

The Oregonian

Frank Ivancie, Last Conservative Mayor of Portland, Dies at 94

*By Gordon Friedman
May 2, 2019*

Frank Ivancie, a conservative Democrat who was mayor of Portland during the 1980s, died on Thursday at 94.

Ivancie was a politician from a bygone era, when being mayor carried a different sort of gravitas, and when political deal-making was still sometimes done behind closed doors with the aid of liquor and cigars.

“Frank was a strong-willed person,” said J. Clayton Hering, a retired real estate developer and friend of Ivancie’s. “If you didn’t know him he might scare you. He was forceful.”

And Ivancie’s brand of politics is undoubtedly foreign to today’s Portland.

“It was such a different era in so many regards,” said Mike Lindberg, who served on the Portland City Council when Ivancie was mayor.

For example, Ivancie opposed the construction of Pioneer Courthouse Square, saying it would attract homeless people (he wanted to charge a fee for entry to the square). He vehemently supported construction of the Mount Hood Freeway through Southeast Portland; the City Council killed the idea with Ivancie the lone dissenter.

He didn’t take kindly to the city’s pro-bicycle and ecocentric sensibilities. He tried to slash neighborhood association budgets in half. He opposed a citizen-run police oversight committee, even after Portland officers were found planting narcotics on suspects and caught dumping a dead possum in the doorway of an African American-owned business.

In 1970, as the city commissioner in charge of parks, Ivancie had police officers clear out Vietnam War demonstrators from the South Park Blocks, which left more than 20 bloody and hospitalized.

“There were some heads banged in that incident,” Lindberg said of the park sweeps.

The episode helped earn Ivancie the nickname “Fearless Frank.”

The son of a Yugoslavian immigrant, Ivancie was born in Minnesota and served as an air corpsman in World War II. He became a teacher and principal in Burns and Portland and had 10 children with his wife, Eileen.

Ivancie told *The Oregonian* in 1976 that although he enjoyed a strong, supportive family with his wife and many children, he was a serious man who did not believe in having “palsy-walsy business” with his kids.

“A father is not a pal,” he told the paper. “I don’t have the time or inclination to be a pal.”

He entered politics by becoming an assistant to then-Mayor Terry Schrunk and rose to serve many terms on the City Council.

Ivancie was a devout Catholic and “old-style politician” who governed through “the Robert Moses approach,” Lindberg said, in reference to the New York power broker who flexed his political might to pave vast swaths of the Big Apple to the detriment of the city’s poor.

Lindberg said his own story of ascension to the City Council offers a good sketch of Ivancie's politics.

The Council appointed Lindberg, a liberal, to a vacant seat, with Ivancie the lone vote opposed. Once Lindberg was in office, Ivancie met with him and explained his vote against him was "just business."

Ivancie became mayor in 1980 after defeating then-Mayor Connie McCready, who was serving a partial term after an appointment.

His tenure was defined mostly by the vast construction he oversaw or gave his blessing to: of the first MAX light rail line, to Gresham; of the Portland Building; of wells that serve as a backup to the city water supply; of the Arlene Schnitzer Concert Hall; the Greyhound bus depot; the PacWest Center, U.S. Bancorp Tower and One Pacific Square.

Contemporaneous coverage of Ivancie's term in *The Oregonian* described him as leaving the city "vastly different" than when he took office, owing to his many construction projects. Francis James Ivancie had one thing always on his mind, according to the newspaper: results, results, results.

Ivancie also pushed a back-to-basics approach, focusing on police, fire, streets and water services over all else.

"The police and firefighters had all the comfort that he had their backs," Hering said.

But Ivancie's law-and-order tendencies — he launched a downtown-focused "War on Crime," for example — earned him public criticism and legal troubles.

There was a public backlash in 1968, for example, when then-Commissioner Ivancie tried to ban "hippies" from Lair Hill Park. Later, a Multnomah County judge struck down his 11 p.m. parks curfew as unlawful.

Ivancie miscalculated when it came time for re-election as mayor. His opponent, Bud Clark, ran for mayor in part because of how Ivancie's police force treated the Vietnam protesters at Portland State.

"He was an authoritarian and believed things ought to go on the way they always had," Clark said. "That was the old boys' way. That we know what's best for the city and just take our word for it."

Many Portlanders had another view of Ivancie, Clark said: as a bully.

Clark started the mayor's race 35 percentage points behind Ivancie in the polls. But Clark, a tavern owner with little political experience, rode a populist wave toward City Hall, which Ivancie only amplified by placing radio ads that criticized Clark's personal finances and practice as a Pagan.

"Those things really backfired," Lindberg said.

Clark bested Ivancie by a 13 percentage point margin. Ivancie then set his sights on national politics, heading an Oregon chapter of Democrats for Reagan, which earned him an appointment to Reagan's Federal Maritime Commission.

Ivancie moved to California when he retired and stayed out of Portland politics, except to join with Clark in 2007, in an unexpected partnership opposing a city charter amendment that would expand the mayor's powers.

Mayor Doesn't Support Complaint That Officer Cited Woman for Jaywalking in Retaliation for Taking Photos

By Maxine Bernstein

May 2, 2019

Nearly two years after she was cited for jaywalking outside a Portland police precinct, Kristin Bowling got her chance before City Council on Thursday to argue that the police cited her in retaliation for exercising her legal right to take photos of officers.

The volunteer-member Citizen Review Committee, which hears community appeals of Police Bureau findings on alleged misconduct complaints, supports Bowling's complaint.

Police Chief Danielle Outlaw does not.

It's now up to the City Council to break the impasse and determine whether the chief's finding of "not sustained" was supported by the evidence in the record or should be overturned.

Bowling was met with markedly different questioning from the three council members present for Thursday's hearing.

While Commissioners Amanda Fritz and Jo Ann Hardesty questioned the police action against Bowling, Mayor Ted Wheeler cued in on Bowling's wide-ranging address to the council and her general concerns regarding policing in the city.

After two years of challenging her citation, Bowling said, she's "not terribly optimistic" she'll gain council support, doubts the Police Bureau is capable of changing its culture and urged the council not to allow police to investigate themselves and to reduce the Police Bureau's power and budget.

Bowling said she feels privileged as a middle-aged white woman, yet is concerned about the number of black people and those suffering from mental illness who are killed by officers.

"You characterized police as murderers?" the mayor asked, and then pressed Bowling if that's what she really believes.

Bowling said yes, adding, "I'm alarmed by the number of people killed by police."

"We have a complainant who actually believes police were murderers," Wheeler continued.

Wheeler, who also serves as police commissioner, then cited all the reasons why he supports the bureau's and chief's findings. The officer had noted there had been recent vandalism of police cars outside North Precinct, where the encounter with Bowling occurred. A judge had found the jaywalking citation lawful, which Bowling is also appealing. The officer involved said he wasn't retaliating, Wheeler noted. And, a police commander, the chief, the director of the Independent Police Review - the intake center for complaints against police - all found the allegation couldn't be sustained, he said.

"I'm struggling to figure out how you could make this leap?" Wheeler asked.

Kristin Malone, chairwoman of the Citizen Review Committee, urged the mayor to consider the record before him, particularly the officer's own statements to investigators, which she read aloud. The citizen committee had voted 8-1 to sustain the retaliation complaint.

Bowling said she crossed Northeast Emerson Street while taking photos of armored vehicles entering the precinct parking lot about 5:15 p.m. on May 15, 2017, across from the Blazers Boys

& Girls Club. She said she was concerned by the demonstration of police power as parents were picking up children from the club.

Officer Neil Parker told investigators that as he was driving the Special Emergency Reaction Team's armored truck, known as the Bear, into the precinct's lot, he noticed a woman on Northeast Sixth Avenue who seemed very interested in the truck.

"She had a lot of disgust on her face, pulled out her phone and started following us down Sixth and onto NE Emerson. I watched in the passenger side mirror as the female walked out into Emerson Street to take photos or video of us," Parker told investigators, according to a summary report.

Citing a concern about a spike in police ambushes and vandalism to police property and cars, the officer said he decided to identify the woman and cite her for being in the road.

"It's just one of those, you know, she had made it so overt to me," Parker said. "It caught my attention enough, you know...I don't care about people recording me but something about this whole event had spurred me on to at least want to go talk to her. And so, I was going to write her a citation for the improper placement on the highway."

Because Parker wasn't in his standard police uniform, Lt. Leo Besner approached the woman and, according to Parker, told her that she'd be subject to arrest if she didn't identify herself for the purpose of a citation. Parker said the woman wouldn't get out of the road and wouldn't provide her name, and so he and Besner grabbed hold of her arms to bring her to the sidewalk.

Once there, she presented her ID and police cited her for "improper placement on a highway."

"It was very clear to me the jaywalking ticket was a pretext to get all this information about me ... and to scare the hell out of me, so I wouldn't do this again," Bowling told the council.

Malone told the council that Parker "thoroughly described his thought process and his motivations...he was not on traffic duty." He even indicated that citing a person whom he simply wanted to identify was a good example of community policing, Malone said.

"That's a dangerous precedent," Malone said. "The evidence all seemed to point decisively in the direction we found."

The committee found the officer ticketed Bowling because she had been taking photos of police and appeared to be disdainful of the police tactical unit and its truck.

Malone said it appeared the mayor was familiar with the record in the case but was quoting from it "selectively."

The Police Bureau's directive prohibiting retaliation prohibits using a citation for conduct, in fact, even if it is unlawful, if the citation was issued with a retaliatory motive, Malone said.

Bowling challenged the \$115 citation, and a judge reduced it to \$85, which she's appealing.

Fritz asked, "Is it routine that the way to start a conversation is to issue a citation?"

"This is a very weird way to have a conversation," Hardesty added.

"We were alarmed that his first thought was not simply to have a conversation," Malone said.

Outlaw said she takes such allegations very seriously. But in this case, she said she determined there wasn't enough evidence to find a violation of the retaliation policy.

Because Fritz hadn't had a chance to review the case's full record, the council delayed action on the matter for two weeks, until 3 p.m. on May 16. To overturn the bureau's finding, a majority vote of council members is needed.

The Portland Tribune

Hardesty Challenges Wheeler's Proposed City Budget

*By Jim Redden
May 02, 2019*

Commissioner says she will offer changes to mayor's recommendations at May 9 public hearing on budget for next fiscal year.

Commissioner Jo Ann Hardesty said she is ready to fight over Mayor Ted Wheeler's proposed budget for the next fiscal year Thursday.

The day after Wheeler released his \$577.3 million budget, Hardesty issued a press release with her own priorities. They include defunding the Portland Police Bureau's Gun Violence Reduction Team — formerly called the Gang Enforcement Team — defunding the bureau's body camera program, and not providing funding for the James Beard Market, Mt. Tabor Historic Preservation work, and the water taxi service study.

"Our police force is stretched thin — I don't think it's appropriate to continue funding a team that has been shown to racially profile and produce no evidence their tactics were effective in alleviating gang activity," Hardesty said of the Gun Violence Reduction Team cut. "Let's end this program and put those officers back on patrol to fill vacancies, where they're severely needed."

Hardesty also said funds budget for vacant police bureau position that have not yet been filled should be redirected to other bureaus, including Portland Parks & Recreation, which is facing a \$6.3 million shortfall.

"Our community and staff depend on these places to be open when we say they'll be open. Shutting down even one causes everyone undue stress, whether it's financial or emotional," Hardesty said.

Hardesty said she would propose the changes as an amendment to Wheeler's proposed budget during the public hearing scheduled for Thursday, May 9. It is unclear whether she has the two other council votes needed to adopt it.

Hardesty released her proposal despite Wheeler funding one of her top priorities in his proposed budget — a Rapid Street Response program to better respond to people experiencing mental health crises in Portland. The program would be developed by a public safety working group organized by the Chief Administrative Officer. It is to be presented to the City Council no later than Nov. 15, 2019.

"A budget is a moral document, and our document is worth \$6 billion. We have the resources to do what we need to do to support all Portlanders — it's just the matter of making the choice to fund services and programs that align with our communities' values and show we're listening to what they need and want. When I ran for office I told Portlanders I would not be working in silos. It's ludicrous to think I'm only going to look out for the bureaus in my portfolio when the budget affects if and how our communities are able to thrive," Hardesty said.

You can read a previous Portland Tribune story on Wheeler's proposed budget [here](#).

Former Mayor Frank Ivancie dies at 94

By Jim Redden

May 02, 2019

Ivancie served on the City Council from 1970 to 1984, including four years as mayor before losing to Bud Clark for re-election.

Former Portland Mayor Frank Ivancie passed away on Thursday, May 2, at the age of 94.

Ivancie's son Jim announced the death on his Facebook page. He did not give the cause but wrote, "This morning at 7:10 my father peacefully transcended to our omnipresent divine realm of love and light. I was fortunate enough to see him very recently and express love."

Ivancie was a high school teacher who left teaching to become the executive assistant to then-mayor-elect Terry Schrunk. He was first elected to the Portland City Council in 1966, filling the seat vacated by Commissioner Ormond Bean, who did not run for re-election. Ivancie was re-elected to the council in 1970, 1974 and 1978.

On the council, Ivancie, a conservative, clashed frequently with liberal commissioner and, later, Mayor Neil Goldschmidt. Ivancie ran against Goldschmidt for mayor in 1976 but lost. He ran again successfully in 1979 after Goldschmidt was appointed by President Jimmy Carter to head the U.S. Department of Transportation.

Ivancie's term of mayor was marked by turmoil and accomplishments. He assigned himself the Portland Police Bureau — in Portland, each elected official oversees several bureaus — which had been overseen by Commissioner Charles Jordan, after the notorious "Smoke 'Em, Don't Choke 'Em" incident and the departure of former Police Chief Bruce Baker.

Ivancie also oversaw the construction of Pioneer Courthouse Square, which he originally opposed, and the landmark but controversial Portland Building. He also pushed for creation of the city's groundwater wells as a backup to the Bull Run Reservoir system.

Ivancie ran for re-election four years later and was defeated by tavern owner Bud Clark. He then served on the Federal Maritime Commission before retiring.

Willamette Week

Despite Promises to the Contrary, Most of Portland's Cannabis Sales Tax Given to Police for Traffic Safety

By Sophie Peel

May 2, 2019

A new audit finds the city failed to allocate new tax dollars to drug treatment and small business.

When Oregon legalized weed in 2014, Portland capitalized on the newfound market. The city knew the industry would create big money.

Two years after weed was legalized, the city approved a tax on recreational cannabis sales, promising the tax dollars would go towards public safety, substance treatment programs and support for small businesses.

A new city audit released today shows, however, that more than three-quarters of the tax revenues have been allocated to traffic safety, and that little money has gone to treatment programs and small businesses.

When city officials proposed a 3 percent tax on recreational weed sales in 2016, part of their rationale was that the funds would help make reparations to those who were disadvantaged when weed was illegal in Oregon.

The city collected \$3.6 million from the new tax during the 2018 fiscal year and \$4.6 million in 2019.

But the new tax went into effect without specifications about how the money should be allocated between the three broad categories. According to the report, the majority of the funds were funneled to police and transportation programs.

In the evaluation of the tax they released today, city auditors say Portland failed to bring interested parties into the process of dividing up tax receipts and have not been transparent about allocations.

"Community members, cannabis businesses, or others affected by past cannabis policies have not been involved in the overall budget decisions, and the City has not reported on how it's used the tax revenues," the audit said.

The report shows that in 2018 and 2019, 79% of the tax went to public safety projects, the bulk of it being handed to the Portland Police Bureau to enhance traffic safety. Also falling under the umbrella of public safety was funding given to the Portland Bureau of Transportation for its Vision Zero project, a crusade to lower traffic deaths.

Only 16 percent of the tax was allocated to substance abuse treatment programs, and a meager 5 percent went to supporting small businesses.

The audit says the city must do a better job of reporting on the tax's allocations.

"There has also been no public reporting on the use of the funds, despite the ballot measure requirement for annual reporting," the audit reads. The audit claims that the few reports that have been made public have focused on the \$500,000 dollars given to substance abuse programs, but that the \$7.7 million remaining dollars has gone unreported.

The auditors chastised the city for not allocating the funds more equitably between the three categories. The audit also took issue with the city's grant process for small business owners, saying the city made the grant application process unclear and delayed the administration of those grants.

"Voting on recreational cannabis tax allocations as part of the overall City budget, with no separate opportunity for comment or description of how the funds will be used, leaves community members with no way to influence the allocation decisions," says the audit.

The audit recommended that the Office of Community and Civic Life and an oversight committee be created to work with City Council on forming a structured framework for how future funds from the cannabis tax will be allocated.

In a response to the report, Commissioner Chloe Eudaly and the Office of Community and Civic Life penned a letter saying they have already taken steps to "demystify" the grant process for small business owners, and "stand ready to work with City Council to improve the transparency of cannabis tax allocations and decisions in the coming months and years."

Former Portland Mayor Frank Ivancie Dies in California at 94

By Nigel Jaquiss

May 2, 2019

The former longtime city commissioner served as mayor from 1981 to 1985.

Former Portland Mayor Frank Ivancie has died at age 94, according to one of his sons, Jim Ivancie, who posted the news on Facebook today.

After serving as the top aid to longtime Mayor Terry Schunk, Ivancie, who was originally from Minnesota, served as a Portland City Commissioner from 1966 to 1980. He ran unsuccessfully for mayor in 1976, losing to Neil Goldschmidt.

After Goldschmidt resigned as mayor in 1979 to serve as Transportation Secretary for then-President Jimmy Carter, City Commissioner Connie McCready won a contentious battle to serve out the rest of Goldschmidt's term.

In the 1980 election however, Ivancie, a business-friendly Democrat, easily defeated McCready. The face of the city changed rapidly during his tenure. The conversion of Pioneer Square from a parking lot to public park—a conversion he originally opposed—moved forward. The Portland Building was completed in 1982 and that same year, construction of the first MAX line, which connected Portland to Gresham, began.

Ivancie appeared poised for easy re-election in 1984, leading his opponent, a little-known bar owner, Bud Clark, by 35 points in initial polling, according to "Portland: People, Politics and Power," author Jewel Lansing's political history of the city.

Clark stunned the city, however, by riding a populist wave to defeat Ivancie by 13 points. That result cemented the leftward shift of Portland's City Hall that began with Goldschmidt and his allies in the 1970s.

After losing to Clark, Ivancie took the helm of the Oregon chapter of Democrats for Reagan. He landed a spot on the federal Maritime Commission and later retired in Southern California.

"Former City Commissioner and Mayor Frank Ivancie will be missed," said current Mayor Ted Wheeler in a statement. "His long tenure in local government shaped how Portland evolved. He was a dedicated public servant and we thank him for his many years of service."

The Portland Mercury

Police Seeking Videos, Victims of Patriot Prayer Street Fight

By Alex Zielinski

May 2, 2019

The Portland Police Bureau (PPB) is offering up to \$2,500 in cash to anyone with information about the violent clash between alt-right extremists and anti-fascist (antifa) activists Wednesday evening. The bureau has also asked for victims of the street battle to contact their office.

This fight, which according to PPB included up to 60 people, came at the end of a peaceful day of May Day protests organized by left-leaning groups. After the events wrapped, a number of

demonstrators—including those affiliated with Portland's local antifa chapter—met at Cider Riot, a bar at NE 8th and NE Couch, to celebrate.

This information was clearly shared with Patriot Prayer, the Vancouver, Washington group of alt-right provocateurs, whose members were already in Portland to counter-protest May Day rallies.

According to videos taken by freelance journalist Mike Bivins, who followed Patriot Prayer throughout the day, the riled-up group of unwelcome Washingtonians showed up outside of Cider Riot around 7:30, yelling insults and hate at patrons sitting outside on the patio.

After a woman tells them to leave, one man wearing a red MAGA hat yells at the group to "Get that bitch on a leash." Then, one Patriot Prayer man sprays what appears to be mace at the people on the patio. A masked man, who appears associated with antifa, sprays mace back.

The group of Patriot Prayer-ers, including leader Joey Gibson, spreads out across the street, provoking several opponents to engage in a weirdly organized one-on-one fist fights (including a handshake at the end). According to Bivins' tweets, Portland police didn't show up until 8:30.

"As officers arrived, the two groups had separated," reads a PPB press release sent Wednesday evening. "Officers contacted both groups and no one self-identified as a victim or wanted to make a police report. This is an open investigation and follow-up is planned to identify if crimes were committed and if arrests are appropriate."

PPB said officers will review video and images of the brawl "in an attempt to identify people who were involved in criminal activity." If anyone sends the PPB photos or videos, the release adds, they could receive up to \$2,500.

As of noon Thursday, PPB had still made no arrests and no victims of assault have contacted them.

In a second press alert, PPB adds: "The Police Bureau is asking persons who believe they were victims of crimes which require investigation to contact the non emergency number at (503) 823-3333 to report those crimes."

This is the second time this year Patriot Prayer has driven to Portland, sought out a location where left-wing groups are gathering, and spewed hate speech, childish taunts, and insults at them from the sidewalk. No Patriot Prayer members were arrested as a result of either encounter. Yet.

The Portland Business Journal

First Look: New Portland Marathon Course Aims to Showcase City, Revive Event

*By Pete Danko
May 2, 2019*

The Portland Marathon has a new course for the 2019 running on Oct. 6, and the race's new producer believes it will help deliver the "world-class" event the city has been struggling to foster.

The long, dull stretch on Highway 30? That's out.

Four river crossings on three different bridges, circling the Moda Center, a jaunt through Reed College and a swing by OMSI along the Willamette? That's all in.

"We went through dozens of iterations before we landed on what we did, and are thrilled to have a course that is fast, scenic and shows off all sides of town and many more neighborhoods than in the past," Jared Rohatinsky, CEO of new race producer Brooksee LLC, said. "But more than anything, we're thrilled to be able to respond to the input of the many people shouting to get off Highway 30!"

In recent years, the city has limited the number of police officers available for special events, including the marathon, curtailing course options. Neither Rohatinsky nor the city would immediately comment on whether that number was increased, but Rohatinsky lauded officials for working collaboratively on the course.

"I don't feel we were limited in anything we wanted to do," Rohatinsky said.

The course starts and finishes at Waterfront Park and mostly zigzags through Northwest, Southwest and Southeast Portland, sticking near the river. That's in order to avoid excessive elevation change, and the course stays between about 35 feet and 175 feet elevation.

"There were a lot of cool parts of Portland that I would love to have included, but the route would not have been as fast," Rohatinsky said.

Fast courses are what runners want.

"You can't have an event of the stature we're aiming for if it's not a fast course," Rohatinsky said. "We think we've hit that sweet spot, both fast and scenic."

Brooksee wanted to touch all of Portland's quadrants, and it accomplishes that by clipping North Portland and Northeast Portland around Mile 6, going across the Broadway Bridge, around the Moda Center, and then back over the Broadway again.

Race registration is now open at portlandmarathon.com. Through June 26, the marathon is priced at \$125, rising in stages to \$155 as the race date approaches.

Brooksee, based in Utah, won the marathon contract last October, only to see that award withdrawn as Mayor Ted Wheeler sought a "bold vision" for the race in a second request for proposals. Brooksee won again, the city announced in January.

The marathon dates back to 1972, when it was held on Sauvie Island for a few dozen runners. It settled downtown in the mid-1980s. In the 2000s, it regularly drew 5,000 to 10,000 runners.

But as the relationship between the city and the nonprofit that owned and put on the race fractured, the number of finishers dropped to 2,912 in 2017, off by two-thirds since 2011. Then in April 2018, the state Department of Justice accused longtime race director Les Smith of illegally borrowing \$865,000 from the nonprofit. He admitted no wrongdoing, but agreed to pay back the money and was banned from involvement in races.

The 2018 race was canceled for a time, but local race organizer Paula Harkin stepped in to put on Portlandathon, the 47th running of the city's marathon. Harkin has been working with Brooksee on the 2019 race.

Brooksee is starting late in marketing this year's race, which will include a half-marathon along portions of the marathon course. In its bid for the race contract, Brooksee forecast building to 20,000 participants by 2023 and 35,000 in 2030.

"Obviously our numbers will not be as high this year as they will be in future years," Rohatinsky said. "But we're hopeful that there will be a buzz created around the new route and new management."

OPB

Portland Budget Debate Looms As Hardesty Challenges Mayor's Spending Plan

By Amelia Templeton

May 3, 2019

Portland Commissioner Jo Ann Hardesty is challenging parts of Mayor Ted Wheeler's proposed budget for the next year (2019-2020).

Wheeler rolled out his spending plan this week and the council will discuss the budget in a work session May 14. But Hardesty says she plans to introduce several amendments to the mayor's proposal.

Her boldest idea: getting rid of the Portland Police Bureau's Gun Violence Reduction Team. It used to be known as the Gang Enforcement Team. A recent report from the city auditor concluded the group had a record of disproportionately stopping African-Americans.

Hardesty has proposed moving the team's officers to patrol, where the bureau has a number of vacancies, a move she says could help free up millions of dollars in the city's budget.

"Our police force is stretched thin; I don't think it's appropriate to continue funding a team that has been shown to racially profile and produce no evidence their tactics were effective in alleviating gang activity," she said.

Hardesty says she'd like to see more funding for staffing at Portland Fire and Rescue, an agency she oversees, and for anti-displacement policies in East Portland, among other priorities.

She also said she'd like to increase one-time funding for Portland Parks and Recreation, a bureau overseen by her colleague, Commissioner Nick Fish. After several years of deepening fiscal problems, the parks department is trying to balance a \$6.3 annual shortfall in its operating budget by cutting staff and scaling back its community center program.

Portland Parks and Recreation requested \$2.5 million in transitional funding to keep upcoming summer programs running as planned and to help parks officials develop lease agreements with outside groups that may be able to continue programming at some of the centers that are operating at a loss, such as the Multnomah Arts Center. Wheeler's budget fully funded that request, but Hardesty says she'd like to see more one-time funding going to parks.

"I'm so grateful for Commissioner Fish's hard work on such a complex issue. He's been forced to make some hard choices, and it helps everyone to give council another year to deeply evaluate the bureau's budget while keeping the places community depends on open and staffed," she said.

But Hardesty, who took office in January, will need three votes to get any amendments she introduces to pass. Fish supports the mayor's budget proposal, which he called a skillful attempt to balance the city's priorities.

Commissioner Chloe Eudaly's chief of staff, Marshall Runkel, said he is still digesting the mayor's budget — but thinks it's close to workable.

“We just saw Commissioner Hardesty’s proposals this afternoon, and have not had a chance to dig in or have a substantive conversation between Commissioner Eudaly and Commissioner Hardesty about these ideas,” he said.

Commissioner Amanda Fritz’s office didn’t immediately respond to a call.

Wheeler said he’s committed to collaborating with all members of the council on the budget.

“Commissioner Hardesty and I are more aligned on our budget process than divided,” he said.

The mayor’s previous two budgets have passed with unanimous votes.