

## Ward 6 Staff



Steve Kozachik



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# Ward 6 - Newsletter

## Tucson First

March 19, 2014

### Prop 409 Update

At virtually every neighborhood association meeting I attend, I'm asked about the status of our road repair effort. We're just ending the first fiscal year's worth of those Bond dollars, so the questions are totally legit.

The voters approved \$20M per year for 5 years – all dedicated to road repair. The major streets that will be addressed were all identified on the ballot. You can find them by going to the TDOT website under Departments on the City of Tucson's main page. We're investing 85% of each year's \$20M into the major streets, and the remaining 15% of each year's funds to residential roads. For the residential, there has been a citizens' committee working with staff to come up with the areas that'll get attention first. That's a work in progress, and if you have areas you'd like considered, please call us at the Ward office and we'll get them submitted to the committee.

There are multiple road treatments that are being considered, each addressing a different level of need on a given road. The strategy is to touch as many linear miles as we can, while at the same time taking care of significant safety issues along the way. With that in mind, the amount being allocated to total reconstruction is not the area in which we're investing the bulk of the money. To do so would significantly decrease the reach we want to achieve throughout the City. Here's a table that shows how the first \$20M is being spent during this fiscal year.

Fog Seal	Micro-Surface	Mill & Overlay	Reconstruct	Residential	Total
\$934,300	\$3,300,000	\$9,871,191	\$4,081,000	\$3,000,000	\$21,186,491
4.41%	15.58%	46.59%	19.26%	14.16%	100.00%

As you can see, nearly 1/2 of the money is doing the middle of the road level repairs. I agree with that approach as it will result in extending the life of the roadways out by several years without the need to go in and totally tear them up. We'll get more bang for your buck by doing it this way.

You'll be hearing more about the whole topic of road repair funding. These Bond dollars will not take care of the issue within the City. There's talk about a gas tax increase, and the idea I raised a couple of years ago related to repurposing some of the existing RTA tax money to road repair seems to be finally getting some consideration. More to come.

### Grant Road Widening – Campbell/Grant

The Grant Road citizen's task force, working with staff and our consultant team, has identified an alignment for the eventual widening of Grant Road. On Tuesday we approved what's called a 'protective buy' related to property on the SE corner of Campbell and Grant. It's protective because what it does is prevent significant development on that parcel that the City would later have to go in, demolish and make the developer whole for –





### Important Phone Numbers

#### Tucson Police Department

911 or 791-4444  
nonemergency

#### Mayor & Council Comment Line

791-4700

#### Neighborhood Resources

791-4605

#### Park Wise

791-5071

#### Water Issues

791-3242

#### Pima County Animal Control

243-5900

#### Street Maintenance 791-3154

#### Planning and Development Services 791-5550

#### Southwest Gas

889-1888

#### Gas Emergency/ Gas Leaks

889-1888

#### West Nile Virus

#### Hotline

243-7999

#### Environment

#### Service

791-3171

#### Graffiti Removal

792-2489

#### AZ Game & Fish

628-5376

## Continued: A Message From Steve

including relocation –when the road project gets to that location.

The photo on the previous page shows the intersection. The existing Walgreens and Bookman's are the white images shown in the lower right hand corner. When the road project gets to this segment, it will take out all of the parking on the north of the buildings and a large portion of what's now the vacant Walgreens. What we approved was the City purchase of the areas that'll eventually be taken by the widening, allowing the owner to build on what's left. We won't have to pay for any relocation or demo costs later on.

We're paying in the approximate \$2M range for the parcel. The appraised value was closer to \$4+M. The reason we are paying less is that the owner will have use of the buildings for the about 7 years it'll take for the project to reach this segment. During that time he can lease the space to new tenants, receive income from that lease, and eventually pay for the demo of the building he's now going to use. What he cannot do is build a more intensive project on that site that'll later have to be torn down. What was being considered had an estimated value of around \$6M – so we'll save money, keep the space activated and likely see a project that's more compatible with the surrounding neighborhood than what might have otherwise occurred.

The discussions as to overlays and intensity of long term development is still on-going, not only for this intersection, but for the whole corridor. What we did on Tuesday is unrelated to that – it's only addressing what could be done under existing zoning on that specific site, and preventing us from having to pay to move it later on.

#### Budget

Yesterday's Mayor and Council item was only a partial update on where we're headed budgetarily. Staff didn't have a complete update on revenues we expect from the State, and also hadn't had a chance to review the options we'll be considering with respect to employee medical coverage. Those are big dollar items, so it's best that we delayed those talks until they're ready. We've scheduled a special 'budget only' study session for next Tuesday @ 4:30pm.

What we did review was where some of our non-general fund departments are headed. Those included Highway User Revenue Fund (HURF), Environmental Services, our Self-Insurance Fund, and Parkwise.

The HURF is our gas tax money. It'll never get back to what it used to be, for multiple reasons. For one, we drive more fuel efficient cars, are driving less total miles, and the State has reduced our allocation. We hope to see about a \$3M bump in the right direction this year from the State, but that's far from what we used to have. To control costs that department will be holding 15-20 vacant positions open. I wanted to assure that those vacancies are not in areas that will impact the efficient use of our Prop 409 Bond dollars. I was told that they will not.

Environmental Services will also lose some workers. The County bailed out of the Household Hazardous Waste program, so we're both losing some revenues that we used to get from them, and we're cutting back a few FTEs from that program. We are not proposing any fee increases for waste/recycle collection, but our revenues are projected to be flat for several years, so cost controls will continue to be a big deal for the E.S. management team. I encouraged staff from E.S. to consider either strategies to capture more market share, or get out of some functions we're losing money on.

Self-Insuring is how we pay liabilities, workers comp, and other insurance related costs. Our reserve fund is in deficit so we have been adding the costs of court settlements onto property tax assessments. Our Self-Insurance Board of Trustees has continually recommended that we allocate money into our reserve fund so the impact to property taxes is diminished. I support that and hope to see some mention of it in the City Manager's proposed budget when he issues it in a few weeks.

Finally, Parkwise – the City parking program. Their revenues were up, primarily from increased usage of the downtown garages we own. Parkwise is projecting increases from those sources for the next five years. That's probably a valid projection.



### Important Phone Numbers

Senator John  
McCain (R)  
520-670-6334

Senator Jeff  
Flake (R)  
520-575-8633

Congressman  
Ron Barber (D)  
(2<sup>nd</sup> District)  
520-881-3588

Congressman  
Raul Grijalva (D)  
(3<sup>rd</sup> District)  
520-622-6788

Governor Janice  
Brewer (R)  
Governor of Arizona  
602-542-4331

Toll free:  
1-800-253-0883

State Legislators

Toll Free  
Telephone:  
1-800-352-8404

Internet:  
[www.azleg.gov](http://www.azleg.gov)

Mayor Jonathan  
Rothschild  
791-4201

City Infoguide  
[http://  
cms3.tucsonaz.gov/  
infoguide](http://cms3.tucsonaz.gov/infoguide)

The revenues they receive from parking fines is about \$700K annually. That's about 15% of their total revenue. The level of fines you pay when overstaying a meter or parking too close to a hydrant is, in my opinion, excessive. But what you need to realize is that the State takes about 50% of what you pay. The Courts (for a processing fee) and the County each get a little, too. The City gets about a third of the total bill. I'm working with Council Member Cunningham to bring that issue back for a look, even though it'll have a negative impact on the PW budget. I don't think parking fines should be considered a revenue stream for balancing our fiscal situation. Fine to have them cover our legitimate costs, but not as bounties to pay for other general fund needs.

Parkwise is also projecting increased revenues from adding parking meters along 4<sup>th</sup> Avenue and Congress. For reasons that will be more clear after the next section of the newsletter, I suggested to staff that their projections need to be moderated. We will have to make adjustments in present thinking as it relates to how many meters will go in, and the sanctity of on-street automobile parking. That's largely due to the Streetcar.

#### Streetcar

We have 4 of the eventual 8 streetcars in town and currently undergoing testing. One car is done. Staff says that we should get the next two cars here by the end of this month, and the last two by May. I don't believe Oregon Ironworks will make that schedule – only because they haven't made any of their previous time commitments. But, maybe they're on a roll now and will surprise me.

Assuming that they do get them here, it's not likely that all eight will be through testing by our projected revenue date of July 25<sup>th</sup>. Staff is petitioning the FTA to allow us to start operating on that date even if we don't have all 8 cars through their testing period. As a part of that petition, we're proposing to the Feds two different scenarios for starting to operate with a partial system. One assumes we'll have five operating cars and one spare, and the other assumes six operating cars and one spare. In the first scenario we'd be running at 13 minute wait times during peak hours. In the second option we'd be hitting 10 minute headways during those hours. In both cases the off-peak headways would be 20 minutes. What the FTA has to determine is whether or not they'll allow us to run with fewer than six operating cars and 2 spares. They also have to agree to the 13 minute headway in the first option. We should know in the next month or so.

I think there's more for staff to look at though. Consider these photos:



Each of them I took last week during a ride I took with Amy, Michael Keith from the Downtown Tucson Partnership and Kylie Walzak from the Living Streets Alliance. They show pinch points that are common along the route. And they show the need for staff to consider a couple of things as they relate to both headways on the streetcar, and parking/meters for Parkwise.

The upper images are along both 2<sup>nd</sup> Street on campus, and along University Blvd. If a bike rider is ahead of the streetcar in either location, there is no room for the streetcar to pass. That could impact headway times. The image below is on Broadway. It shows a clear pinch point on Broadway where bikes are pushed out into the



outlined area is what we annexed. It contains the proposed retail development.

If it gets done as planned, this annexation and development will be very good for the community, and for that part of town. The Vail residents will also be able to take advantage of shopping opportunities they don't have now. What will be needed to make it work is an RTA road project (not funded by the City of Tucson) to enhance transit through the area, and some additional build-out of road capacity (by the developer) to make the retail component accessible. I was assured by our staff that each of those elements is embedded in the language of the current agreement. Not as clearly as I'd like to see, but they're on record as having committed to a few things that are important:

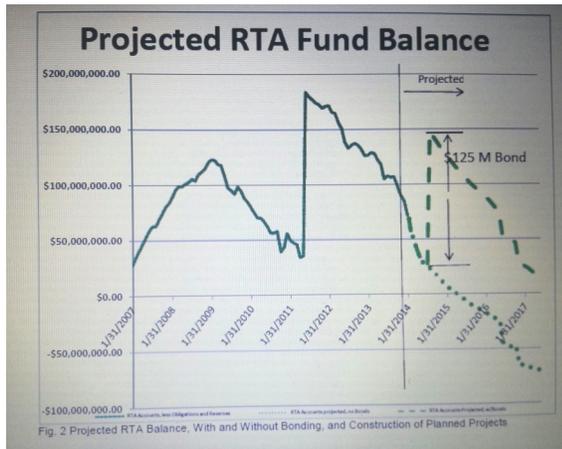
The City will not take on financial costs to build out any portion of the roadway, regardless of whether it is designed to run north or south of the proposed development. The RTA will be the lead agency on the project.

The City will dedicate impact fees to the project, but if they don't cover the costs associated with the needed travel improvements, the developer will pay the excess.

The County bought land to the west of the proposed project (with your tax dollars). It was purchased as a set aside because of the approach/departure corridor needed for DM. If the RTA builds a roadway element that bisects that land, the City will not have to compensate the County for the buffer they purchased with the Bond dollars.

If we dedicate impact fees to provide access to a retail development, we're not going to be drawn into litigation that challenges that use for what is primarily a private benefit.

We're doing these smallish annexations, and if this one works out, it'll help us from a tax revenue standpoint. There's no indication as to when the build-out will take place – the project has been tied up for political and legal reasons, so prospects are sitting on the sidelines waiting for the dust to settle – but we're hopeful that things will now move smoothly. My desire is to be careful about how the RTA is involved and what obligations will flow to us with their revenues tanking. Here's a chart demonstrating that:



As you can see, they're already planning on selling another \$125M in bonds just keep current projects moving along. The City cannot put itself in the position of covering costs that the RTA can't.

### Tesla

You've likely seen that we're being considered for the relocation of a major manufacturing plant by Tesla.

They make batteries for electric vehicles, and are also involved with space exploration. Both are a perfect fit for our area.

This can be a great news item if the relevant players jump on it. We can't afford another Huntsville/Raytheon miss. We have an opportunity though, and this is what I'd like to see regional leadership do.



The City, County, TREO, UA Tech Park, Port of Tucson, Offshore Group and the various chambers of commerce should lead the way / very openly and in a way that the Tesla management group can see from their home offices in the Bay Area that Tucson is serious about this. While those groups are working together – together – to put deal points in place, I'd like to see a major press conference that sends the message that we have inter-jurisdictional/public/private support for bringing the manufacturing plant here. A part of that could also be the auto dealerships lobbying the State to rescind, or at least create a legislative carve-out for Tesla, of the prohibition against manufactures from selling directly to customers. It could cinch the deal.

We're in competition with other States, and other areas within Arizona. But the company belongs here in Tucson. When Raytheon decided to go to Huntsville, they were wooed by the Alabama Governor, local pols, and private sector representatives. We can and should do the same right now. The argument that we have to do this behind closed doors may be true of cutting the actual deal points, but those who claim that they can't even comment on the potential due to 'confidentiality' reasons are out to lunch. Tesla has announced that we're a prospect. Quiet prospecting has a short, if existent resume in this region. Quick – name some major companies who have come here with us having used that tactic.

Come on TREO, City, County and you others. Call the press conference and the media will flock to it. Working in conjunction, and not in competition worrying about who gets credit has to be our new regional model.

#### **AC Tucson Hotel**

We approved for third party financial analysis a proposed new downtown hotel. When I was first elected in 2009, the then-M&C were considering a \$200M convention center hotel that would have had the City back-stop the bonding needed to build it. We stopped that deal.

This proposal is fundamentally different. The \$45M project has over \$30M of private money invested, with the bulk of the rest coming from statutorily appropriate incentives. Those incentives are based on the value of the project in terms of tax revenues it will generate, plus jobs it will create. It is the assessment of the financials that we voted to put out for the third party analysis.

The project is going to be a 6 to 8 story structure that will include retail, parking and the hotel. Unlike the 2009 hotel, this one will have price points that match more closely the Tucson market. There will be in the range of 150 rooms.

Another great element of this project is that it's using local talent for both the architectural design and the construction. FORS Architecture, Norris Design. Lloyd Construction and Swaim and Associates make up the A/E – building team. I'm very much expecting this to be another downtown success story. Also, Rio Nuevo is funding the garage portion of the project. That will give them the opportunity to tell the State Legislature that they've issued a Notice to Proceed on a downtown hotel and thereby free themselves from the constraints the legislature placed on their spending back in 2009. It's all positive movement that will help our economy, and will continue the momentum we've seen in the past few years in the downtown core.

#### **Dogs vs. Cats**

Last week I included a cartoon that one could read as my preferring cats to dogs. Cats are cuddly and all that, but let me clear that record:



### And ASU

I also let in the ASU logo last week, so let me also clear that up:



Ok, on with the rest of the newsletter...

### Charter Change Committee

The City Charter is the document that lays out how we as a governing body are to do our business. Among other things, it generally spells out that we have a strong manager form of government, what our respective roles are, our salaries and who hires/fires whom. The Council voted on Tuesday to set up a citizen's committee to begin looking into changes to our City Charter. I voted against it. I don't hear any large outpouring of interest in making changes in how our Charter is framed, and the voting history of proposed changes is abysmal.

A Blue-Ribbon committee was formed back in 2001 to look at possible changes to our Charter. It consisted of 15 citizens and over the course of about a year they put together some proposals. Eventually, the M&C voted to table what they proposed. Beyond that, since 1990 multiple individual recommendations to change parts of our Charter have been proposed. They've involved salary increases, redistricting committees, the civil service status of employees, non-partisan Ward elections, and those sorts of things. Not a single one has passed this century. If it were free to put things on the ballot, and if getting them there didn't take peoples' time and effort, then maybe. But I don't see any compelling need to start that process, looking for changes that very few people are clamoring to see. It will take considerable staff time that I'd prefer to see invested elsewhere.

But – we'll form the committee and start the ball rolling.

### Vehicle Impoundments



I also voted in the minority on this one, although I understand the intent.

If you don't want this to happen to you, then don't drive with a suspended license, drive if you've never been issued a license, get arrested for extreme DUI or those sorts of things. By State law, the police are required to tow and impound your vehicle if they catch you under those types of circumstances.

When that happens, we're required to hold your vehicle for 30 days. There are some circumstances under which you can petition to have your car released sooner, but generally that's a heavy lift. In order to get your car out of impoundment, you'll have to pay some stiff fees. They can total up to close to \$500. The bulk of that money goes to the towing service that has held your car. The City takes \$150 for TPD's administrative fees. The City sends people a letter advising them that their car is subject to being sold. I feel we should be being more proactive in trying to work out a solution with the people than just sending a registered letter.

A few years ago the County entered into an arrangement with their towing service through which they'll auction off the vehicles that are not reclaimed from impoundment and split the cash. They can auction the cars if they haven't been picked up within 10 days of the available release date. The City's towing service can also sell the vehicles, but we don't split the sales price. On Tuesday the M&C voted to look into us starting an arrangement similar to that which the County is doing. It's a revenue issue, which is the 'intent' that I understand.

In my gut, voting for that didn't feel right. I suspect that the people least able to pay the fees to reclaim their

cars are the ones who are letting them go. Someone who has the \$500 is likely able to pay the past tickets and other charges needed to get the car released. It felt like selling off a car from somebody who simply didn't have the financial capacity to get their car out of impound. My preference would have been to allow them to pay the daily costs of keeping it in the impound yard until they had their act otherwise together (paid fines, gotten a revoked license renewed, etc) and then turn their auto back to them after they paid the normal fines that had accrued. Yes, we need the money, but just as I noted with respect to the parking fines, not all sources of revenue need to be exploited.

### Stacie Eichinger / Beads of Courage

Want to go for a walk? Sort of like this – for 3,800 miles, across 15 States, visiting 21 hospitals and touching the lives of hundreds of kids? That's what home town hero Stacie Eichinger did for the Beads of Courage project.



The contraption you see her pushing was carrying both her living essentials, and also beads that were serving as signs of hope for the many children she met along the way. Beads of Courage is a local non-profit that is dedicated to offering support to kids who are going through serious health issues. They deliver the beads to the young folks as a way of showing them that there are people willing to come alongside them during their time of illness. I know from having spoken with Stacie that the experience of living alone on the roadside for 9 months was exhilarating, but the opportunity to look into the faces of the kids and know that she had made a difference was what made the sacrifice worth the effort. It's about arts in medicine, and the healing power that can bring.



Beads of Courage is located in the Metal Arts Village @ 3230 N. Dodge. Stop in and see how you can do your part. You don't have to walk from the Pacific to the Atlantic Ocean in order to touch a life.

### Dogs, Regulators, Legislators and Conflicts of Interest

If the State Health Department was being funded by restaurants, their inspections would probably be pretty light on the white glove tests.

In fact, the Arizona Department of Racing is funded in large part by the racing industry. So it'll come as no shock that they don't request what are called Disposition Reports or Track Logs that show the condition ('disposition') of each dog that leaves Tucson Greyhound Park. To do so would mean that the reports would become public domain – and then we'd all see the data on how the animals are treated out there when their careers end.

But the conditions in which the dogs are kept and raced are not being followed up on either. Here's the racing history of the 4 year old that was killed out there a week ago Friday:

<http://www.tucsonaz.gov/files/ward6/3-19-14NLRacingHistOfLNB-NightMare.pdf>

They ran her into the ground – and that's normal. They're just a commodity.

Now comes the State Legislature again. Senators Pierce and Shooter are pushing a bill that would put the entire responsibility for the welfare of the animals under the control of the Dept. of Racing. Here's the relevant language from SB1282:

### Farcus

by David Waisglass  
Gordon Coulthart



**"What conflict of interest?!  
I work here in my spare time."**

5-101.01. Arizona department of racing; preemption; director;  
 11 qualifications; term; deputy director; conflict of  
 12 interest

13 A. There is established an Arizona department of racing. THE

14 LEGISLATURE FINDS AND DETERMINES THAT HORSE AND DOG RACING IS A MATTER OF

15 STATEWIDE CONCERN AND THAT THIS CHAPTER, ANY RULES ADOPTED BY THE RACING

16 COMMISSION AND ANY ADMINISTRATIVE ACTIONS TAKEN BY THE ARIZONA DEPARTMENT OF

17 RACING, THE DIRECTOR OF THE ARIZONA DEPARTMENT OF RACING OR THE RACING

18 COMMISSION PREEMPT ALL LOCAL LAWS AND ORDINANCES RELATING TO HORSE AND DOG

19 RACING.

Their goal is to pre-empt people like me from advocating for things such as the steroid ban we passed last year. It's also to simply put the issue of animal welfare out at the Tucson Greyhound Park to rest since ruffling the feathers of their gaming industry supporters is inconvenient.

There are far too many people in this community and throughout the State who care about how the dogs are treated at TGP for Pierce, Shooter and the bureaucrats in the ADOR to be able to shut down the conversation with this bill. I have begun an exchange with Bill Walsh, head of the ADOR in which I've asked that he begin to receive every Disposition Report and Track Log from TGP. I have also asked that Pima Animal Care Center request the forms. PACC is the local oversight agency. Here's the enabling legislation related to those reports:

**TITLE 19. ALCOHOL, HORSE AND DOG RACING, LOTTERY, AND GAMING**

CHAPTER 2. ARIZONA RACING COMMISSION

R19-2-329. Disposition of Greyhounds

A. Racing kennels, breeding farms, or other operations shall maintain a log as to the disposition of individually registered greyhounds at the end of their breeding, racing, or nonracing careers. The log shall include:

1. The name of each greyhound,
2. Left and right ear tattoo numbers or other permanent identification acceptable to the National Greyhound Association,
3. The names of owners or lessees,
- 4. Date career ended and reason why, and**
- 5. Destination.**

Neither ADOR nor PACC request logs or disposition reports and therefore the final resting place of the dogs is not public record.

Shining some light on how the place is run will either validate what the City of South Tucson reported last week (all's well) or it'll validate what multiple sources from inside the park and the greyhound racing industry have known for years; that is, it's a slimy industry and needs to be shut down, for the welfare of the animals.

The state of Florida released reports last month that show that a racing greyhound dies every three days in the Sunshine state. In total, at least 95 greyhounds have died in Florida since May 31 of 2013, including dogs that died from catastrophic injuries, illnesses, and suspected heat stroke.

And finally, I've mentioned the "Hardship Tax Credit" that you're paying to keep Tucson Greyhound Park operating. Here's how much you've put into their coffers since 1998:

1998	\$ 368,307	2007	320,798
1999	361,829	2008	217,037
2000	493,225	2009	232,750
2001	563,496	2010	371,807
2002	499,742	2011	472,604
2003	450,159	2012	488,582
2004	364,234	2013	<u>321,791</u>
2005	418,883		
2006	443,259	TOTAL	\$ 6,388,503

CPS or public education could have used that \$6M. Last week Colorado banned Greyhound racing in their State. Arizona is only one of 7 States that still put up with live racing.

Sincerely,



Steve Kozachik  
Council Member, Ward 6  
[ward6@tucsonaz.gov](mailto:ward6@tucsonaz.gov)

## Events Calendar

What's happening this week in the Downtown, 4<sup>th</sup> Avenue, and Main Gate areas . . .

### **4th Avenue Spring Street Fair**

March 21, 2014 - March 23, 2014

Event Location: 316 N. Fourth Ave., Tucson, AZ 85705

<http://www.fourthavenue.org/fairs/general-information/>

**The Blenman-Elm 2014 Home Tour** is scheduled for **Sunday, March 30th**, 12:30 to 5:00 pm. Tickets are \$10 each and will go on sale at Grace St. Paul's Episcopal Church, 2331 E Adams Street at 12:15pm. The ticket price includes a \$1 donation to EMERGE!

### **A Garden Tour through Sam Hughes National Historic District**

Presented by Sam Hughes Neighborhood Association on **Sunday, April 6, 2014**, 10:00 AM – 4:00 PM.

Tickets are \$10 per adult. Children are free when accompanied by a paying adult. Sam Hughes Neighborhood Association Members tickets are FREE! Get tickets the day of the tour at Sam Hughes Elementary

School, inner courtyard, 700 N Wilson Ave (between E. 3rd St and E. 4th St). Tickets will be available from 10 am - 1:30 pm.

## Ongoing . . . .

**Fox Theatre**, 17 W. Congress St.

[www.FoxTucsonTheatre.org](http://www.FoxTucsonTheatre.org)

**Rialto Theatre**, 318 E. Congress St.

<http://www.rialtotheatre.com/>

**Hotel Congress**, 311 E. Congress St.

<http://hotelcongress.com/>

**Loft Cinema**, 3233 E. Speedway

[www.loftcinema.com/](http://www.loftcinema.com/)

**Tucson Museum of Art**, 140 N. Main Ave.

[www.TucsonMuseumofArt.org](http://www.TucsonMuseumofArt.org)

**Jewish History Museum**, 564 S. Stone Ave.

The Jewish History Museum presents "Cowboys, Merchants, Miners, & Booze," an exhibit that celebrates the lives of Tucson's Jewish pioneers.

[www.jewishhistorymuseum.org](http://www.jewishhistorymuseum.org)

**Children's Museum Tucson**, 200 S. 6<sup>th</sup> Ave.

Tuesday - Friday: 9:00am - 5:00pm; Saturdays &amp; Sundays: 10:00am - 5:00pm

[www.childrensmuseumtucson.org](http://www.childrensmuseumtucson.org)**Arizona State Museum**, 1013 E. University Blvd

November 9, 2013, through July 2015 Curtis Reframed: The Arizona Portfolios

[www.statemuseum.arizona.edu](http://www.statemuseum.arizona.edu)**UA Mineral Museum**, 1601 E University Blvd

Ongoing "100 Years of Arizona's Best: The Minerals that Made the State"

**Southern Arizona Transportation Museum**, 414 N Toole Ave.

Explore regional transportation history, and see a freight trains passing by, or ring the locomotive bell at the Southern Arizona Transportation Museum every Saturday, year round.

Tuesday – Thursday, Sunday: 1100am - 3:00pm; Friday &amp; Saturdays: 10:00am - 4:00pm

<http://www.tucsonhistoricdepot.org/>**Sacred Machine Museum & Curiosity Shop**, 245 E Congress St<http://sacredmachine.com/>**Meet Me at Maynards**

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Hotel Congress

Check-in begins at 5:15pm.

[www.MeetMeatMaynards.com](http://www.MeetMeatMaynards.com)**Butterfly Magic at the Gardens**

2150 N. Alvernon Way, Tucson, AZ 85712

February 10, 2014 - April 30, 2014

<http://www.tucsonbotanical.org/>**For other events in the Downtown/4<sup>th</sup> Avenue/Main Gate area, visit these sites:**[www.MainGateSquare.com](http://www.MainGateSquare.com)[www.FourthAvenue.org](http://www.FourthAvenue.org)[www.DowntownTucson.org](http://www.DowntownTucson.org)

# Tucson Water invites you to

**“What You Always Wanted to Know About Water\* ...”**

**April 1 • April 17  
April 24 • April 30**

6 pm Doors Open  
6:15 pm Presentation Starts

**MEET EXPERTS • ASK QUESTIONS  
LIGHT REFRESHMENTS**

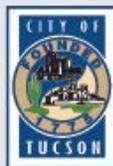


Celebrate *Water Awareness Month* & learn more about water! Do we have enough water for the future? How is Tucson Water keeping water safe & secure? Why do water rates go up? What does it cost to deliver water to your tap? Is Tucson Water investing in improvements & technology?

**Four sessions/same content at four different locations**

Tuesday, April 1, 2014 6 pm – 7:30 pm	Thursday, April 17, 2014 6 pm – 7:30 pm	Thursday, April 24, 2014 6 pm – 7:30 pm	Wednesday, April 30, 2014 6 pm – 7:30 pm
Ward 1 Councilor Regina Romero	Vice Mayor & Ward 4 Councilor Shirley C. Scott	Ward 3 Councilor Karin Uhlich	Ward 6 Councilor Steve Kozachik
Pima County Housing Center 801 W. Congress	Clements Center Multi-Purpose Rm 8155 E. Poinciana Drive	Ward 3 Office 1510 E. Grant Road	Ward 6 Office 3202 E. 1st Street
More info: 791-4040	More info: 791-3199	More info: 791-4711	More info: 791-4601

*\*but were afraid to ask.*



(520) 791-4331  
(800) 598-6445  
(520) 791-2639 TDD



tucsonaz.gov/  
water



youtube.com/  
tucsonwater

Bring your TEP account number to the Ward 6 Water Night on April 30th and leave with native, drought-adapted trees for your home for only \$5 each, courtesy of **Trees for Tucson!**