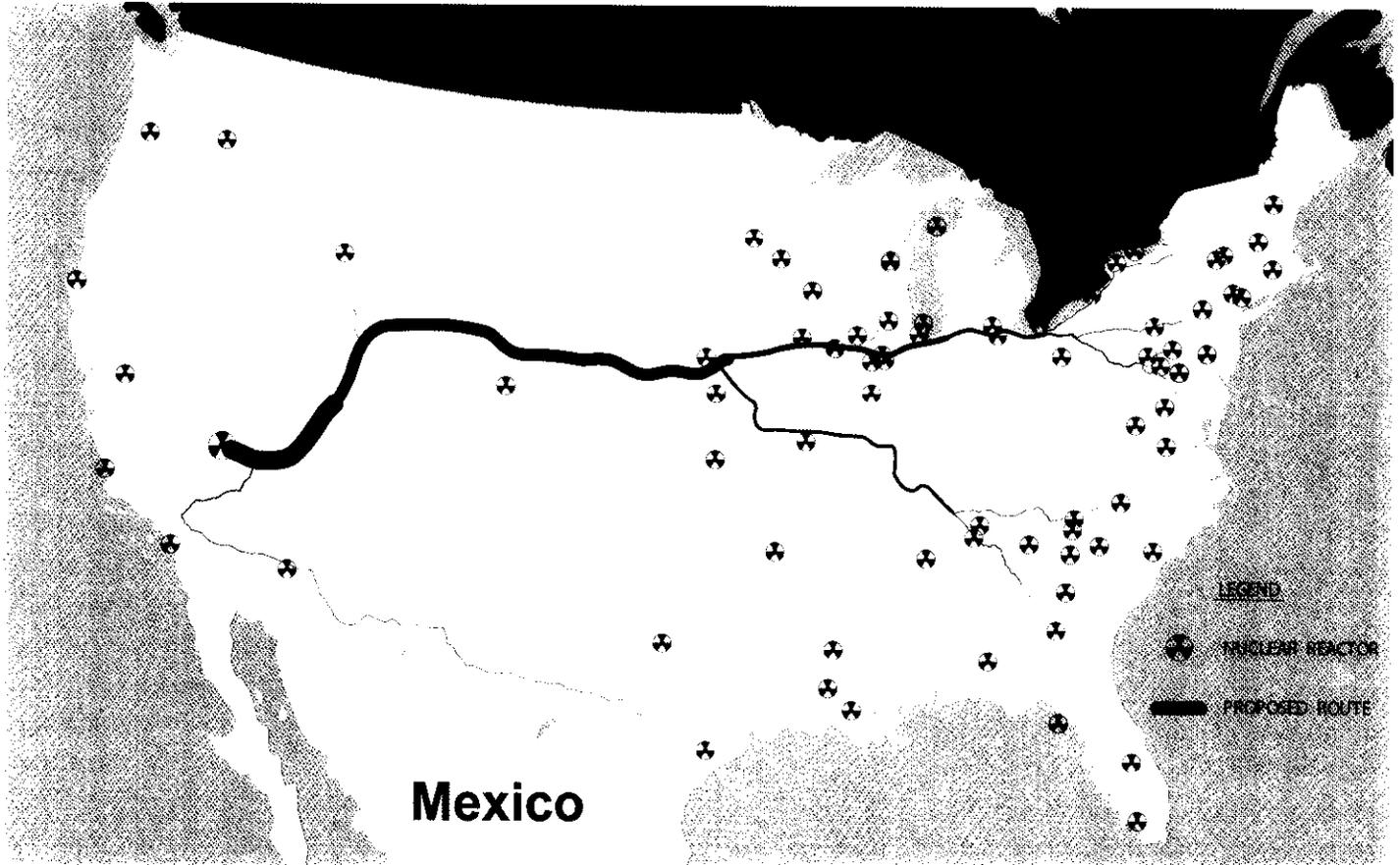


Proposed Designated Routes

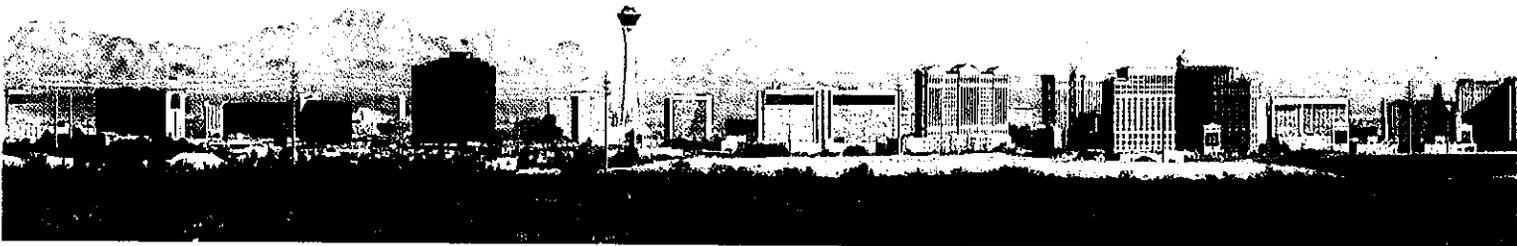


Communities in 43 states along the potential truck route corridor could be exposed to the risks involved in nuclear waste transportation. (This information is for display purposes only. No liability is assumed as to the accuracy of the data delineated hereon.)

UNDEVELOPED LANDS

Clark County is, in part, dependent upon growth to fuel its economy. In order to determine whether future growth might be adversely impacted by high-level nuclear waste shipments, Clark County conducts ongoing monitoring of undeveloped lands along the pos-

sible transportation corridor to measure potential impacts. Monitoring results indicate that to date the 213,139 acres of undeveloped land valued at over \$2.9 billion have not been adversely impacted. As the DOE moves forward with the proposed high-level nuclear waste shipments, Clark County will continue to moni-



Yucca Mountain Dilemma Offers More Questions Than Answers

Disposing of nuclear waste generated by power plants across the country is a national issue with local impacts, generating complex scientific, technical, social, and political issues. Yucca Mountain continues to be debated as the Department of Energy (DOE) prepares its application to license and operate the country's first national high-level nuclear waste repository.

While the Department of Energy has not yet developed a national transportation plan, it intends to ship at least 77,000 tons of high-level nuclear waste between 2010 and 2034. That's approximately 300 shipments per month, if trucked. Another 54,000 tons of spent nuclear fuel and high-level waste will require disposal by 2050, assuming no new nuclear power plants are built.

Homeowners, builders, developers and business owners want to know what effect the transportation of high level nuclear waste will mean to their property.

CLARK COUNTY OVERSIGHT

Clark County's Comprehensive Planning, Nuclear Waste Division has conducted numerous research studies to determine potential consequences resulting from a shipping campaign to the proposed repository at Yucca Mountain. One of them is an ongoing evaluation of property values in Clark County.

"Property values may be affected by the real and perceived risks of a major high-level nuclear waste shipping campaign," said Irene Navis, planning manager. "We anticipate that virtually all of the waste will be transported through at least a portion of Clark County."

If the Yucca Mountain repository is built, high-level

nuclear waste will be shipped an average of 2,000 miles across the country through 43 states. The nation's system of interstate highways is the default route, unless and until individual states designate alternative routes.

The road to Yucca Mountain raises concerns about residential, commercial and industrial property value losses. "Some property value losses can be expected along the transportation corridor," Navis said. "We surveyed Clark County leaders and appraisers to determine their educated opinion about effects to property values."

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Clark County's 2001 property value report was recently updated. Initial research findings indicated that Clark County would likely experience, overall, as-

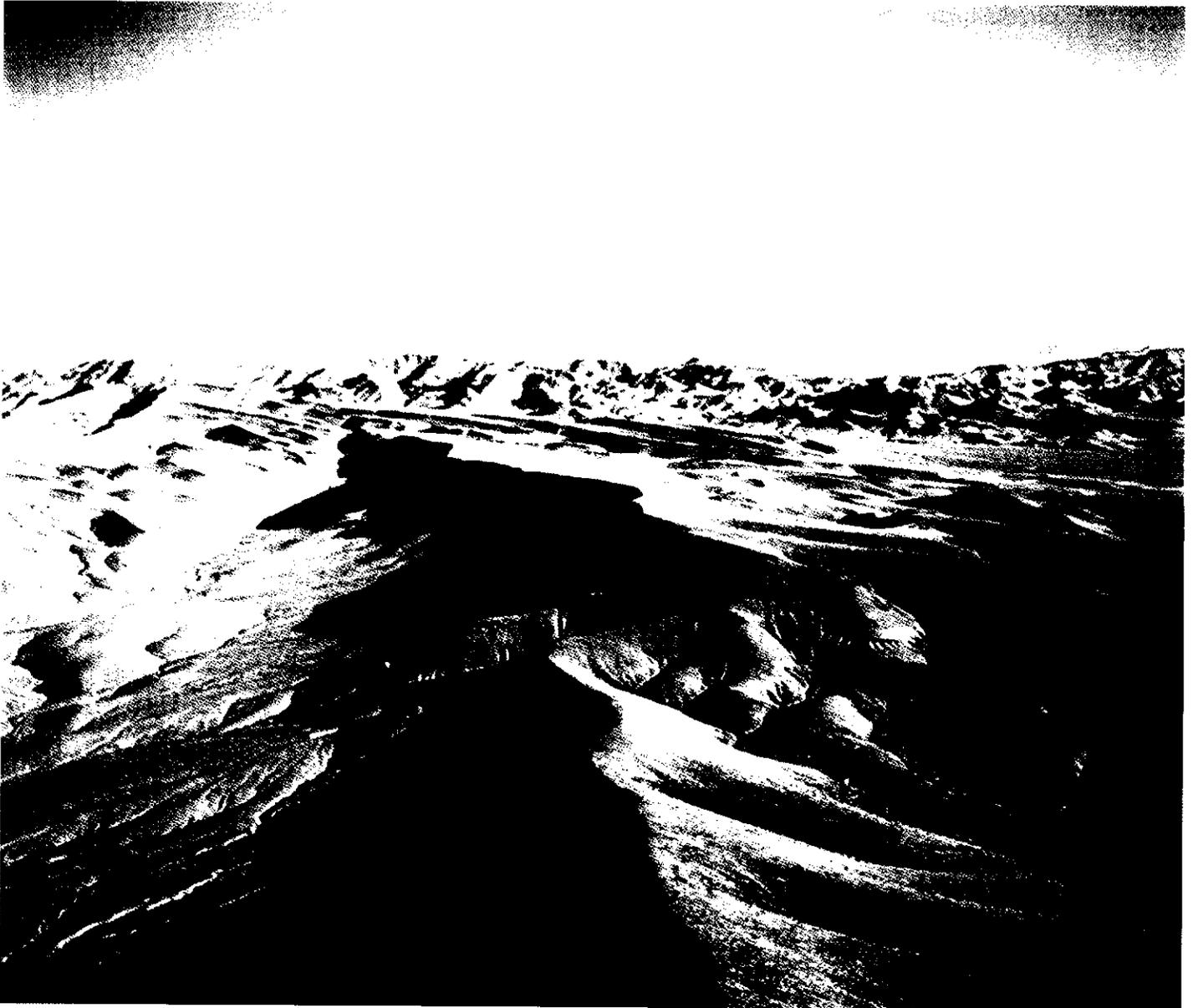
essed property value diminution ranging from \$75.2 million to \$526.5 million, depending on the route selected and whether the shipment campaign proceeds without incident. It also takes into account impacts if a serious accident occurs that results in the release of radioactive material.

The Department of Energy has not yet made a final decision on the routes for transporting the waste. Details about transportation are not likely to be released before 2005.

RESIDENTIAL PROPERTY VALUE IMPACT

Lenders and appraisers in Clark County indicated residential property values along the shipment corridor, without incident, may result in residential property values dropping from 2.0 percent to 3.5 percent. Smaller, but still significant losses are also likely for commercial and industrial properties.





Yucca Mountain is 90 miles from Las Vegas. The proposed repository is located on land the Western Shoshone Tribe considers sacred.

Mountain, one-third of existing reactor sites cannot currently ship directly by rail," Navis said. "Truck shipments seem unavoidable."

Railroad industry representatives have indicated they would prefer the use of dedicated trains that carry only one cargo and employ special handling procedures. The rail industry supports dedicated trains, if rail is used, to reduce the risk of derailment, greater surveillance and security. DOE is opposed to dedicated trains as unnecessary and too expensive.

An active seismic area, Yucca Mountain is surrounded by inactive volcanic cones. We have no experience about what may happen over a 10,000-year storage strategy as proposed by the Department of Energy. Some fear the

long-term storage and transportation of high-level waste is beyond present-day technological assessment.

Many issues regarding geologic and technical considerations of the mountain itself have yet to be resolved. Further down the road are serious concerns about the engineered integrity of the final repository design (which does not yet exist), as well as any significant flaws in the transportation system.

In the meantime, Clark County will continue to examine the potential for effects on property values, as well as other impacts, due to the public's perception of risk related to Yucca Mountain and the transportation of high level nuclear waste.

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tor land use, build out and absorption rates, as well as assessed valuations along these routes.

PUBLIC SAFETY

Preparation costs for public safety is an unfunded mandate, which, if the federal government does not absorb, will cause a burden on local taxpayers.

The additional equipment, personnel and specialized training needed to provide for the inevitable nuclear accident would strain Clark County's emergency resources. Nevada's ability to be prepared in time is questionable without increased resources. "Although high-level nuclear waste transport preparedness is manageable, no jurisdiction is fully prepared at this time," said Navis. The Nuclear Waste Division currently estimates \$276 million in combined public safety services to prepare...billions over the course of the transportation program.

TRANSPORTATION ROUTES—BY RAIL OR BY ROAD?

Yucca Mountain is a ridge of volcanic rock, millions of years old and 90 miles from Las Vegas in Nye County. The proposed repository is located on the Nevada Test site, near the Nellis Air Force Bombing Range, on land the Western Shoshone Tribe considers sacred.

Specific routes across America to Yucca Mountain have not yet been designated. However, default routes currently identified by DOE is the interstate highway system. Communities in 43 states along the potential corridor could be exposed to the risks involved in nuclear waste transportation.

Several difficulties confront DOE in transporting

nuclear waste to Yucca Mountain. For example, the use of heavy-haul trucks on Nevada highways requires overweight truck permits from the Nevada Department of Transportation. The size of the heavy-haul trucks will make obtaining oversize vehicle permits difficult.

"The extreme length, about 220 feet, of a heavy-haul vehicle and its slow speed would also significantly impact traffic flow on all the highways considered," Navis said.

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To date, only 10 states have specified routes for shipments. They are: Alabama, Arkansas, California, Colorado, Iowa, Kentucky, Nebraska, New Mexico, Tennessee and Virginia.

The DOE's Environmental Impact Statement indicates a preference for rail routes; however, specific routes have not been selected. Routing regulations for rail transport of spent fuel do not exist because rail right-of-ways are privately owned.

Five potential rail access corridors have been identified, ranging in length from 98 miles to 323 miles. The corridors are Valley, Jean, Caliente, Carlin, and Caliente-Chalk Mountain. "Although DOE has identified these five rail routes, there is no railroad access to Yucca Mountain," Navis said. "Construction of a new rail spur would cost more than \$1 billion and even the shortest of the five rail spur options would become the largest new rail construction project in the United States since World War I."

Environmental approvals, right-of-way acquisition, and procedural and legal challenges could delay rail construction, taking up to 10 years, as projected by Clark County. "Even if DOE is able to develop rail access to Yucca

