

Ward 6 Staff



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Council Member



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Ward 6 - Newsletter

Tucson First

September 6, 2012

Grateful to Inside Tucson Business

A couple of editions ago in Inside Tucson Business, some opinion columnists took the position that because I support various policies and positions, irrespective of Party affiliation, that I'm "ungrateful" to those who supported me in 2009. I take exception to that notion, and in response penned this reply:

FROM: Steve Kozachik, Tucson City Council

RE: Being "ungrateful"

Creating good public policy isn't about a persistent cadence of divisiveness and criticism over the airwaves, or running around with little bubble diagrams purporting to show that our problems are the result of factions that we need to dissolve.

Doing that only serves to further entrench divisions and drive a wedge between parties (small p) and Parties (capital P) thus making common ground more difficult to achieve.

Creating good public policy is absolutely about working to break down barriers, bringing otherwise disparate groups to the table and working for solutions. That means creating a new normal for the region.

And where that means crossing Party lines, or refusing to buy into the notion of "my party right or wrong" it is considered by columnists Joe Higgins and Chris DeSimone as being ungrateful.

They're wrong – and their approach to regional policy is unhelpful.

In their column in the Aug. 24 issue of Inside Tucson Business, Higgins and DeSimone wrote: "Kozachik has since endorsed Democrats Ron Barber for Congress and Richard Carmona in his bid to go to the U.S. Senate. Neither of those guys are going to help Kozachik at Tucson city hall. Memo to Mr. Kozachik: You're not taking heat because you're supporting Democrats, you're taking heat because you're ungrateful."

The first sentence explicitly calls out Party affiliation, and the second tries to negate it.

Both of the gentlemen they cite have demonstrated an ability to cross party lines to find common ground. They're smart enough to recognize that when the water rises, the island you're on isn't going to tilt. You can compromise on position without compromising on principle.

Since my election, I have walked the walk of bringing to the table voices who had previously only shouted at one another across a divide.

The most recent examples include major civic event coordinators meeting with the Metropolitan Tucson Convention and Visitors Bureau and the city manager to better coordinate support for those economic drivers.



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

They include my bridging the gap between the city, Pima County, Tucson Department of Transportation, the Regional Transportation Authority, two county supervisorial districts, a City Council Ward (not mine) along with homeowners associations and a developer in the River-Craycroft roads area in an effort to better plan transit capacity issues.

They include pushing for the formation of stakeholders in support of a film incentive bill that will necessarily require inter-Party support, across multiple levels of government, various retail sectors and the hospitality industry if it is to pass.

It includes working with builders who own property around the University of Arizona, bringing them to the table with residents who live in historic neighborhoods in the area, trying to find collaborative solutions to the inevitable growth of the UA and how that will occur in the complex interplay of preservation and growth.

Those efforts don't lend themselves well to bubble diagrams or sniping over the air. They require the ability of adults to sit with one another and work towards solutions.

That needs to be the new normal for our region.

Higgins and DeSimone criticized me for taking on state Sen. Frank Antenori, R-Tucson. Guilty as charged to the extent that I spoke out against legislation he sponsored that infringes on local decision making and would negatively impact our general fund.

State government balanced its budget on the backs of cities and counties.

Higgins and DeSimone criticized me for not supporting Tyler Vogt in last year's city council elections. In fact, I did work with Mr. Vogt, provided him counsel on the budget and other important issues.

When he came out in support of the lawsuit against the City of Tucson filed by the Rio Nuevo Multipurpose Facilities District board, I could no longer support his candidacy. One does not sue the constituents he seeks to represent and hope it will end well.

I'll continue to reach out to stakeholders, not ungrateful for the support I was given, but focused on working towards a greater good for the region, irrespective of Party affiliation, and irrespective of whether or not the factions I'm bringing together have worked well with one another in the past.

Higgins and DeSimone will continue their zero sum approach to politics. That will only guarantee the community loses if they win. Fortunately, their track record is pretty much all hat and no cattle.

Thanks to Editor Dave Hatfield, and to reporter Patrick MacNamara for giving me the opportunity to reply to what I consider to be unproductive and short sighted criticisms.

TUSD Tax Rates



This year, the TUSD taxes will increase by 5%. The District is under a lot of scrutiny right now, and I felt it would be helpful to everybody's sense of fair play if I took this space to share how those rates are determined.

School districts' tax rates are set in August of each fiscal year and are affected by several factors. Those include:

- School District Budgets: these are determined by a formula (Equalization Formula) that



Important Phone Numbers

Senator John
McCain (R)
520-670-6334

Senator Jon Kyl (R)
520-575-8633

Congressman
Ron Barber (D)
(8th District)
520-881-3588

Congressman
Raul Grijalva (D)
(7th 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)

is established by the Arizona State Legislature.

- Qualifying Levy Rate: This is a rate that is determined by the State for the purpose of funding the State aid portion of the District budget. Keep this in mind as you read on.
- Assessed Valuation: The property valuation is determined by the Pima County Assessor's Office. Declining property values means that local governments have to increase tax rates to collect the same amount of money. In fact, this is what happened last fy.
- State Aid Funding: The State controls State aid funding through the Qualifying Rate. Increasing the Qualifying Rate causes a decrease in State aid. That's what the State did.

The State Legislature increased the Qualifying Levy Rates by 11% from fy'12 to fy'13. This increase caused a shift of funding from the State to local taxpayers and reduced the State funding to the District. The Qualifying levy and the tax rate have a direct relationship. When one goes up the other one goes up. Since there is a direct relationship between the Qualifying levy and the tax rate, when the State increased the levy, the tax rate also necessarily increased.

In addition, as the value of homes in Tucson continued to decline, the assessed valuations within the District boundaries also declined. Because of this decline in property values, the tax rate went up to yield the same amount in taxes. For example, the primary assessed valuations for FY2012 was \$3,388,422,554 compared to \$3,215,914,415 for FY2013. That is a decrease of about 3%.

Even though the State Legislature increased the Qualifying levies by 11%, TUSD's tax rate was increased by only 5%. TUSD's tax rate went up from 6.9480 to 7.3187. Many other school Districts surrounding TUSD, and around the State, also had their tax rate increased due to actions by the State to increase the Qualifying levies. The range was increases from 3% to 25%.

Nobody likes tax hikes, but since we're seeing pretty regular news articles related to TUSD and budget challenges, I thought I'd let you see that the factors dictating the rate increases are nothing they directly control. There is still a responsibility for them to manage resources efficiently, but they don't unilaterally raise their own tax rates without the impact of other factors pushing on them.

TREO

We contract a portion of our economic development activity to TREO (Tucson Regional Economic Opportunities.) Before the start of our next budget cycle it is important that we define the terms of this relationship. The taxpayers are going to be asked to fund in the neighborhood of \$400K towards our partnering with TREO, so we need to have measurable metrics by which to determine the success of the organization.

TREO in Tucson and this region is a relative infant when compared to similar organizations in other communities. With that in mind, it is important to keep our expectations realistic; that is, they can't carry the whole weight of attracting good paying jobs alone. Their CEO made a presentation on Wednesday where he correctly made that point. The fiscal health of the region is something we all must work on cooperatively.

What was not made so clear was how much tangible return TREO is responsible for.

The comment was made that the 'lesson from the Huntsville trip' several years ago was that

we needed to place a buffer around Raytheon. The truth is that we knew that pretty much the day Raytheon arrived in town. They need it for munitions testing, and the suggestion that we occupy that buffer zone with any form of development may be problematic.

The comment was also made that we now have 2,207 new jobs in the region due to “our (TREO’s) efforts.” The fact is that the 2,207 is projected jobs over some undefined period of time – not real jobs that exist today. And the ‘our effort’ part of the statement is more accurately described as TREO having possibly some role in getting the deals done, but that role varied in importance from prospect to prospect.

The point is that we are about to draft a new contract with the group. That financial participation agreement has got to include very specific measurable standards by which the organization can be judged. I used the recently approved Oro Valley agreement as an example of standards that will not be acceptable. Those include action words such as ‘attend’ and ‘host’ meetings, ‘feature’ the region on a web site, and those sorts of loose terms.

TREO is now over 50% privately funded. Increasing that percentage is in the best long term interest of the organization. Tucson constitutes 20% of their funding. The model works better when they are a group of highly successful regional business operators who are working with local governments cooperatively to attract new business, and retain existing ones. Getting them off the public dole is a good goal – for now, as we build up our economic development staff in the Mayor and city manager’s offices, we’ll continue to nurture this relationship, but it has to be at a funding level that makes sense from an ROI perspective, and the metrics have to be specific and measurable.

Broadway Citizen’s Task Force

On the heels of the M&C flip on the WUNA building height vote, the Broadway Citizen’s Task Force members are wondering whether or not the investment of the next 24 months of their lives is going to amount to a 130’ tall hill of beans when they give their final recommendation, or if the City and/or RTA are simply going to move ahead with some pre-conceived notions of how the corridor should be designed and blow off their suggestions. They’re right to be wondering. So am I.

To that end, I have asked for a study session agenda item for September 18th in which I will be asking for a few very specific points of clarification:

A) Open Meetings Law

- At the last CTF meeting the City Attorney’s office gave the members some heavy handed, and incorrect counsel on what they are allowed to do in regard to communicating with one another. They were told they should not interact outside of the CTF meetings. That is not a correct reading of the OML, and I will make that point on the 18th. If your goal is to stifle communications, tell people that they are subject to getting fined if they talk to one another. That’s what was said.

B) Level of Service/definition of “Functionality”

- The RTA and TDOT are required to adopt a final design for the corridor that does not reduce its functionality. While that term is never explicitly defined, the usual way it is framed is by what is called Level of Service (LOS.) That is very simply a data driven measurement of how long it takes people to traverse an intersection of the corridor. LOS

measures are rated from A-F (“A” being free flowing, and “F” being gridlock.) There are other ways to consider functionality that are gaining favor in other communities. If we are going to get beyond simply creating streets designed to accommodate more automobiles, we need to start to embrace some of the more creative design alternatives that will necessarily incentivize changes in our travel behavior. Doing that is a way to define the ‘function’ we’re after for a given corridor – examples being to create distinct destinations along the route so people are actually driving less, rather than more. Define the function of the area, not the road.

Here’s a site that further describes how other communities are working this sort of thinking into their planning.

<http://sf.streetsblog.org/2009/01/26/paradise-lost-part-i-how-long-will-the-city-keep-us-stuck-in-our-cars/>

I’ll be putting together a proposed definition of functionality and will work with some on the council to adopt that in order to give some direction to the CTF, and by extension to TDOT in how we’re allowing this group to move ahead. What a few of us have found is that if we leave this sort of stuff to assumption, we get buried under 130’ of other “stuff”.

C) Funding

- I have a 2004 memo signed by the then Mayor and by Sharon Bronson that states the City will take on the burden of funding the County portion of the \$25M obligation to the Broadway project. I also have a letter from 2 weeks ago from the County DOT stating that they’re ready to fund that same portion at the end of fy’14. Both can’t be true. So, we’ll sort out which is right, and perhaps offer the suggestion that we design to the RTA allocation (\$42M) and use that other money to enhance the River Rd mess we helped to exacerbate.

To that end, in some recent correspondence between the HOA’s along River and the County, the County Administrator is now taking the position that, irrespective of County ownership of the River/Craycroft intersection, they’re no longer involved or responsible for design and/or funding of solutions. The County is certainly responsible for staying engaged in that process – and as the proud new owner of some of the roadway, so is the City. Here’s a foothills newsletter that expresses the need for those residents to get involved with laying pressure on the elected officials, staff, and candidates for office to get together and fix this mess: <http://cms3.tucsonaz.gov/files/ward6/9-6-12September2012finalred.pdf>

After the WUNA vote, Karin and I both warned about the way that decision would negatively impact public trust in our processes. Between Broadway and how we respond to the River/Craycroft issues, we have a chance to regain some of that trust – or not.

Public Safety

I’ve given background on this in previous newsletters – on Wednesday we had the briefing from staff. Here’s the validation that we need to be proactive in planning on staffing, increasing our general fund budget capacity for those agencies, and also give strong consideration to our compensation packages for police, fire and communications workers:

In fy’13 and beyond, TFD will take on an added \$267K for managing our metro medical

response system, and \$70K annually for our rapid response teams. TPD is losing nearly \$5M in grant funding that allowed us to hire 75 positions – those dollars will fully hit their budget capacity by fy' 17.

- Fire has 619 commissioned personnel. They're 2011 staffing level was 673.
- Police has 115 fewer officers than they did in 2009.
- Our midpoint fire salary is \$48K. The Phoenix valley pays over \$52K.
- Our midpoint police salary is \$53K. The Phoenix valley pays over \$62K

Fewer than 1 in 6 applicants make it to the TFD hiring list – they are processed out at some point in the exam, and physical ability portions of the application system.

Fewer than 1 in 9 applicants make it to the civil service list in the TPD hiring process.

This is going to be a matter of how this M&C prioritize public safety in the upcoming budget cycle. We're down in staffing, below competitors in how we compensate our personnel, and hiring is tough sledding if we are going to maintain the high standards that we have adopted for our police/fire and communications workers.

We have budgeted for academies, and we will need every one of those recruits to be successful if we are to even maintain our status quo after the DROP hit has come. Attrition is an issue that we will also have to keep an eye on. To that end, we need to have a serious talk about how competitive we are in terms of salary and benefits. There are plenty of competing claims on our general fund, and they'll grow. The need to put in place an action plan for the approaching vacancies and costs is the reason I brought this item forward now. It's on the radar screen.



But we have that real 'first responder' section of our public safety 3-legged stool that is also in need of attention. Last summer it was all about a broken system and some management issues. Now, it's about on-going staffing issues and a proposal to address that in a way that may well end up simply making things worse.

How would you like to sit in this work station for 12 hours, taking calls that you're responsible to answer within 10 seconds, and knowing that each one of them has the potential of costing somebody their life if you're not "on."

With respect to the comm center – management is suggesting we place those workers on 12 hour shifts. I have questioned that decision on multiple levels. Most basically, it's a high stress job that leaves no option for a dispatcher to be anything but sharp for his/her entire work shift. It pays poorly in comparison to the level of training invested and the public safety impact those workers have on each and every caller to the 911 lines is immense. I have some reason to believe that this 12 hour shift decision has been made at the objection of a large majority of the front line workers, and would not have been considered if we weren't still trying to play catch-up from 2 years ago when the then city manager put the brakes on hiring into those positions.

On Wednesday I pointed out FLSA implications (overtime is due for work in excess of 40 in a work week) and there are potential FMLA impli-



cations (time off required for serious medical issues / which can include stress related symptoms.) We would not be considering this if our staffing level was where it should be. But implementing a 12 hour shift in this work environment will have the very predictable effect of causing more turn over and returning morale in the comm center back to where it was a year ago. The turn over issue is not conjecture. Several current comm center workers have active applications for transfers, some others have applied for work outside of the City system, and today I learned that one has received and may well accept an offer for new employment.

We cannot begin to hemorrhage workers from the comm center and hope to maintain the level of public safety you all deserve. This sounds like déjà vu all over again.

This issue will play itself out much prior to the next budget cycle, but we've got to ensure we're not making management decisions that push our trained employees out the door for greener pastures. The logical solution would be to increase budget capacity so we can afford to place our employees on 8 hour shifts in this work area. That's a Mayor and Council budget decision. What is not our purview is to get into the middle of scheduling discussions. Having been unable to get a timely response to my questions related to the logic of the 12 hour shift proposal, I used the study session to publicly raise the issue. Admittedly that gave the appearance of a heavy handed move. And yet, we're losing people, we're losing morale and staff would not respond in a way that gave me the impression that they took the questions seriously. Now they do – now they'll engage the labor representative and our front line workers and devise a schedule that comes from a collaborative approach to sorting out the complex issues involved. That cannot be a unilateral decision, forced down on the front line workers.

Streetcar Issues

I requested a copy of the Oregon Ironworks (OIW) streetcar contract. It's over 600 pages long and addresses all of the system components (propulsion, HVAC, electrical, cab design, etc) in detail. It also includes scheduled delivery deadlines, and descriptions of training obligations. On Wednesday, I asked for a full update in five particular areas.

- First, the schedule.
- Second, liquidated damages.
- Third, the “required” 8th vehicle.
- Fourth, obligations to FAMA
- Last, budget shortfalls.

They're intermingled below.

As a precursor to getting the cars under construction, OIW was to produce a “mock-up” vehicle. Ideally such an item would include all of the actual cab equipment, but by contract that “can wait until the operator training portion of the program” before outfitting the interior space. They did the mock without the full build out in mid 2011.

We were told that the project is “on time” and “in budget”.

But now comes the contractual requirement for car shell construction which was due starting in October of '11, and running through March of '12. The OIW president says that only one is complete. We have ordered 8 cars. It's also true that the Portland project is far behind schedule, and that we're behind them in the queue.

Items such as the installation of the eight major systems components, completion of wiring, piping, interior finishes and approval of water testing was all to follow the completion of the cars, starting last July. None of that has yet occurred.

We are told during our regular briefings that this project is still “on time and in budget”. Clearly it’s not on time, and we are still searching for nearly \$20M to fill budget shortfalls. The RTA says bids are coming in well under anticipated costs. We can hope. Staff says that OIW has several of our cars moving through varying stages of construction, and that they’ll be ready by next March. Again, we can hope.

I’d be more comfortable if it was clear that we’re taking concrete steps to get OIW’s attention that we’re serious. Staff says that they are doing that.

The OIW contract also points to a significant testing burden on all of the systems, a significant training process relative to operators (to begin within 10 days of the arrival of the first vehicle) and a significant, 52 week maintenance worker training program. None of that can have begun because OIW is behind schedule.

The contract also calls out liquidated damages “if work and specified portions of the work are not completed according to the agreed delivery schedule”. Those LD’s begin at \$250 per day for the first 90 days, jump to \$1,200 per day for the next 5 months, and up from there. The city is authorized to withhold money for LD’s from money due OIW. Under the “Special Terms” section of the contract, OIW was to have secured a \$15M performance bond.

We were told in July that the FTA required that we purchase an eighth vehicle. We were told that we’d have to fund the debt service for that vehicle through the general fund since the \$3+M purchase price was coming from COP’s (Certificates of Participation.) The agreement to buy that eighth vehicle is signed by the same OIW president who says that they’re way behind schedule and that he won’t comment on the contract.

Are we finding a way to bail them out, or is the FTA really forcing us to buy that eighth vehicle? If they are forcing that on us, why now, when the contractor is not complying with their original commitments – and according to FTA’s own rules, the contract could be terminated.

That decision is way above my pay grade, and I understand the desire by the Feds to want to get an American producer up and running, and yet this just feels like an incremental cost escalation for a company that is struggling under the weight of never having produced the product for which they are now under contract.

It might be noted that a Czech firm challenged the bid award to OIW on the basis of technical inability. The folks in D.C. didn’t buy it and let the contract go to OIW.

My solution? Make it clear to OIW that we’re going to enforce the contract and charge OIW liquidated damages dating back to when the first car shell was due if there isn’t concrete action getting us back close to our initial schedule. The contract says LD’s “will be implemented.” They have a \$15M performance bond, and this seems a reasonable time to deliver the message that we’re not satisfied being behind Portland, we are serious about our schedule, and there are multiple millions of dollars in private sector investment in Tucson that was made anticipating the arrival of this product.

Ok, back to my pay grade – the project ruined several mature trees that the Fourth Avenue

Merchants Association (FAMA) had purchased and maintained. We owe them the cost and effort to replace them. The project parked heavy equipment on street drains, effectively flooding out several areas on 4th Avenue during one of our monsoons. We owe them a work plan that prevents a reoccurrence. And we owe them a layout that they can rely on so Fourth Avenue can begin to plan their winter street fair.

We're not "on schedule" and "in budget". We're behind schedule, and we have a funding short fall. And we don't have a long term funding source identified for O&M. It's past time to start painting this project with an honest face and get serious with the vendor to produce – or find one that can.

Greyhounds

Next Tuesday is when I'll be asking M&C to join in adopting a change to our City Code that will outlaw the administration of anabolic steroids to greyhounds "for the purpose of performance enhancement or to suppress estrus". I will have some compelling guests speaking at the study session.

Over the past couple of weeks, since Clair Doan and Channel 9 have joined in covering this issue, the manager of the track has gone public stating that the steroids are simply "skirting a law that he doesn't like" and that they're only using them to prevent pregnancies. Sir, if you operate a co-ed dorm, you're gonna get unwanted pregnancies. Split the dogs into separate living spaces, make them large enough for the animals to move around in and keep them clean. To that last point, here's an article that demonstrates on-going issues related to the conditions in the Tucson Greyhound Park kennels

<http://blog.grey2kusa.org/2012/04/state-inspection-ticks-crawling-up-wall.html>

Here's the new language I've submitted for M&C consideration:

1. We would amend the existing Tucson City ordinance, Sec. 4-3(2), to add a new subsection, (g), as follows:

Sec. 4-3(2)(g) No person shall give or administer anabolic steroids as defined in the United States Code and the relevant sections of the Code of Federal Regulations, to any greyhound dog in training for or being used for racing within the State of Arizona, in order to artificially enhance performance or suppress estrus. This provision may not be waived as dictated by treatment under direction of a licensed veterinarian.

2. We also need to amend the section that allows all of the provisions to be waived by a licensed veterinarian. Here is what it currently states:

Sec. 4-3(3). Any of the provisions of this section may be waived as dictated by treatment under direction of a licensed veterinarian.

I propose we amend sec. 4-3(3) as follows:

Sec. 4-3(3). Any of the provisions of this section except Sec. 4-3(2)(g) may be waived as dictated by treatment under direction of a licensed veterinarian.

3. The penalty provision is already in the existing ordinance, so it does not need amendment. Here is the current provision:

Sec. 4-3(5). Penalties. A violation of any provision of this section is punishable by a fine of not less than one hundred dollars (\$100.00) nor more than two thousand five hundred dollars (\$2,500.00). No judge, magistrate or special magistrate may suspend the imposition of the minimum fine prescribed herein. In addition to the fine

amount, the penalty may include not more than six (6) months in jail and not more than three (3) years probation, or any combination thereof.

This issue has multiple layers beyond the steroids. It has to do with some trainers who had perennial losers going to weekly winners for no apparent reason. It has to do with keeping animals caged in crates all day long, muzzled and calling that “training athletes”. It has to do with track conditions that result in dogs pulling up lame. It has to do with gaming profits being made through off-track betting, and the collateral damage is the dogs. And more. We can’t fix it all, but we can take this step, and hope that it’s in the direction of limiting the damage to the greyhounds who are being used as a commodity to be bought, sold and traded.

Film Incentives

Wow – how about a good news close...



I’m in the process of putting together some more media coverage in support of the Film Incentive Bill that we need to adopt this term in the legislature. The great news is that even ahead of that, Warner Brothers has chosen Southern Arizona as the site for an upcoming film / an action adventure, adult oriented.

They are looking for about 300 “extras” to work the show. If you’re over 18 years old and want to participate, go to the University Marriott (880 E.

2nd – at Euclid) on September 14th between 11am and 4pm for a try out.

They’re looking for a variety of people. All ages, all ethnicities and sexes. This is the first casting of a MMP in Southern Arizona since the 2008 filming of Transformers, and of Away We Go. With the incentive bill in place, notices like this can become more common place.

Sincerely,

Steve Kozachik
Council Member, Ward 6

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 . . .

2nd Saturdays Downtown – September 8, 4:00pm – 10:30pm

On Saturday, September 8 come Downtown to experience the music, fun, and entertainment of 2nd Saturdays Downtown. For a complete entertainment schedule visit <http://www.2ndsaturdaysdowntown.com/>

Fox Theatre, 17 W. Congress St.

Saturday, September 8, 7:00pm. “LeeAnne Savage”

Sunday, September 9, 7:00pm. “Stand Up to Stop Violence”

www.FoxTucsonTheatre.org

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

Arizona Theatre Company presents “Next to Normal”

Saturday, September 15 – October 6, 2012.

www.arizonatheatre.org

Tucson Convention Center

TCC Exhibit Halls

Friday, September 7, 8:00pm “Barstool Foam Tour”

<http://cms3.tucsonaz.gov/tcc/eventcalendar>

Ongoing

Tucson Museum of Art, 140 N. Main Ave.

Ongoing exhibition, Opening Saturday, June 16 and ending September 23:

“100 Years 100 Ranchers: Spirit of the West”

www.TucsonMuseumofArt.org

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

Current exhibition: **The AIR Show**

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 Saturday July 28 and runs until August 20

“Art of Summer 2012”

<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

Thursdays, 4:00 – 7:00pm.

Mercado San Agustin, 100 S. Avenida del Convento

Science Downtown: Mars + Beyond

Open by appointment only

2nd Saturday of each month, extended hours to 5:00pm – 9:00pm

300 E. Congress St.

<http://www.sciencedowntown.org/index.html>

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

www.MainGateSquare.com

www.FourthAvenue.org

www.DowntownTucson.com

Other Community Events

Loft Cinema www.loftcinema.com/

Thursday, September 6, 7:00pm. “The Big Sleep”

Saturday, September 8, 10:00am. “Bag It!”

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 South-west American Indian basketry (over 25,000 pieces). Visit www.statemuseum.arizona.edu for more information.

UA Mineral Museum – Ongoing

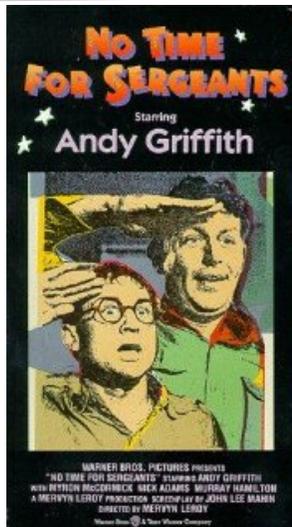
“100 Years of Arizona’s Best: The Minerals that Made the State”

Flandrau Science Center

Join the Flandrau Planetarium on the University of Arizona Campus for their weekly Planetarium and Laser Show. Call (520) 621-4516 or visit www.flandrau.org/ for events and information.

Tucson Pops Orchestra – Music Under the Stars

Every Sunday night through September 23, the Tucson Pops Orchestra will be having their yearly concert series at the DeMeester Outdoor Performance Center at Reid Park. This fun, Tucson institution is family friendly and begins at 7:00. Bring chairs and a blanket and enjoy some beautiful music. Visit <http://www.tucsonpops.org> for more information and a schedule of concerts.



Cinema La Placita Outdoor Film Series
presents “No Time for Sergeants”
on Thursday, August 30 at 7:30 p.m.
To view full schedule visit:
<http://www.cinemataplacita.com/>

