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| APPLICATION OF TEXAS-NEW MEXICO POWER COMPANY TO AMEND ITS CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE PROPOSED PILOT POINT 138-KV TRANSMISSION LINE PROJECT IN COLLIN, GRAYSON AND/OR DENTON COUNTIES | § § § § § § § § | BEFORE THE STATE OFFICE OF ADMINISTRATIVE HEARINGS |
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INTERVENORS SHARON AND LEON PELZEL'S POST-HEARING BRIEF

Intervenors Sharon and Leon Pelzel ("Pelzels"), files this joint Post-Hearing Brief.

SUMMARY OF RELEVANT EVIDENCE PRESENTED AT HEARING

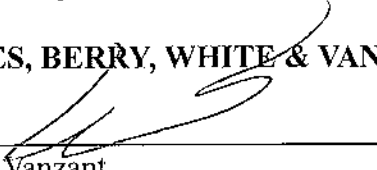
The evidence at the SOAH hearing indicated generally that Route 11 is the least expensive proposed route at \$68,688,842; Route 11 utilizes one of the highest percentages of compatible right-of-way of its total length at 91.8%; Route 11 has one of the lower numbers of habitable structures within 300 feet of the centerline of the proposed routes with twenty-seven; Route 11 has no cemeteries within 1,000 feet of its centerline. The paralleling of existing public roads, highways, and railways for all of TNMP's proposed routes ranges from approximately 2,830 feet to 66,645 feet. Route 11 parallels 26,003 feet. The alternative routes impact between 15 and 129 habitable structures. Route 11 impacts 27 habitable structures. TPWD's recommend route, Route 1, impacts 53 habitable structures. PUC Staff's witness, Chris Roelse, evaluated the application and recommended Route 11 as the route that best meets PURA and the Commission's criteria. TNMP also identified Route 11 as the route that best meets the same criteria. Any Routes which contain Links 1Y or 2L would cause severe damage to property owners.

ARGUMENT

Any Routes which contain Links 1Y or 2L do not comply with the PUC Routing Criteria because they would not comport with community values, utilization of recreational and park areas, or historical and aesthetic values; they do not parallel or use existing compatible rights-of-way or utility rights-of way; they do not parallel existing property lines or other natural or cultural features; and do not conform with the policy of prudent avoidance, i.e., minimizing the exposure to electric and magnetic fields. The overwhelming weight of the evidence, and the majority of the Intervenor in the case, as well as PUC Staff, all support Route 11 as the route that best meets PURA and the Commission's criteria. **Sharon and Leon Pelzel support TNMP's "Best Meets" Route 11 which is comprised of Links 1A- 1B-1D-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z.**

Respectfully submitted,

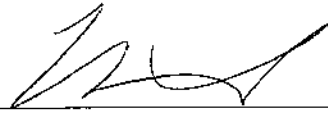
HAYES, BERRY, WHITE & VANZANT, LLP


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ATTORNEY FOR THE PELZEL GROUP

CERTIFICATE OF SERVICE

I certify a copy of this document is being filed, this 1st day of September, 2023, in the Public Utility Commission's Interchange System in accord with the Commission's Order Revising Service Requirements issued on June 28, 2023.


Lance Vanzant