when he asked to meet with the mayor's office about a proposal to build units for the housing bond at nearly half what the city had paid in the past. Justus reports having "positive" meetings with Portland Housing Bureau leaders since that story.

In a brief phone interview with *WW* on July 17 from New York, the mayor appeared unfamiliar with the basic details of the delays.

"October doesn't seem like an unrealistic time frame for me personally," Wheeler said, but added that the city could speed up its process. "That doesn't mean we couldn't start laying out potential opportunities."

Murmurs: Dan Saltzman Says He'll Retire in 2022

In other news: Wyden has choice words for President Trump's son-in-law.

By WW Staff
July 19, 2017

Saltzman Says He'll Retire in 2022

Portland City Commissioner Dan Saltzman tells *WW* that if he wins re-election in 2018, his sixth term at City Hall will be his last. For years, speculation has persisted that Portland's longest-serving city commissioner would retire at the end of his current term. But Saltzman, who was first elected in 1998, says he'll seek one more term and then call it quits in 2022. "I'm 63 now," says Saltzman. "If I get re-elected, by the time I finish that term, I'll be close to 70. So I figured, that's enough. Time to do something else."

Wyden Calls for Stripping Kushner of Security Clearance

U.S. Sen. Ron Wyden (D-Ore.) said in a July 17 interview on CNN that he thought White House adviser Jared Kushner's presence at a meeting between Donald Trump Jr. and a Russian lawyer should disqualify him from handling classified material. "You really are just stunned at how reckless, almost cavalier this White House is with respect to security clearances," Wyden said. The senator, who has consistently harried the Trump campaign for its contacts with Moscow,

turned his aim at the president's son-in-law: "He concealed contacts with the Russians on the security clearance forms, then he attended a meeting billed as a session that in effect would have Russia helping the Trump campaign against Hillary Clinton. I just think the evidence piles up."

Portland Marathon Agrees to New Route

The Portland Marathon may have found a path forward to holding its race in October. More than nine months after the city of Portland began asking for a change in the route, marathon organizers have agreed to a compromise. The old route, which had been in place for two decades, required more police officers than the city was willing to provide—the new one doubles back over the same path, reducing the demand on police. But the Portland Bureau of Transportation has not yet issued a permit. "Because the organizers did not contact the Police Bureau or PBOT to discuss event plans for more than six months," says PBOT spokesman Dylan Rivera, "time is running out and the marathon still has many steep hills to climb before it can qualify for a permit."

Kitzhaber and Hayes Face Renewed Inquiry

The investigation into allegations of influence peddling by former Gov. John Kitzhaber and first lady Cylvia Hayes isn't over. Less than a month after federal officials declined to press criminal charges against Kitzhaber and Hayes, the Oregon Government Ethics Commission voted unanimously July 14 to launch full investigations. The commission found "substantial investigative basis" that the first couple may have traded on their public position for private gain, improperly taken gifts and violated conflict-of-interest statutes.

OPB

6 Candidates Remain In Portland's Search For Police Chief

*By Conrad Wilson
July 18, 2017*

Interviews to find the Portland Police Bureau's next chief are set to continue Wednesday and Thursday.

A total of six candidates remain, according to Michael Cox, a spokesman for Portland Mayor Ted Wheeler.

The identities of the candidates are confidential, Cox said.

"We will protect their confidentiality because we may not have been able to recruit them at all had their names been public," Cox said. "It may have jeopardized them with their current employers."

Cox acknowledged that current Chief Mike Marshman is among the finalists.

Marshman was appointed chief in June 2016. After Wheeler was elected, he decided to keep Marshman on the job, but announced a national search for the city's next chief.

Marshman has been criticized by some for the bureau's handling of protests in recent months.

Cox said there were about 30 applicants for the job. They were cut down by a three-member panel to 11 and then ultimately to the six who will be interviewed this week.

The mayor will select the finalists and will interview them in early August.

Previous interviews have been conducted via Skype, but this round will be done in-person, Cox said.

Cox declined to say who was on the interview panel for this round, but said the names would be released after the interviews are completed.

The hiring decision is Wheeler's to make and does not require a vote by the City Council.

Portlanders Used Biketown Enough In First Year To Circle The Globe 24 Times

By Kasey Colton

July 18, 2017

Portland's bike sharing service, Biketown, will celebrate its first anniversary this week with events across the city, including a free ride day and the launch of its new accessibility program.

Biketown launched last summer as a collaboration between the Portland Bureau of Transportation and Nike.

PBOT reports in its first year, the program reached over 75,000 riders, expanded service further north and southeast, and launched a low-income program named Biketown For All.

All those users rode a collective 600,000 miles — enough to go around the Earth 24 times.

“Biketown is helping Portlanders make the shift to cycling,” said Leah Treat, director of PBOT.

“That tells me that this program is here to stay.”

Treat compared Biketown to other popular Portland biking programs like Sunday Parkways, Pedalpalooza and the Naked Bike Ride.

Adaptive Biketown, a program aimed at making the bright orange bikes accessible to people regardless of physical ability, will officially launch Friday. PBOT partnered with Kerr Bikes to provide handcycles and tricycles for the new program. Kerr will provide services such as storing mobility devices and service animals during rental time.

Other events for the one-year anniversary include a Stumptown cold brew giveaway and a Free Ride Day on Wednesday. Riders can earn up to three hours free by filling out a form on PBOT's website.

As Portland Races For Water Parasite Treatment, Public Utility Board Hits Brakes

By Ericka Cruz Guevarra

July 18, 2017

Some members of Portland's Public Utility Board say they need more information, time and public input before deciding whether ratepayers are better served by a new water filtration plant, an ultraviolet light facility or a hybrid of the two.

In what was supposed to be the board's final meeting before deciding on what they would recommend to the Portland Water Bureau, PUB unanimously voted Tuesday to meet again July 25.

PUB is tasked with providing citizen oversight and recommendations for how the city would comply with a federal rule that requires Portland to treat its drinking water for the parasite cryptosporidium.

The Portland City Council is scheduled to vote on whether to build a \$110 million ultraviolet light treatment plant or a \$500 million water treatment facility at a public hearing Aug. 2.

Concerns over a deadline extension were raised after City Commissioner Nick Fish, who heads the Water Bureau, asked the board to come up with a written recommendation soon.

Fish said he believed the board had enough information to make a reasonable decision.

But some voting members disagreed, arguing a project of this caliber requires more time and analysis.

Other members said the board needs to think twice before deciding on whether to ask for more time.

"I think even if we're given another month or two, that asymmetry is still going to exist between UV and filtration," said board member Ted Labbe. "I think this board needs to get comfortable with uncertainty."

Fish cautioned the board on asking for more time to decide, saying they could be forfeiting an opportunity to have their input considered.

"My only fear on the fourth option is that if that is the consensus with PUB, and the Oregon Health Authority refuses to extend the clock, you would be taking yourself out of the game," said Fish. "And you would have to weigh that against not having a voice in the decision-making."