MID-STATE TRANSMISSION LINE PROJECT

August 24, 2026 - Virtual Public Open House
Revised October 20, 2026

FREQUENTLY ASKED QUESTIONS & ANSWERS

This FAQ is meant to give information about where the project stands today, what happens next, and how the public can stay involved. As the Mid-State Transmission project moves forward and additional information becomes available, PNM will continue to update this document.

ABOUT THE PROJECT

What is the Mid-State Transmission Line Project?

The Mid-State Transmission Project is a proposed upgrade to PNM's existing transmission system in Torrance, Socorro, and Valencia counties. The Project includes the construction of a new 345-kV transmission line to deliver electricity more efficiently.

The line is expected to be approximately 100 miles long, with much of the proposed route using existing PNM rights-of-way and new rights-of-way where needed.

Why is this project needed?

The project is designed to help strengthen the electric grid and prepare it for the future energy needs of New Mexico.

It would help to:

- Improve reliability and resilience across the region;
- Modernize the electric grid to meet growing energy demand; and
- Support continued investment in renewable energy in New Mexico.

The Mid-State Transmission Line Project is intended to help make the transmission system stronger and better prepared for the future.

Where would the project be located?

The proposed project would cross portions of Torrance, Socorro, and Valencia Counties.

The proposed route generally follows existing transmission infrastructure between the Hidden Mountain Substation in the west and the Western Spirit Switchyard in the east.

To view the latest project map visit PNM.com/mid-state-transmission

ROUTE

How was the preferred route chosen? And what are you looking for when you compare route options?

PNM has been conducting a routing study to evaluate potential route options for the new transmission line and is now refining the preferred route.

When looking at possible routes, the project team considers a wide range of factors, including:

- Engineering and technical needs;
- Environmental impacts;
- Cultural and Tribal resources;
- Land use; and
- Feedback from communities and landowners.

Based on the above considerations, the project team will determine a preferred project route which will then go through more detailed assessment. When refining a route, the biggest drivers are access to existing Rights-of-Way, streamlined engineering needs, avoiding and/or minimizing impacts to sensitive environmental resources, as well as minimizing impact to cultural resources. The goal is to find a route that works from an engineering standpoint while also being thoughtful about the environment, cultural resources, landowners, and nearby communities.

The project is still in the route evaluation phase, so the route is being refined as studies continue, and public input is received.

Will the project use existing transmission corridors?

Yes. Much of the proposed route is expected to use existing PNM rights-of-way.

In some areas, new rights-of-way may be needed. Those options are being considered based on engineering needs, environmental and cultural resources, land use, and public input.

Why can't the entire project stay within existing rights-of-way?

Existing rights-of-way can be a good option, and much of the proposed route is expected to use them.

But there may be places where an existing corridor does not work because of engineering, environmental, cultural, land-use, or other site-specific issues.

For this reason, the project team is looking at both existing and new right-of-way options as the route is refined.

Why is the proposed right-of-way approximately 200 feet wide?

The Mid-State Transmission Line Project is currently designed with a typical right-of-way of approximately 200 feet. The width provides space for the transmission line and helps support safe construction, operation, and maintenance of the facilities. Note, the exact width may vary in some locations depending on final design and site conditions.

Because the proposed right-of-way is wider than 100 feet, it is subject to provisions of New Mexico law regarding NMPRC review. Unless otherwise agreed to by the parties, PNM must obtain a NMPRC Width Determination Approval to construct and maintain the transmission line before construction begins.

PNM will provide additional information about the NMPRC filing and review process as it becomes available.

Can the route still change?

PNM has a proposed project route. Yes, the project is still in the route evaluation phase – this means we are actively making micro-adjustments to the final route which will be presented to the PRC for approval. Engineering and environmental studies are ongoing, and the team is continuing to hear from communities, landowners, and Tribal Nations.

That input can help identify concerns and local conditions that may lead to route refinements.

Will the new line be next to residential areas or individual properties?

Impacting the least number of private residences is the goal in the routing process and often following or upgrading existing PNM transmission rights-of-way is the best course of action. To meet this goal, the project team works to cite new rights-of-way as far away from inhabited properties as possible.

PROJECT SCHEDULE

Where are we in the process?

The project is currently in the route evaluation and public outreach phase.

Here's the current general schedule:

- 2026 3rd & 4th Qtrs: Public outreach and community feedback, finalize route evaluation, ongoing engineering, submit applications to the PRC
- 2027: PRC review, engineering and environmental studies, permitting, and land-acquisition work
- 2028–2029: Regulatory review and detailed engineering, construction, energization, and site restoration

These dates may be updated as the project moves forward.

When will construction start?

Construction activities are expected to begin in the Fall of 2027

PNM will share more specific construction timing as it becomes available.

ENGINEERING AND DESIGN

What kind of transmission structures would be used and how far apart are the structures expected to be?

The project is expected to primarily use tubular steel H-frame transmission structures.

Typical structure heights are expected to range from approximately 80 to 140 feet, with typical spans between structures ranging from approximately 750 to 1,250 feet.

Actual structure heights, locations and spacing may vary based on final engineering, terrain, site conditions and other project requirements.

Will the new line replace existing transmission lines?

Mid-State Transmission is not replacing existing transmission lines, rather it is co-locating a new line with existing infrastructure. Meaning, where there once existed only a 115kV transmission line the finished product will now be two separate lines co-located on new shared structures – the existing 115kV line and a new 345kV line. In areas where the engineering would not allow for this combined new layout a new set of structures will be added nearby for the 345kV line and the existing 115kV will remain as is.

This blending of new and old infrastructure allows PNM to keep costs down while enhancing reliability to the New Mexican grid.

Will the proposed transmission structures require aviation warning lights?

Lighting will be required on certain transmission structures located east of the Belen Airport. The lighting will be installed only as necessary to support safe airport operations and aviation safety.

If lighting is required, what potential light pollution could result, and what measures would be considered to minimize it?

Aviation warning lighting may result in localized nighttime visibility of the lights and associated visual impacts to nearby properties. Required lighting will be limited to those transmission structures where it is necessary for aviation safety and will be designed and operated in accordance with applicable Federal Aviation Administration (FAA) requirements. Where permitted by the FAA, lighting configuration and intensity will be selected to minimize unnecessary nighttime illumination while maintaining aviation safety.

PROPERTY AND LANDOWNER QUESTIONS

How can I tell if my property is near the proposed route?

The easiest place to start is the current project map at:

PNM.com/mid-state-transmission

Scheduling a call back from a member of the project team is also an encouraged step as a member of the team will be able to personally answer questions and confirm if you are directly impacted by the Project or if you were notified due to the physical proximity of your land being within 1,000 ft of the Project.

How can I find out how the project could affect my property?

If you have property-specific questions, please contact the project team.

The route is still being evaluated, so some details may continue to change as engineering work and public outreach move forward.

Website:PNM.com/mid-state-transmission Contact Form: https://www.pnm.com/en/contact-form

Phone: 833-910-3670

When will parcel-level maps be available? https://www.pnm.com/mid-state-transmission

The current project materials include a regional route map, and more detailed information will be shared as it becomes available.

Do landowners get compensated if they grant new easements?

Yes, landowners will be compensated for granting new easements.

Can property within the right-of-way continue to be used for grazing?

In most cases, yes. Landowners can typically continue grazing livestock within transmission-line rights- of-way after construction is complete.

Some activities may be limited to protect the transmission facilities, maintain safe clearances, and allow PNM access for inspections, maintenance, and repairs. Specific property uses will also be subject to the terms of the individual easement.

Landowners with questions about how the proposed right-of-way could affect the use of their property are encouraged to contact the project land team at:

Website:PNM.com/mid-state-transmission Contact Form: https://www.pnm.com/en/contact-form

Phone: 833-910-3670

Could eminent domain be used to obtain project easements?

PNM's goal is to work with landowners to reach mutually beneficial agreements whenever possible. Eminent domain is only ever considered as a last resort and only after all other reasonable options have been explored.

This could occur when a property owner cannot be located despite efforts to contact them, or when PNM and a landowner are unable to reach an agreement and there is no feasible alternative route around the property.

Before pursuing eminent domain, other options, such as adjusting the route or avoiding a particular parcel where it is feasible are also evaluated.

Why are Pattern Energy and Percheron contacting landowners about a PNM project?

PNM is working with Pattern Energy to help develop and construct the Mid-State Transmission Line Project. While Pattern Energy is a contractor developing and constructing the project. PNM will own and operate the facilities as part of its transmission system.

Pattern has contracted with Percheron, LLC to work with landowners on right-of-way and easement discussions for the project.

Will neighboring landowners be notified about the NMPRC proceeding?

PNM will provide notice as required by applicable New Mexico law and NMPRC rules.

For a right-of-way width determination, New Mexico law includes specific notice requirements for owners of property proposed to be taken and, when applicable, people occupying that property.

Once the Mid-State applications are filed, PNM will provide additional information about the NMPRC cases, including case numbers and ways the public can follow or participate in the proceedings.

ENVIRONMENT AND CULTURAL RESOURCES

What environmental impacts are being considered?

Environmental considerations are part of the project from route planning through design and construction.

Some of the key areas being looked at include:

- Cultural and Tribal resources;
- Land restoration;
- Birds and wildlife; and
- Erosion and pollution control.

These issues are considered alongside engineering and land-use needs as the project develops.

How do you ensure minimal environmental impact?

Wildlife protection is one of the environmental considerations built into the project.

Engineering and environmental studies are underway, and that work will help shape the route, project design, and construction plans in order to minimize impacts to wildlife and habitat.

What electromagnetic fields (EMFs) are expected from the proposed transmission line?

Power lines are generally operated at extremely low frequency, between 50-60 Hertz, alternating current. This is also referred to as power frequency EMF. The strength of the field varies with proximity to the lines.

What information is available regarding potential health impacts associated with EMF exposure?

The project team cannot provide direct advice regarding potential health impacts associated with EMF exposure; however, research on the possible health effects of power frequency EMF has been ongoing since the late 1970s. It has not been concluded that power frequency EMF, at the levels typically encountered daily, cause or contribute to adverse health effects. “Both electric and magnetic fields induce voltages and currents in the body but even directly beneath a high voltage transmission line, the

induced currents are very small compared to thresholds for producing shock and other electrical effects." - World Health Organization (2024) Radiation: Electromagnetic fields

What impacts to viewsheds, the skyline, and nighttime visibility have been evaluated?

To reduce new visual impacts, much of Mid-State Transmission will either be co-located with PNM's existing 115-kV transmission line or in an adjacent right-of-way. PNM has also prepared preliminary visual simulations of the proposed line, which you can download from the project webpage. You can also use the interactive route map on the project webpage to see where the proposed line is in relation to your property.

How are cultural and Tribal resources being considered?

PNM recognizes the importance of early and meaningful engagement with Tribal Nations. As part of the project's development, PNM has contacted 16 Tribal Nations to share information about the project and hear their perspectives.

These include the Pueblos of Sandia, Isleta, Acoma, Jemez, Santo Domingo, Ysleta del Sur, Taos, and Zuni; the Hopi Tribe; Mescalero Apache Tribe; Pascua Yaqui Tribe; Kiowa Tribe; Fort Sill Apache Tribe; White Mountain Apache Tribe; Wichita and Affiliated Tribes; and Caddo Nation.

PNM will continue to engage with Tribal Nations as the project moves forward and through applicable regulatory and cultural resource review processes.

Will land disturbed during construction be restored?

Yes. Land restoration is part of the project's environmental planning.

The current project schedule also includes site restoration after construction and energization are complete. Examples of the restoration process include but are not limited to - reseeding disturbed area with native seed mix and contouring slopes to prevent erosion and allow vegetation to establish more readily.

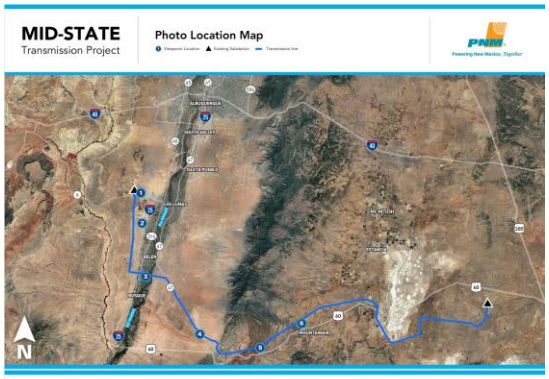
How will erosion and pollution be handled?

Erosion and pollution control are part of the project's environmental planning.

More detailed information about specific construction practices and permit requirements will be shared as those plans are developed.

MID-STATE TRANSMISSION PROJECT: EXISTING AND PROPOSED VIEWS

Explore the project route and compare existing conditions with visual simulations of the proposed Mid-State Transmission Project from six locations.


MID-STATE
Transmission Project
Photo Location Map
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MID-STATE
Transmission Project
Viewpoint 1


Existing Conditions


Proposed Conditions


MID-STATE
Transmission Project
Viewpoint 2


Existing Conditions


Proposed Conditions


MID-STATE
Transmission Project
Viewpoint 3


Existing Conditions


Proposed Conditions


MID-STATE
Transmission Project
Viewpoint 4


Existing Conditions


Proposed Conditions


MID-STATE
Transmission Project
Viewpoint 5

REGULATORY REVIEW

What happens after route evaluation?

After the route evaluation phase, the project is expected to move into regulatory review and detailed engineering.

That phase is currently shown on the project schedule for 2026–2027.

It is expected to include:

- Regulatory review;
- Detailed engineering;
- Permitting; and
- Land-acquisition activities.

What regulatory approvals will the project need?

Before the Mid-State Transmission Line Project can be constructed, PNM will need to obtain several approvals from the New Mexico Public Regulation Commission (NMPRC).

PNM expects to seek approval for:

- A Certificate of Public Convenience and Necessity (CCN) for the project;
- Location Approval of the proposed transmission line; and
- A Right-of-Way Width Determination Approval for the transmission line.

These applications give the NMPRC an opportunity to review different aspects of the project before construction moves forward.

PNM will provide additional information, including NMPRC case numbers and links to the filings, once they are available.

Has anything been filed with the NMPRC yet?

No. The project is currently in the route evaluation and public outreach phase, with the project team continuing to refine the preferred route.

Once PNM files its applications with the NMPRC in the later part of 2026, case numbers will be assigned, and PNM will post that information here.

The NMPRC will then review the applications through its regulatory process, which may include additional filings, testimony, public notices, opportunities for public participation, hearings, and Commission decisions.

PNM will continue to provide updates as the regulatory process moves forward.

What is a Certificate of Public Convenience and Necessity (CCN)?

A Certificate of Public Convenience and Necessity, commonly called a CCN, is an approval issued by the NMPRC for certain utility projects.

As part of the CCN process, PNM will provide information supporting the need for the Mid-State Transmission Line Project and request Commission approval to construct and operate the proposed facilities.

Once PNM files its application, the public will be able to follow the case through the NMPRC's public docket system.

NMPRC:prc.nm.gov NMPRC Case Lookup:New Mexico Public Regulation Commission

Will the project require a NEPA review?

Short portions of the project will cross land managed by the U.S. Forest Service and the Bureau of Land Management. In order to authorize these crossings, each agency will be required to comply with NEPA and will review the portions of the project within their managed lands. The project will comply with all federal regulatory requirements as implemented by the land management agencies.

How can I follow the project once it is filed with the NMPRC?

Once PNM files the Mid-State applications, the NMPRC will assign case numbers that the public can use to follow the proceedings, review publicly available filings, notices, testimony, and Commission decisions, and learn about opportunities to provide comments or participate in the regulatory process.

The specific process, deadlines, hearing dates, and participation options will depend on the Commission's notices and orders in the Mid-State cases.

NMPRC case information is available through the Commission's online docket system.

NMPRC:prc.nm.gov NMPRC Case Lookup:New Mexico Public Regulation Commission

PNM will also post relevant regulatory information on the Mid-State project webpage as it becomes available.

PUBLIC PARTICIPATION

How can I share feedback?

We want to hear from people who live, work, own property, or have other interests in the project area.

Community and landowner feedback can help the project team better understand local conditions, concerns, and opportunities to improve the project.

You can contact the project team here:

Website:PNM.com/mid-state-transmission Contact Form: https://www.pnm.com/en/contact-form Phone: 833-910-3670

Can I contact someone about my property or concerns?

Yes. If you have questions, concerns, or information you think the project team should know about, please reach out.

Website:PNM.com/mid-state-transmission Contact Form: https://www.pnm.com/en/contact-form Phone: 833-910-3670

Where can I find updates and maps?

The latest project updates, maps, and contact information are available at:

PNM.com/mid-state-transmission