

**STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION**



Project Analysis Report

**Turkey Point Units 6 & 7
Site Certification**

Transmission Line Portion

Florida Power & Light Company

**PA 03-45A3
DEP OGC Case No. 09-3107
DOAH Case No. 09-3575-EPP**

August 7, 2012

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I. INTRODUCTION

Florida Power & Light Company (FPL) is proposing to construct and operate two 1,100 MW (net) nuclear electrical generating units (Turkey Point 6 & 7) at the existing Turkey Point Plant including supporting buildings, facilities, equipment and associated transmission lines. On June 30, 2009, FPL submitted a Site Certification Application (SCA) to the Florida Department of Environmental Protection's (Department's or DEP's) Siting Coordination Office (SCO) for the proposed project.

The procedures and requirements for granting or denying a certification to construct and operate an electric power generating facility in the state of Florida are set forth in the Florida Power Plant Siting Act (PPSA), Sections 403.501-518, Florida Statutes (F.S.), and the Power Plant Siting Rule, Chapter 62-17, Florida Administrative Code (F.A.C). Additionally, within 403.5064(1)(b), F.S., the PPSA implements Sections 403.52-5365, F.S. of the Florida Transmission Line Siting Act (TLSA). DEP has been designated as the lead coordinating agency for the review and evaluation of SCAs and is charged with preparing a Project Analysis Report including a recommendation for granting or denying the requested certification.

For linear facilities associated with an electrical power plant, such as the proposed transmission lines, the Acts (PPSA & TLSA) provide for the certification of "corridors", the area within which the associated linear facilities' rights-of-way (ROWs) must be located. Once the ROWs for the new transmission lines or other linear facilities have been acquired, the boundaries of the corridors will be revised to those of the acquired ROWs. The remainder of the corridors will then have no further legal significance with relation to this project.

Pursuant to 403.5064(1)(b), F.S., FPL may allow consideration of alternate electrical transmission line corridors that may be proposed by other parties. FPL has elected to allow consideration of such corridors in this proceeding. The application processing schedule set forth in Sections 403.521 – 403.526, 403.527(4), and 403.5271 of the TLSA is used for transmission line corridors, including the opportunity for the filing and review of alternate corridors or substation sites, if a party timely proposes an alternate transmission line corridor route or substation site for consideration. Alternate corridors have been filed by parties to this case.

This Project Analysis Report will analyze only those portions of the SCA relevant to the transmission lines, which are being processed under different statutory timelines than the plant and other associated facilities. Descriptions and overviews of various project aspects contained in this report are as proposed and described in the SCA and additional information submitted by the applicant. The alternate corridors will be reviewed under a Supplementary Report filed by the Department pursuant to 403.5271(1)(i), F.S.

General Conditions applicable to all certified facilities have been incorporated into the proposed Conditions of Certification found in Appendix I. Proposed Specific Conditions included in this report are applicable only to the transmission line portion of the project. Pursuant to the statute, the proposed Conditions of Certification for the Turkey Point Plant Units 6 & 7 and other associated facilities will be included with the Plant Portion of the Project Analysis Report in accordance with the project schedule.

The Florida Governor and Cabinet, sitting as the Siting Board, ultimately make the final determination on the power plant and associated facilities as well as transmission line corridors and included transmission line facilities. The Siting Board’s decision will be based partially on the recommended order by an Administrative Law Judge (ALJ), which is required as part of the PPSA process. The ALJ will also evaluate the testimony and evidence of reviewing agencies, intervening parties and the public as presented at the certification hearing.

A. Project Description

FPL’s application includes proposed nuclear Units 6 & 7; associated facilities consisting of a reclaimed water treatment facility and associated pipelines; radial collector wells and associated pipelines; an equipment barge unloading area; parking lot; lay-down area; nuclear administration building and training building; access roads; substation expansion; and transmission line corridors. Units 6 & 7 will require new transmission lines in order to connect the new power plant units to the Florida electrical grid system. The new transmission facilities will deliver approximately 2,200 megawatts (MW) of new generation from Turkey Point 6 & 7 to the state’s electric grid. The new lines are proposed to connect the Clear Sky substation which is located on FPL’s Turkey Point plant property to several of FPL’s existing transmission substations in other areas of Miami-Dade County. Figure 1 depicts the location of Units 6 & 7 within the existing Turkey Point Plant site. Figure 2 depicts the location of the FPL proposed transmission line corridors also known as the “preferred corridors”. FPL has proposed a secondary corridor in the West corridor area which is proposed for certification only if the “preferred corridor” in that area is not certified.

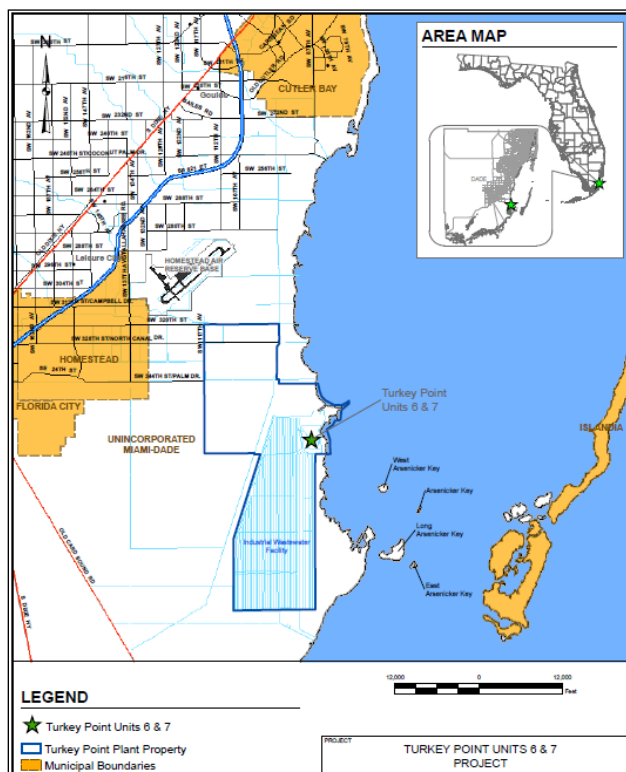


Figure 1 – Site Map: Turkey Point Units 6 & 7
(FPL TP 6 & 7 SCA FIGURE 1.1-1)

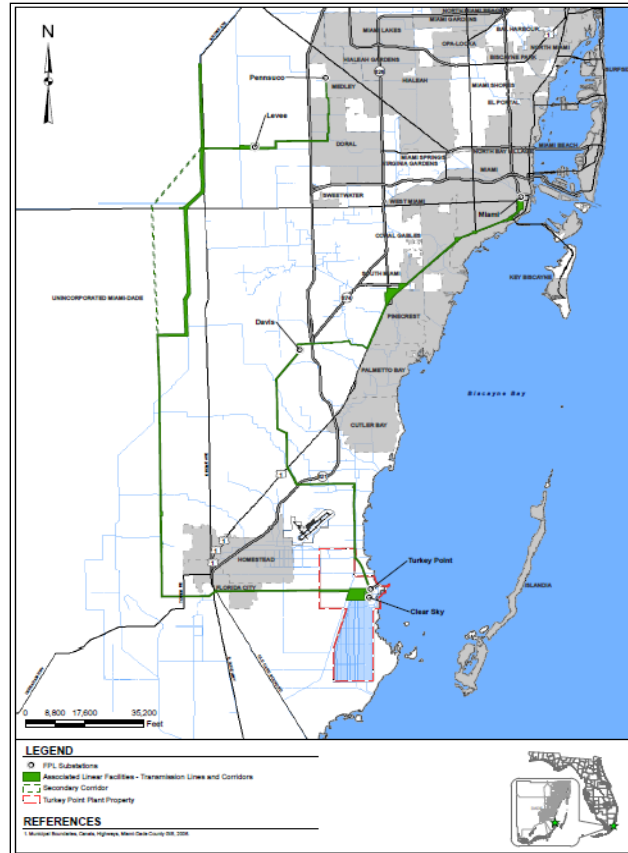


Figure 2 - Preferred Corridors
(FPL Turkey Point 6 & 7 SCA FIGURE 1.4-3)

As part of this project, FPL is seeking certification of two sets of transmission facilities to be located within the East and West Preferred Corridors. The western transmission facility set includes both transmission lines and the expansion of the Levee substation and involves the proposal of both a West Preferred Corridor and a West Secondary Corridor as described later. In addition, FPL is seeking certification for the proposed Clear Sky substation which is addressed in the plant portion of the application.

East Preferred Corridor

The length of the proposed East Preferred Corridor is 36.7 miles (Figure 3). The East Preferred Corridor will accommodate the 230-kilovolt (kV) transmission line that will connect the proposed Clear Sky substation on the Turkey Point Site to the existing FPL Davis substation and then to the existing Miami substation. The Davis substation is located at the intersection of SW 136th Street and SW 127th Avenue in unincorporated Miami-Dade County. The Miami substation, located in the City of Miami, is at the intersection of SW 2nd Avenue and SW 3rd Street along the Miami River. The East Preferred Corridor will also accommodate a second 230-kV line that will connect the Clear Sky substation to the existing Turkey Point substation. This 230-kV line lies entirely within FPL's existing Turkey Point plant property.

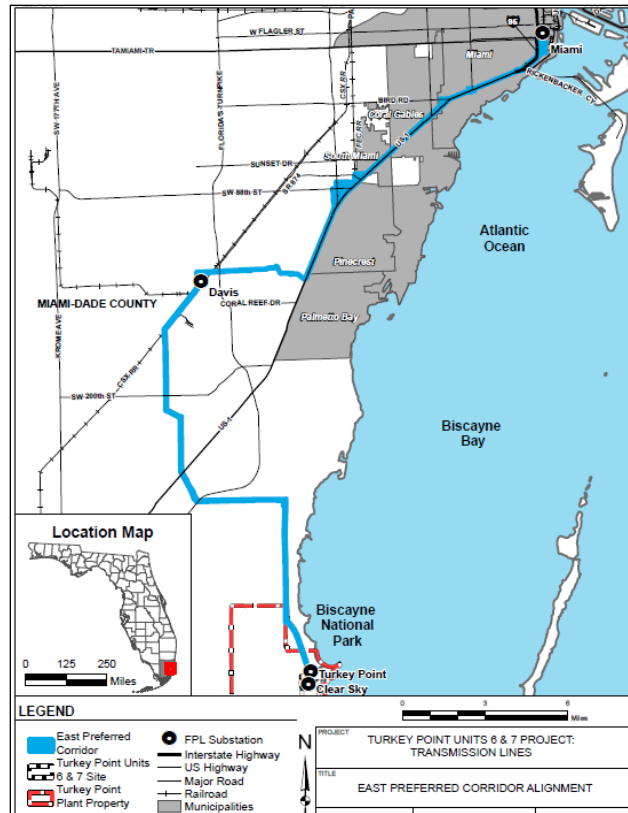


Figure 3 - East Preferred Corridor
(FPL Turkey Point 6 & 7 SCA Application FIGURE E9.2.0-1)

- **Clear Sky to Turkey Point**— The Clear Sky-Turkey Point 230-kV transmission line (approximately 0.4 miles) is to be constructed typically using 80- to 105-ft-tall, un-guyed concrete poles directly embedded into the ground.
- **Clear Sky to Davis**— The Clear Sky-Davis 230-kV transmission line (approximately 19 miles) is to be constructed typically using 80- to 105-ft-tall, un-guyed or guyed concrete poles directly embedded into the ground. These structures will be designed to accommodate another circuit in the future.
- **Davis to Miami**— The Davis-Miami 230-kV transmission line (approximately 17.7 miles) is to be constructed typically using 80- to 105-ft-tall, un-guyed concrete poles directly embedded into the ground. Some portions of the proposed Davis-Miami 230-kV transmission line will be collocated with other transmission lines on existing ROW. In some of those locations, to accommodate both power lines on one pole, the transmission line will be constructed using double-circuit concrete poles directly embedded into the ground.

West Preferred and Secondary Corridors

The West Preferred or West Secondary Corridor (whichever is selected) will accommodate two 500-kilovolt (kV) single-circuit transmission lines and one 230-kV single-circuit transmission line (Figure 4). The 500-kV lines will connect the on-site Clear Sky

substation to the existing Levee substation in northern Miami-Dade County. Additionally, there are two Access Corridors associated with the West Preferred Corridor. The two Access Corridors (total of 5.25 miles) will be used only for access to the new transmission lines.

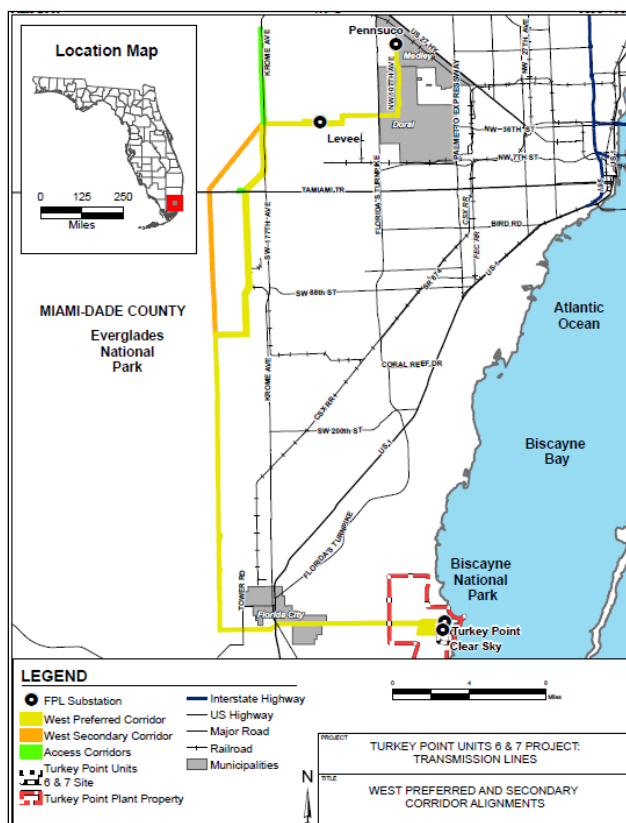


Figure 4 - West Preferred Corridor
(FPL Turkey Point 6 & 7 SCA Application FIGURE W9.2.0-1)

- Clear Sky to Levee**— The two proposed Clear Sky-Levee 500-kV transmission lines (approximately 43.6 miles in the West Preferred Corridor or approximately 42.6 miles in the West Secondary Corridor) are to be constructed typically using 135- to 150-ft-tall, single-circuit, guyed, concrete poles directly embedded into the ground. Other structure types that may be used along the route include single-circuit, guyed, hybrid poles (bottom section of the structure is concrete, top section is tubular steel) or single-circuit, unguyed, tubular steel poles installed on concrete caisson foundations. Guyed, multi-pole structures will also be used where the transmission lines turn large angles or cross other major linear facilities.
- Levee Substation**— The existing Levee substation is located northwest of the intersection of NW 41st Street and NW 147th Avenue in unincorporated Miami-Dade County. The substation property encompasses approximately 65 acres. The property currently includes the fenced area of substation equipment, stormwater retention areas, wetland mitigation areas, compacted access/patrol roads, and undeveloped areas. The proposed expansion of the fenced area of the substation is approximately 2.3 acres. This

expansion of the Levee substation is necessary to accommodate the additional equipment required to connect the new 500-kV transmission lines from the Clear Sky substation to the existing FPL grid.

- **Clear Sky to Pennsuco---** The 230-kV line will connect the Clear Sky substation to the existing Pennsuco substation, also in northern Miami-Dade County, but will not connect to Levee (approximately 52 miles if the West Preferred Corridor is selected and approximately 51 miles if the West Secondary Corridor is selected). It is intended, however, that all three lines will be constructed within a single ROW of approximately 330 feet (ft) in width within either of the West Corridors up to the Levee substation. From the Levee substation to Pennsuco substation, the single 230-kV line will be constructed primarily in an existing multi-circuit ROW with a minimum width of 170 ft.

Figures 5 and 6 show a typical single circuit structure for a 230 kV and 500 kV transmission line respectively.

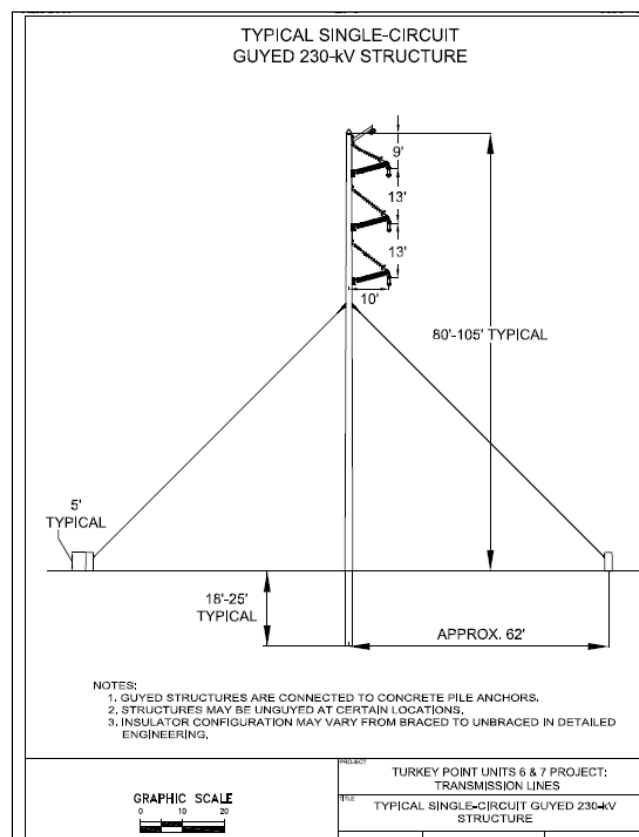


Figure 5 - Typical Single-Circuit Guyed 230-kV Structure
(FPL Turkey Point 6 & 7 SCA Application FIGURE E9.2.0-2)

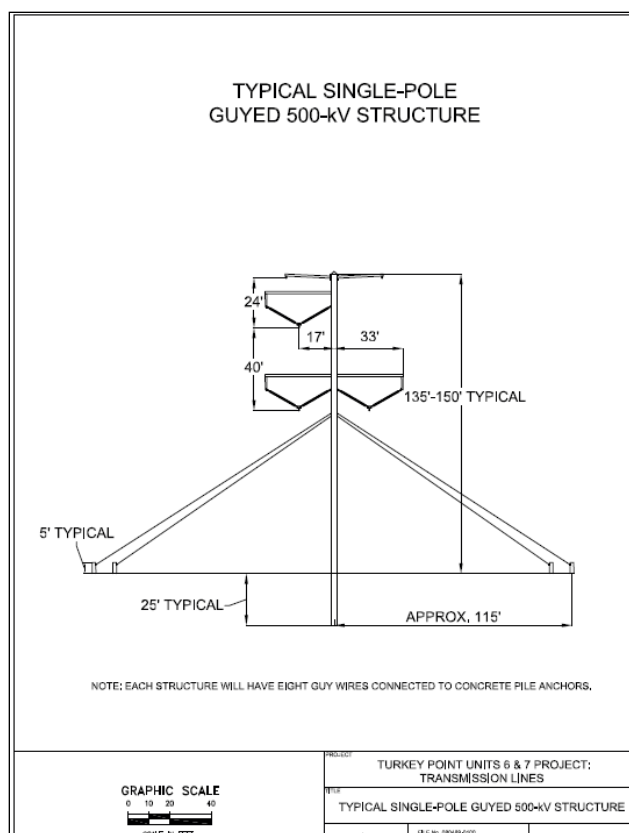


Figure 6 - Typical Single-Circuit Guyed 500-kV Structure
(FPL Turkey Point 6 & 7 SCA Application FIGURE W9.2.0-2)

B. Associated Transmission Line Agency Assessment

The filing of a complete power plant Site Certification Application triggers an assessment process that balances the demands for power with the impact to the environment and the public, among other factors outlined in Section 403.590(3), F.S. The transmission line assessment proceeds on its own schedule, but joins the power plant schedule at the certification hearing. The corridors proposed in the SCA, include proposals for both the initial construction of the transmission line and subsequent operation and maintenance of the line and its associated ROW.

The transmission line certification process includes the reviews and recommendations of the reviewing agencies whose jurisdictions are impacted by the proposed corridor(s). The reviewing agencies submit to the DEP assessment reports (agency reports) which include recommendations for approval or denial of the application as well as recommended Conditions of Certification based on their regulatory jurisdiction. These agency reports are included as part of the Department's Project Analysis Report. The DEP Project Analysis is guided by 403.507 F.S. and by Rule 62-17, F.A.C.

Conditions of Certification proposed by the agencies may be made provisional as to the final ROW location, and specific construction techniques or additional information to be submitted after certification. This "Post Certification Review (PCR)" of a certified corridor may

include the review of information submitted when the exact location of the final ROW within the larger corridor is determined. Through PCR, verification occurs that confirms sensitive areas will be avoided, that location and construction of the ROW and the transmission line will have minimal adverse impacts, and compliance with substantive agency regulations. PCR can apply to endangered species monitoring, wetland impact minimization, wetland mitigation requirements, archaeological assessments, road-crossing limitations, as well as other subjects of regulation. The procedures and timeframes for PCR are formalized in Rule 62-17.191, F.A.C. DEP and other agencies have proposed Conditions of Certification for approval by the Siting Board requiring such PCR with respect to the Turkey Point 6 & 7 transmission line portion of the application.

The Conditions of Certification recommended for the transmission line portion of the project can be found in Appendix I.

II. ALTERNATIVE ROUTES REVIEWED BY FPL

FPL's Application discussed the alternative routes reviewed and selection criteria used to select a certifiable corridor. The process FPL used for corridor selection consisted of four major tasks: (1) project and study area definition, (2) resource mapping and alternative route delineation, (3) evaluation of alternative routes and (4) community outreach.

FPL used direct mail, a community e-survey, nine open houses, a newspaper advertisement, a Project Web page, two agency workshops, meetings with local governments and regional and state agencies, a Project e-mail address, and a toll-free telephone number to share information and provide an opportunity for interested persons to learn more about the Project.

The types of resources mapped included roads, city boundaries, airports, existing FPL ROWs, land use and environmental information. FPL identified the preferred corridors using alternative route identification guidelines ranging from; maximize collocation with certain linear features (existing FPL transmission lines, easements, or rights-of-way; roads; canals; etc.) to; minimize crossing of existing transmission lines. Each route was quantitatively analyzed for environmental, land use, cost, and engineering criteria. A qualitative assessment of more localized conditions was also performed utilizing information from community outreach, siting constraints and issues, and additional ground and aerial surveys.

FPL completed its qualitative and quantitative analyses based on the review, delineation, evaluation and input it received for each route and selected the routes that it identified as most appropriately balanced the various considerations to submit in its application as its Preferred Corridors.

A. West Corridor

The study area used to select the West Corridor incorporated the Clear Sky, Levee, and Pennsuco substations and FPL's existing rights-of-way that connect into those substations. FPL identified 34 route segments using the above alternative route identification guidelines. Arranged in all possible combinations, the 34 segments comprised a total of 99 route possibilities that were evaluated. Quantitative criteria included but were not limited to the number of buildings within 500 ft of the route centerline, number of school properties within 500

ft of the route centerline, length of route not following other linear features (roads, railroads, canals, etc.), length of route crossing wetlands, number of eagle nests/wading bird colonies within 0.5 mile, and engineering/construction cost estimates.

FPL has existing ROW which leaves the Turkey Point Site and continues west and north for several miles before turning east and proceeding into the Levee substation. A portion of this available ROW was acquired by FPL in the 1960s and early 1970s and goes through what has subsequently become part of the 8.5 Square Mile Area (SMA) project, the Everglades National Park (ENP) Expansion Area, and the Water Conservation Area (WCA) 3B. As discussed further in a later section, FPL has been working with multiple federal and state agencies to relocate this portion of the ROW to the eastern edge of the ENP. In order to relocate the 7.4-mile portion of the ROW now within the ENP Expansion Area to outside the ENP, contiguous portions of the existing ROW to the north and south must also be relocated to provide a continuous ROW. FPL is agreeable to the proposed ROW exchange in this area if this can be accomplished in a timely manner and is therefore proposing the relocated ROW as part of its West Preferred Corridor.

B. East Corridor

The study area used to select the East Corridor incorporated the Clear Sky, Turkey Point, Davis, and Miami substations and included the location of a number of FPL's existing rights-of-way that connect into those substations. FPL identified 35 route segments. Configured in all possible combinations, the 35 segments comprised a total of 134 route possibilities that were evaluated. Quantitative criteria included but were not limited to the number of buildings within 200 ft of the route centerline, number of school properties within 200 ft of the route centerline, the length of route not following other linear features (roads, railroads, canals, etc.), the length of route crossing wetlands, the number of eagle nests/wading bird colonies within 0.5 mile, and engineering/construction cost estimates.

III. ALTERNATIVE METHODS OF TRANSMISSION REVIEWED

A. Undergrounding

On April 29, 2011, FPL provided the Siting Office with information addressing the cost of undergrounding high voltage electrical transmission lines¹. Supplemental information was provided by FPL on May 6, 2011². Prior to this submittal, FPL prepared a technical analysis report on the various possible construction techniques for the 230kV Davis-Miami Transmission Line³ (East Preferred Corridor).

FPL indicated in its submissions that in the past thirty years the company has constructed underground transmission lines as part of 15 projects for a total of approximately 11.3 miles, with most portions of underground lines being less than one mile in length. FPL also pointed out that if underground facilities are requested in an area, then prior to construction, a

¹ FPL, Turkey Point Units 6 & 7, Material Related to Potential Undergrounding of Transmission Lines, April 29, 2011.

² FPL, Turkey Point Units 6 & 7, Supplemental Material Regarding Costs of other Underground Transmission Systems, May 6, 2011.

³ FPL, Davis-Miami 230 kV Line, Technical Analysis Report, March 16, 2010

cost differential between overhead and underground installation is typically paid by the requesting party, unless required to address specific engineering constraints that do not allow for the construction of overhead facilities. This is because specific underground projects provide an apparent benefit only for those within the vicinity of the underground lines. The current regulated rate structure with the Florida Public Service Commission (PSC) authorizes only the most cost effective construction. This cost allocation requirement has been put into place by the PSC, the Florida Legislature and the Florida Supreme Court⁴ to ensure that entities that benefit from extraordinary costs will bear those costs when other means are feasible⁵.

An independent review by DEP of underground projects in other states revealed that actual costs for specific transmission lines depend on geology, traffic, soil types, and access, as well as other factors. The same review revealed that the ratio of underground to overhead transmission costs is typically between 4:1 and 15:1⁶ for transmission voltages from 69kV to 230 kV.

Heat is another issue that must be factored in when considering undergrounding. Aboveground conductors are un-insulated. Air can circulate between and around them dissipating the heat they generate. Planning for undergrounding lines includes consideration of methods to insulate the conductors from each other and their surroundings as well as the ability to dissipate heat⁷. The cost of such insulation and heat dissipation methods is potentially higher than the cost associated with aboveground lines⁸. Figure 7 shows the construction of an underground transmission line.



Figure 7 – Construction of Underground Transmission Line
(FPL August 11, 2009 presentation to State Representative Lopez-Cantera)

⁴ See Florida Power Corp v. Seminole County, 579 So.2d 105 (Fla. 1991)

⁵ Florida Statute 366.03, “General duties of public utility.”

⁶ DEP, Independent Review of Reported Cost Differentials between Overhead and Underground Placement of Electrical Transmission Lines, 2011

⁷ Wisconsin Public Service Commission, Underground Electric Transmission Lines, March 2009.

⁸ Report of the Joint Legislative Audit and Review Commission to the Governor and The General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, House Document No. 87, 2006.

At the points where the transmission line design changes from overhead to underground, location-specific, specialized overhead transition structures are required such as shown in Figure 8.



Figure 8 - Overhead to Underground Structure
(FPL Davis-Miami 230 kV Line, Technical Analysis Report, March 16, 2010)

B. Sub-Aqueous

If the East Preferred Corridor is certified, FPL will be undergrounding the portion of the Davis-Miami 230 kV line that crosses the Miami River. The transmission line would be installed below ground in open-cut trenches near the Miami River with the crossing constructed beneath the river using horizontal directional drilling method (HDD). Standard subsurface trenching will be used to join the ends of the HDD to the substation termination structure and the overhead transition structure south of the river.

FPL also reviewed the applicability of installing a longer segment of the line beneath Biscayne Bay, between the Davis and Miami substations (East Preferred Corridor). It was determined that while such construction may be physically possible and provide the necessary electrical connection, such a subaqueous design does not appear to offer significant advantages over the proposed overhead route due to environmental permitting and economic challenges.

One possible route from Davis to Biscayne Bay is the existing transmission ROW east of the Davis substation to U.S. 1 and continuing east through Palmetto Bay to the FPL

Cutler Power Plant. Although this would allow the cables to enter Biscayne Bay north of BNP, the project would be almost entirely within the Biscayne Bay Aquatic Preserve which would present its own unique set of environmental challenges.

The typical subaqueous installation would include HDD of two parallel pipe bundles between splice locations located up to 2,000 feet (ft) apart. While existing channels have already been disturbed within the bay, they would not be appropriate locations within which to simply place cables along the bottom of the bay without burial. Exposure of the cables to damage, and subsequent repair time, would be a reliability concern. Based on past projects, FPL indicated that such a subaqueous installation using HDD construction methods would likely exceed more than double an underground installation cost along land. The estimate given by FPL for underground installation along land was approximately \$13.3 million to \$18.5 million per mile⁹. In addition, any future maintenance or repair work would be significantly more expensive and potentially very disruptive to the habitat if performed in Biscayne Bay.

C. Co-location with Metrorail

FPL provided a technical analysis in March 2010 concerning the 230kV Miami-Davis Transmission Line and its possible co-location with the Metrorail in response to a request by Miami Dade County made on behalf of the Miami-Dade Transit. In its analysis, FPL reviewed construction of the line using three different methods: overhead, attached to the Metrorail, and underground. A revised and updated analysis concerning only the Metrorail attachment was provided in July 2011 by FPL.

Reliability, cost and maintainability of the line when attached to the Metrorail were found to be comparable to undergrounding. Attachment to the Metrorail would be a unique configuration. While safety and security of overhead or underground transmission lines has been established, the same cannot be said for attaching to the Metrorail system. FPL concluded that the ability to design and implement equivalent levels of safety and security must be demonstrated in order for the Metrorail attachment alignment to be considered feasible. Furthermore, the Metrorail was not specifically designed to accommodate these additional facilities.

According to FPL, if a Metrorail attachment design were pursued at this time, heavy-walled fiberglass conduit would likely be used. The limited life span of this type of attachment, however, would make such a design uneconomical and impractical. Fiberglass conduit systems have a limited useful life, and would likely be the first component of the system to be replaced. Currently, there is not a practicable method to restore or replace the conduit system without removal and reinstallation of the cable. In essence, utilizing an exposed fiberglass conduit system would limit the lifespan of the facility. If a method could be devised to utilize a stainless steel conduit system, the installed cost would be very expensive but the lifespan would likely be extended¹⁰.

FPL indicated that when attaching the line to the rail supports, the cable system could be mounted on the inside of the supports in some locations, as shown in Figure 9, to lessen the impact of ultra-violet rays, provide mechanical protection and minimize the visibility of the conduits.

⁹ Florida Power and Light, Completeness Response to Village of Pinecrest, August, 2009

¹⁰ FPL, Davis-Miami 230kV Line, Metrorail Attachment Addendum, November 15, 2010 – revised July 5, 2011



Figure 9 - Typical cable attachment
(From Metrorail Attachment Addendum, July 2011)

However, it would be necessary in certain sections to mount the cable system to the outer faces, as shown in Figure 10, due to constructability issues.



Figure 10 - Typical attachment alongside bridge
(From Final Metrorail Attachment Addendum Analysis by FPL, July 2011)

In its July 2011 Addendum, FPL concluded that attachment of the transmission line for the approximate 10 mile portion of the Metrorail may be possible. However, there would be safety concerns as well as engineering constraints in areas used for rail switching, and where power connections would be attached to the lower interior side of the elevated guideway support structures. FPL indicated that the cost of attaching to the Metrorail system would be between \$11.7 and \$15 million per mile. This cost estimate does not take into account the safety mitigation that may occur nor are the costs necessary to resolve the engineering issues included. FPL stated that it would not pursue this option due to the safety and engineering concerns.

DEP was unable to identify a project of similar size and scope as that of the proposed project. The most comparable project found was the Shanghai Electric Power Company (SEPC) project (Shanghai Yangshan Deepwater Harbor project), which began in 2003, to attach a 110 kV power cable to the 20 mile span of the Donghai Bridge (Figure 11) to supply power to the Harbor. “Construction of the bridge started in August 2004 and was completed in 15 months with a total cost of approximately \$55 million U.S. dollars. One should note that the proposed Metrorail involves attachment of a much higher voltage line than that of the SEPC line, and safety and environmental regulations in Florida are not comparable to those imposed in China. Additionally the SEPC line was designed and constructed concurrently with the design and construction of the Donghai Bridge. Unlike the Donghai Bridge, the Metrorail guideway was not designed and constructed to carry the additional load that would be imposed on its structures by attachment of the Davis-Miami 230kV transmission line.



Figure 11 - The Donghai Bridge
(photo courtesy of <http://steelbuildingshq.com/donghai-bridge/>)

IV. NATIONAL PARK SERVICE LAND EXCHANGE

The Everglades National Park was established in 1947. During the 1960's and 1970's, FPL acquired a transmission line ROW outside of and 8.8 miles to the east of the park to accommodate future electrical generation expansions in south Florida. Subsequently, the boundaries of the park were expanded (Expansion Area) under the Everglades National Park Protection and Expansion Act of 1989 to include a 7.4 mile (320 acre) portion of this FPL ROW, and several miles of additional lands to the east. This ROW currently owned by FPL and within the Expansion Area has been proposed in the SCA as FPL's West Secondary Corridor.

Through federal legislation, the NPS and the U.S. Army Corps of Engineers (ACOE) were authorized to acquire lands within the Expansion Area. In 2008, the NPS and FPL executed an agreement to exchange the existing 320-acre FPL ROW for approximately 260 acres of NPS property, with an adjustment of the Park boundary that would place the new ROW outside and along the eastern edge of the Expansion Area contingent upon federal legislation ratifying the agreement and authorizing the exchange (Contingent Agreement). The Omnibus

Public Land Management Act of 2009 (Omnibus Act) authorized the land exchange at the discretion of the Secretary of the U.S. Department of the Interior after appropriate environmental review of the impacts of the exchange.¹¹ The NPS is currently in the process of preparing an Environmental Impact Statement (EIS) to evaluate the potential effects on the environment from acquiring FPL's existing lands in the Park and to develop appropriate terms and conditions for the potential land exchange. According to the NPS, the range of land acquisition alternatives that may be included in the Draft EIS are the three preliminary alternatives (no-action, land exchange, and purchase/condemnation), and two new alternatives (fee for easement exchange and acquisition of a flowage easement).¹²

Relocation of the 7.4-mile portion of the ROW now within the ENP Expansion Area to the eastern edge of the ENP will require adjacent portions of the existing ROW to the north and south to also be relocated in order to provide a continuous ROW. The proposed realigned easement corridor will be consistent with a Memorandum of Agreement between the State of Florida Board of Trustees of the Internal Improvement Trust Fund (Board of Trustees or BOT) and FPL executed in August of 2008, that provides for the exchange of existing FPL easements across BOT lands for new easements across other BOT lands, subject to specified conditions, to facilitate implementation of the Modified Water Delivery Project, CERP and to assist ENP.

FPL has proposed the relocated ROW as its West Preferred Corridor (Figure 12).

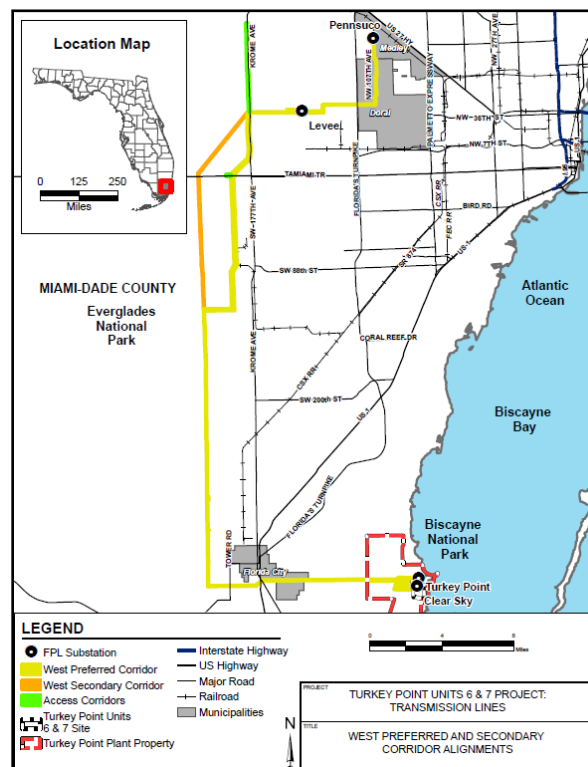


Figure 12 - West Preferred and Secondary Corridors (shown in orange and yellow)
(FPL Turkey Point 6 & 7 SCA Application FIGURE W9.2.0-1)

¹¹ <http://parkplanning.nps.gov/document.cfm?parkID=374&projectID=37220&documentID=41514>

¹² <http://parkplanning.nps.gov/projectHome.cfm?projectID=37220>

V. PUBLIC INVOLVEMENT

A. Public Informational Meetings

Pursuant to 403.50663, F.S., a local government “within whose jurisdiction the power plant is proposed to be sited may hold one informational public meeting.” The proposed transmission lines had potential impact on several local governments. Miami-Dade County and the South Florida Regional Planning Council hosted two public informational meetings, one in Homestead on August 31, 2009 and the other in Coral Gables on September 2, 2009. The Department and FPL presented information regarding the Power Plant Siting Act process and the Turkey Point Units 6 & 7 Site Certification Application respectively.

B. Public Comments

The Siting Coordination Office received seventeen emails, four letters and several phone calls from the general public with concerns related to the transmission line corridors in Miami-Dade County. The correspondence and responses are attached as Appendix II A.

C. Local Government and Homeowner Associations (HOAs) Resolutions and DEP Responses

The following local executed resolutions stating various concerns with the proposed transmission lines;

- Miami Dade County
 - Resolution No. 885-11, adopted Oct. 4, 2011
- City of Miami
 - Resolution No. 09-00652
 - Resolution No. 11-00607a, adopted July 28, 2011
 - Resolution of the Board of the Village of Center Grove [a community within Coconut Grove, within City of Miami], dated April 21, 2010
 - Resolution of the Coconut Grove Village Council [community within City of Miami], dated May 21, 2009
- Village of Palmetto Bay
 - Resolution No. 2010-32, adopted April 12, 2010
- Village of Pinecrest
 - Resolution No. 2010-11, adopted March 9, 2010
 - Resolution No. 2010-12, adopted March 9, 2010
 - Resolution No. 2010-13, adopted March 9, 2010
 - Resolution No. 2010-14, adopted March 9, 2010
- City of South Miami
 - Resolution No. 67-09-12876, adopted April 7, 2009
 - DEP response dated July 6, 2009

- o Resolution No. 54-10-13088, adopted March 16, 2010
- o Resolution No. 55-10-13089, adopted March 16, 2010
 - DEP response dated March 23, 2010

Resolution No. 56-10-13090, adopted March 16, 2010

Resolutions were also issued by the Village Council of Coconut Grove, a Homeowners Association within the City of Miami, and the Village Council of Center Grove. The resolutions, to which the Department responded, along with the Department's responses, are attached in Appendix II B.

VI. AGENCY REPORTS

Although the DEP is designated as the agency to coordinate the process, many of the concerns that are to be addressed in the SCA impact assessment are outside the purview of DEP. Consequently, the Siting Act requires several other state agencies to participate in the review process. Each of these agencies is directed to review the SCA with regard to compliance with the statutory and administrative requirements of the reviewing agency. Each agency is further directed to prepare a written report to the DEP explaining their findings and specifying any restrictions or requirements that should be included in the Conditions of Certification. These agencies are: the Public Service Commission (PSC); the Department of Economic Opportunity (DEO); the Water Management District (WMD) with jurisdiction over the site; all local governments with jurisdiction over the site; the Fish and Wildlife Conservation Commission (FWCC); the Regional Planning Council with jurisdiction over the site; the Department of Transportation (DOT); and any other agency if requested by DEP.

Section 403.507(3)(c), F.S., requires that any Conditions of Certification proposed by a reviewing agency must list the specific statute, rule, or ordinance which authorizes the proposed condition. Both Section 403.507(3)(c), F.S. and Rule 62-17.133(5), F.A.C., require that any condition of certification is limited to matters within the proposing agency's jurisdiction.

The Department has not included in its Proposed Conditions of Certification (found in Appendix I of this document) those agencies' recommended Conditions that do not appear to have met the above specifications. However, the Siting process allows the opportunity for the reviewing agency to present evidence at the certification hearing before the Administrative Law Judge to support such condition(s).

The following are summaries of submitted agency reports. Agency reports in their entirety (including recommended Conditions not included in the Department's Proposed Conditions of Certification) can be found in Appendix III. The descriptions herein do not necessarily reflect the Department's views or positions. The actual recommendations of the Department are described in a later section.

A. Public Service Commission

On April 11, 2008, the Florida Public Service Commission (PSC) issued an order granting the petition for determination of need for the Turkey Point Units 6 & 7 Project including the transmission facilities to interconnect and integrate the new generation to the transmission grid. This order (PSC-08-0237-FOF-EI) is attached as Appendix III A. The Staff Analysis for

the Power Plant portion of the project will include further detail concerning the need determination order.

B. Department of Environmental Protection

For transmission lines, the scope of the project assessment which falls under DEP jurisdiction includes the Environmental Resource Permit (ERP) Review, and the effects of electric and magnetic fields (EMF). Per Rules 62-330, 62-340, 62-341, 62-343, 62-345, and 62-814, F.A.C., the analysis performed by DEP includes the consideration of the following criteria in regards to corridor location impacts:

- transmission line construction impacts;
- electric and magnetic field effects;
- ROW and access road maintenance impacts;
- mitigation measures;
- potential impacts of transmission line crossings on navigable waters, and submerged lands or wetlands;
- potential impact on water quality and quantity, including hydrology and surface drainage resulting from construction, clearing, and maintenance;
- depending on the level of detail of information provided in the application, a final or preliminary identification of those areas where the Department has environmental resource permit jurisdiction [specific identification and the location of the landward extent of jurisdiction may not occur until after the ROW has been defined following certification of a corridor].

For large projects such as this, many site-specific details and site-specific construction and maintenance impacts are not known until the final ROW is selected by the Licensee within the certified corridor. DEP's assessment may include a review of areas where construction techniques and potential ROW locations may exist which will comply with departmental permitting requirements, but the department does not possess sufficient information to make such determination. For example, such an instance might occur when neither the applicant nor the department has permission to enter property to verify conditions deduced from aerial photography or other remote means.

If site specific dredging and filling information has not been provided for all locations in the corridor at the time of application filing the DEP may identify areas within a corridor in which the ROW, if located, would cause the transmission line corridor to not be certifiable. DEP's designation of such areas may be premised on the following:

- there are no construction techniques which can reasonably be used in that area to mitigate adverse construction impacts to the extent that permitting requirements can be met, including considerations of cumulative impacts as provided for in s.403.919, F.S.
- It would be appropriate for the particular location to be excluded from the certified corridor based on applicable non-procedural regulations; and

- other matters relating to dredging and filling which fail to comply with all non-procedural requirements of an agency or fail to comply with the standards set forth in section §403.509, F.S., e.g., endangered species habitat.

In its review and evaluation, the DEP's Southeast District Environmental Resource Permitting Section has concluded that the proposed corridors can be certified provided FPL complies with the proposed Conditions of Certification. Prior to the commencement of construction of new facilities and/or associated facilities information necessary for a complete ERP review, not already submitted in the application, will be submitted to the Department as part of the post-certification reviews. The Department has proposed specific Conditions requiring FPL to avoid, minimize or mitigate impacts to various resources, such as wetlands. Additionally, FPL will be required to submit, as applicable, refined surveys of wetland and surface water areas as delineated in accordance with Chapter 62-340, F.A.C., and verified by appropriate agency staff for Department approval through the post-certification process. Approved Mitigation plans will be incorporated into the Conditions of Certification.

An Electric and Magnetic Field (EMF) report including calculated EMF values for each segment of proposed transmission line within the ROWs was submitted with the application. The proposed transmission lines were found to be in compliance with DEP Rule 62.814 (Tables 1-5). The amount of current carried by the transmission line and the height of the conductors above the ground determine the strength of the magnetic field below. The voltage of the transmission line and the conductor height above the ground determine the electric field. Consequently, the electric field near the transmission line is relatively constant over time, but the magnetic field fluctuates depending on customer demand for power. EMFs are measured at the edge of the ROW at the height of one meter above the ground pursuant to Chapter 62-814, F.A.C.

Rule 62-814.450(2), F.A.C. provides standards for electric and magnetic fields for new transmission lines. Based on the information provided in the application, the new transmission lines associated with the Turkey Point 6 & 7 Project will meet the electric and magnetic field standards of Chapter 62-814, F.A.C. both on the ROW and at the edge of the ROW as shown in the following tables. For ease of reference, the highest edge of ROW field level for each proposed transmission line is highlighted in yellow on the following tables, together with the maximum field level established in Chapter 62-814, F.A.C.

Table 1: Report on Compliance of transmission line EMF associated with FPL Turkey Point Units 6 & 7 transmission lines - Clear Sky-Levee (2 lines) & Clear Sky-Pennsuco (Preferred Corridor)

Clear Sky-Levee #1 & #2 500kV & Clear Sky-Pennsuco 230kV						
500kV-230kV Cross Section	Max Electric Field within ROW	RULE MAX	Max Electric Field Edge ROW	RULE MAX	Max Magnetic Field Edge ROW	RULE MAX
W1	6.26 kV/M	10 kV/m	0.08 kV/m	2.00 kV/m	15.65 mG	200 mG
W2	6.26 kV/M	10 kV/m	1.62 kV/m	2.00 kV/m	145 mG	200 mG
W3	6.26 kV/M	10 kV/m	1.03 kV/m	2.00 kV/m	135.85 mG	200 mG
W4	6.35 kV/M	10 kV/m	0.78 kV/m	2.00 kV/m	136.32 mG	200 mG
W5	6.35 kV/M	10 kV/m	0.76 kV/m	2.00 kV/m	132.4 mG	200 mG
W6	6.35 kV/M	10 kV/m	0.78 kV/m	2.00 kV/m	136.32 mG	200 mG
W7	6.35 kV/M	10 kV/m	0.76 kV/m	2.00 kV/m	132.4 mG	200 mG
W8	6.36 kV/M	10 kV/m	0.13 kV/m	2.00 kV/m	36.6 mG	200 mG

Table 2: Report on Compliance of transmission line EMF associated with FPL Turkey Point Units 6 & 7 – Clear Sky – Levee (2 lines) & Clear Sky-Pennsuco (West Secondary Corridor)

Clear Sky-Levee #1 & #2 500kV & Clear Sky-Pennsuco 230kV (West Secondary Corridor)						
230kV Cross Section	Max Electric Field within ROW	RULE MAX	Max Electric Field Edge ROW	RULE MAX	Max Magnetic Field Edge ROW	RULE MAX
W13	6.35 kV/M	10 kV/m	0.78 kV/m	2.00 kV/m	136.32 mG	200 mG
W14	6.35 kV/M	10 kV/m	0.76 kV/m	2.00 kV/m	132.4 mG	200 mG

Table 3: Report on Compliance of transmission line EMF associated with FPL Turkey Point Units 6 & 7 – Clear Sky – Pennsuco

Clear Sky-Pennsuco 230kV						
230kV Cross Section	Max Electric Field within ROW	RULE MAX	Max Electric Field Edge ROW	RULE MAX	Max Magnetic Field Edge ROW	RULE MAX
W8b	6.64 kV/M	8 kV/m	1.36 kV/m	2.00 kV/m	113.92 mG	150 mG
W9	6.4 kV/M	8 kV/m	0.11 kV/m	2.00 kV/m	35.34 mG	150 mG
W10	5.66 kV/M	8 kV/m	0.17 kV/m	2.00 kV/m	97.38 mG	150 mG
W11	4.48 kV/M	8 kV/m	0.13 kV/m	2.00 kV/m	47.53 mG	150 mG
W12	4.89 kV/M	8 kV/m	1.5 kV/m	2.00 kV/m	115.12 mG	150 mG

Table 4: Report on Compliance of transmission line EMF associated with FPL Turkey Point Units 6 & 7 – Clear Sky – Davis

Clear Sky-Davis 230kV						
230kV Cross Section	Max Electric Field within ROW	RULE MAX	Max Electric Field Edge ROW	RULE MAX	Max Magnetic Field Edge ROW	RULE MAX
E1	6.29 kV/M	8 kV/m	0.58 kV/m	2.00 kV/m	143.82 mG	150 mG
E2	6.29 kV/M	8 kV/m	0.58 kV/m	2.00 kV/m	143.82 mG	150 mG
E3	6.18 kV/M	8 kV/m	1.33 kV/m	2.00 kV/m	141.75 mG	150 mG
E4	6.27 kV/M	8 kV/m	0.15 kV/m	2.00 kV/m	108.08 mG	150 mG

Table 5: Report on Compliance of transmission line EMF associated with FPL Turkey Point Units 6 & 7 – Davis-Miami

Davis-Miami 230kV						
500kV-230kV Cross Section	Max Electric Field within ROW	RULE MAX	Max Electric Field Edge ROW	RULE MAX	Max Magnetic Field Edge ROW	RULE MAX
E5	6.05 kV/M	8 kV/m	0.27 kV/m	2.00 kV/m	90.20 mG	150 mG
E6	4.38 kV/M	8 kV/m	0.25 kV/m	2.00 kV/m	115.84 mG	150 mG
E7	5.26 kV/M	8 kV/m	0.98 kV/m	2.00 kV/m	138.00 mG	150 mG
E8	3.46 kV/M	8 kV/m	0.59 kV/m	2.00 kV/m	76.09 mG	150 mG
E9	3.87 kV/M	8 kV/m	0.14 kV/m	2.00 kV/m	27.54 mG	150 mG
E10	3.87 kV/M	8 kV/m	0.14 kV/m	2.00 kV/m	27.54 mG	150 mG
E11	3.53 kV/M	8 kV/m	0.07 kV/m	2.00 kV/m	12.66 mG	150 mG
E12	2.80 kV/M	8 kV/m	0.88 kV/m	2.00 kV/m	148.69 mG	150 mG
E13	4.51 kV/M	8 kV/m	0.83 kV/m	2.00 kV/m	137.85 mG	150 mG

Notes:

1. Cross sections with highest electric and magnetic values at edge of ROW are highlighted in yellow for ease in confirming that even at the highest level, the electric and magnetic fields associated with each transmission line comply with the standards established in Chapter 62-814, F.A.C.
2. Although the EzEmf software produces electric field values for all transmission line types, for a shielded underground cable (which is what is contemplated for the Miami River), the electric field is contained within the cable.

The Department's recommended Conditions are included in Appendix I.

C. Department of Transportation

The Department of Transportation recommended certification of the proposed transmission line contingent upon FPL complying with the DOT's recommended Conditions of Certification contained in Section VI of their report (see Appendix III-B). DOT's recommended Conditions are included in Appendix I.

D. Department of Economic Opportunity (formerly known as Department of Community Affairs)

The Department of Economic Opportunity (DEO) reviewed the transmission line corridors for consistency with the state comprehensive plan and emergency management applicable provisions of Chapter 252, Part I, F.S. In accordance with section 403.507(3), F.S., the DEO does not require the applicant to seek any variations, exceptions, forms of relief or to satisfy other requirements with respect to Conditions of Certification and recommends that the proposed transmission line corridors be approved. The DEO's agency report is included in Appendix III-C.

E. Florida Fish and Wildlife Commission

The Florida Fish and Wildlife Commission (FWC) has determined that associated linear facilities, including transmission lines, access roads, and pipelines, will likely impact federally and state-listed species, as described in the application. A listing of all the state- and federally listed species potentially impacted by the proposal and their listing status are included in the proposed Conditions.

There are a number of listed species either observed along the West Corridor or with a moderate to high likelihood of occurring along the corridor including eastern indigo snake, Florida bonneted (mastiff) bat, Everglades mink, snail kite, bald eagle, sandhill crane, wood stork, and several listed wading bird species. There are four known wood stork colonies within the vicinity of the proposed corridors. Gopher tortoise habitat is also found within the corridor. Tortoises and their burrows will need to be avoided or permitted in accordance with the FWC Gopher Tortoise Management Plan. On a case-by-case basis, either a relocation or incidental take permit may be required for each impacted species. If there is evidence that any individuals of these species are present, then the applicant must report the findings to the FWC. If impacts to these species cannot be avoided, then the applicant must contact the FWC before taking any action that might result in an impact to those species.

The applicant will need to comply with the FWC listed species requirements prior to construction of the transmission lines. This may also include monetary requirements as specified in the Gopher Tortoise Management Plan and Gopher Tortoise Permitting Guidelines (Chapter 68-27, F.A.C.).

The Florida Fish and Wildlife Commission recommends approval of the transmission line portion of this application contingent upon compliance with their Conditions. Proposed Conditions of certification addressing FWC's concerns are included in Appendix I.

Their Agency report is included in Appendix III-D.

F. South Florida Water Management District

As a regional governmental agency, the South Florida Water Management District (SFWMD) oversees water resources for approximately 16 counties in the southern half of Florida. In its review of the Turkey Point 6 & 7 application, the SFWMD is concerned with; the proximity of the proposed transmission lines to SFWMD-owned communications systems, use and occupancy of SFWMD ROWs, use of SFWMD bridges, ecosystem restoration, potential canal and levee interference, water deliveries, location of wading bird colonies and impacts to various other projects under their purview. SFWMD staff recommended approval however, of the proposed transmission line, subject to their recommended Conditions of Certification included in their Agency Report (see Appendix III-E).

The SFWMD proposed Conditions of Certification are included in Appendix I.

G. South Florida Regional Planning Council

The South Florida Regional Planning Council (SFRPC) reviewed the Turkey Point 6 & 7 application and indicated the proposed project would affect the 22 priority issues of the Region that form the Strategic Regional Policy Plan for South Florida. The relevant priority areas that may be affected by the proposed project are: Infrastructure; Natural Resources; Public Health, Safety, and Quality of Life; and Redevelopment and Transportation. The SFRPC recommends that, if the application is approved, the applicant: “1) consider the full impacts of transmission lines and access roads as they relate to rights-of way issues, relocation of facilities and infrastructure, and noise and light pollution concerns, and provide the appropriate mitigation; 2) work closely with affected municipalities and their residents to address impacts and mitigation strategies; 3) minimize the impacts to the natural systems to the greatest extent feasible; 4) determine the extent of sensitive wildlife and vegetative communities in the vicinity of the project and protect habitat and mitigate disturbances; and 5) ensure societal and monetary costs are distributed equally. This will assist to reduce the cumulative impacts to infrastructure; implement local comprehensive plans; and protect people, animals, native plants and wetlands, consistent with the Goals and Policies of the Strategic Regional Policy Plan for South Florida (SRPP)”.

The SFRPC agency report is attached as Appendix III-F.

H. Miami Dade County

Miami-Dade County (MDC), after review of the application, recommended approval of the Eastern Corridor if FPL commits to burying the line between the Miami Substation and US1 at SW 136th Street as well as committing to responsibility for the associated costs. For the Western Corridor, MDC recommends denial of the sections within Everglades National Park.

MDC has included recommended Conditions should the Corridors be certified, some of which are included as Proposed Conditions of Certification in Appendix I. The agency report from Miami-Dade County is included in Appendix III-G.

I. Department of State

An agency report was not received from the Department of State. However staff from the Division of Historical Resources (DHR) provided a Condition of Certification to ensure compliance with state regulations regarding cultural and historical resources. This condition has been included in Appendix I.

J. City of Coral Gables

The City of Coral Gables (CCG) reviewed the Turkey Point 6 & 7 Application for the transmission line portion and recommended denial of certification. The CCG objects to the processing and review of the transmission lines application on an earlier time line than the power plant expansion application. The CCG states, “If the Siting Application is withdrawn, suspended or denied until a much later date then the Affected Agencies are shackled with a recommended order for a proposal that may not see the light of day. The present City Commission would be placed in the unconstitutional and impermissible position of tying the hands of a future city commission.”

It is important to note that if the Application is withdrawn, there would not be a recommended order to act upon. It is likely that such action would result in a final order approving the withdrawal of the application. No further action from the agencies would be necessary. If, at a future date following withdrawal of the application, FPL submitted a new application, the certification process would start over.

The City has recommended Conditions to be included if the application is approved, some of which are included as Proposed Conditions of Certification in Appendix I. The CCG’s agency report is attached as Appendix III-H.

K. Village of Pinecrest

The Village of Pinecrest (VOP) submitted its agency report with a recommendation to deny the application. The VOP objects to the joint PPSA procedure which provides for the certification review of both the power plant site and the transmission corridor sites within the context of a single filing and within a single hearing. The VOP and the CCG have filed an alternate corridor which will be more fully addressed in the Supplemental Report on Alternate Corridors issued by the Department at a later date.

The VOP has included recommended Conditions should the East preferred Corridor be certified, some of which are included as Proposed Conditions of Certification in Appendix I. The VOP’s agency report is attached as Appendix III-I.

L. City of Doral

The City of Doral (COD) has recommended denial as shown in their agency report (attached as Appendix III-J). Decline of property values and aesthetics are the primary issues that the City presents in objection to the West Preferred Corridor.

Some of the City's recommended Conditions are set forth in Appendix I to apply upon approval of the West Preferred Corridor.

M. City of Miami

The City of Miami (COM) finds that the Turkey Point 6 & 7 application does not meet the requirements of the City's Code and Ordinances. The City recommends denial of Certification at this time due to negative aesthetics and economic impacts. The COM's agency report is included in Appendix III-K.

Some of the City's recommended Conditions, should the East Preferred Corridor be approved, are included in Appendix I.

N. City of South Miami

The City of South Miami (CSM) contracted for a study of economic effects of the proposed transmission lines on their city with economist Dr. Richard Weisskoff. Dr. Weisskoff's economic report provides the basis for the CSM's final agency report recommending denial of the project and is included in Appendix III – L. Dr. Weisskoff's report determined that the City would realize a 10% decrease in property value if the East Preferred Corridor was approved.

The CSM's agency report is included in Appendix III-L. The CSM has included recommended Conditions which are part of Appendix I, should the East Preferred Corridor be approved.

O. Village of Palmetto Bay

The East Preferred Corridor encompasses a narrow strip through the Village of Palmetto Bay (VPB), generally 30 ft wide immediately adjacent to the east side of the US-1 ROW and a small area within FPL's existing, multi-circuit transmission line ROW. The VPB objects to the processing and review of FPL's Application on an earlier time line than the Power Plant Expansion Application. The VPB requests that the application be denied due to the lack of completeness, and the uncertainty of the certification of the nuclear reactor application, for which the lines are being proposed.

The VPB's agency report is included in Appendix III-M and, the VPB has included recommended Conditions should the application be approved, some of which are included in Appendix I.

P. Florida City

The West Preferred Corridor passes through Florida City; however, the City has not submitted an Agency Report or recommended Conditions of Certification.

VII. CONCLUSIONS AND RECOMMENDATIONS

Several local governments affected by the project recommended denial of the application

as shown in Table 6 and discussed briefly above. However, the bases for denial were not adequately substantiated and/or did not appear reflective of the agencies' responsibility under the PPSA process. These recommendations were based on such factors as; (1) aesthetics – including recommendations for undergrounding at FPL's cost; (2) economics – potential property value decreases; (3) opposition to the PPSA process –transmission line corridor review prior to plant review.

The intent of the PPSA is to “balance the increasing demands for electrical power plant location and operation with the broad interests of the public”, section 403.502, F.S. The PPSA process is designed to ensure evaluation of a proposed facility considering whether and the extent to which a facility will: provide reasonable assurance that operational safeguards are technically sufficient for the public welfare and protection; comply with applicable nonprocedural requirements of agencies; be consistent with applicable local government comprehensive plans and land development regulations; meet the electrical energy needs of the state in an orderly, reliable, and timely fashion; effect a reasonable balance between the need for the facility as established pursuant to Section 403.519, F.S., and the impacts upon air and water quality, fish and wildlife, water resources, and other natural resources of the state resulting from the construction and operation of the facility; minimize, through the use of reasonable and available methods, the adverse effects on human health, the environment, and the ecology of the land and its wildlife and the ecology of state waters and their aquatic life; and serve and protect the broad interests of the public, 403.509(3), F.S.

Table 6: Recommendations of Approval or Denial for Certification

AGENCY	APPROVAL	DENIAL
DEP	✓	
DOT	✓	
FWCC	✓	
DEO	✓	
SFWMD	✓	
DOS – Historical Resources*	--	--
SFRPC	**	**
Miami Dade County	***	
City of Coral Gables		✓
Village of Pinecrest		✓
City of Doral		✓
City of Miami		✓
City of South Miami		✓
Village of Palmetto Bay		✓
Florida City	*****	*****

* Conditions received but no recommendation of approval or denial.

**Agency report received but no recommendation of approval or denial and no recommended conditions.

***Agency recommended approval of the eastern corridor if FPL undergrounded the line and the western corridor if the project was modified to meet certain requirements (i.e. no line within ENP boundaries).

***** No Agency report received.

Based on the consideration of recommendations of the agencies with jurisdiction over the construction and operation of the proposed Turkey Point Units 6 & 7 transmission lines and the

Department's own analysis and review, the Department of Environmental Protection concludes that the transmission line corridors filed by FPL are proper for certification and can be constructed, operated and maintained in compliance with the applicable nonprocedural requirements of the reviewing agencies. The Department recommends that the Turkey Point Units 6 & 7 electrical transmission lines be certified subject to the Power Plant Siting Act and the Conditions listed in Appendix I.

DONE AND ISSUED this 7th day of August 2012 at Tallahassee



Cindy Mulkey
Siting Program Administrator