

1 Brett R. Rigg
2 Arizona State Bar Number 023422
3 **THE RIGG LAW FIRM, PLLC**
4 377 E. White Mountain Blvd.
5 Pinetop, AZ 85935
6 brettrigg@rigglawfirmaz.com
7 PH: (928) 367-0001
8 FX: (877) 244-9967

9 Attorney for Town of Eagar

10 **BEFORE THE ARIZONA CORPORATION COMMISION**

11 **In the Matter of the Application of CG
12 Apache County Wind LLC for a
13 Certificate of Environmental
14 Compatibility Authorizing the
15 Construction of the Lava Run
16 Interconnection Project**

17 **Docket No.: L-21364A-25-0198-00250**

18 **LS CASE NO. 250**

19 **LIMITED APPEARANCE IN
20 CONNECTION WITH THE REMAND
21 HEARING**

22 Pursuant to A.R.S. § 40-360.05(B) and A.A.C. R14-3-204, the Town of Eagar, a
23 municipal corporation in the State of Arizona, hereby files this Notice of Limited
24 Appearance In Connection With The Remand Hearing in the above-captioned matter and,
25 in support thereof, states as follows:

26 1. The Town of Eagar is a political subdivision of the State of Arizona,
27 organized under the laws of the State, and has interests that will be directly and
28 substantially affected by the Lava Run Interconnection Project – a generation tie line that
will connect the proposed Lava Run Wind and Lava Run Solar projects to electrical grid
at the Springerville Substation.

1 2. On December 3, 2025, the Arizona Corporation Commission (the
2 "Commission") considered the Certificate issued by the Arizona Power Plant and
3 Transmission Line Sitting Committee (the "Committee") for the Interconnection Project.
4

5 3. The Commission voted to remand the matter to the Committee for
6 "consideration of additional evidence on county and municipal land concerns, land use
7 impacts in Apache County" as set forth in the Commission's "Order Remanding for
8 Further Proceedings" dated December 10, 2025.
9

10 4. A remand hearing has been set for February 9, 2026, pursuant to the Notice
11 of Hearing issued by the Committee.
12

13 5. On January 6, 2026, the Town of Eagar Town Council made a motion to
14 authorize the Town to file a limited appearance before the Committee in connection with
15 the remand hearing and the Town of Eagar's concerns regarding the Lava Run
16 Interconnection Project.
17

18 6. Attached hereto as **Exhibit A** is a letter sent by the Town of Eagar to the
19 Arizona Power Plant and Transmission Line Siting Committee and the Utilities Division
20 of the Arizona Corporation Commission detailing the Town's concerns and containing
21 additional evidence regarding municipal land concerns. The Town requests that this letter
22 be considered as part of the above captioned matter.
23

1 WHEREFORE, the Town of Eagar appreciates the opportunity to make a limited
2 appearance with regard to the remand hearing and to make it clear that the Town is
3 opposed to the proposed Lava Run Interconnection Project currently under consideration
4 in the area.

5
6
7 RESPECTFULLY SUBMITTED this 27th day of January 2026
8
9

10 THE RIGG LAW FIRM, PLLC.
11
12

13 
14 Brett R. Rigg
15 Attorney for the Town of Eagar
16
17

18 CERTIFICATE OF SERVICE

19 I hereby certify that on this 27th day of January 2026, I have served the foregoing
20 documents on all parities of record in this proceeding, as listed below by mail and/or
21 email, as shown for each party below.

22 ORIGINAL of the foregoing efiled, with:

23 Utilities Division-Docket Control
ARIZONA CORPORATION COMMISSION
24 1200 West Washington Street
Phoenix AZ 85007
25
26
27
28

1 COPY of the foregoing Emailed this 27th day of January 2026 to:

2 Adam Stafford
3 Assistant Attorney General
4 Chairman, AZ Power Plant & Transmission Line Siting Committee
5 2005 North Central Avenue
6 Phoenix AZ 85004
7 Adam.Stafford@azag.gov

8 Briton Baxter
9 Director, Utilities Division
10 ARIZONA CORPORATION COMMISSION
11 1200 West Washington Street
12 Phoenix AZ 85007
13 utildivservicebyemail@azcc.gov; UtilitiesDiv@azcc.gov

14 Thomas Van Flein
15 General Counsel, Legal Division
16 ARIZONA CORPORATION COMMISSION
17 1200 West Washington Street
18 Phoenix AZ 85007
19 utildivservicebyemail@azcc.gov; ogc@azcc.gov

20 Linda Weiland
21 LindaWeiland85603@gmail.com

22 Karen Glennon
23 kgofaz@gmail.com

24 Michael Anable
25 manable@flc.phxcoxmail.com

26 Monica Boehning
27 mobo58wind@gmail.com

28 J. Matthew Derstine
29 SNELL & WILMER L.L.P
30 One East Washington Street
31 Suite 2700
32 Phoenix AZ 85004
33 nderstine@swlaw.com

34 By: _____

35 LIMITED APPEARANCE - 4

36 THE RIGG LAW FIRM, PLLC
37 377 E. WHITE MOUNTAIN BLVD
38 PINETOP, AZ 85935
39 PH: (928) 367-0001
40 FX: (877) 244-9967

EXHIBIT “A”



To: Arizona Power Plant and Transmission Line Siting Committee, and Corporation Commissioners

RE: Line Siting Case No. L-21364A-25-0198-00250, L-21365A-25-0198-00250

This new letter is in response to the AZ Corporation Commission's 12/10/25 remand of the Lava Run Interconnection Line ("I-Line") CEC back to the AZ Power Plant and Transmission Line Siting Committee ("Line Committee"). According to the AZ Corporation Commission ("ACC") Chairman's letter to Apache County's Community Development Director and the ACC "ORDER REMANDING FURTHER PROCEEDINGS" it was made clear that "... the ACC values the input and perspective of local governments in these matters." And the previous Siting Committee CEC record "...lacked sufficient county and municipality input." They specifically state they want "... additional evidence on county and municipal land use concerns..." and ... "The remand is focused on additional public input, county and municipal input for the record."

The following new information is provided to clarify Eagar's opposition to this I-Line, with respect to the following factors and how they relate to the Town and our community (underline emphasis added here):

- **CEC Factor 1:** Existing plans of this state, local government and private entities for other developments at or in the vicinity of the proposed site.
- **CEC Factor 4:** The proposed availability of the site to the public for recreational purposes ...
- **CEC Factor 5:** Existing scenic areas, historic sites and structures or archeological sites at or in the vicinity of the proposed site.
- **CEC Factor 6:** The total environment of the area.

On 10/7/25 and again on 1/6/26 this governing body voted unanimously to oppose the Lava Run Interconnection Line project. Our concerns include project impacts on Eagar's tourism economy including public recreation, scenic and historic resources, airport and Fire Department safety. Repsol representatives have not discussed these issues with Eagar Town leadership or staff.

Together, Eagar and Springerville in southern Apache County function as one community known as Round Valley. What happens in and near Springerville directly affects Eagar also, as we share the same unified Fire and Police Departments, unified school district, and all businesses in each town are vital to the residents of both towns. Round Valley currently has an estimated combined population of 6,312 year-round residents (4,582

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Eagar + 1,730 Springerville)¹. This number can increase by another 35-50% ² on average in the spring-summer-fall season each year due to the large number of recreational tourist visitors and seasonal homeowners who come here to enjoy our ideal weather, solitude, more natural-appearing environment, outstanding scenic qualities and many outdoor attractions/activities in the surrounding vicinity. Even our public library and houses of worship say they see about 25%-40% more attendance from visitors during the peak visitor season annually from May through October. Occupancy in area motels and recreational vehicle parks remains at 90-100% during this time. Popular, widely circulated publications like Arizona Highways Magazine, and Arizona's White Mountains Magazine (by Mead Publishing, Inc. annually since 1954), have provided rich photography with feature articles highlighting travel adventure guides to our area for many decades.

At latest count, this population is supported by at least 84 tourism-related businesses, including: RV parks and RV repair-services, hotel/motels/bed-breakfast/cabin rentals, gas stations/mini-marts, restaurants/fast-food/coffee houses, outfitter-guide services, taxidermists/game processors, ATV rentals, bike/ski rentals, sporting goods/hunting/fishing supplies, grocery stores, hardware-camping & bottled propane suppliers, antique/gift shops, automotive parts/tire repair shops, realtors, museums/heritage center/historical features/archeological park, banks/ATMs, towing/mechanic shops, laundromats, US Forest Service visitor office, hospital with ER/ambulance service, airport, chamber of commerce. The majority of our businesses greatly benefit from this seasonal influx; and financial success hinges on it for many. Others must actually close for the winter months when fewer visitors are here.

We are most concerned about the Lava Run I-Line project location – very near Round Valley, in a scenic recreation and wildlife use area, along both sides of a major highway that our community depends on for transportation of residents and visitors, essential to our local tourism-based economy. Local realtors will tell you that the same amenities which bring visitors here are also responsible for our seasonal home buyers' motivations. Scenic quality is a very big part of that attraction. The very tall I-Line poles and wind turbines will be visible from many locations in Eagar, especially at night when the red flashing FAA warning lights will light up the horizon and disrupt our dark night skies.

After the 2011 Wallow wildfire removed the majority of the Apache Natl. Forest's dense, mature, mixed conifer forest across the Alpine and Springerville Ranger Districts, more campers have switched to using the Greens Peak area very near Lava Run's location,

¹ AZ Office of Economic Opportunity, July 1, 2024 "Population Estimates for Arizona's Counties, Incorporated Places and Unincorporated Balance of Counties – Apache County: Eagar, Springerville"

² Conservative estimate based on 95% occupancy of: 550 rec. vehicle park sites +286 motel rooms + 200 est. summer home occupants +400 developed/dispersed campsites within 15 mile radius x 2 persons average.

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because that is the only dispersed camping area remaining unburned with that certain cool forest type to best escape summer heat. Many use County road 3123 off US 60, which turns into Forest Road 117, as an easy access to those camp spots around Greens Peak. This county road is where Lava Run's substation 1 is proposed and the I-Line will cross both it and US 60 in full view of those visitors. The I-Line application proposes some 200 new steel poles, each 180 ft. tall x 20 ft. wide, closely parallel to US Hwy. 60 for about 6 miles, as well as crossing this highway and US Hwy. 180.

The I-Line CEC Applicant's own scenic analysis admits that "*Based on the assessment of viewer sensitivity and anticipated impacts on the landscape character, the project will result in moderate to high impacts.*" (underline emphasis added) "*The conclusion that we came to despite the moderate to high visual impacts, we have determined the project is compatible with visual resources, because there is no management plan that requires conformance with any visual resource management objectives...*"³ The **Eagar General Plan** can help provide some visual resource management objectives, from our Town's perspective.

We have good reason to believe the Lava Run I-Line and related wind project will negatively affect Eagar's future. The **Eagar General Plan's Land Use Element** states "The Town has experienced a tremendous season population increase [of seasonal residents], reflected in water hook-ups and building permits." It further explains in our **Growth Area Element**: "Current development is mostly focused in areas where the natural resources and views are the most significant." We have several neighborhoods with properties which sit at high enough elevations (7,200'-7,500') that their views include the open grasslands where the Lava Run I-Line and wind farm are proposed. Local realtors stress that the natural scenery visible to the north of these locations, across the expansive undeveloped grasslands, makes them highly desirable properties with higher values.

The proposed Lava Run industrial development will be visible from these Eagar locations, but the project Applicant has not included visual simulations from such locations. No Key Observation Points (KOPs) were established to study views from properties in the 26-Bar subdivisions, Elk Crest Estates, Benny Jay Heights, to name a few; or from any of the three designated scenic highways (AZ 260, AZ 261, portion of US 180/191) important to visual quality in our area. We believe that recreational travelers/local commuters and passengers on US 60, as well as homeowners, and users of nearby scenic highways ALL qualify as "sensitive viewers".

³ Project LS-250 Oct. 22, 2025 Evidentiary Hearing Transcript page 522- rows 21-23, and pg. 523- rows 10-14.

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The vast majority of our recreational tourists and seasonal residents are sensitive viewers indeed. Our local realtors and businesses know and say so. These visitors choose locations where they can spend quality time taking in the panoramic views. They have more expendable, discretionary incomes than many year-round residents. So they can choose to go elsewhere if their favorite views here are compromised. The transition from wide open spaces and skylines to rolling grasslands with cinder cone hills, to woodlands, forest, and mountains are precisely what bring them here for: the natural beauty, absence of unwanted evidence of modern industry, seeking solitude with clear night skies, and quality wildlife viewing in relatively unaltered landscapes. Losing any one of those natural characters (like open grasslands) degrades the overall visual experience. The Applicants' consultant has testified that that such a mix of visual variety gives this area a higher scenic value.⁴

Among the most sensitive viewers may be Native Americans and visitors to the Casa Malpais Archeological Park, a National Historic Landmark,⁵ and big tourist draw on the volcanic rim north edge of Round Valley, at approx. 7,020 ft. elev. with views of the western horizon where portions of the I-Line and wind farm will be clearly visible. Current Hopi and Zuni elders still consider this entire ancestral site to be a sacred place, where they have performed traditional spiritual ceremonies of sacred prayers and offerings. Some features exist there which are sealed from public access and are not openly discussed or revealed to non-Tribal members.

A major **Eagar General Plan Policy** is to establish Eagar as "a good 'base of operations' for hiking, mountain biking, camping and other outdoor activities." and to "Promote [our] natural resources in a manner that will serve the residents and visitors." **So our Plan emphasizes that visitors are quite important along with our residents.**

A **General Plan Goal** is to "Create an expanded parks and trails system that will serve the residents and visitors." An **Objective and Policy** is to "Work with adjacent communities to encourage more connectivity between them." And "Coordinate regional planning activity to build strong transportation linkages between Eagar, Springerville, and the surrounding communities." This ties-in with the scenic highways that bring these recreationists to our parks and trail-heads, thus our **Town motto "Eagar – where roads hit the trails."** The I-Line and wind projects will be visible from nearby vistas and US Forest Service/AZ Game & Fish Dept. established hiking/equestrian/ATV trails on the edges of town.

⁴ Project LS-250 Oct. 22, 2025 Evidentiary Hearing Transcript page 497- rows 15-19, 24-25, and pg. 498- rows 1-6.

⁵ Casa Malpais color visitor brochure, front-back

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We do not translate "moderate to high visual impact on sensitive viewers" to mean a 50-100% loss of visitors. But as Town leadership, we are concerned that it may result in a measurable reduction in tourism visitation to our area. Just a 5-10% reduction would be an unacceptable risk to our local businesses, related jobs, sales tax revenues, and overall Round Valley economy. As the I-Line alone risks this loss, the wind farm it would enable combined with the I-Line's visual impacts would most certainly threaten our economy.

One estimate for 2022 shows that tourism contributed a total of \$149 Million to local economies in Apache County.⁶ If we were to lose even just 5-10% of this visitation revenue annually, it would be substantially harmful to numerous businesses in our community. They know their customers and clientele; and because they are concerned, we trust their judgment. Informal citizen polling of Round Valley visitors and seasonal residents specifically about Lava Run suggests that the majority of them do not want this industrial development built so close to Springerville.

In discussions with a representative mix of local business owners/managers, a majority say that visitors and summertime residents increase their business by 30-50% in the peak tourism season. Restaurants say their summer business increases by 60-100% ("roughly doubles"). Retailers say many full-time residents now buy goods on-line, while visitors and seasonal residents here for a few days-to-weeks at a time tend to patronize their establishments in person, making that business all the more important to them. Even just a 5-10% loss of such business would be a huge impact resulting in reduced hours of operation, cut numbers of employees or changes from full-time to part-time employments. Others say they would have to stop their financial donations to support local youth sports programs and similar local charities, something they pride themselves in as neighbors helping neighbors. Some local businesses are already on such tight margins during the slow months that they say a 10%, or even 5% loss, in the summer could cause them to fold the business. (5-10% loss may not mean much to businesses in big Phoenix markets, but it is a devastating hit to a small community like ours. And that's not counting the ripple effect to other local businesses, lost sales taxes, etc.) This impact could actually result in a net loss of jobs due to this I-Line project combined with the wind farm.

Our location, climate, and proximity to recreation, wildlife and spectacular scenery help make Eagar special and attractive to tourists. Most visitors to this area consider the scenic landscape along their drive as they approach Round Valley as part of their refreshing recreational experience. Visual quality along US 60 is also important because it is part of a

⁶ "Visitor Spending By County - Apache County, 2022". Arizona Travel Impacts Report by Dean Runyan Associates, prepared for AZ Office of Tourism.

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scenic loop from Round Valley to Show Low on US 60/AZ 260 as shown in "America's #1 Road Atlas" which is used by most recreational travelers planning scenic drives.⁷ In fact, US 60 currently meets the criteria for scenic road nomination. But placing two substations and 6 miles of a large power-line atop 180-foot tall steel poles along Route 60 will change the visual character of this narrow, 2-lane highway.

AZ Highway 260 is a state-designated Scenic Highway which runs through the high elevation forest past Greer, AZ into Eagar, as another major visitor entrance into our community. There are portions of the Lava Run project, including the I-Line, that will be visible from this highway across the open grasslands as travelers approach Eagar. The project Applicant has not included any visual simulations to display the visual impact from this scenic highway.

AZ Highway 261 is another state-designated Scenic Highway which drops down on the north-facing steep slopes of the mountains to our south, as one travels here from the Big Lake Recreation Complex. Along with AZ-260, this hwy. forms a very scenic loop drive that attracts sight-seers. A developed feature of this highway is the "Point of the Mountain Scenic Overlook" including a parking lot with restrooms and covered ramada with picnic tables facing the vast grasslands to the north of Springerville. At an elevation of 8,900+ ft. nearly the entire Lava Run project will be visible from just 10.5 to 14 air miles away. But no views from this point are included in the company's visual impact assessment.

US Highway 180/191 is a federally-designated Scenic Byway southeast of Eagar, known as the Coronado Trail, which has open views of Eagar-Springerville and grasslands to the north, as the traveler tops "Picnic Hill" approaching Round Valley from Alpine, Nutrioso, and the Natl Forest. With the I-Line project just 12 air miles away, the company should have also included this view in their visual impact assessment, but did not.

All KOPs were located to study a narrow 1-mile wide imaginary I-Line corridor as the visual impact Study Area. Their study results show the biggest negative visual impact is essentially to travelers on Hwys. 60 and 180, represented by KOPs 2, 3, 5, 6.⁸ We agree, but impacts to those also viewing from homes and scenic highways should have been considered. And the visual simulations that were used to study impacts of the I-Line are flawed in that the camera's angle of view is a narrow wedge, about 20-25 degrees. But the human field of vision is closer to 180 degrees without turning your head.

⁷ Rand McNally Road Atlas of the USA, Arizona roadways. 2022 edition, among others.

⁸ Project LS-250 Oct. 22, 2025 Evidentiary Hearing Transcripts page 522-rows 15-25, & pg. 523-rows 1-16.

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US Highway 60 is also a Historic highway. Early alignments followed trails and freighting wagon roads that connected ranching and indigenous communities.⁹ According to AZ Dept. of Transportation (ADOT) US Hwy. 60 is known and managed as a historic highway. ADOT plans and manages US 60 and AZ 260 through Springerville-Eagar as a paired transportation corridor, due to their many functional similarities. Their June 2022 Corridor Profile Study states: "The routes also provide access to the National Forests and popular destinations for visitors and residents looking for snow in winter and seeking relief from high temperatures in the summer. SR 260/US 60 is a significant connection for visitor traffic in the region and provides an alternative link to the State of New Mexico via the US 180 connection to US 60 in Springerville." "Historical US 60 was reconstructed on a relocated alignment between Show Low and Springerville in the 1930's."¹⁰

US 60 today is not only a transportation link, but also a scenic and historic corridor that reflects early 1900s highway building efforts across difficult terrain. "In its heyday before the construction of the Interstate Highway System, US 60 was the ribbon of transcontinental two-lane blacktop that guided motorists across the lower half of the US between the beaches of Virginia and downtown Los Angeles." ... "But US 60 is more than a highway. [What's left today is] a 400-mile lesson in Arizona history and geography..."¹¹

Starting at the NM state line traveling west on US 60 through rolling ranchland invokes memories of actor John Wayne – he liked this part of AZ so much that he bought the 26-Bar Ranch (now part of Eagar) and owned it for several years. He assisted with expanding our airport and our local hospital. He rode and worked this ranch personally, frequented local restaurants and appeared in local parades on Main Street (US 60) in Springerville.¹² He was a good friend of Vince Butler, son of Greer's famed Molly Butler. Remnants and memorabilia of his close involvement with our community continue to add historic flavor to this area, to the delight of visitors.

Tourism became an important aspect of business for Round Valley in the early 1900s-1930s due to the transformation of old dirt trails into segments of the National Old Trails

⁹ "U.S.60" summary of article in May 1956 issue of Arizona Highways Magazine, by Carl R. Erikson & Esther Henderson.

¹⁰ SR260/US60 Corridor Profile Study – Heber-Overgaard to New Mexico State Line, Final Report, June, 2022. Prepared for ADOT by Wilson and Company (ADOT Work Task No. MPD-022-21, ADOT Contract No. 17-17195).

¹¹ Road Trip: Arizona's piece of US 60, and original transcontinental highway. May 2016, by Gant Wegner of ADOT Communications, at: <https://azdot.gov/adot-blog/road-trip-arizonas-piece-us-60-original-transcontinental-highway>

¹² "Rooted in the White Mountains" - WMI News Article, 1/13/2026 by staff writer Jenn Moreira - Features local rancher's photos and story of actor John Wayne's time at 26-Bar Ranch by Round Valley.

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Road ¹³, which became a National Memorial Highway along with the 1928 dedication of a Daughters of the American Revolution "Madonna of the Trail" Statue in downtown Springerville, which still sits on US 60 today as one of 12 identical statues and often visited by tourists tracing this original transcontinental route.¹⁴ Early pioneering Round Valley entrepreneurs Gustav and Julius Becker, using their personal ties with Judge (and later US President) Harry S. Truman, and Barry Goldwater, were key in establishing this system of scenic and historic highways through Round Valley.^{15 & 13} So it is truly a historic site/structure deserving protection from expanded industrial development. It has state/local cultural significance, associated with historically significant events and persons.

In fact, the State Historic Preservation Office letter dated August 12, 2025 regarding the I-Line project (page E-12 in the CEC Application) states that the Class I survey identified ... "2 historic in-use structures, U.S. Route 60 and U.S. Route 180, within the project area." The Lava Run I-Line would be 3 times taller than all other power-lines visible from these two historic routes in this vicinity. That's a very noticeable visual change from existing scenery, which will detract from their historic character.

The **Eagar General Plan** has **Policies** including: "To capitalize on the opportunities afforded by Eagar's proximity to the Springerville Airport", and "To work with Town of Springerville [and others] toward obtaining commercial airline service at the Springerville Airport." These would help to improve transportation and increase tourism in Eagar, but may require some airport expansion.

Local tourism economy and recreation are already tied to the Springerville Airport. Private pilots choose it as a destination to stay for an extended visit, while others use it overnight or as a temporary stop-over for a meal break and refueling. The White Mountains of Arizona are a prime hunting location in the southwest, and home to a multimillion-dollar industry. When hunting season begins, Springerville Municipal Airport is a landing destination for hunters who fly in on jets to hunt for trophy elk, deer, and/or pronghorn antelope. Many employ local outfitter-guide services. The significant revenue they bring into the area will likely be jeopardized as their pilots grow concerned with the new safety issues directly related to a large field of wind turbines and power-lines so close to this airport. At least one physician flies himself and assistants into this airport routinely

¹³ The National Old Trails Road-Part 4: From Named Trails to US Numbered Highways, by Richard F. Weingroff of the US Dept. of Transportation, Federal Highway Administration, at: www.fhwa.dot.gov/infrastructure/general-highway-history

¹⁴ Article: "DAR gathering to honor historic Madonna of the Trail statue", by Staff writer Toni Gibbons, White Mountain Independent newspaper 11/24/2025 issue.

¹⁵ AZ Historical Society, Library and Archives Collection MS 0065 "Becker Family papers, 1870-1959". At: www.ahsref@azhs.gov

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to perform surgeries in our small local hospital, which contributes to this hospital's financial survival. He's written to the FAA that he will stop flying here if Lava Run is built in the proposed location.¹⁶

The Lava Run I-Line will cross Hwy. 60 and Hwy. 180, both used by pilots for visual navigation into Springerville Airport. The I-Line and wind project's proposed locations will make using the airport more challenging and potentially dangerous for fixed-wing aircraft and helicopters, and could preclude any future expansion of the airport. The CEC's recommended extra conditions don't even require the Applicant to install aviation diverters on the power-lines crossing these two highways for improved I-Line visibility and safety to pilots.

Inadequate consideration was made that the proposed I-Line Project and related wind farm will build new access roads, introduce more off-road human and vehicular disturbances to antelope fawning success in their prime habitat, disrupt Hwy. 60 wildlife crossings and migration trails, impacting hunting and wildlife viewing recreational opportunities. The AZ Antelope Foundation, therefore, encourages denial of the I-Line CEC.¹⁷

Any wildfire sparked near our community, and public safety, are always serious concerns. After reviewing the Applicant's Emergency Action Plans for the proposed Lava Run Wind and Solar projects (both titled "Final" June 2025), Round Valley Fire & Medical Department has significant concerns regarding the practicality and adequacy of emergency response in this rural, high wildland fire risk area located immediately adjacent to the Apache-Sitgreaves National Forest. The plans rely heavily on employee evacuation, portable fire extinguishers, and remote monitoring, while providing no meaningful on-site fire suppression systems, no dedicated water supply, and no realistic mitigation for turbine, battery, inverter, or high-voltage electrical fires, all of which would be defensive, resource-intensive incidents for our agency. The documents also assume year-round access, immediate response capability, and favorable conditions, despite known limitations related to weather, distance, road access, and staffing in our region.

These plans fail to address any fire prevention or contingency plans for safe operation of their high-voltage Interconnection Line, nor their overhead collector lines. There's no mention of the I-Line automated detection system for winter ice formation and

¹⁶ Dr. Robert L. Mahanti, MD - Letter to Phoenix FAA official, dated 3/3/2025.

¹⁷ See David Cagle's submission to the ACC with 2 maps and attachments docketed on 11/28/2025 from the Arizona Antelope Foundation.

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mechanized ice stripping to prevent downed I-Line sections that were described by the Applicant in the October 20-23, 2025 CEC

Hearing.¹⁸ Nor has it been explained how dislodged ice chunks would be prevented from falling on vehicles passing under the I-Line across Hwys. 60 and 180. Also, it is not uncommon here to have very hot, heavy, thick smoke from nearby wildfires drift across charged power-lines, and in some cases it can "arc" and spark the line. So, all local electric utility companies are prepared to de-energize the power in their segments of lines in proximity to that heavy smoke, to avoid further wildfire hazard. Sometimes this precaution is also needed in very high winds. There's no mention of this precaution in either plan.

The scale and location of this I-Line and the related projects introduce substantial new wildfire ignition risk, complex technical rescue hazards, and serious concerns regarding large-area evacuation and smoke impacts to surrounding communities. We are further concerned that the Emergency Action Plans show no meaningful coordination with the Arizona State Fire Marshal's Office, the Arizona Department of Forestry and Fire Management, or the US Forest Service, despite the direct wildfire and wildland-urban interface implications of this development. In our professional judgment, these plans do not demonstrate that the Interconnection Line, wind or solar/battery storage facilities can be safely protected or effectively mitigated with the emergency services realistically available in this area, and the project as proposed would place an unreasonable and unfunded risk burden on Round Valley Fire and Medical Department resources and the communities we serve.

Lastly, we have additional concerns of the following:

- Many incomplete environmental field surveys still pending (archeology, geology, soils, wildlife, plants). How can anyone be sure that when completed, certain new findings would not require I-Line project denial, relocation, or new extra mitigation measures needed but unknown prior to survey completion?
- No estimate or consideration of extra ground water depletion from our aquifer.
- Few long-term new jobs produced to offset possibly higher numbers of jobs lost due to project impacts.
- We are also puzzled why our Town officials and attorney were not notified of the Line Siting Chairman's Procedural Conference held by video on 12/19/25, as the 12/12/25 Certificate of Mailing list lacks our Town Manager and Town Attorney.¹⁹

¹⁸ Project LS-250 Oct. 20-23, 2025 Evidentiary Hearing Transcripts page 220-rows 13-22, pg. 221-rows 1-24, pg. 226, and pgs.276-279.

¹⁹ Certificate of Mailing list in the Chairman's 12/12/2025 Procedural Order, informing potential parties to attend the 12/19/25 Procedural Conference.

Where Roads Hit The Trails



Lava Run is the first project to propose an I-Line near our community. If approved, it is conceivable that the other 2 to 3 known renewable energy projects planned in the same vicinity would likely be encouraged to co-locate their added I-Lines within Lava Run's corridor. That would further compound the industrial visual blight and airport/highway safety concerns we are so opposed to.

So clearly, the Town of Eagar has serious concerns regarding our tourism economy, public recreation, scenic and historic resources, Springerville airport, and Round Valley Fire Dept. operational safety. We respectfully request that you deny the CEC for the Interconnection Line project.

On behalf of our citizens, we thank you for your thoughtful consideration.

Sincerely,

Guy Phelps
Mayor, Guy Phelps

Marsha Tucker
Vice-mayor Marsha Tucker

Ray Hamblin
Councilman, Ray Hamblin

Brandon Slade
Councilman, Brandon Slade

Bryce Burnham
Councilman, Bryce Burnham

Titan Merrill
Councilman, Titan Merrill

William Greenwood
Councilman, William Greenwood

NOTE: All cited documents and footnoted source documents are on file and available upon request.

CC: Town of Springerville
Apache County Planning and Zoning Commission
Apache County Board of Supervisors

¹ Certificate of Mailing list in the Chairman's 12/12/2025 Procedural Order, informing potential parties to attend the 12/19/25 Procedural Conference.

Where Roads Hit The Trails

P.O. Box 1300 * 22W 2nd Street * Eagar, AZ 85925 *
928-333-4128 * eagaraz.gov