

Ward 6 Staff



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Ward 6 - Newsletter

Tucson First

April 24, 2013

Broadway Project



The Broadway Citizen's Task Force continues to plow through a mountain of information being presented to them by staff from the City, RTA, Citizen's Accountability for Regional Transportation committee (CART) and outside groups and consultants. My hat goes off to them for assimilating all that they're being given.

What would be helpful is if all of what they were being told was factual. In the most recent two meetings, that has not always been the case.

Briefly – there was the claim from both a member of the CTF and from a speaker that there is a motive afoot to try to “kill the project”. I spoke to the CTF several months ago and specifically said that nobody was trying to kill the project. What many of us are trying to do is to make it a better project, one that meets travel needs based on current projections, alternate modes, changes in driving trends, living habits and wrapped up in that, giving consideration to the land use adjacent to the corridor. The City Council representing the Lead Agency (the City) empowered the CTF to determine a design that preserved the functionality of the roadway and adjacent land, and to do so using the EPA Guide to Sustainability metrics for defining that term (“functionality”). That's not trying to do away with the project – it's asking for some critical thinking that will yield a better result for the whole community, taxpayers and nearby neighbors and businesses.

Last week another statement was made that was simply factually wrong. It was stated that the term “substantial change” is not clearly defined; that is, the RTA is wrestling with how to apply that term to possible changes in the design made by the CTF. It was also stated that if there were a “substantial change” to the Broadway project, it would have to go back to the voters for approval. The fact is that the term “substantial” is very clearly defined by Statute, and the statement that the voters have to approve some level of change **for each project** is false.

Section 48-5309 of the enabling statute for the RTA says:

1. The regional transportation plan may not be amended to add or delete an element or substantially change an element without prior approval of the electorate... Then, “substantial change” is defined as “based on data in the



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

transportation improvement program, results in one or more of the following conditions”:

The language then describes present worth expenditures that exceed estimated revenues available to the plan (no problem – they can float more bonds to cover costs / and they have) but then this statement:

2. An estimated cost to complete one or more elements of the regional transportation plan that exceeds the expenditure limitations of the plan by the following or greater percentages:

a) ten percent for a single element of the plan

b) Fifteen percent for any two elements of the plan

c) Twenty percent for three or more elements of the plan

So, what’s an “element”? Here’s how they appeared on the ballot and are still defined on the RTA web site:

The plan has the following main components:

- ◆ **Roadway Improvement Element**
 - ◆ RTA funding: \$1.2 billion
 - ◆ Other funding: \$334 million
- ◆ **Safety Element**
 - ◆ RTA funding: \$180 million
- ◆ **Environmental and Economic Vitality Element**
 - ◆ RTA funding: \$115 million
- ◆ **Transit Element**
 - ◆ RTA funding: \$534 million
 - ◆ Other funding: \$75 million

The Broadway project is one of several that are contained under the “Roadway Improvement **Element.**” That carries a \$1.2B cost. The language does not say that each ‘project’ must come in under the costs, but that the costs are looked at under the wider umbrella of each “element.” While one could make the case that based on current engineering estimates, the Roadway element exceeds the 10% threshold for going back to the voters, that’s not the goal of those of us trying to work towards a design that preserves homes, businesses and in fact enhances the experience of travelling through that segment of the Broadway corridor.

CART member Bob Cook shared some thoughts at the last CTF meeting. Here’s a little of what he had to offer:

The 2006 RTA Plan is essentially a plan to increase the regional capacity for safe modes of mobility. While economic and political constraints did limit acceptable RTA projects to correcting deficiencies in the existing system, PAG and regional jurisdictions in 2006 were anticipating high future growth, up to 50% increase in population near the end of



**Important
Phone Numbers**

Senator John
McCain (R)
520-670-6334

Senator Jeff
Flake (R)
520-575-8633

Congressman
Ron Barber (D)
(2nd District)
520-881-3588

Congressman
Raul Grijalva (D)
(3th 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

Mayor Jonathan
Rothschild
791-4201

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

the Plan period. One RTA campaign piece warned voters that a 550% increase in vehicular congestion would result if the Plan did not pass.

Needless to say, this and many of the original assumptions did not play out and most probably will never play out, in particular driving behavior due to high vehicle fuel costs indefinitely. Indeed, we have observed significant changes in travel mode preferences as well as population growth rates. Walking, biking, car sharing, and bus ridership have all increased much more than proportionally and population movement to urban centers has been significant.

Interpretation of the voter will as expressed in the 2006 election results therefore should come down to implementation of "equivalent functionality". This means that what we plan and build for the Broadway Corridor Project, as well as any RTA project for that matter, should reflect the ballot plan in terms of equivalent "trips" summed over all modes rather than simply car lane capacity. Bob Cook CART

And so we're back to functionality and who is responsible for designing the corridor within the meaning and intent of that phrase. The City is the Lead Agency. The M&C voted 7-0 to empower the CTF to design to the criteria noted above. We have that authority according to the terms of the Regional Transportation Plan. It states:

"the lead agency will be responsible for all aspects of project implementation, including but not limited to: planning, project management, risk management, design, right of way acquisition and construction": Based on comments made by the RTA representative last Thursday, they're still of the opinion that that language gives them the ability to design, or at least exercise the final determination as to whether or not the lead agency designed to their preferences, even to the point of withholding RTA money from the City (or other jurisdiction) if they don't like the design the CTF presents, and M&C approve.

I continue to believe that we'll get to a good result in this project, but having to backpedal week after week is both a waste of time for those involved, and confusing to the CTF members. One of them urged his fellow CTF members to simply design according to what they believe is the best way to achieve a functional destination and not try to design to some perceived desire of the RTA or City planners. I agree with that. The City has given them that authority. To lap the track month after month with people who have been given a standing opportunity to address the CTF is getting old. I applaud those who join me in exercising self control while sitting and listening to misstatements.

It kind of feels like this...



SELF CONTROL

Parking Rates / Merchant Association

One more area in which peoples' patience has been tested is the construction impact on merchants along the Streetcar route. Below is a letter written from the Downtown Merchants Association in thanks to Parkwise Director Donovan Durband, and DTP CEO Michael Keith for their inclusive approach to addressing the issue of parking fees in the downtown core.

Just as the Downtown Merchant's Association expresses concern and frustration at times with the progress and process of developing downtown, we feel it is important to share our appreciation and optimism when things go right. The recent decision by the Parkwise Commission to delay parking meter increases after seeking merchant input is an excellent example of something done right. Parking is an ongoing battle in our ability to drive traffic to our businesses downtown and at this critical juncture in the redevelopment we need to limit obstacles, and a parking increase at this time seemed like another obstacle.

Donovan Durband needs to be commended for his work, actively serving as a liaison with our group and attending multiple merchants meetings to clarify his position and trying to integrate our concerns. It was a very welcome and clear example of how cooperative efforts can yield reasoned outcomes. Michael Keith also championed the merchants' cause while balancing the needs and immediate budget pressures of Parkwise with the immediate budget pressures of businesses downtown.

We are deeply appreciative of the efforts made by the Parkwise Commission in asking for further merchant input and working with our Merchant's Council and the DTP to create a more inclusive process regarding parking fees and planning for Downtown. It is a refreshing change from the cycle of urgent reaction and crisis management that has been a part of all of our interactions within the past few years with issues affecting our downtown.

The merchants see this as a step toward an inclusive, cooperative, progress-focused future where all stakeholders can move forward together to create the vibrant, successful downtown that all Tucsonans deserve. While it may be only an initial step in a long process toward a downtown that functions as well internally as it looks to the outside world, please know that it matters to us, and we will work to create an environment where this is the norm.

The M&C will soon be reconsidering the terms of the DTP Enhanced Services Agreement. This delay in parking rate increases for a year is just the most recent example of how they play an effective advocacy role on behalf of the downtown businesses in a way that would be lost if the function were absorbed into the City bureaucracy.

Thanks to both of those guys for their willingness to work with the merchants, and thanks to the merchants for sharing the pain as the Streetcar construction has gone on for too long.

More Broadway...

This Saturday, the Broadmoor Neighborhood is hosting a trek that will highlight the many great small businesses, neighborhood parks and other destinations near to Broadway.

They'll gather at 5:30 in Malvern Plaza at the corner of Malvern St., on the south side of Arroyo Chico and head out from there as a group.

For months the Broadway CTF has been describing the area as a "destination". This walk is intended to demonstrate how true that really is. They'll walk the neighborhood, catch the landscaping the neighborhood has planted along the Treat Walkway, and head across Broadway to support the retail experience. You're invited – it's open to the community, not just to the Broadmoor neighborhood residents. They'd love to share their event with you.

Water Bond Refunding



This'll be brief or I'll have Kelly, Sylvia and Joyce (our finance gurus) calling me and correcting the message. In very brief terms, I wanted to share with you how the City investment people are constantly looking at our bond indebtedness for ways to refund some of them and resell them at lower interest rates – saving you money over time.

Since 1985 the City has been funding water infrastructure work with debt. As I noted last week, our Water department now has about 75% of its costs tied up in fixed debt instruments. That makes it hard to budget when we have a nearly equal amount of our revenues coming from the sale of water – not a stable funding source since we're conserving more and more every year.

On Tuesday we approved the refunding of up to \$75M in outstanding bond debt. Depending on the resale interest rates, we expect to save in the neighborhood of \$2.8M over the life of the issuances – money that benefits Tucson Water ratepayers.

We're often telling you how costs/rates/fees are increasing – this is one where I felt it was good for you to see that we've also got people looking out for the long term interests of our rate payers through this sort of financial exercise.

Hazard Mitigation Plan



On Tuesday we voted to join Pima County, the Pascua Yaqui Tribe, Marana, Oro Valley, and Sahuarita in a joint Hazard Mitigation Plan.

What it does is prepare us as a region for applying for Federal assistance when we suffer natural or man-made disasters.

Some examples of the sorts of conditions that will be eligible for funding assistance include disease, drought, flooding/flash flooding, severe wind, hazardous material incidents and wildfires. We've seen many of them in this region.

The Plan puts together risk assessments based on our history. They rank each of the possible types of incidents from negligible and unlikely up to highly likely and critical. For example, they've got Tucson listed as "highly likely" for severe wind, but "unlikely" for winter storms.

The Plan lays out mitigation strategies that include personnel and equipment, regulatory and building codes approaches to mitigating impacts of incidents and zoning sorts of approaches. In the end, the 150+ page document lets the Feds know that we as a region have taken steps to self-help, and that in so doing we're placing ourselves in line for Federal help in the event our efforts are overwhelmed by significant circumstances.

I note this, along with the item related to Bond refunding just to let you know that we're not asleep at the wheel when it comes to watching out for the types of issues you may not have in the front of your mind while going through your daily routines. When you hear on the news that some jurisdiction has applied for Federal Assistance following a hurricane for example, it means their governing body has done what we did on Tuesday in preparing to make ourselves eligible to even make the request.

Budget Progress

Let me frame the issue again:

From the results of Legislation coming from Phoenix, and our delaying principal payment on debt, we have \$4.8M unallocated in our proposed fy' 14 budget. The question is what to do with it.

Some unavoidable realities:

- a) We will pay \$4.2M in Deferred Retirement benefits at the end of 2015
- b) We will pay O&M on the Streetcar starting next year (+/- \$4M annually)
- c) We will pay the County for our involvement in the inter-agency communications program (+/- \$2M annually)
- d) We will pay Pension costs that may well increase before they decrease (based on investments/hiring, etc.)

And, we need to adopt some recruitment/retention strategies with respect to our compensation plan. Our employees deserve it, and we cannot continue to lose our newer workers after having invested in their training. A part of that will be to adopt a model of a merit

plan that we can afford in these new budget realities, but that offer an incentive to our employees to hang in there with the City.

By labor agreement, we are obligated to pay our public safety workers 95% of the midpoint of their peers' salaries from the Phoenix valley area. We are not at that level.

As you'll recall, our HR Director suggested a compensation proposal that would give .55 cents across the board to all workers at a cost of \$5.1M annually. We cannot afford that, either from the standpoint of it increasing everybody's base rate of pay forever, or from the standpoint of it increasing our pension structural problem by increasing the pensionable pay for people at the top end of each pay scale.

Last week I offered a counter-proposal that would cost \$900K, in essence giving people who are at the lowest quartile of their job categories raises based on length of service, stopping at seven years having been working for the City. Over the weekend, Kelly Gottschalk and I met to review her research into how that plan would impact workers. The short message is that it would have created imbalances in a bunch of job classifications where people who have been with the City for longer would be earning less than newer workers within the same classification. Simply put, what looked like a good idea on paper didn't pass the reality test. I owe a ton of thanks to Kelly for her work on this.

Instead, the Council moved to and adopted this motion:

To have HR and City Staff report back to M&C on current inequities in the compensation structure w/in 30 days (later extended to longer, if needed.)

To accept the HR Directors plan for compensation in terms of the .55 cent per hour adjustment, effective as soon as possible, but at least by January 1, 2014.

To have the HR Director work towards bringing a plan for an updated merit system for M&C review and direction (a merit plan is a 5% increase per individual based on performance evaluations.)

In addition, to have the HR Director work with Department Directors, City Employees, Employee Organizations and Labor Organizations in developing this new process.

I offered a substitute motion that would reduce frequencies on four regular and two express bus routes, and eliminate one express route – value \$2M / allocate \$272K of that to bringing our 911 operators up to market levels and the rest to go into a compensation increase that would be negotiated by our employees and staff. All of the remaining \$4.8M would go into reserves to pay for our obligations that are coming in the next couple of years.

My motion did not get any support – M&C passed the .55 cent increase with the other parts of the motion also intact. Our Finance Director said that she could not support that plan due

to what we know is coming. I expressed concern that this will result in furloughs in the next couple of years. I hope I'm wrong – time will tell.

You'll get your chance to weigh in during public hearings scheduled for May 21st.

Transit / Budget Related

A part of what we have to do is to consider ways to control costs related to all of our operating obligations. One of those is transit. We have the Streetcar coming and I shared with M&C that I would support a proposal we were given to reduce weekday frequencies during certain hours and save in the \$300K range. In addition, as I noted above, we were given a proposal to reduce frequencies on some Sun Tran routes that would save about \$2M annually. With the cost of operations escalating along with the price of fuel and the age of our fleet, we need to be willing to look at those sorts of items.

Council wasn't willing to go there, pending the results of a comprehensive operations analysis that'll be done later this year – but hopefully we can agree in the coming months about a locked-in fare policy that is tied to an objective measurable metric. Data we were given showed that overall ridership is down, full fare ridership is up, and economy ridership is down. This is one of our core responsibilities (by Charter) and we have to manage it as efficiently as we can – just as we must do with Police, Fire and Parks (the other Charter driven core obligations that we have.)

Urban Stress Report

We had an update on the state of the region from the standpoint of employment, wages, housing, crime, education – the range of elements that go into the type of community in which we live. It's all on line if you'd like to go through it. I'm just going to pull out a couple of points that particularly caught my eye.

There's an urban myth that is being floated by the free-shotgun folks that we're living in an environment of increasingly crime ridden neighborhoods. The data show that for Part I crimes (the more severe ones) when you pull out petty larceny, the numbers are decreasing steadily since 2006. For Part II crimes (vagrancy, forgery, criminal damage, gambling, drugs – the not so high profile ones) the numbers are also significantly down in that time frame. Certainly we have to keep our police force staffed and trained, but we're not being overrun by criminals as some would have you believe. Call the Ward Office if you'd like us to help you set up a Neighborhood Watch program.

A couple of other data:

From census tract information, 21.3% of Tucsonans live below the poverty line, and the median income in the City is \$37K. But here's a key point – when you look at the demographic variables related to poverty, if you have less than a high school diploma, 31% of you are living below poverty. If all you have is a high school diploma, you account for another 21% of the data. The message is that education is so key for us as a City to focus on. I give high marks to the Mayor for his efforts in this area. And I'm grateful to the

TUSD Board members with whom I've had the chance to meet and talk about important issues related to what they're responsible for. Incoming companies want a skilled workforce. We're funding workforce development efforts through Job Path and other groups. Those are not to be ignored when we're talking about standard of living, economic development, and simply giving focus to the ways in which people in our community can advance themselves financially.

Pima Council on Aging

Last Saturday night, my bride and I were guests of Betsy Bolding and TEP at an event to recognize the great work in the community done by PCOA. Sadly, we were both old enough to be there...

The event was in honor of the service to the community provided by Linda Lohse and her family. It's a three-generation example of giving-back which now amounts to over \$31M in support of various causes throughout the region. On Saturday, that ethic was recognized by several hundred attendees.

PCOA is one such key service provider in Tucson. We baby-boomers are seeing the needs of our parents develop. PCOA is there to take on some of the work that we may otherwise be untrained or simply unable to provide. Examples are that they deliver food, drive folks to stores and medical appointments, offer elder rights advocacy, personal budgeting assistance, home repair assistance, help with living-wills, and a ton more. Jim Murphy and his Board and volunteers simply fill a breach that allows the elderly to live in their own homes for as long as is feasible. They've been doing it since 1967 when Marilyn Lupu began the work, and they're still at it.

If you'd like to see what they have to offer, visit their web site at pcoa.org. There's a place for you to help, or to receive help.

Green Sports Alliance

Last week I shared progress on the North End Zone project we're doing at Arizona Stadium. Following on the heels of that, this week it's fun to announce that the University of Arizona has been accepted as one of the newest members of the Green Sports Alliance, a national nonprofit organization whose goal it is to help sports teams, venues and leagues enhance environmental performance. There are 160 members in the GSA, and the UA is just one of nine Colleges or Universities to join. The Alliance brings together organizations and environmental experts in an effort to design improved environmental performance into athletic facilities and operations.

At Arizona Stadium, we've taken steps to be more eco-friendly. In 2010, new light fixtures were installed at the stadium to reduce light pollution by 75 percent. The same lighting went into the football practice field a year before that. The astronomy folks were very appreciative.

With respect to the North End Zone facility (Lowell-Stevens Football Facility) once com-

pleted, it will achieve at least LEED Silver status from the U.S. Green Building Council. We're also going to install synthetic turf at Arizona Stadium in place of natural grass. It will be the second major stadium in the country to install FieldTurf CoolPlay, which reduces on-field temperatures 15 to 20 degrees, while reducing the water consumption that was previously required to maintain hybrid Bermuda grass.

The UA's Hillenbrand Aquatic Center also has gone "green," using solar panels to generate hot water for the pool, and we have solar controls on entry gates at our softball facility. The UA has some very forward thinking designers who are keeping us at the forefront of what's available in green technology. Incorporating elements makes the design phase of our projects fresh and interesting.

Gun Buy Back Legislation, and more



Prior to my organizing the gun buy-back last January, people in the gun advocacy crowd said that it violated State law. Well, if it did, then it wouldn't have been necessary for the State to adopt new legislation to effectively stop any more events like that in the future. Last week, they did just that.

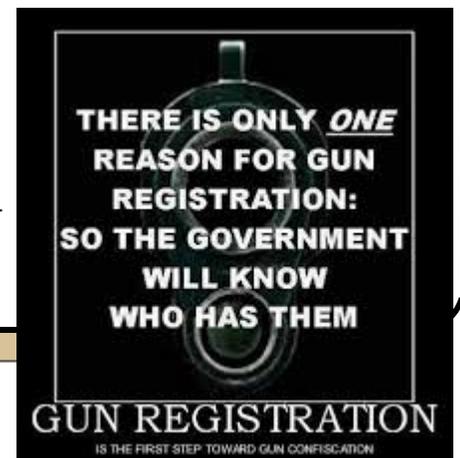
HB2455 is headed for the Governor's desk. It prohibits what they're calling "government-sponsored" destruction of seized or surrendered (that's the new language) firearms. Introduced by state Representative Brenda Barton (R), it will require any firearms forfeited to or confiscated by a law enforcement agency to be sold back into circulation to a Federally licensed firearms holder. They call it a budgetary move. It's nice to see that the State is once again showing concern for our fiscal woes down here in Tucson. Here are the winners in the dispute:



The losers are those who believe in the right of a person to dispose of his/her own private property in the manner that person sees fit. Guns trump that concept, at least in Arizona.

They weren't done, though. In a panic over the fear of confiscation, the State also passed HB2326.

This one would restrict the ability of any political subdivision from requiring or retaining a record in any form.



whether permanent or temporary, of any identifying information of a person who owns, possesses, purchases, sells or transfers a firearm.

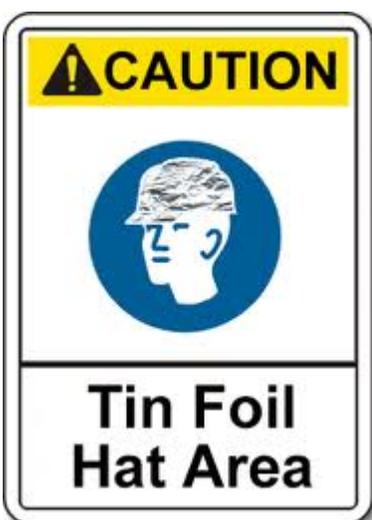
The Major Cities Chiefs of Police has issued a policy statement related to this issue. The short form version states that they ‘encourage mandatory reporting of all purchases, transfers and stolen firearms. This measure would assist law enforcement agencies with identification, criminal investigations and recovery of stolen firearms.’ They also call for updating the data now contained in the National Criminal Instant Background check system. Neither of those strike me as being on a slippery slope headed towards “the first step toward gun confiscation”, as is noted in the poster, above. If we can’t even get the Federal government to adopt a background check law, can you even imagine a mandated confiscation edict having any realistic hope of being put into effect? Are they serious? The Government going door to door confiscating peoples’ weapons? It’s folly, but not to the Arizona State Legislature leadership.

SB1403

Speaking of folly, I watched one of the committee hearings at the State as they were “deliberating” about this bill:

Section 1. Rio declaration on environment and development; prohibition; definition

Notwithstanding any other law, the state of Arizona and all political subdivisions of this state consistent with section 38-231, Arizona Revised Statutes, requiring officers and employees to support the Constitution of the United States and the Constitution and laws of this state shall not recognize the United Nations or any of its declarations as legal authority in this state, including the United Nations Rio Declaration on Environment and Development and the Statement of Principles for Sustainable Development adopted at the United Nations Conference on Environment and Development held in Rio de Janeiro, Brazil in June, 1992.



First of all, every elected official in the State is sworn into office committing to support and uphold the Constitution.

Secondly, nobody in any orbit I travel in has ever suggested that we cede to the United Nations legal authority over our sovereign decision making rights.

But looking at the Statement of Principles, I think there are some that we might want to retain as a part of how we do business in this City, State and Nationally. That is, if SB1403 were adopted, the question could be raised as to whether these principles had any legal authority in this State, regardless of whether we adopted them locally, or at the State level because SB1403 seems to say that as a result of their appearing in the

Rio declaration, they can have no “legal authority in this State”:

REPORT OF THE UNITED NATIONS CONFERENCE ON ENVIRONMENT AND DEVELOPMENT*

(Rio de Janeiro, 3-14 June 1992)

Principle 2

States have, in accordance with the Charter of the United Nations and the principles of international law, the sovereign right to exploit their own resources pursuant to their own environmental and developmental policies, and the responsibility to ensure that activities within their jurisdiction or control do not cause damage to the environment of other States or of areas beyond the limits of national jurisdiction. *(and so the State Legislature would object to this explicit claim of sovereignty?)*

Principle 10

Environmental issues are best handled with the participation of all concerned citizens, at the relevant level. At the national level, each individual shall have appropriate access to information concerning the environment that is held by public authorities, including information on hazardous materials and activities in their communities, and the opportunity to participate in decision-making processes. States shall facilitate and encourage public awareness and participation by making information widely available. Effective access to judicial and administrative proceedings, including redress and remedy, shall be provided. *(and so the State Legislature would have us rescind all Ordinances that involve public participation in our developmental processes and reject the concept of our sharing information with the public?)*

Principle 11

States shall enact effective environmental legislation. Environmental standards, management objectives and priorities should reflect the environmental and developmental context to which they apply. Standards applied by some countries may be inappropriate and of unwarranted economic and social cost to other countries, in particular developing countries. *(SB1403 would say that we cannot enact effective environmental legislation, because this appears in the U.N. principles?)*

Principle 20

Women have a vital role in environmental management and development. Their full participation is therefore essential to achieve sustainable development. *(...and our State Legislature would have us somehow eliminate women from any role in environmental policy development because this Principle appears in the U.N. declaration?)*

I give State Senator Steve Farley high marks for even trying to engage one of the supporters of this bill in a serious manner. They spent time on this phony 'threat' to our sovereignty and didn't give a hearing to serious Bills such as Victoria Steele's request for funding for Mental Health First Aid, and the Film Incentive legislation that could have created clean jobs across the State.

Sincerely,



Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Arts and Entertainment Events Calendar

This week and next week at the arts and entertainment venues in the Downtown, 4th Avenue, and Main Gate areas . . .

Rialto Theatre, 318 E. Congress St.

Saturday, April 27, 7:30pm. “**Spark the Floor – Hip Hop Xplosion**” all ages.

Sunday, April 28, 3:00pm. “**Bands 4 Basis: A Concert to Benefit the Annual Teacher Fund.**”

www.RialtoTheatre.com

Fox Theatre, 17 W. Congress St.

Sunday, April 28, 7:30pm. “**A Kiss Before Dying**”

www.FoxTucsonTheatre.org

Temple of Music and Art, 330 S. Scott Ave.

Arizona Theatre Company presents “**Clybourne Park**” by Bruce Norris

Saturday, April 6 – April 27, 2013.

www.arizonatheatre.org

Tucson Convention Center <http://cms3.tucsonaz.gov/tcc/eventcalendar>

Music Hall

Wednesday, April 24 and Sunday, April 28. “**Blue Man Group**”

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, January 26 and ending June 16:

“**Desert Grasslands,**” “**Feminina: Images of the Feminine from Latin America,**” and

“**Elements in Western Art: Water, Fire, Air, and Earth**”

www.TucsonMuseumofArt.org

Museum of Contemporary Art (MOCA), 265 S. Church Ave.

Current exhibition: “**Peter Young: Capitalist Masterpieces**”

Hours: Wednesday to Sunday, 12:00 to 5:00pm.

www.Moca-Tucson.org

Children's Museum Tucson, 200 S. 6th Ave.

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

www.childrensmuseumtucson.org

The Drawing Studio, 33 S. 6th Ave.

Ongoing Exhibit, Opens April 6 and runs April 27

“**Unbound: An Art Quilt Exhibit by Fiber Artists of Southern Arizona**”

<http://www.thedrawingstudio.org/>

Jewish History Museum, 564 S. Stone Ave.

Open Wednesday, Thursday, Saturday, and Sunday, 1:00-5:00 and Friday, Noon to 3:00pm

Special hours for school and group tours, for more information call 670-9073

www.jewishhistorymuseum.org

Meet Me at Maynards

A social walk/run through the Downtown area
Every Monday, rain or shine, holidays too!
Maynards Market and Kitchen, 400 N. Toole Avenue, the historic train depot
Check-in begins at 5:15pm.
www.MeetMeatMaynards.com

Tucson Farmers' Market at Maynards

Saturdays 9:00am – 1:00pm
On the plaza at Maynards Market & Kitchen. 400 N Toole in the Historic Train Depot

Santa Cruz Farmers' Market Mercado San Agustin, 100 S. Avenida del Convento
Thursdays, 4:00 – 7:00pm.

For other events in the Downtown/4th Avenue/Main Gate area, visit these sites:

www.MainGateSquare.com
www.FourthAvenue.org
www.DowntownTucson.org

Other Community Events

Loft Cinema www.loftcinema.com/

Arizona State Museum – Woven Wonders (beginning April 28)

The Arizona State Museum is debuting a sample of 500 pieces from the world's largest collection of Southwest American Indian basketry (over 25,000 pieces). Visit www.statemuseum.arizona.edu for more information.

UA Mineral Museum – Ongoing

“100 Years of Arizona's Best: The Minerals that Made the State”

Southern Arizona Transportation Museum – 414 N Toole Ave.

Tuesday – Thursday, Sunday: 1100am - 3:00pm; Friday & Saturdays: 10:00am - 4:00pm
<http://www.tucsonhistoricdepot.org/>

Broadmoor Neighborhood Walk-About – Saturday, April 27

Join the Broadmoor-Broadway neighborhood as they enjoy a nice spring evening stroll through this incredible walkable area. Enjoy Treat Street, a great car-free access to Broadway with lots of agaves, prickly pears, and other plants lining the walkway. If you are interested, meet at 5:30 at the Malvern Plaza and enjoy the last few weeks of cool spring evenings.