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housing support, it is a perniciously thin reed upon which to rest all our hopes. At some point, we'll have a lot of urban renewal zones. We already do.

J.T. *What are your ideas to sustain or increase funding for affordable housing?*

J.S.: To some degree, I'm looking to the housing community for their best ideas. The first I'd say is a commitment not to make it worse. The second is to work with our federal delegation to make housing a priority. Third is to consistently communicate that the 30-percent set-aside needs to be a floor not a ceiling. Four, we need to highlight the challenges of housing and homelessness in our community and the public dialogue. I'm not prepared to call it a silver lining, it's a bronze lining at best, that the economic crisis reminded people how connected our homes are to our lives and our economy. The other thing that I'm looking to — and it's different than sustaining, hopefully amplifying — is for mechanisms to increase funding, including potentially using currently vacant property that will help us with resources as distinct from tax increases and tax breaks.

J.T.: *I was hoping you could talk about getting communities that haven't been engaged in politics to become politically active.*

J.S.: Somebody said something to me recently that I'm pretty close to adopting: "The only ideology I have that I'm sure about is civic engagement." There has to be a city in America where the people rule.

I've spent a better part of my adult life on that question, imperfectly, but, working on it. And here are some thoughts. Generally, it takes two things to get somebody engaged: a relationship, or a set of relationships, and something they care about. And as we look at a changing city, a city that's not getting whiter, we need to be thinking about how to engage new communities, both by expanding on our relationship sets and by working on relevant purposes.

That is one of the reasons why I think I'm one of the only candidates not to come out swinging against the Communities of Color proposal for an Office of Equity. Because we should get smarter about our changing city, and because we have to be looking for ways to engage communities in a political discourse. There are still issues about reducing barriers to government, making it easier for us to understand what we do, bringing City Hall to the people.

I can't promise it in the first or second year, until we get a handle on our general fund, but I think we should get one telephone number for all non-emergency government telephone calls as they've done in Minneapolis and New York. It also doesn't answer questions of barriers in peoples' lives, from having to work a bunch of jobs,

and facing a more challenging situation of having the wherewithal to engage in community activities.

J.T. *You mentioned the Office of Equity. I'd like to get your thoughts on it, and if there's anything you'd like to see come out of that office.*

J.S.: I hope that we would do at least three things. One is to improve our occasionally good track record on minority-women-emerging-small-business contracting. Two, improve our ability to hire and retain top-flight people from various walks. Three, have a better sense of evaluating and how we can come to grips with our changing Portland and making sure that an increasingly diverse Portland is not decaying, but is one that is getting more rich and more robust and more competitive and more compassionate.

And that third one is where I think there was some consternation among critics that somehow learning things is some how a wasteful exercise in government. It isn't. The best institutions in the public, private and nonprofit sectors are learning institutions that are figuring out what they're doing better.

That's not a waste of resources; that's a valuable thing. We can have a plan to learn from the success and failures of other municipalities that have faced a changing population. That's one of the most important things we can do in the next 30 years of our city. A single office, or a single employee, or even a few isn't enough to do that, but if they can help shape the culture and shape the strategy of what the city is facing then that's a noble pursuit.

J.T.: *I'd like to get your thoughts on the Right to Dream Too encampment and the camping ordinance that the city has.*

J.S.: I'm about a week behind in what's currently happening with the camping lawsuit, but I have said, and will repeat here, that a settlement offers us a good opportunity to look at what Eugene is doing, which is using willing church property as a camping opportunity. We can't make homelessness itself a crime. If we're not doing everything we can to reduce homelessness on the front end or provide services to end people's experiences with homelessness on the back end, then it feels somewhat disingenuous to make it a crime to find somewhere to sleep.

J.T. *Do you have any ideas on how the county and the city can collaborate on meeting the needs of people living in poverty?*

J.S.: At least more joint-budgeting.

We risk forgetting that we have to worry about both the big C City and the little c city. For instance, when I came in I said, I want to reduce crime, and one way I want to do that is by increasing police officers on the beat and by increasing our presence that would also increase the need for jail beds and for services at the county. If I'm mayor, it's not my problem. But of course it is my problem. It is all of our problem; we are all in this together.

J.T.: *Every year public transportation gets more expensive and free public transportation in downtown keeps getting chipped away. I know that TriMet is beyond the purview of City Council, but I was wondering if you had any ideas of how to preserve the Free Rail Zone.*

J.S.: We have seen the advantage in cities, not just in terms of social justice, but also in terms of economic development and retail. Denver, Colorado's downtown has made its relatively spread-out downtown

functioning, in significant part, because you can hop on free rail and go around. When we had greater support for free rail, my impression is that one element of that initiative is that it would help with the functioning of downtown retail. So one answer is thinking about the politics and the economics of a revitalized downtown that has even the

business owners wanting free rail. I don't have a brilliant funding idea. Although I'm hoping to.

I have a question that I haven't yet got answered, which, is, if depending on what happens with the elimination of the free rail zone, what is the desirability or doability with charging, but then having a remote system of vouchers to allow for a Street Roots vendor or somebody who goes to Outside In or somebody who is working with JOIN to get rail passes? And I acknowledge that it is not only beyond the area of control of the office of which I seek, but the granularities are beyond my ambit of expertise, but I am probably at least as open as you are to thinking about how we can make it possible for people to get around.

I was talking to the parks department and those that do summer programs, and they were saying that one of the biggest barriers to summer and after school programs is transportation. The challenge isn't just

limited to our homeless and low-income populations. We have youth passes for Portland Public Schools students. We don't have them for Parkrose, David Douglas, Reynolds and Centennial school district. And those are in areas where it's harder to ride a bike and harder to walk and more dangerous. But it also limits opportunities to get an after school or summer job, or be part of an after school or summer program. So having access to transportation has appropriately been a priority for the city.

J.T.: *There's been a lot of money raised in the mayor's race. I wanted to know if you worry that there's too much private money in politics?*

J.S.: There is. The interface of political power with the money that dominates our campaigns and the linkage between that money and largely narrower and generally economic self-interest is tied to the biggest problem facing our system of governance.

If there is a book written about the failure of the United States democratic elected republic, one of the most important chapters will be that we were unable to make a good amount of decisions based on public interest outcomes. We were too often making them based on who was paying the freight.

The campaign contribution is the only financial transaction, that I'm aware of, after which both parties insist that nothing has changed. This is why I have proposed campaign finance bills in each of my sessions in the Legislature. That's why I was one of the leading fund raisers, ironically, in the public-financing campaign in Portland.

The failure of that is one of the reasons I am running for mayor. If that's restored, it will be a question for the people not the mayor. It reflects some of the challenges that our city is facing. I wish and hope that the candidates for mayor would agree upon a maximum spending limit on each of our campaigns. There needs to be a city and country where the people rule.

Let me say something else. The problem is not too much money, or at least we should state the problem differently. Think about how much money gets spent on marketing a product. Do you know how much money Coca Cola spends to sell a product you can get in any location just about any time just about any day and it gives you a sweet taste on your lips? We have to do something, I don't mean canvas, we have to do something to communicate with people about engaging in an activity that has to be done in a relatively particular way in a relatively particular time at a relatively particular place and doesn't give you an obvious sweet taste on your lips. I do think that somebody has to communicate with the people, but we have to make sure that we are cognizant of how much that looks like purchasing influence or access and how much it looks like engagement of the public.

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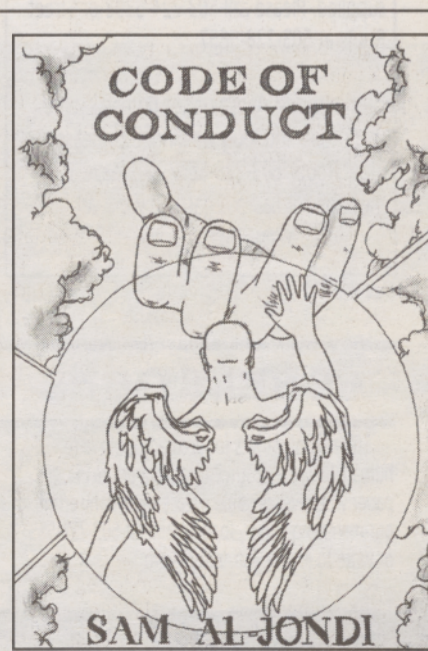


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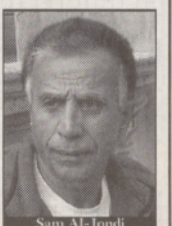
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