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**Sun Valley Citizen Advisory Board Minutes of the regular meeting of the Sun Valley Citizen Advisory Board held on March 1, 2025, at 10:00 A.M. at Hobey’s Casino, 5195 Sun Valley Boulevard, Sun Valley, NV 89433.**

1. **CALL TO ORDER/ DETERMINATION OF QUORUM**
Present – Amy Owens, Michael Rider, Carmen Ortiz, Mark Neumann, Veronica Cortez
Absent – Mary Esposito, Heidi Soper
2. **PLEDGE OF ALLEGIANCE**The pledge of allegiance was recited
3. **GENERAL PUBLIC COMMENT**Amy Owens shared her personal experience with triple-negative breast cancer, emphasizing the importance of early detection and regular medical check-ups. She was diagnosed with stage 2 triple-negative breast cancer on August 19, 2024, and highlighted that March is Triple-Negative Breast Cancer Awareness Month. Owens urged the public to perform self-examinations, visit their doctors regularly, and report any lumps or abnormalities. She credited early detection for her ability to fight cancer and shared that her most recent scan showed her tumor had disappeared ahead of her upcoming surgery. She also noted that breast cancer can affect both men and women and stressed the aggressive nature of triple-negative breast cancer, which can develop rapidly. Owens concluded by encouraging everyone to stay proactive about their health.

Cindy Leslie, a participant at the Washoe County Senior Center in Sun Valley, shared information about recent and upcoming presentations at the center. She noted that a representative from the Better Business Bureau spoke to attendees about scams, and she provided related materials for reference. Leslie emphasized that while scam reports can be filed with Washoe County, many cases fall outside its jurisdiction, so reporting to the Better Business Bureau is also recommended. She announced that Donna Koontz, who works with NEOP and serves on the Washoe County Treasury Board, will visit the center to demonstrate how seniors can access the Legislature. Koontz will also provide information on a proposed bill addressing financial crimes against seniors.

A resident (Charlie?) expressed ongoing frustration over a long-standing issue with trash accumulation and unauthorized encampments near Quartz Lane. They stated that despite reporting the problem for over a year, no action has been taken. The resident described the area as becoming increasingly unkempt, with multiple illegal dump sites forming within a city block. While one location has been placed on notice, others continue to expand. They emphasized concerns about sanitation and public health, urging officials to take action to clean up the area.

Theresa Antisdel expressed concern about the discontinuation of 8th grade promotion ceremonies at middle schools, specifically Desert Skies Middle School. She believes this sends the wrong message to students—that their educational efforts in middle school are not valued. While high-achieving students are celebrated, general promotion is no longer recognized, which she sees as discouraging and inequitable. Theresa is seeking community support and involvement to reverse this trend and better celebrate all students. She volunteers her time at the school and encourages others, especially local retirees and professionals, to get involved by volunteering, speaking in classrooms, and helping show students the value of education.

Michael Rider raised concerns about a growing homeless encampment near Quartz and Stella. He noted that efforts by nearby cities to address homelessness are inadvertently pushing unhoused individuals into Sun Valley, leading to a significant increase in encampments. Rider emphasized the public health risks posed by trash and human waste in the watershed area, which drains into the Truckee River. He and other residents are working to contact the private property owner to obtain permission for legal action to remove squatters, since the County cannot intervene on private land. He requested support from the community and local leaders, expressing a desire to both address the issue and help those experiencing homelessness, while also noting property crimes and safety concerns in the area.

1. **APPROVAL OF THE MINUTES FOR THE MEETING OF**

Several corrections were made to the February 1, 2025, Sun Valley CAB meeting minutes. The acronym "RCC" was incorrectly used and should be "RTC," referring to the Regional Transportation Commission. The motion in Item 4 was mistakenly attributed to Carol Burns, but it was actually made by Heidi Soper. A request for code enforcement was made by the speaker, not someone else, and the former code enforcement officer was Bert Bracy. Additionally, in the public comment section, it was clarified that Carol Burns has been requesting fire department attendance for five years. Written notes of the corrections were provided

Michael Rider motioned to approve the February Sun Valley CAB minutes and Amy Owens seconded the motion. Minutes with edits were approved unanimously.

1. **PUBLIC SAFETY UPDATES -**Truckee Meadows Fire Protection District
Battalion Chief James Solaro provided a public safety update for February, noting a busy month with 151 medical incidents, 3 fires, and about 50 other calls including minor hazardous materials and motor vehicle accidents. He shared that open burning will be permitted in parts of the county this spring, but not in Sun Valley due to lot size restrictions. There will be no green waste collection this spring because the budget is being used to dispose of the material collected last fall. He also reminded residents to change their smoke detector batteries with the upcoming time change.

A citizen raised concerns about overgrown and debris-filled ditches in Sun Valley, pointing out the fire risk if strong winds were present. They mentioned trash, weeds, and tall vegetation that haven't been cleared in a long time, despite contacting the county. The citizen said someone may have come to inspect, but no action was taken. In response, a representative offered to follow up directly with the citizen.

Veronica Cortes asked for clarification about a comment regarding two-acre properties and fire restrictions. Fire Chief James Solaro explained that open burning, such as pile burning for green waste, is not allowed in Sun Valley because the area falls within a designated hydrographic basin—likely Basin 87—and does not have properties large enough to meet the county’s two-acre minimum requirement. These restrictions are primarily due to air quality regulations in and around Reno and Sparks.

Mark Neumann asked if a schedule could be shared at a future meeting showing which areas have had fire hydrants serviced and which areas are planned for future maintenance. This would help the community understand the progress and coverage of hydrant inspections. In response, it was confirmed that a presentation on fire hydrants is scheduled for an upcoming meeting.

1. **FIRE HYDRANTS IN SUN VALLEY –**

Dwayne Smith, Washoe County’s Director of Engineering, and Chris Melton, General Manager of the Sun Valley General Improvement District, gave a detailed presentation on fire hydrants in the Sun Valley area. Smith began by clarifying that Washoe County owns and maintains all fire hydrants located within County rights-of-way, while hydrants on private roads are the responsibility of the property owner or HOA. There are over 400 hydrants in Sun Valley and more than 4,000 in unincorporated Washoe County. He explained the difference between minor maintenance (such as checking drainage, oil levels, and accessibility) and major maintenance (like repairs following damage or full replacements), emphasizing that Washoe County handles both in Sun Valley. The County follows national standards (AWWA M17) and uses an asset management system with GPS tracking and maintenance records to monitor hydrant conditions. Most fire hydrants are installed during new development projects, with placement and specifications determined by the fire department. The fire department uses hydrants for firefighting, while Sun Valley GID also uses them occasionally for system flushing and water quality purposes. Hydrants may also be used in emergencies for temporary water supply. Chris Melton described the water supply system: Sun Valley purchases wholesale water from the Truckee Meadows Water Authority through two main access points and maintains over 9 million gallons of fire storage across nine tanks. The water system is designed around meeting fire department flow and pressure requirements. Smith emphasized the importance of inter-agency coordination between Washoe County, the fire department, and Sun Valley GID to ensure hydrants function during emergencies. He noted that damaged or non-operational hydrants are marked with visible signage and recorded in the County’s system. Finally, residents were encouraged to report hydrant damage, leaks, or concerns by calling 3-1-1 (not 9-1-1), which ensures proper routing and follow-up for community issues. Smith acknowledged the system isn’t perfect, but efforts are being made to improve responsiveness and accountability.

Carmen Ortiz asked about the typical timeframe for repairing a fire hydrant after it’s tagged as out of service. Dwayne Smith responded that the timeline varies depending on the type and extent of the damage—whether it requires a full replacement or just a repair kit. He explained that repairs are prioritized based on available staff and resources, emphasizing that while fire hydrants are important, there are many competing priorities. The presence of the out-of-service tag indicates that the issue is known and being tracked as part of their asset management system. He noted that he could not provide a specific timeframe for repairs due to these variables.

Sean McGrath inquired about recent changes in fire hydrant colors, noting that hydrants in his area were repainted from yellow to red. He recalled that hydrant colors used to indicate water flow levels for firefighting purposes and asked if the change was cause for concern. James Solaro responded that hydrant color no longer carries the same significance as it once did. Historically, different agencies used varying color schemes (e.g., yellow for Truckee Meadows Fire Protection District and red for other areas), but that distinction has largely been phased out. Solaro explained that the color of the hydrant bonnet or steamer fitting—such as orange, red, blue, or green—can still indicate flow rates in some areas, particularly where agencies have adopted that practice for ISO rating purposes. However, in their district, hydrant flow information is accessed by contacting the local utility (e.g., Sun Valley GID or TMWA) directly, as they maintain flow zone data.

Dwayne Smith asked how important it is to paint the barrels of fire hydrants, noting that the public often calls about unpainted hydrants and that barrel color may have held more meaning in the past.

James Solaro responded that painting hydrants today is primarily for maintenance purposes—to protect the cast metal from rust, even though rust isn’t a significant issue in the area. The paint does not affect hydrant functionality. Smith also asked if painting hydrants helps make them easier to find during emergencies. Solaro explained that firefighters rely more on GIS mapping, which is accessible from their phones and on fire engines. The key to locating hydrants quickly is ensuring a clear three-foot radius around them, as required by the International Fire Code. Visibility is especially critical in hard-to-reach or obscured areas, like Glena Forest. He emphasized the importance of local knowledge and situational awareness, particularly at night or during snowy conditions, and asked the public to avoid parking in front of hydrants.

Mark Neumann asked whether there is a set schedule for fire hydrant maintenance in Sun Valley and if residents or the CAB could be notified when hydrant work is planned in their area. Dwayne Smith explained that hydrant maintenance is managed through an asset management approach that prioritizes areas based on factors like age and last maintenance date. Crews typically focus on designated areas, but schedules are flexible and can change daily depending on needs or unexpected issues. Since the work can be quick and plans often shift, providing advance notice to residents could lead to confusion if schedules change. Flexibility is necessary for the crews to respond effectively. Mark Neumann also asked if there's a way to track and confirm which areas of Sun Valley have received fire hydrant maintenance over the past few years. Dwayne Smith explained that while such information exists internally through their asset management system, it is not currently available through a public-facing platform. He noted that building that type of interface would require significant programming and questioned its overall value, given that the system’s purpose is to ensure maintenance is happening across all infrastructure, not just hydrants. Neumann then raised concerns about obstructed stop signs due to overgrown trees or bushes, which he said contribute to frequent accidents. Smith acknowledged the issue and said road crews identify obstructions and submit work orders when signs are blocked—provided the vegetation is in the public right-of-way. If trees are on private property, residents are first asked to trim them; if they don’t, the County may do so but sometimes faces pushback from property owners. Smith encouraged residents to report these issues through the County’s 311 system, stressing the importance of community input due to limited staff and resources.

Neumann also noted the lack of pavement markings near stop signs in Sun Valley, asking why street paint is minimal. Smith explained that pavement marking has been reduced due to cost and maintenance concerns. The County now relies more heavily on signage for traffic control.

Finally, Neumann asked whether fire hydrant location data could be made accessible through the GID.

Chris Melton responded that while the GID doesn’t maintain precise hydrant locations, they do track the valves that operate them via their GIS system and expressed interest in potentially making that information available to the public.

Carol Burns raised concerns about a house fire near her home in the Tumble area of east Sun Valley, noting that water tenders had to be brought in and hydrants appeared to be non-functional. She asked who is responsible for fire hydrants and fire protection in that part of the valley. Dwayne Smith responded that Washoe County is responsible for the hydrants themselves, including maintenance and repairs, while water supply is provided by TMWA (Truckee Meadows Water Authority). He explained that fire protection systems are designed with sufficient water pressure and storage capacity for firefighting needs, with a significant portion of water tanks allocated specifically for fire suppression. Smith clarified that while Washoe County maintains hydrants, water delivery and fire response are handled by different agencies—such as TMWA for water and Truckee Meadows Fire Protection District or local city fire departments for emergency response. He acknowledged the seriousness of the incident but emphasized that the system is structured to support fire flow across the region.

Veronica Cortes asked whether, given current low staffing levels, Washoe County genuinely values community input—particularly from the CAB and GID—when it comes to decisions around future development. She shared concerns that public voices are often ignored at higher-level meetings and wanted to know if their feedback would truly be considered. Dwayne Smith responded by affirming the importance of community involvement, noting that with limited staff, the County increasingly relies on residents to report issues through the 311 system. He emphasized that partnerships with local agencies like the GID are essential and gave an example of recent collaboration with GID leadership to resolve an issue. Smith acknowledged the complexity of the development process, explaining that strict rules and codes are in place to ensure quality, safety, and cost-effective infrastructure. He reinforced that open communication and strong relationships with local partners are key to addressing issues effectively. Veronica thanked him, expressing appreciation for his presence and willingness to listen, especially given the community's frequent feeling of being overlooked.

1. **SUN VALLEY EMERGENCY RESPONSE AND PREPAREDNESS -**

Kelly Echeverria, Washoe County’s Emergency Manager, gave a detailed overview of the County’s emergency preparedness efforts and the structure behind them. She began by introducing her small but effective team of four, who handle various aspects of emergency management, including billing, homeland security, and mitigation. She proudly shared that Washoe County is one of only 32 counties nationwide to be twice accredited for meeting national emergency management standards. She described the Emergency Operations Center, where different agencies gather during crises to coordinate response efforts. Washoe County has identified 13 hazards in the area, which are reviewed every five years to assess risks and develop plans. Emergency management cycles through prevention, mitigation, preparedness, response, and recovery efforts year-round and uses exercises (not the physical kind, she joked) to test and improve these processes. Each year, the team identifies operational priorities based on lessons learned. Current focuses include coordination, communication, mass care, community resilience, and fatality management. She explained how FEMA’s “community lifelines” system uses color-coded indicators to track the status of critical services, like water and power, during an emergency—making complex information easier to share with the public and officials. Kelly went on to explain the County’s response process, including how evacuation alerts are issued. She introduced Smart911, a tool residents can sign up for to receive targeted alerts and input household information, such as medical needs, to ensure early notification during evacuations. This system also allows the County to identify people who may need extra help or time to evacuate, a capability they've sought for years. She also highlighted Perimeter, an online map used by first responders to communicate key field information in real time, such as evacuation zones, hazards, or shelter locations. Perimeter is publicly accessible and does not require an app. It was piloted by Washoe and three other counties and is now expanding across Nevada. Kelly emphasized its reliability, especially during low connectivity events like wildfires, and how it simplifies coordination between agencies. Regarding mass care, she noted that full shelters are rarely needed because of strong local networks. Instead, they’ve designated libraries as temporary evacuation points for information and basic comfort, which has helped streamline the County’s response. She also shared that her office created a public video in response to community concerns about not knowing who is knocking on their door during an evacuation. The video shows what to expect from emergency personnel and helps residents feel safer making evacuation decisions. Kelly then introduced the Roadmap to Resilience—a dashboard project that aggregates maps and updates from multiple agencies, including emergency alerts, traffic data, and wildfire mitigation efforts. This dashboard pulls data from across jurisdictions, enhancing coordination during emergencies. She talked about the Tahoe Basin Emergency Managers group, which was created to strengthen cross-state partnerships following coordination challenges during the Caldor and Dixie fires. This group now trains together and shares plans to ensure smoother responses across county lines. She also described the creation of an Events Operations Center, first used for Tahoe’s Red, White, and Tahoe Blue celebration and the Great Reno Balloon Races. By placing emergency services and event organizers in one room, they reduced miscommunication and improved real-time decision-making—like not over-responding to a minor injury that had initially triggered a trauma alert. One of the most exciting recent developments, Kelly shared, was securing funding from a private donor to conduct a countywide evacuation study, including Reno and Sparks. This study will use fire modeling and population data to identify evacuation challenges and recommend improvements. The public will have a chance to provide input, which will be documented and used to guide future grant applications and planning. She closed with an overview of the County’s mitigation efforts. Washoe County updates its hazard mitigation plan every five years, identifying action items to reduce risks from the 13 identified hazards. Kelly and her team have built a system to track these items and support jurisdictions in completing them—linking them to funding opportunities and ensuring ongoing progress. She wrapped up by advocating for more equitable access to mitigation resources, such as green waste disposal. Noting that many residents can’t physically remove flammable materials or don’t own trucks to participate in cleanup events, she voiced the need for programs that make fire-safe home maintenance accessible to all residents.

Mark Neumann raised concerns based on his experience with previous emergency preparedness discussions and the Davis Fire. He pointed out that during the fire, some residents ended up driving directly into danger due to traffic jams, unclear evacuation routes, or non-functional traffic lights. He emphasized the importance of coordinating traffic signals and providing alternate exit routes—especially for new residents who may not be familiar with the area. He asked whether future tools like the Perimeter map would show specific evacuation directions based on a resident’s location.

Kelly Echeverria responded that yes, Perimeter maps will include evacuation routes. One key lesson from the Davis Fire was the need for closer coordination with law enforcement to ensure traffic issues and hazards are reflected on the map in real time. She acknowledged that, during that fire, law enforcement prioritized door-to-door evacuations to ensure residents near the flames were warned, which delayed traffic control efforts. Volunteer search and traffic teams helped, but their availability can vary. Neumann also suggested promoting green waste programs, especially for seniors, and mentioned that Sun Valley GID offers free dump days in partnership with Waste Management. He encouraged Kelly to connect with the County’s Senior Services team to participate in Older Americans Month events and help educate seniors about preparedness and fire mitigation programs.

Carol Burns expressed frustration with Washoe County’s road department, stating that despite multiple calls, the County has failed to clear weeds and maintain the right-of-way areas, including ditches. She emphasized that these overgrown areas pose a serious fire hazard and could threaten nearby homes. In response, Kelly Echeverria acknowledged the concern and offered to connect Carol with Brett Taylor from Truckee Meadows Fire Protection District, who is already working on similar issues. Kelly shared that they had recently investigated a related complaint and confirmed that cleanup was already scheduled. She agreed that this summer is expected to bring high fire risk and offered to help connect Carol with resources for defensible space around her home.

Carmen Ortiz thanked Kelly Echeverria for her persistence in securing the countywide evacuation study, noting that traffic on Highway 395 between Lemmon Valley and Reno often resembles a mass evacuation during peak hours. She emphasized how important the study is given the current congestion issues. Kelly responded with agreement, sharing that her office is located off that route and that her team avoids afternoon travel altogether, often opting to work from home due to how difficult traffic has become.

Ted Barrett asked about the Watch Duty app and whether it mirrors information from Washoe County’s emergency management system. In response, Kelly Echeverria explained that Watch Duty does pull data from Perimeter Map, but during the Davis Fire, the app used unfamiliar terminology—specifically language from Oregon—that caused confusion locally. When she requested changes, Watch Duty declined, stating they would stick to their standard language. Kelly emphasized that precise wording is critical during evacuations, and inconsistent language can lead to dangerous misunderstandings, as seen in a recent fire near Mono Lake where out-of-state visitors failed to evacuate due to unfamiliar terminology. To address this, Nevada emergency managers plan to adopt the “Ready, Set, Go” model for evacuation messaging, aligning more closely with California and Watch Duty’s framework while maintaining clarity. She warned the public not to rely on terms like “Evacuation Level 1 or 2,” which are not used in Nevada, and encouraged people to rely on Perimeter Map for accurate and consistent local information.

1. **REGIONAL TRANSPORTATION COMMISSION (RTC) UPCOMING PROJECTS -**

Paul Nelson, Government Affairs Officer for the Regional Transportation Commission (RTC), gave a comprehensive update on transportation planning, public transit, and infrastructure projects in the region, with a particular focus on Sun Valley. He began by explaining RTC’s structure, led by a board of elected officials from Washoe County, Reno, and Sparks. RTC’s mission is to improve quality of life through transportation, with three main focus areas: transit, road construction and engineering, and regional planning. Paul reviewed RTC’s public transit efforts, noting over 5.6 million rides in the past year—60% of which were for work commutes. He highlighted Sun Valley's Route 5 as the second-busiest non-BRT route in the system, with over 362,000 trips in the past year. He discussed the shift toward a 100% sustainable bus fleet, including electric and hybrid buses, and upcoming hydrogen fuel buses with a fueling station planned at Sutro Street. He explained the FlexRide microtransit service, which operates like Uber or Lyft within specific zones, connecting riders to fixed bus routes. He also described two popular programs: the Taxi Bucks card for seniors, veterans, and people with disabilities, and the Vanpool program, which reduces road congestion and logged 4 million miles off local roads in 2024. RTC is moving toward cashless fare systems by introducing tap-to-pay technology and is working on software to allow paratransit and FlexRide vehicles to be used interchangeably for greater efficiency. On the planning side, RTC recently updated its 2050 Regional Transportation Plan, which sets long-term goals for roads, air quality, and infrastructure. All projects begin in this plan before moving to a five-year implementation phase. One key initiative is the Neighborhood Network Plan, which targets improvements for bikes and pedestrians in 12 neighborhoods. Sun Valley ranked third in priority and will soon be the focus of planning efforts for new sidewalks, bike paths, and safety enhancements. Paul revisited the 2015 Sun Valley Corridor Study, which helped guide upgrades to Sun Valley Boulevard. He noted RTC invested over $81 million in fiscal year 2024 on projects that created more than 2,600 local jobs. Pavement preservation remains a major focus—preventative maintenance like slurry sealing is much more cost-effective than full road reconstruction. He also discussed intelligent traffic systems, such as synchronized signals that adapt based on real-time data to improve traffic flow, even during snowstorms. A major upcoming project is the improvement of Sun Valley Boulevard between Scottsdale Road and 7th Avenue. Although a $40 million federal PROTECT grant was paused, RTC is still pursuing funding and aims to begin construction in 2027. The project will add sidewalks, bike lanes, and improve transit accesses, especially important with more students walking along the corridor. Another significant roadway project is the widening of Highland Ranch Parkway from 5 Ridges to Sun Valley Boulevard. Combined with the next phase of the Pyramid Highway project, these upgrades aim to relieve congestion and improve safety. Interim improvements to the Pyramid intersection will be funded by the 5 Ridges developer, with larger, long-term changes anticipated as part of a future connector project. Paul also addressed regional transportation needs related to the Tahoe-Reno Industrial Center (TRIC), where heavy commuter traffic impacts I-80. RTC is exploring options like a new road from Spanish Springs or South Meadows to USA Parkway and is seeking legislative permission to study toll roads as a funding source. Another concept is commuter rail service from Reno/Sparks to TRIC, which would require Union Pacific’s cooperation but could reduce freeway congestion and improve access for workers. He concluded with a breakdown of RTC’s fiscal year 2025 revenues and expenditures. The agency expects to collect $253 million, primarily from fuel tax and sales tax, with additional funding from federal grants and development fees. Expenditures will total around $284 million, with the largest portions going to transit operations, road preservation, and new roadway construction. Throughout the presentation, Paul emphasized that RTC is focused on planning for growth, improving quality of life, and engaging the public in shaping transportation priorities.

Theresa Antisdel asked if she could call 311 to report metering lights that weren’t working properly at the Clear Acre on-ramp to southbound I-395. She mentioned the lights were sometimes blank, leading to unsafe merging behavior from other drivers. RTC clarified that she could not report that issue to 311 for them to handle, because on-ramps, freeways, and their metering systems are managed by the Nevada Department of Transportation (NDOT), not RTC. While RTC maintains regional roads like Highland Ranch Parkway, Sun Valley Boulevard and freeway infrastructure fall under NDOT’s jurisdiction. RTC acknowledged the long-standing lack of improvements in the Sun Valley area and explained that although Sun Valley Boulevard is currently an NDOT roadway, RTC is leading efforts to improve it through Phase 2 of the Sun Valley Boulevard Improvement Project. They’re working to bring in state and federal funding and, once the project is completed, are in talks with Washoe County to take responsibility for the road so that it can become a regularly maintained regional road under RTC’s care.

Mark Neumann asked for RTC to come back at a later date as there are likely more questions, but they have limited time in the room.

Ellen Chapin made an inaudible comment about using Clear Acre to access the free. It was explained that that road is in NDOTs jurisdiction.

Carol Burns made an inaudible comment, but RTC reassured them that they will let NDOT know that there is an issue.

Carmen Ortiz questioned why money is spent on decorative elements like metal cutouts of animals and rocks when road construction funding is limited. RTC responded that on federally funded projects, a minimum of 3% of the overall construction budget is legally required to be spent on landscaping and architectural features. This is a federal mandate, not a local decision. RTC added that, outside of federally funded projects, they do very little landscaping because their priority is maintaining and improving road conditions.

1. **REPORT ON REQUESTS FOR SERVICE FROM PREVIOUS CAB MEETINGS -**CAB members motioned, seconded, and voted unanimously to move items 9 and 10 to the next CAB meeting.
2. **NEIGHBORHOOD DEVELOPMENT HUB -**

CAB members motioned, seconded, and voted unanimously to move items 8 and 9 to the next CAB meeting.

1. **BOARD MEMBER/COMMISSIONER ANNOUNCEMENTS/ REQUESTS/ DISCUSSION –**Veronica Cortes publicly thanked two Sun Valley residents, Jackie Russell and Jason Hines, for their volunteer efforts in cleaning up the area. She noted that they have been using their own time, energy, and money to remove abandoned vehicles and address issues like homeless camps. She emphasized that other residents are also helping in different parts of the valley and expressed her gratitude for these community-driven cleanup efforts.

Carmen Ortiz requested that TMWA and Code Enforcement come to a CAB. Alexandra Wilson informed them that Chad Weisinger from Code Enforcement did come out and provided a presentation. Also, for TMWA, staff would need more specifics on what they need to talk about. This was supposed to be addressed at the current meeting during the fire hydrant section due to water being sold by TMWA and managed by the Sun Valley General Improvement District.

1. **GENERAL PUBLIC COMMENT –**

There were no public comments.

1. **ADJOURNMENT –**

The meeting was adjourned at 12:06 pm**.**