CBRE VALUATION & ADVISORY SERVICES

MARKET RENT ANALYSIS

BOULDER CITY AIRPORT HANGERS
1201 AIRPORT ROAD
BOULDER CITY, NEVADA 89005
CBRE FILE NO. CB22US097454-1

BOULDER CITY

CBRE
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Date of Report: September 27, 2022

Mr. Brok Armantrout
Revenue Contracts & Real Estate Manager
BOULDER CITY
401 California Avenue
Boulder City, Nevada 89005

RE: Appraisal of: Boulder City Airport Hangers
1201 Airport Road
Boulder City, Clark County, Nevada 89005
CBRE, Inc. File No. CB22US097454-1

Dear Mr. Armantrout:

At your request and authorization, CBRE, Inc. has prepared an appraisal of the market rent of the referenced property. Our analysis is presented in the following Appraisal Report.

The subject site sits on a portion of a 490.45-acre parcel located within the Boulder City Municipal Airport directly adjacent to the runway and airport operations. The land is owned by Boulder City and the hangars represent leasehold improvements constructed as part of a long-term ground lease. Upon termination of the ground lease term and all renewal options in 2023, the leasehold improvements and underlying land will revert back to Boulder City. We have been asked to determine an as-is market rent on 12 of the 29 buildings, identified as pads #14-19 and #20-25. These eleven buildings constructed around 1990 house a total of 66 individual hanger units providing for private aircraft storage and maintenance with direct access to adjacent runways. Of these 66 units, 28 are currently rental units being offered on a month-to-month basis and the remainder are ground leased with expiration of term occurring in 2023.The subject units being appraised are prefabricated metal buildings with steel framing, ranging in size from 714 square-feet to 3,950 square-feet, with an average of 1,373 square-feet. The hangar widths range from 41 to 79 feet (averaging 44 feet) and the depths range from 17 to 50 feet (averaging 31 feet). The different buildings consist of four types of door systems (bifold, sliding, swinging and overhead).

We have been asked to provide a standard monthly/annual rent rate per square foot, as well as a triple net monthly annual rate per square foot. The standard rate is implied to include electricity and water. The trailing twelve months for both the electricity and water bills were annualized and adjusted for inflation to form our conclusions. Based on the analysis contained in the following report, the market rent of the subject is concluded as follows:

MARKET RENT VALUE CONCLUSION				
Appraisal Premise	**Expense Structure**	**Date of Value**	**Monthly Market Rent**	**Annual Market Rent**
As Is	Gross Rent	September 12, 2022	$0.56	$6.70
As Is	NNN	September 12, 2022	$0.40	$4.75
Compiled by CBRE				

CBRE

We have also been asked to provide monthly/annual rent per square foot if the City were to engage a management company to manage the hangars. Competent management is implied in the market rent. Therefore, no adjustment would be applicable to the above conclusions.

The report, in its entirety, including all assumptions and limiting conditions, is an integral part of, and inseparable from, this letter.

The following appraisal sets forth the most pertinent data gathered, the techniques employed, and the reasoning leading to the opinion of value. The analyses, opinions and conclusions were developed based on, and this report has been prepared in conformance with, the guidelines and recommendations set forth in the Uniform Standards of Professional Appraisal Practice (USPAP), and the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

The intended use and user of our report are specifically identified in our report as agreed upon in our contract for services and/or reliance language found in the report. As a condition to being granted the status of an intended user, any intended user who has not entered into a written agreement with CBRE in connection with its use of our report agrees to be bound by the terms and conditions of the agreement between CBRE and the client who ordered the report. No other use or user of the report is permitted by any other party for any other purpose. Dissemination of this report by any party to any non-intended users does not extend reliance to any such party, and CBRE will not be responsible for any unauthorized use of or reliance upon the report, its conclusions, or contents (or any portion thereof).

It has been a pleasure to assist you in this assignment. If you have any questions concerning the analysis, or if CBRE can be of further service, please contact us.

Respectfully submitted,

CBRE - VALUATION & ADVISORY SERVICES

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Vice President
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Certification

We certify to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in or bias with respect to the property that is the subject of this report and have no personal interest in or bias with respect to the parties involved with this assignment.
4. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
5. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
6. This appraisal assignment was not based upon a requested minimum valuation, a specific valuation, or the approval of a loan.
7. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, as well as the requirements of the State of Nevada.
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
9. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
10. As of the date of this report, Terence Farr, MAI, SRA, AI-GRS, CCIM has completed the continuing education program for Designated Members of the Appraisal Institute.
11. As of the date of this report, Brett Bradford has completed the Standards and Ethics Education Requirements for Candidates/Practicing Affiliates of the Appraisal Institute.
12. Terence Farr, MAI, SRA, AI-GRS, CCIM and Brett Bradford have made a personal inspection of the property that is the subject of this report on September 12, 2022.
13. Brett Bradford, Registered Intern #A.0208341-INTR, provided significant real property appraisal assistance to the persons signing this report.
14. Valuation & Advisory Services operates as an independent economic entity within CBRE, Inc. Although employees of other CBRE, Inc. divisions may be contacted as a part of our routine market research investigations, absolute client confidentiality and privacy were maintained at all times with regard to this assignment without conflict of interest.
15. Terence Farr, MAI, SRA, AI-GRS, CCIM has not provided any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding agreement to perform this assignment.

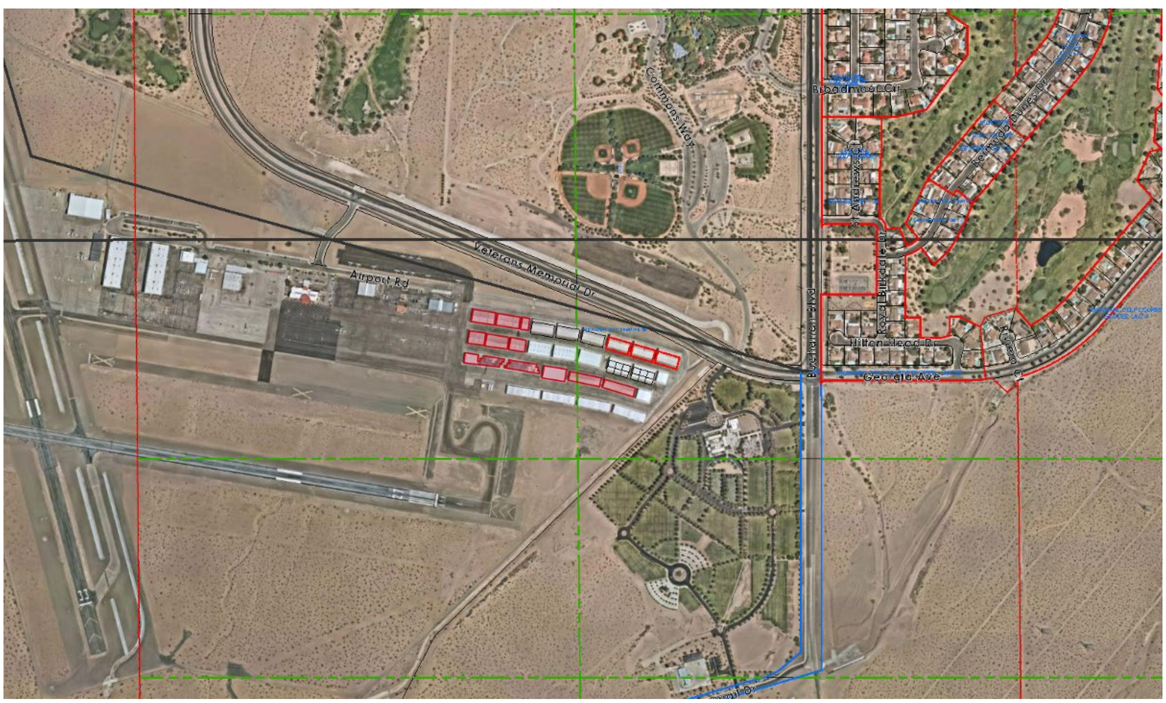
Terence J. Farr, MAI, SRA, AI-GRS, CCIM
NV Certified General Appraiser #A.0205475-CG

Brett Bradford
NV Intern Appraiser #A.0208341-INTR

Rick Smith, MAI, AI-GRS, ASA
NV Certified General Appraiser #A.0000135-CG

Subject Photographs

Aerial photo provided by Clark County GIS (OpenWeb)



Aerial photo provided by Clark County GIS (OpenWeb)

Aerial Views

Subject looking southeasterly

Subject looking southerly

Subject looking southerly

Subject looking northeasterly

Subject looking northwesterly

Subject looking northwesterly

Subject looking northerly

Subject looking northerly

Subject looking easterly

Subject looking northwesterly

Typical hangar with sliding doors

Typical hangar

Veterans Memorial Dr. looking southeast

Veterans Memorial Dr. looking northwest

Executive Summary

Property Name	Boulder City Airport Hangers	
Location	1201 Airport Road Boulder City, Clark County, NV 89005	
Parcel Number(s)	186-20-101-007 (ptn)	
Client	Boulder City	
Highest and Best Use		
As If Vacant	Industrial	
As Improved	Industrial	
Property Rights Appraised	Leased Fee	
Date of Inspection	September 12, 2022	
Estimated Exposure Time	9 Months	
Estimated Marketing Time	12 Months	
Zoning	S, Interim Study Zone	
Improvements		**Comments**
Property Type	Industrial	(Airport/Airplane Hangars)
Number of Buildings	12	
Number of Stories	1	
Gross Building Area	89,274 SF	
Clear Height	24'	
Rail Access	No	
Year Built	1990	
Effective Age	10 Years	
Remaining Economic Life	40 Years	
Condition	Average	
Buyer Profile	Investor-Local	

CONCLUDED MARKET RENT VALUE CONCLUSION

Appraisal Premise	Expense Structure	Date of Value	Annual Market Rent
As Is	Gross Rent	September 12, 2022	$6.70
As Is	NNN	September 12, 2022	$4.75

Compiled by CBRE

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT)

Strengths/ Opportunities

- The subject has been well maintained by current management.
- The subject is located with good frontage and access to Veterans Memorial Drive;
- The subject is commensurate with competing properties in terms of condition and quality of construction.
- The economy is improving as evidenced by continued decline in unemployment rates, increasing home prices, increased net in migration resulting in an increase in population, increased visitor spending, increased gaming revenue and increasing taxable sales.
- Southern Nevada's economy continued to improve from the Great Recession with over $13 billion in planned and under construction projects including the Park MGM renovation at $450 million, Palms renovation at $485 million, Extreme Sports Park at $700 million, Project Neon transportation project at $1 billion, Switch investment of $1 billion, Union Village medical center where Henderson Hospital is located at $1.2 billion, Las Vegas Convention Center expansion at $1.4 billion, Wynn Resorts Paradise Park at $1.5 billion, the proposed MSG Sphere Las Vegas an 18,000 people arena project by the Madison Square Garden company, the Las Vegas Raiders/UNLV domed stadium at $1.9 billion, and the Resorts World Las Vegas casino project on the north end of the Strip at $4 billion.

Weaknesses/ Threats

- Inflation and supply chain issues have been adversely affecting budgets and timelines for proposed projects and renovations.

- Borrowing costs have increased (increased interest rates/spreads and a generally more conservative lending environment) and there is some uncertainty as to the timing and magnitude of additional future interest rate increases. CBRE expects the federal funds rate to increase through 2022 and peak in 2023 at 3.75%. Tightening credit markets will continue to drive adjustment in the commercial real estate investment markets in the near term with potential impacts on capitalization rates and investment demand.
- Rapidly increasing interest rates and subdued economic growth will weigh on commercial real estate fundamentals and investment volumes this year and next. This creates a higher degree of uncertainty in general, though the impacts may vary by market and asset class/type.

MARKET VOLATILITY

We draw your attention to the fact that a combination of global inflationary pressures (leading to higher interest rates) and the recent geopolitical events in Ukraine, in addition to the on-going effects of the global Covid-19 pandemic in some markets, has heightened the potential for greater volatility in property markets over the short-to-medium term. Experience has shown that consumer and investor behavior can quickly change during periods of such heightened volatility and any lending or investment decisions should reflect this heightened level of volatility.

Please note that the conclusions set out in this report are valid as at the valuation date only. Where appropriate, we recommend that the valuation is closely monitored, as we continue to track how market participants respond to current events.

CURRENT ECONOMIC CONDITIONS

The following is provided by CBRE Research as of July 28, 2022.

- The Consumer Price Index (CPI) rose by 9.1% annually in June (a 40-year high). Core inflation, which excludes food and energy prices, increased 5.9%. Both exceeded economist expectations.
- In response to persistently high inflation, the Federal Reserve raised the federal funds rate another 75 basis points (bps) on July 27th, 2022 to a target range of 2.25% to 2.50%.
- U.S. GDP fell by 0.9% annualized in Q2 vs. consensus expectations of 0.3% growth. The drop was largely driven by decreases in consumer spending on goods and in business and residential investment.
- Slower economic growth likely will cause the Fed to limit any additional rate hikes this year to no more than 50 bps each. The central bank has three more meetings this year in September, November and December.
- Although a second consecutive quarter of negative growth following a 1.6% drop in Q1 GDP is an indicator of recession, CBRE does not believe the U.S. economy is currently in one. However, we expect that a recession will take hold late this year and early next.

The following table summarizes the CBRE Research House View as of mid-July 2022:

	2022	2023	2024 - 2027
Fed Funds Rate	3.25% to 3.5%	3.5% to 3.75%	1.75% to 2.0%
10-Year Treasury	3.3%	2.6%	3.0%
GDP	1.9%	0.1%	2.9%

Rapidly increasing interest rates and subdued economic growth will weigh on commercial real estate fundamentals and investment volumes this year and next. Tightening in credit markets will continue to drive adjustment in the commercial real estate investment markets in the near term. Amid this uncertain and dynamic environment, investment market performance will be uneven across property types as investors look to lower risk.

EXTRAORDINARY ASSUMPTIONS

An extraordinary assumption is defined as "an assignment-specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions." [1]

- None noted

HYPOTHETICAL CONDITIONS

A hypothetical condition is defined as "a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purposes of analysis." [2]

- None noted

OWNERSHIP AND PROPERTY HISTORY

Boulder City has owned the subject in excess of three years. CBRE is unaware of any arm's length ownership transfers of the property within three years of the date of appraisal. Further, the property is not reportedly being offered for sale as of the current date.

LEGAL DESCRIPTION

APN 186-20-101-007 (ptn)

ASSESSOR DESCRIPTION

PT SEC 20 23 64

EXPOSURE/MARKETING TIME

Current appraisal guidelines require an estimate of a reasonable time period in which the subject could be brought to market and sold. This reasonable time frame can either be examined historically or prospectively. In a historical analysis, this is referred to as exposure time. Exposure time always precedes the date of value, with the underlying premise being the time a property would have been on the market prior to the date of value, such that it would sell at its appraised value as of the date of value. On a prospective basis, the term marketing time is most often used. The exposure/marketing time is a function of price, time, and use. It is not an isolated estimate of time alone. In consideration of these factors, we have analyzed the following:

- exposure periods for comparable sales used in this appraisal.
- exposure/marketing time information from the PwC Real Estate Investor Survey; and

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[1] The Appraisal Foundation, *USPAP, 2020-2023*

[2] The Appraisal Foundation, *USPAP, 2020-2023*

- the opinions of market participants.

The following table presents the information derived from these sources.

EXPOSURE/MARKETING TIME DATA				
	Exposure/Mktg. (Months)			
Investment Type	Range			Average
PwC Net Lease				
National Data	2.0	-	18.0	6.3
Local Market Professionals	6.0	-	12.0	9.0
CBRE Exposure Time Estimate	**9 Months**			
CBRE Marketing Period Estimate	**12 Months**			

Various Sources Compiled by CBRE

Table of Contents

Scope of Work

This Appraisal Report is intended to comply with the reporting requirements set forth under Standards Rule 2 of USPAP. The scope of the assignment relates to the extent and manner in which research is conducted, data is gathered, and analysis is applied.

INTENDED USE OF REPORT

This appraisal is to be used for internal use related to lease negotiation and no other use is permitted.

CLIENT

The client is Boulder City.

INTENDED USER OF REPORT

This appraisal is to be used by Boulder City. No other user(s) may rely on our report unless as specifically indicated in this report.

> Intended Users - the intended user is the person (or entity) who the appraiser intends will use the results of the appraisal. The client may provide the appraiser with information about other potential users of the appraisal, but the appraiser ultimately determines who the appropriate users are given the appraisal problem to be solved. Identifying the intended users is necessary so that the appraiser can report the opinions and conclusions developed in the appraisal in a manner that is clear and understandable to the intended users. Parties who receive or might receive a copy of the appraisal are not necessarily intended users. The appraiser's responsibility is to the intended users identified in the report, not to all readers of the appraisal report. [3]

PURPOSE OF THE APPRAISAL

The purpose of this appraisal is to estimate the market value of the subject property.

DEFINITION OF VALUE

The current economic definition of market value agreed upon by agencies that regulate federal financial institutions in the U.S. (and used herein) is as follows:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised, and acting in what they consider their own best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

[3] Appraisal Institute, The Appraisal of Real Estate, 14th ed. (Chicago: Appraisal Institute, 2013), 50.

5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. [4]

INTEREST APPRAISED

The value estimated represents the Leased Fee Interest as defined below:

> ***Leased Fee Interest*** – The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires. [6]

Extent to Which the Property is Identified

The property is identified through the following sources:

- postal address
- assessor's records
- legal description

Extent to Which the Property is Inspected

The extent of the inspection included the interior and exterior of the subject property and its surrounding environs on the effective date of value. We were escorted by Marissa Adou.

Type and Extent of the Data Researched

CBRE reviewed the following:

- applicable tax data
- zoning requirements
- flood zone status
- demographics

Brett Bradford, State of Nevada Registered Intern A.0208341-INTR, provided significant real property appraisal assistance to the persons signing this report in regard to the above research.

Type and Extent of Analysis Applied

CBRE, Inc. analyzed the data gathered using appropriate and accepted appraisal methodology to arrive at a probable value indication via each applicable approach to value. The steps required to complete each approach are discussed in the methodology section.

Brett Bradford, State of Nevada Registered Intern A.0208341-INTR, is working as an appraisal analyst under the direct supervision of Terence Farr, MAI, SRA, AI-GRS, CCIM, certified general appraiser #A.0205475-CG, and is working toward his certified general licensing requirements.

Brett Bradford provided significant professional assistance in completion of this appraisal report. Brett Bradford assisted in inspecting the subject property. Brett Bradford also assisted in completing the appraisal process (regional, neighborhood, market, site, improvement) and compiling all of the market data under the direct technical supervision of Terence Farr, MAI, SRA,

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[4] Interagency Appraisal and Evaluation Guidelines; December 10, 2010, Federal Register, Volume 75 Number 237, Page 77472.

[5] Interagency Appraisal and Evaluation Guidelines; December 10, 2010, Federal Register, Volume 75 Number 237, Page 77472.

[6] *Dictionary of Real Estate Appraisal*, 128.

AI-GRS, CCIM. The final conclusion to value is made by and the appraisal is signed by Terence Farr, MAI, SRA, AI-GRS, CCIM.

Data Resources Utilized in the Analysis

DATA SOURCES	
Item:	*Source(s):*
Site Data	
Size	Clark County Assessor public records, survey
Improved Data	
Building Area	Assessor records, Rent Roll, Management
Area Breakdown/Use	Physical inspection
Clear Height	Clark County Assessor public records, Physical Inspection
Parking Spaces	Physical inspection, aerial photograph
Year Built/Developed	Clark County Assessor public records
Compiled by CBRE	

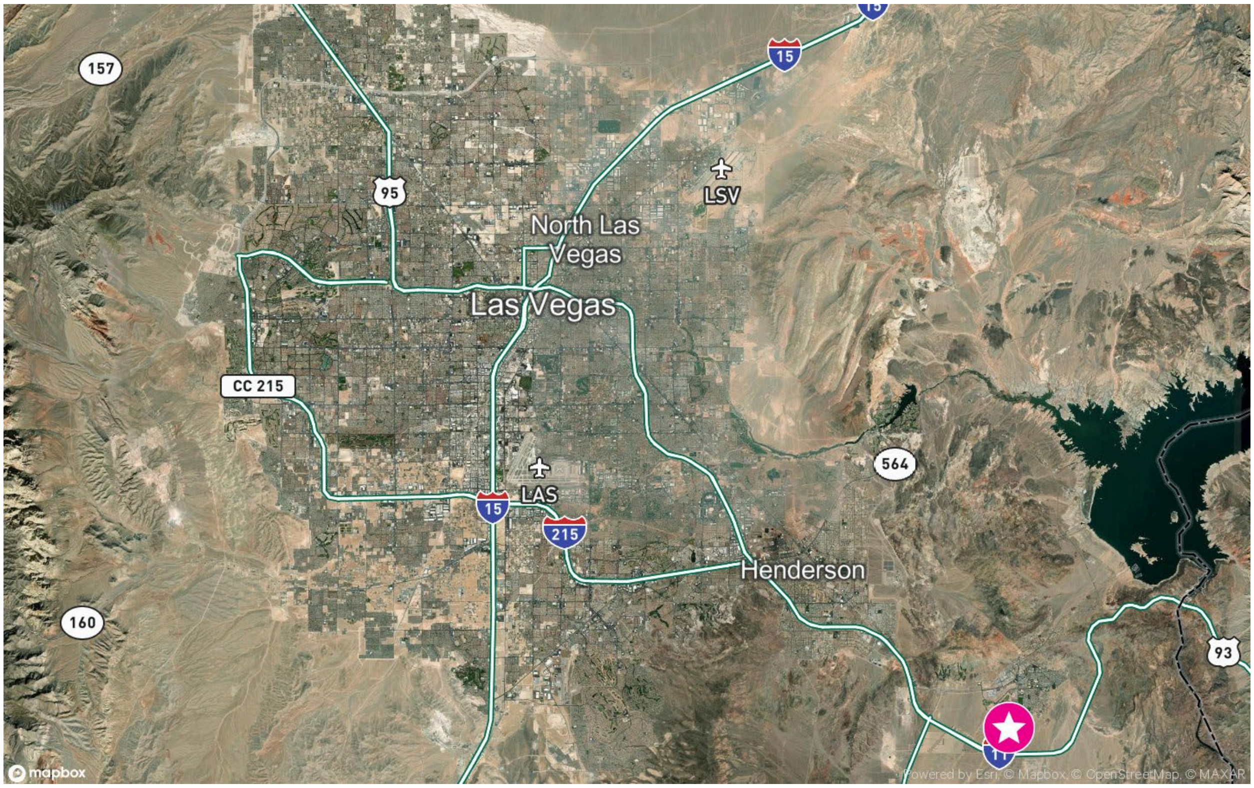
APPRAISAL METHODOLOGY

In appraisal practice, an approach to value is included or omitted based on its applicability to the property type being valued and the quality and quantity of information available.

Methodology Applicable to the Subject

In opining Fair Market Rent, CBRE has considered comparable rental rates for similar hangar buildings in the region. CBRE has then adjusted for reimbursement methodology and physical adjustments. After applying these adjustments, CBRE has opined our opinion of Fair Market Rent for the subject.

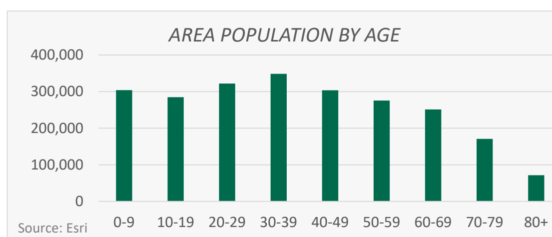
Area Analysis



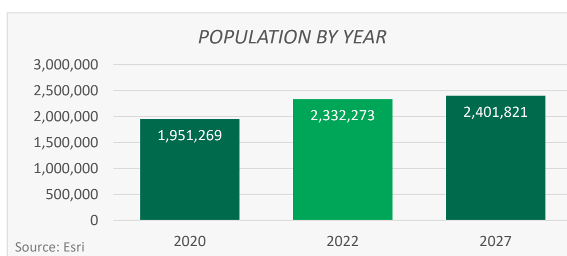
The subject is located in the Las Vegas-Henderson-Paradise, NV Metropolitan Statistical Area. Key information about the area is provided in the following tables.

POPULATION

The area has a population of 2,332,273 and a median age of 37, with the largest population group in the 30-39 age range and the smallest population in 80+ age range.

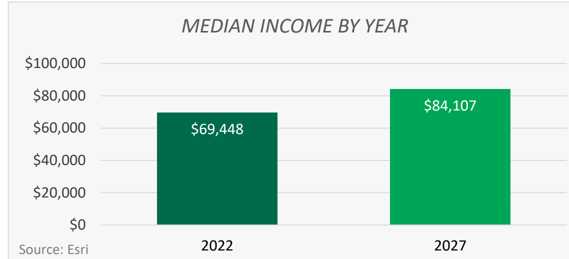


Population has increased by 381,004 since 2020, reflecting an annual increase of 9.3%. Population is projected to increase by an additional 69,548 by 2027, reflecting 0.6% annual population growth.



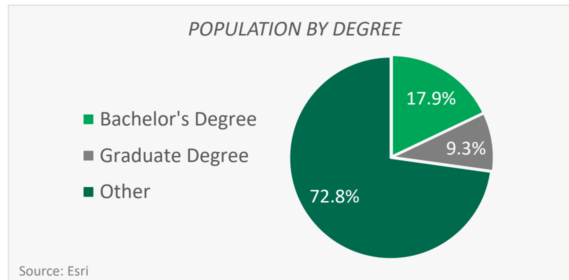
INCOME

The area features an average household income of $97,778 and a median household income of $69,448. Over the next five years, median household income is expected to increase by 21.1%, or $2,932 per annum.

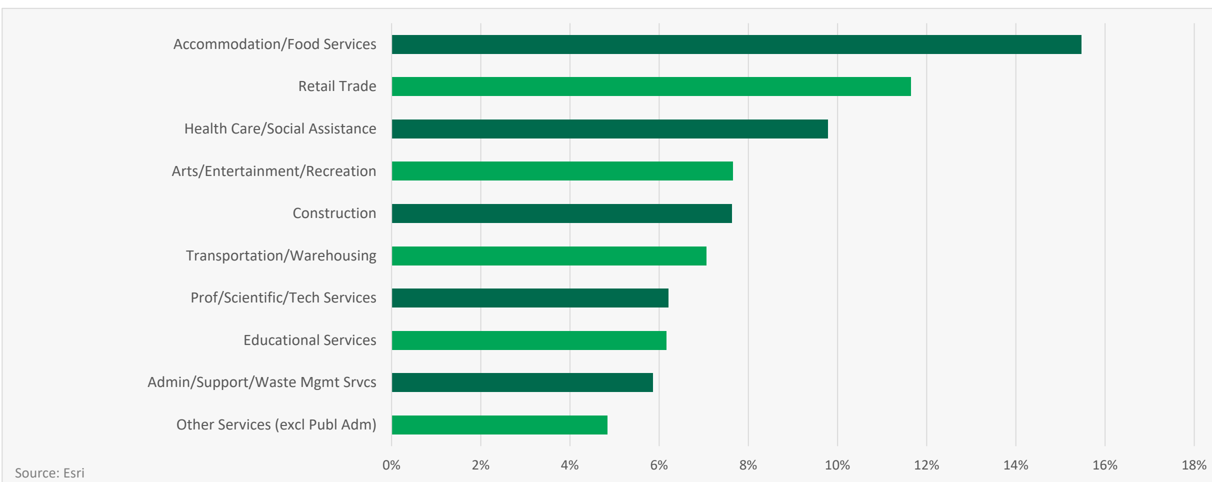


EDUCATION

A total of 27.2% of individuals over the age of 24 have a college degree, with 17.9% holding a bachelor's degree and 9.3% holding a graduate degree.



EMPLOYMENT

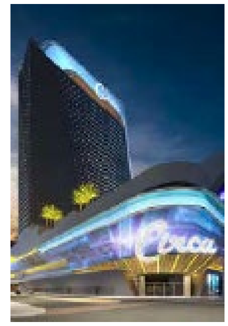


The area includes a total of 1,089,055 employees and has a 5.2% unemployment rate. The top three industries within the area are Accommodation/Food Services, Retail Trade and Health Care/Social Assistance, which represent a combined total of 37% of the population.

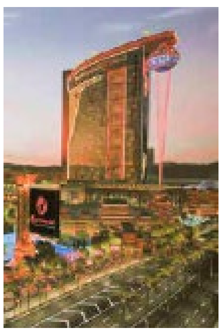
The current unemployment rate provided by REIS above is slightly dated. According to the http://www.nevadaworkforce.com/LAUS website, which is prepared by the Nevada Department of Employment, Training and Rehabilitation (NV DETR), the unemployment rate for Clark County as of July 2022 is 5.6%.

LAS VEGAS VALLEY NEW AND RECENT DEVELOPMENT PROJECTS

Circa Hotel and Casino



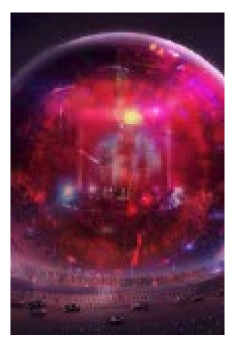
Downtown Las Vegas developer Derek Stevens broke ground on a 777-room hotel and casino along the Fremont Street Experience, the first bottom-up resort construction project in years for the downtown area. The downtown block was leveled in 2018 — the Las Vegas Club and Mermaids casinos and Glitter Gulch strip club were razed to make way for the new hotel-casino, which would tower 459 feet over Fremont Street, according to plans submitted to the city of Las Vegas. The project calls for a 1,224,485-square-foot casino and hotel, which will include a nightclub, a massage establishment, valet parking and a rental car facility. Stevens owns the D Las Vegas and the Golden Gate. He and his brother Greg Stevens bought the Las Vegas Club in 2015. This project opened October 28, 2020.



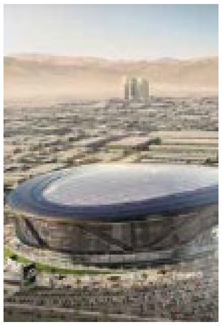
Resorts World

After breaking ground on this 87-acre Las Vegas Strip development in 2015, the construction activity at the Resorts World Hotel and Casino started out sluggish. The former site of the famous Stardust Hotel was occupied by only small groups of construction workers at a time. However, in October of 2017, the Malaysia-based Genting Group announced the partnership with a construction management company that has since commenced full-scale construction of the 3,000-room hotel and casino. The timeline for Resorts World spans over a few years, with an expected completion date mid-2021. When all is said and done, the $4 billion resort and casino, in addition to its 3,000 rooms, will contain a combined 3,500 slot machine and table games, 30 food and beverage outlets, a 4,000-seat theater, 250,000 square feet of retail space, more than 500,000 square feet of convention space, and an elaborate garden attraction that will serve as the Asian-themed property's front door to the Strip. The property is estimated to provide 13,000 permanent jobs to the city of Las Vegas. This project opened June 2021.

MSG Sphere



MSG Sphere at The Venetian, a collaboration by Madison Square Garden and Las Vegas Sands, operator of The Venetian and Palazzo and the Sands Expo & Convention Center, broke ground mid 2019 on an 18,000-seat performance venue. Standing 360 feet tall, 500 feet in diameter, and with 400,000 SF of building space, Madison Square Garden unveiled the technology of a 580,000 SF fully programmable exterior building surface, and a 170,000 SF digital indoor display plane that will allow concertgoers to hear the remarkable clarity of directed "beamformed" sound transmission and feel the vibrations from an infrasound haptic floor system. The sound transmission system, produced by thousands of tiny speakers embedded in the venue's walls, will enable the same sound clarity in the front row as it will in the back. The project is slated to open in 2021, which will also include an 1,100-foot pedestrian bridge from the Sands Expo & Convention Center and will create an estimated 3,500 local construction jobs and approximately 4,400 permanent jobs. The project costs have not been revealed. Construction is ongoing with completion expected in 2023.



Allegiant Stadium

Upon garnering a 31-1 vote among NFL owners, and securing both public and private funding, the Oakland Raiders will be moving to Las Vegas and playing their home games in a brand new $1.8 billion, 65,000-seat domed stadium. At a ceremony led by Raiders President Mark Davis, NFL Commissioner Roger Goodell, Nevada Governor Brian Sandoval, and a group of celebrities, the stadium officially broke ground on November 13th of 2017. The completion of the stadium is expected to be sometime in the summer of 2020, just in time for NFL season in the fall of 2020. The stadium is located at the intersection of Russell Road and the I-15 Freeway, just west of the world-famous Las Vegas Strip. In addition to housing Las Vegas Raiders football games, the stadium also reached an agreement with the University of Nevada-Las Vegas to allow the university to play their football games in the stadium as well. Furthermore, Las Vegas has been in touch with officials from both FIFA and the NFL, to become candidates in site selections for future World Cups and Super Bowls. This project is complete and held its 1st Raiders football game in 2020.

Fountainbleau

Real estate investment firms Witkoff and New Valley purchased the unfinished Fontainebleau Hotel and Casino for $600 million in the Fall of 2017. The tower, which was previously bought by billionaire investor Carl Icahn in February of 2010 for $148 million, will require an additional $1 billion to fully construct and renovate. The property was re-acquired by Jeffrey Soffer (the original developer) and Koch Real Estate Investments in February 2021 for $350 million. Fontainebleau Las Vegas will feature more than 3,700 uniquely designed hotel rooms, more than 550,000 square feet of convention space, and a world-class collection of restaurants and shops, pool experiences, vibrant nightlife options, and coveted spa and wellness offerings. The property is adjacent to the acclaimed Las Vegas Convention Center expansion. This project has re-commenced and is expected to open Q3 of 2023.

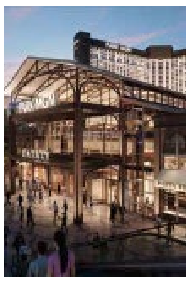
Machine Tool Builder buys 279 acres in Henderson

Haas Automation founder Gene Haas, whose company makes machines for manufacturers, acquired 279 acres south of Henderson Executive Airport for almost $27.4 million from the city of Henderson. The company expects to start grading land in April 2020 and finish its manufacturing facility in late 2022. Developers have recently finished building plans for at least 36 real estate projects in the west Henderson area at the southern tip of the valley, with 4.3 million square feet of commercial space along Via Inspirada near Volunteer Boulevard, a few miles from the M Resort. The plans include a 2.3 million-square-foot, $327 million manufacturing facility for his company and buildings that would be leased or sold to others. Site development has begun.

Downtown Grand Hotel and Casino

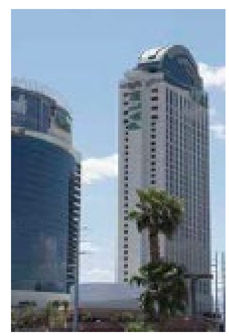
The Downtown Grand Hotel & Casino in Downtown Las Vegas has started construction on a brand new 495-room tower. Formerly known as the "Lady Luck", this hotel and casino went through a $100 million renovation and was re-branded as the Downtown Grand in 2013, which currently contains 629 hotel rooms, a casino floor, rooftop pool, and restaurant options. The new tower, expected to open in late-2020, will bring the total number of hotel rooms to 1,124. This expansion is a response to increased demand for hotel rooms in the Downtown Las Vegas area, as tourism and gaming revenue has steadily climbed in recent years. This project held its grand opening ceremony in September 2020.

Monte Carlo transforms to Park MGM and Nomad Hotel



MGM Resorts and the New York-based Sydell Group transforms the 3,000-room Monte Carlo into two separately branded hotels. The result is the 2,700-room Park MGM Hotel and Casino, and the approximately 300-room NoMad Las Vegas Hotel. This $450 million overhaul came in accordance with other recent, neighboring developments such as The Park, The T-Mobile Arena, and the new 5,000-seat Park Theater. This project is one of the first Las Vegas casinos to be smoke free.

Palms Hotel and Casino



In May of 2016, the Palms Hotel and Casino just west of the Las Vegas Strip was purchased by the parent company of Stations Casinos for $312.5 million and underwent approximately $650 million in expansion and renovations. The renovations include: 282 redesigned hotel rooms, 60 new hotel rooms, a new 29,000-square-foot nightclub, a 73,000-square-foot pool club that will stay open year-round, a multitude of new restaurants, 15,000 square feet of upgraded convention space, and 525 new covered parking spaces. The improvements were completed in late 2018. The San Manuel Gaming and Hospitality Authority, a governmental instrumentality of the San Manuel Band of Mission Indians, closed its purchase of the property from Red Rock Resorts Inc. for $650 million in December 2022, making this the first Las Vegas property to be owned and operated by a Native American tribe. This Palms reopened in April 2022.

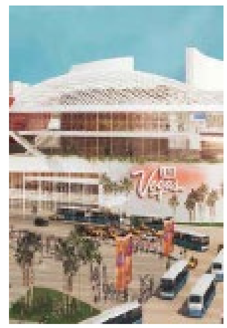
Las Vegas Raiders Practice Facility and Headquarters

The Henderson City Council voted to sell the land located near the southwest corner of St. Rose Parkway and Executive Airport Drive to the Raiders, who are slated to move from Oakland and call Southern Nevada home in 2020. The 55 acres of land, with an appraised value of $12.1 million, was sold to the team for $6.05 million. Because of the potential for economic development, 250 full-time, non-football jobs and tax revenue, the city was able to sell the land for less than the appraised value. The project developer told city officials it would spend about $75 million building the team facilities. This project was completed during COVID and is now in use.

Palace Station

Stations Casinos recently completed a $191 million expansion of its Palace Station property, which features a new luxury movie theater, a resort-style pool complex, new restaurant options, a casino bar, a brand-new race and sportsbook, and a renovated poker room. Additionally, the hotel received a new registration and check-in area, improved parking access, and a new casino valet. These expansions were the first significant investment at the property since 1991.

Las Vegas Convention Center



The Las Vegas Convention and Visitors Authority began a massive expansion and renovation projects of the 55-year-old Las Vegas Convention Center in the fourth quarter of 2018. This $2.5 billion project will add over 600,000 square feet of exhibit space, additional meeting rooms, restaurants, and modernize the transportation throughout the convention center. The expansion will make the Las Vegas Convention Center a place of business 365 days a year, rather than just for large-scale conventions. Atlanta-based TVS Design was recently contracted to create an iconic design for the Las Vegas Convention Center expansion project. Tourism and convention business are the top industries for the Las Vegas economy. This much-needed expansion of the convention center is estimated to increase economic activity for the City of Las Vegas by an estimated impact of $4 billion over the next 10 years. The project will also hire approximately 13,800 employees over the next five to eight years of construction and will ultimately create 7,800 permanent jobs. This project is still under construction.

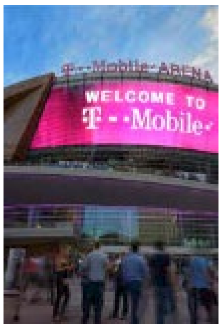
Convention Center Loop

The Las Vegas Convention Center meeting space connects to the existing convention center via the Convention Center Loop, a $52.5-million underground tunnel system designed and built by The Boring Co., one of the many business entities owned by billionaire Elon Musk. The pedestrian shuttle will whisk convention attendees from one facility to the other in two one-way tunnels 40 feet beneath the ground. The chariots: all-electric Tesla vehicles that will run at speeds around 35 mph. The city has approved plans to expand the Loop throughout the destination and connect the convention center with Strip resorts and the airport. A timetable has not yet been announced.

Area 15

On the west side of Interstate 15, a new attraction named Area 15 bills itself as an "experiential entertainment district" and features live events, monumental art installations, extraordinary design elements, immersive technology, retail, bars, eateries and more. This destination opened in September 2020 but welcomed its most high-profile tenant in February when arts and entertainment firm Meow Wolf launched Omega Mart, a wacky supermarket-like experience that is one part art gallery, one part theater and one part vision quest that will leave you feeling like a character from Alice in Wonderland.

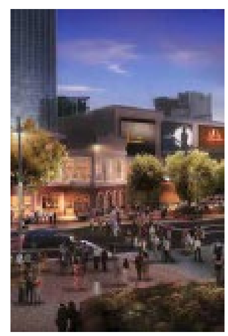
T-Mobile Arena



MGM Resorts International and powerhouse arena builder, AEG, built a privately funded, 20,000-seat indoor arena in Las Vegas behind the Monte Carlo and New York-New York. T-Mobile purchased the naming rights to the stadium and is presented as the T-Mobile Arena. Retail shops, dining, entertainment, and other enterprises will accompany the arena, stretching from the Strip to Frank Sinatra Drive behind the resorts. The $350 million project opened in the Spring of 2016 and is the home to Las Vegas' new NHL franchise, the Vegas Golden Knights. This arena is also utilized to hold concerts, conventions, sports tournaments, and more. T-Mobile arena is the highest grossing arena in the world.

The Park

MGM Resorts International's $100 million, The Park is an eight-acre open-air attraction which serves as the gateway to its' 20,000-seat T-Mobile Arena and event center and connects the New York-New York and Park MGM with a pedestrian-friendly environment. The Park includes landscaped areas, casual eateries, bars, restaurants, live entertainment, and retail attractions.



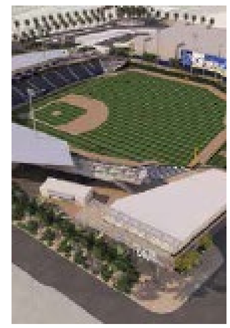
The Park Theater

MGM Resorts International created another entertainment attraction by spending an additional $100 million to build a 5,000-seat theater at the Park MGM. The theater is part of major investment into non- gaming attractions that MGM undertook at its nine Strip resorts, including expanded convention space at Mandalay Bay and a 33-acre outdoor festival grounds at the north end of the Strip. The Park Theater opened in December 2016 and has hosted several resident artists like Lady Gaga, Janet Jackson, Bruno Mars, Aerosmith, and Cher to name a few. This project is currently closed until COVID restrictions regarding large scale venues have been lifted.

Virgin Hotels Las Vegas

Virgin Hotels Las Vegas opened March 25, 2021, in a reconceptualized version of the off-Strip space formerly occupied by the Hard Rock Casino Hotel. This property has more than 1,500 rooms, a 60,000-square-foot casino, a 4,500-seat concert hall and an expansive pool area with a resort pool, a Mykonos-themed day club and an event lawn. While the resort retained Nobu and some of the same restaurants as its predecessor, it also added a lineup of new ones, including One Steakhouse from brothers David and Michael Morton.

Triple-A Baseball Stadium in Downtown Summerlin



The Las Vegas Aviators Triple-A baseball team relocated to a new field in 2019, in Downtown Summerlin. The Las Vegas Convention and Visitors Authority approved a 20-year agreement with the owners of the 51's, the Howard Hughes Corp. The stadium cost $150 million to build, contains 10,000 seats, and opened in time for the 2019 minor league baseball season. The location is just east of the Downtown Summerlin mall, and features 22 suites, party zones, picnic tables, bars, and a pool beyond the outfield wall.

San Antonio Stars relocated WNBA Team to Las Vegas

Along with a professional NHL and NFL team, Las Vegas will also receive a WNBA team, due to an acquisition of the San Antonio Stars by MGM Resorts. The team was renamed to the Aces and plays their home games in the Mandalay Bay Events Center, which seats 12,000 people. With the addition of the team to the events center's schedule, also comes a $10 million renovation of the current center. The team's general manager and head coach is NBA legend Bill Laimbeer.

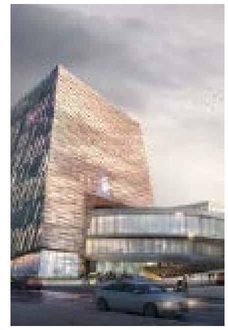
New USL Expansion Team Coming to Las Vegas

The United Soccer League, a subsidiary of Major League Soccer, announced in August of 2017 that Las Vegas would be getting its very own expansion team. The Las Vegas Lights ranks fourth among 35 United Soccer League clubs with average attendance of 8,308 people per game. The USL team are the sole tenant of Cashman Center, a preexisting stadium near downtown Las Vegas, and the former home of the Las Vegas Aviators Triple-A baseball team.

Google building $600M data center in Henderson

Henderson is slated to be home to a new Google data center in December 2020. The Governor's Office of Economic Development approved $25.2 million in tax abatements for Design LLC, a wholly owned subsidiary of Google. The company plans to build the data center on 64 acres of land on Warm Springs Road west of Boulder Highway. The subsidiary plans to build and own the facility, while Google would handle operations and hiring. The data center would support Google services in North America such as YouTube, Google Calendar, Gmail and more, as well as cloud computing services. This project is currently under construction.

UNLV School of Medicine



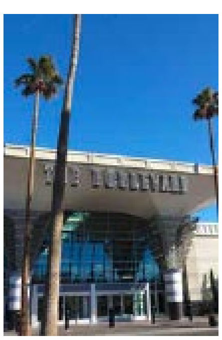
For the first time in the University of Las Vegas' history, students will be able to attend an accredited medical school. In August of 2016, the UNLV School of Medicine gained accreditation from ACGME as an institutional sponsor of graduate medical education. The inaugural class of 60 students began courses at the UNLV Shadow Lane Campus, at the intersection of Charleston Boulevard and the Interstate-15 freeway. The renderings for the actual school of medicine are completed, the only remaining factor is gaining the necessary donations for funding. The university has received over $100 million in donations thus far. Eventually, UNLV envisions a "medical district" at the Shadow Lane Campus, in which the school of medicine will reside, and ultimately the school aims to partner with the world-renown Lou Ruvo Brain Institute for future studies and clinical procedures.

Amazon's new Las Vegas Warehouse

Amazon relocated into an 800,000 square foot warehouse in northeast Las Vegas, which is the largest warehouse in the Las Vegas area. They began operations in their new fulfillment center in the summer of 2017 and hired approximately 1,000 employees. This is their third fulfillment center in Las Vegas; all three facilities total 2.4 million square feet with approximately 2,500 employees.

Project Neon Freeway Interchange Rehabilitation

Las Vegas' "Spaghetti Bowl" recently underwent a $1 billion infrastructure enhancement known as Project Neon, which not only provides a smoother, safer transition between U.S. Highway 95 and Interstate 15 but provides superior access to downtown Las Vegas, the resort corridor and nearby medical facilities. The 3.7-mile overhaul of the state's busiest freeway interchange and the region just south of it is the largest transportation infrastructure project ever done in the state.



Boulevard Mall Renovation

In November 2013, Henderson-based Sansone Cos. purchased the 1.2 million square foot, Boulevard mall for $54.5 million and are now moving forward with its $23 million to $25 million renovation project. Among the changes are a full food court renovation that includes Wi-Fi access and four 80-inch televisions for sports and news viewing; a permanent farmers market, which is located outside the main entrance and house 70 tenants ranging from clothing retailers to farm products and bakeries along with a large children's play area. The expansion also includes SeaQuest, an interactive aquarium and a luxury Galaxy movie theater. Currently, there are four call center tenants encompassing over +125,000-square feet combined. The largest us Teletech, who recently moved in to a +55,000-square feet space. Teletech announced that it hired approximately 500 employees and began full-scale operations in May of 2018.

Union Village

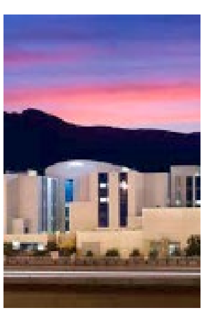
The $1.2 billion privately funded Union Village project will be one of the nation's first integrated healthcare villages. This $1.2 billion development will span over 228 acres, and feature skilled nursing, medical technologies, home health, senior living facilities, and more. The anchor for this campus, The Henderson Hospital, opened in October of 2016, and was the first piece to be completed during the estimated four to eight-year construction time frame. Within the campus' boundaries will be a plethora of residences, ranging from market rate townhome apartments to active senior living, and assisted living facilities. This development is located at US-95 and Galleria Drive, in the Southeast part of the Las Vegas Valley. Once completed, this village is expected to generate over 10,000 jobs, and attract 15,000 to 30,000 daily visitors. This project is under construction.

Sunrise Hospital

In December of 2017, the Sunrise Hospital and Medical Center broke ground on a $130 million expansion project at its current location in the southeastern part of the valley. The expansion will add 72 surgery and intensive care patient beds, a new pediatric cardiovascular unit and imaging and laboratory space, within a five-story tower that encompasses 253,000-sqaure feet. The tower, which is the first expansion of the Sunrise Hospital in over a decade, will house much needed space.

Spring Valley Hospital

Spring Valley Hospital broke ground on an 88,000 square foot, four-floor patient tower to accommodate Las Vegas' growing population late June 2015. The $37 million project will accommodate a larger capacity with the addition of inpatient beds, providing three more labor and delivery suites; two neonatal intensive care unit beds; 18 postpartum beds with the ability to add 18 more as needed; 36 medical/surgical beds; and the capacity to add another 72 beds as needed. Construction was completed in December 2016.



MountainView Hospital

MountainView Hospital announced in September 2015 a $90 million expansion project. Construction on a vertical expansion to the hospital's south tower includes the addition of 64 beds, the expansion of women's services, the upgrade of the neonatal intensive care unit, the expansion of the emergency department and a new medical office building. Mountain View grew to a 404-bed hospital from 340 beds. Construction took approximately 18 months to complete and was fully operating by the second quarter of 2018.

THE LAS VEGAS MARKET

Sports

With the addition of the Vegas Golden Knights and the relocation of the Las Vegas Raiders, Las Vegas is now home to two professional sports franchises. The Raiders will play in a new $2 billion stadium that will also house UNLV football games and other sporting events. Residents can also enjoy the University of Nevada, Las Vegas "Running Rebels" who compete in 16 various Men's and Women's athletic events at the NCAA Division 1 collegiate level. Las Vegas is also home to the "Las Vegas Aviators," "Las Vegas Aces," and "Las Vegas Lights". The "Aviators" are the Triple A affiliate of the Oakland Athletics that play at the brand new, 10,0000-seat Las Vegas Ballpark. Located along northern I-15 is the Las Vegas Motor Speedway. This is a major venue for racing events such as the Indy Racing League and the NASCAR Nextel Cup. The speedway is a 1,600-acre, $125,000,000 complex with 14 tracks and stadium seating in excess of 130,000 people. In addition, the National Finals Rodeo is held here annually along with many world championship boxing matches. Formula 1 is returning to Las Vegas for a night race along The Strip in November 2023.

Tourism

The following provides a brief summary of the area's tourism industry as of July 2022 provided by the Las Vegas Convention and Visitor's Authority.

Stats at a Glance	*Jul 2022*	*YoY ('22 vs. '21)*		*vs. pre-COVID ('22 vs. '19)*	
Visitor Volume	*3,491,600*	*5.7%*	▲	*-5.3%*	▼
Convention Attendance	*307,100*	*95.1%*	▲	*-38.4%*	▼
Room Inventory	*151,352*	*0.8%*	▲	*1.7%*	▲
Hotel Occupancy	*83.4%*	*4.0*	▲	*(7.7)*	▼
Average Daily Rate (ADR)	*$160.43*	*5.5%*	▲	*26.4%*	▲
RevPAR	*$133.80*	*10.8%*	▲	*15.7%*	▲
Room Nights Occupied	*3,912,800*	*5.8%*	▲	*-6.9%*	▼

Trailing 12-Months: Comparison to Pre-COVID Benchmarks (same months in 2019)

	Jul-21 *vs. Jul 2019*	Aug-21 *vs. Aug 2019*	Sep-21 *vs. Sep 2019*	Oct-21 *vs. Oct 2019*	Nov-21 *vs. Nov 2019*	Dec-21 *vs. Dec 2019*	Jan-22 *vs. Jan 2019*	Feb-22 *vs. Feb 2019*	Mar-22 *vs. Mar 2019*	Apr-22 *vs. Apr 2019*	May-22 *vs. May 2019*	Jun-22 *vs. Jun 2019*	Jul-22 *vs. Jul 2019*
Visitor Volume	-10%	-16%	-16%	-8%	-11%	-13%	-27%	-18%	-10%	-5%	-7%	-8%	-5%
Hotel Occupancy	-11.7	-14.9	-15.3	-8.4	-10.6	-12.5	-24.7	-17.7	-10.9	-7.0	-8.2	-9.0	-7.7
ADR	20%	16%	14%	28%	16%	21%	-7%	15%	22%	36%	25%	30%	26%
RevPAR	4%	-4%	-6%	16%	2%	3%	-35%	-8%	7%	25%	14%	18%	16%
En/Deplaned Passengers	-8%	-14%	-13%	-9%	-4%	-9%	-19%	-8%	-3%	0%	0%	6%	8%
Avg. Daily Auto Traffic: I-15 @ NV/CA Border	7%	2%	11%	11%	17%	12%	-2%	12%	2%	4%	1%	-1%	-1%

Note: Air passengers and auto traffic counts are a blend of commercial, pass-thru and resident traffic in addition to visitors.

July saw the highest monthly visitation since the start of the pandemic, reaching nearly 3.5M visitors for the month, up 5.7% YoY and just 5.3% below the July 2019 tally. Overall hotel occupancy reached 83.4%, 4.0 pts ahead of last July but down 7.7 pts vs. July 2019. Weekend occupancy exceeded 91% (up 3.0 pts YoY but down 6.1 pts vs. July 2019), while Midweek occupancy reached 79.1% (up 4.5 pts YoY but down 9.6 pts vs. July 2019). ADR exceeded $160, 5.5% ahead of last July and over 26% above July 2019 while RevPAR approached $134 for the month, +10.8% YoY and +15.7% over July 2019.

Recreation

Throughout the Las Vegas Valley there are numerous mountain bike trails, hiking trails and rock-climbing areas. The most popular areas for these outdoor activities are the Red Rock National Conservation Area, The Valley of Fire and Mount Charleston. Residents may also camp, horseback ride and picnic at Mount Charleston. In the Winter, Mount Charleston becomes a favorite site for skiing and snowboarding. Golf enthusiasts have over 61 golf courses to choose from in the city. For water recreation, residents can go to the Lake Mead National Recreation Area. Lake Mead is Nevada's largest man-made lake with over 820 miles of shoreline and supporting 6 marinas, 8 campgrounds, 5 motels, dinner cruises, boat rentals and various water sports. Additionally, the entire Las Vegas valley boasts 224 parks and recreation areas.

Retail

Las Vegas has become known for its world-class shopping. Area retail includes four shopping malls, three premium outlet centers, two open-air mixed-use venues (Town Square and Downtown Summerlin) and the Las Vegas "Strip" properties including Caesars Forum Shops, the Miracle Mile at Planet Hollywood, the Grand Canal Shops at the Venetian, Via Bellagio, Wynn Esplanada, The Shoppes at Palazzo, and Crystals at City Center.

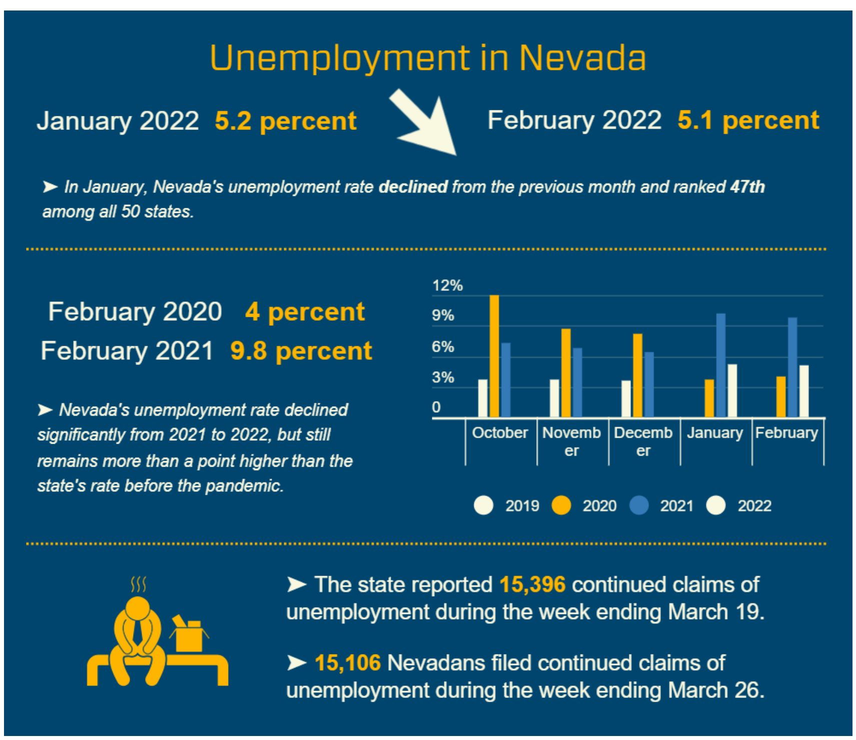
Education

Clark County School District (CCSD) enrolled approximately 324,000 students in the 2019-2020 school year, operating 360 schools and employs over 42,000 staff members. The Las Vegas Metropolitan area is home to the University of Nevada, Las Vegas (UNLV). The 350-acre campus educates over 30,000 students enrolled in academic degree programs, an additional 14,000 that participate in the continuing education classes and employs more than 2,900 instructors and staff members. UNLV offers 300 undergraduate, graduate, and doctoral degree programs. Also serving Southern Nevada is the College of Southern Nevada (CSN). America's third largest multi-campus two-year college at over one million square feet, since 1994 CSN has more than doubled its enrollment at approximately 36,000 students. Also serving residents is Nevada State College, located on 509 acres in Henderson. Established in 2002, it is the first four-year public college in Nevada and has grown from 177 students upon opening to over 3,500 students. Las Vegas also has numerous private colleges and universities. These private schools have satellite campuses located throughout the city.

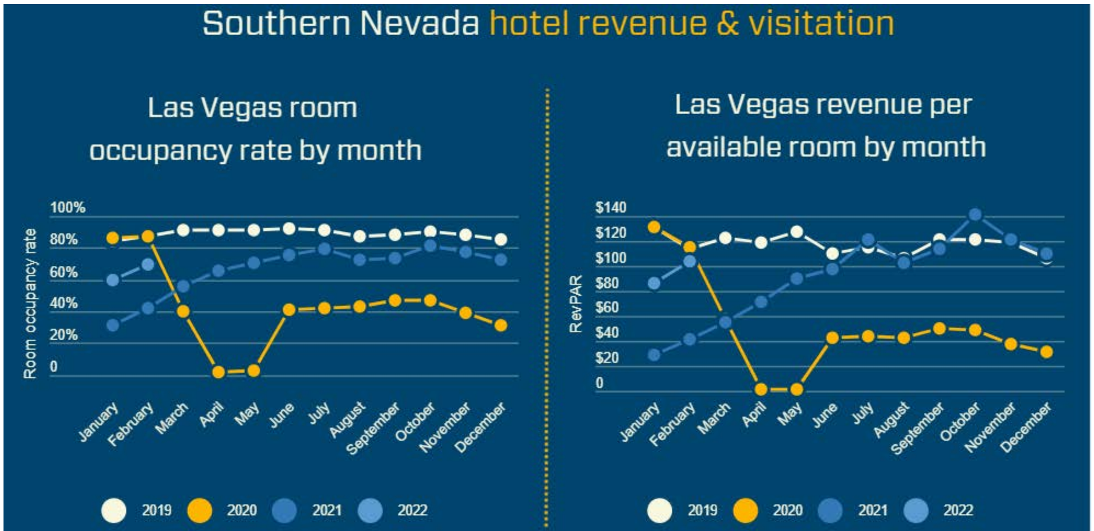
Employment

The following was reported by *The Nevada Independent*, a project of the Nevada News Bureau, Inc.:

> April 1, 2022: Pandemic-related shutdowns in March 2020 put hundreds of thousands of Nevadans out of work overnight, and the state's leading industries lost millions of dollars in revenue. Even when businesses started to reopen a few months later, high COVID-19 caseloads forced many businesses to scale back or close, as health and safety mandates remained in place. Many parts of the state's economy have continued to suffer, even as federal stimulus packages brought billions of dollars in relief to the state. Nevada's unemployment rate remains high and tourism numbers still lag behind the record pre-pandemic totals.
>
> Parts of the state economy are, however, showing signs of recovery. Gaming revenue has surged to new highs, Nevadans are spending more than they did before the pandemic and the housing market is seeing high demand.



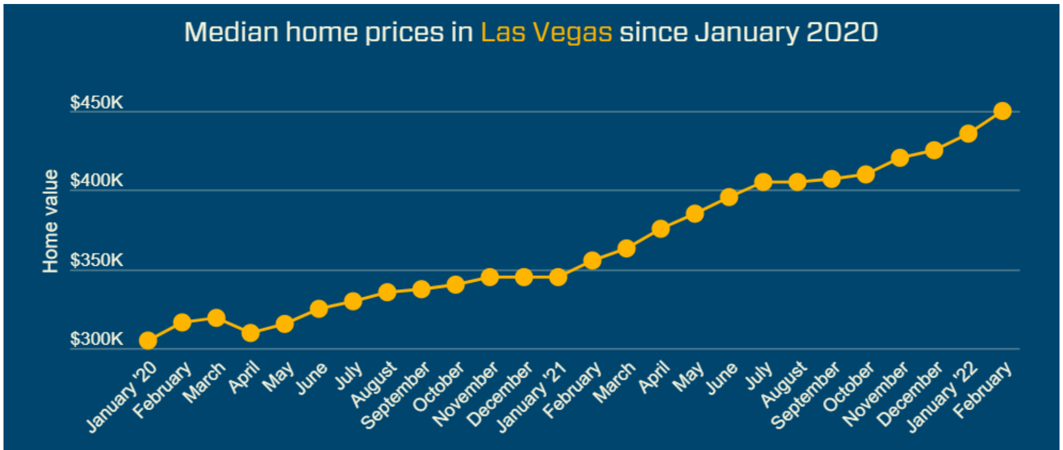
- Spending across the state is significantly outpacing spending seen prior to the pandemic, and since August, the state has brought in revenue from the Live Entertainment Tax comparable to two years ago.
- Some fiscal analysts have speculated that federal relief programs and enhanced unemployment benefits that delivered more money directly to Nevadans helped fuel spending and growth of Nevada's gross domestic product during 2021.



Source: Las Vegas Convention and Visitors Authority Visitor Statistics and Reno-Sparks Convention & Visitors Authority estimated visitor counts.

Note: Revenue per available room (also called RevPAR) is a performance metric in the hotel industry that is calculated by dividing a hotel's total guestroom revenue by the room count and the number of days in the period being measured.

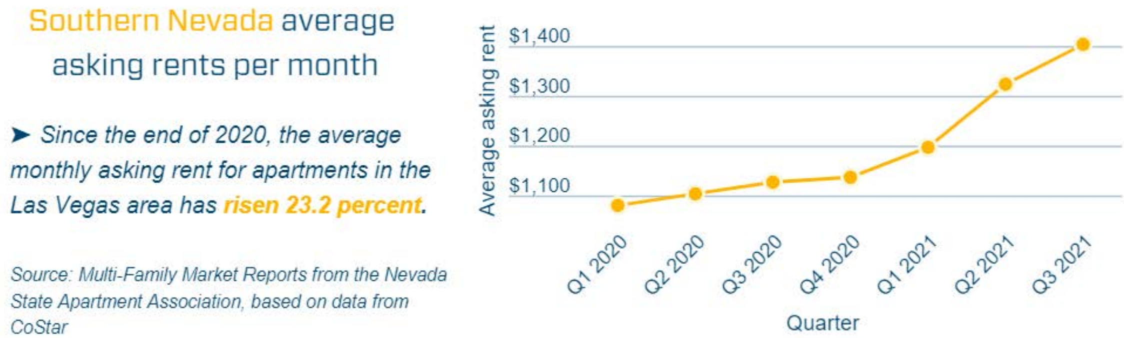
- Gaming revenues of $13.4 billion statewide, $7 billion on the Strip set records: Buoyed by a record-setting 10 straight months of $1 billion or more in gaming revenues, Nevada’s casino industry closed out 2021 with an all-time high of more than $13.4 billion in pre-tax gaming figures.



Source: Las Vegas REALTORS, median price of existing single-family homes sold in Southern Nevada through its Multiple Listing Service (MLS).

Note: This data is based on information from Las Vegas REALTORS (LVR) Multiple Listing Service (MLS). This information is deemed reliable but is not guaranteed. MLS collects, compiles and distributes information about homes listed for sale by its subscribers who are real estate agents. MLS subscription is available to all real estate agents licensed in Nevada, but is not available to the general public. Not all licensed agents subscribe to the MLS. MLS does not include all new homes available or listings from non-MLS agents, nor does it include properties for sale by the owner.

- Over the course of the pandemic, various eviction and foreclosure moratoriums, historically low interest rates and an increase in remote work have contributed to a surge in homebuying throughout the United States.
- In Nevada, median sale prices for existing single-family homes across the state's largest metropolitan areas have increased more than 38 percent since the start of the pandemic.



Transportation

Las Vegas is a major junction of I-15 and US-95. Las Vegas is within one day's drive time of Los Angeles, San Diego, San Francisco, Phoenix, Denver, Salt Lake City, and Reno. Las Vegas is within one day's drive time to over 15 of the top markets on the West Coast. McCarran International Airport is located just minutes from the world-famous Las Vegas Strip. With a 2019 passenger count of over 47,000,000, McCarran is one of the 10 busiest airports in the U.S. based on number of passengers served. More than 35 airlines provide non-stop service to 144 domestic and international destinations. The Regional Transportation Commission of Southern Nevada (RTC) serves Clark County with 39 bus routes and operates with a fleet of over 400 fully accessible buses that are wheelchair lift equipped.

Population

Las Vegas has historically been among the leaders for US population growths. According to the REMI Forecast, the population for Clark County in 2019 was approximately 2.26 million, a 3.15% increase from 2018. The REMI Forecast also projects that the population will increase between 1% to 2% each year over the next 10 years, which equates to 23,000 to 43,000 people annually. Renewed job growth along with the affordability of the housing market, retirees moving to the valley, a favorable tax environment, and world-class weather will once again draw new residents to Las Vegas.

CONCLUSION

The outbreak of the Novel Coronavirus (COVID-19), declared by the World Health Organization as a Global Pandemic on the 11th of March 2020, is causing heightened uncertainty in both local and global market conditions. Global financial markets have seen steep declines since late February largely on the back of the pandemic over concerns of trade disruptions and falling demand.

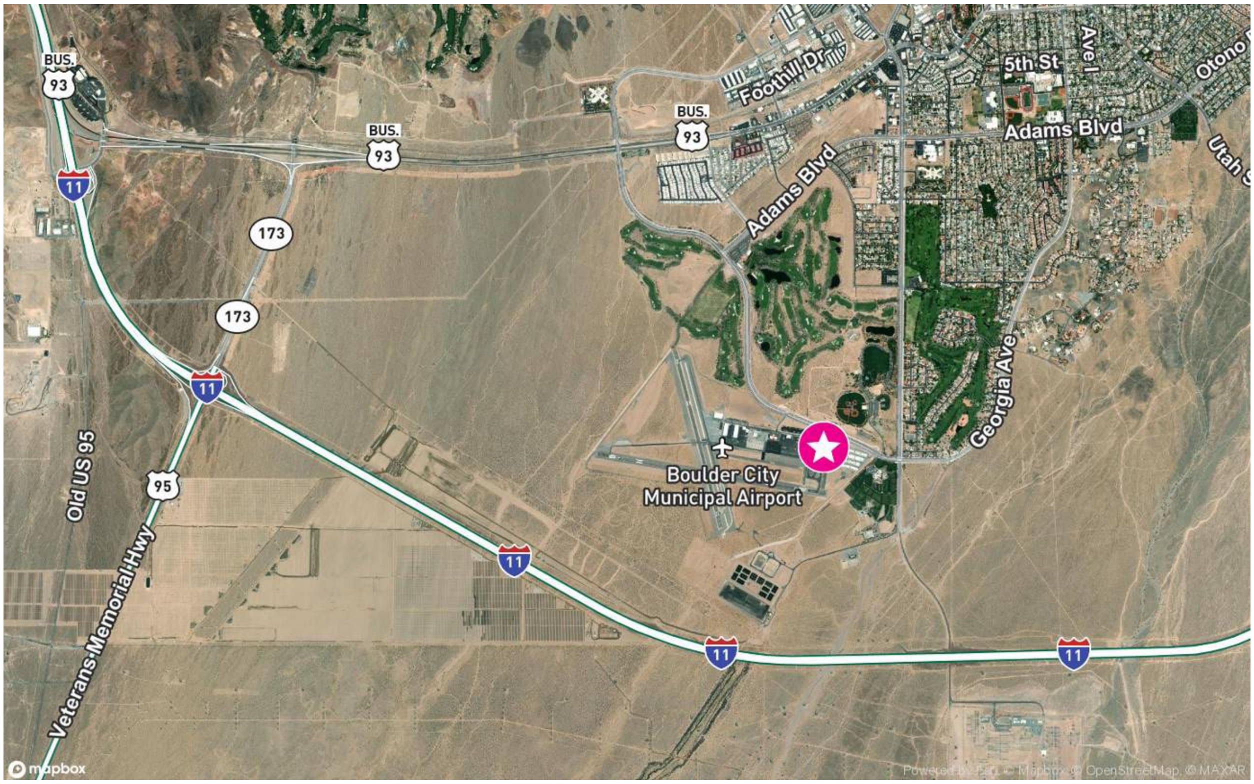
The effect COVID-19 will have on the real estate market in the region is currently unknown and will largely depend on both the scale and longevity of the pandemic. A prolonged pandemic could have a significant (and yet unknown or quantifiable) impact on other sectors of the property market.

Comparable transactions and market evidence since the pandemic are limited. Our valuation is based on the information available to us at the date of valuation. Whilst we have taken all reasonable steps to estimate the effect on the property, due to the significant uncertainty in property and capital markets and the rapid unfolding of these events it is difficult to quantify and assess the impact that the pandemic has had on capital values.

With that said, the Las Vegas housing market is performing well during the pandemic. The booming Las Vegas real estate market was impacted by the ongoing pandemic, but things are turning back to normal. The economic uncertainty and massive job losses directly affected its housing market as well. There is no downturn happening in the local housing market. In fact, the Las Vegas housing market is among those cities that are showing the most signs of a positive recovery. Housing prices are at record levels, with historically low-interest rates, strong demand, and tight housing supply.

In summary, the subject market is forecasted to experience an increase in population, an increase in household income, and an increase in household values.

Neighborhood Analysis



LOCATION

The subject is in Boulder City and is considered a suburban location. Boulder City is situated in southwest Clark County, about 25 miles southeast of the Las Vegas Central Business District, 5 miles from Lake Mead and 8 miles from Hoover Dam.

BOUNDARIES

The neighborhood boundaries are detailed as follows:

North:	U.S. Route 93 Business
South:	Interstate 11
East:	Eastern edge of development
West:	Veterans Memorial Highway & State Route 173

LAND USE

Land uses within the subject neighborhood consist of a mixture of commercial and residential development.

The immediate area surrounding the property consists primarily of residential uses with golf courses, sporadic commercial development and a hospital to the north. Much of the areas to south are undeveloped land. The following table exhibits housing units by age within a one-, three-, and five-mile radius:

ACS HOUSING UNITS BY YEAR				
	1 Mile Radius	3 Mile Radius	5 Mile Radius	Las Vegas-Henderson-
Built Pre-1940	0	426	466	3,375
Built 1940-1949	0	441	455	6,324
Built 1950-1959	0	307	315	20,384
Built 1960-1969	0	415	482	45,856
Built 1970-1979	41	2,017	2,333	96,855
Built 1980-1989	244	1,045	1,468	133,493
Built 1990-1999	50	927	1,386	263,075
Built 2000 to 2009	27	396	902	264,700
Built 2010 to present	0	26	49	33,668
Source: ESRI				

According to information obtained from ESRI, 7% of the homes built within a three-mile radius of the property were constructed since 2000. The following table exhibits owner occupied home values within a one-, three-, and five-mile radius:

OWNER OCCUPIED HOUSING UNITS WITH VALUE				
	1 Mile Radius	3 Mile Radius	5 Mile Radius	Las Vegas-Henderson-
<$50,000	4	365	367	14,132
$50,000-$99,999	1	164	164	13,615
$100,000-$149,999	0	114	122	14,107
$150,000-$199,999	1	152	161	18,146
$200,000-$249,999	1	121	137	36,329
$250,000-$299,999	5	430	508	72,171
$300,000-$399,999	43	1,030	1,466	153,774
$400,000-$499,999	58	508	750	76,197
$500,000-$749,999	112	565	928	62,234
$750,000-$999,999	12	96	140	15,452
$1,000,000 - $1,499,999	0	26	47	4,137
2022 Median Value of Owner Occupied Housing Units	$512,277	$343,398	$365,109	$347,981
2027 Median Value of Owner Occupied Housing Units	$543,561	$377,131	$398,958	$389,381
Source: ESRI				

The majority of the single-family residential development within a three-mile radius of the property may be described as mixture of tract and custom homes in the $200,000-$400,000 price range. The average home value within a three-mile radius is $343,398.

GROWTH PATTERNS

As the city continues to attract additional new residents each month and many new businesses each year, these residents and businesses generate a demand for products and services making Boulder City an ideal place for business opportunities. Boulder City provides a centrally located industrial park for light manufacturers, distribution operations, and research/development firms. Boulder City also has a small real interest market for retail establishments and office uses. Many solar projects have been developed just south of Boulder City as well, providing ground leases to the area. Since September of 2001, Hoover Dam has been closed to truck and other selected traffic due to security reasons. Therefore, crossing the Colorado River by using U.S. Highway 93 had been limited to private or noncommercial vehicles when the highway crossed by way of the dam. However, a new bridge crossing the Colorado River just south of Hoover Dam was completed in late 2010 re-routing all traffic for US. Highway 93 over the new bridge. Because all commercial, recreational, and residential traffic from northern Arizona, is now directed along U.S. Highway 93, this has enhanced the traffic flow on U.S. Highway 93, which in-turn provides more traffic exposure to Boulder City.

Boulder City has historically had the reputation of slow steady growth and has historically limited the amount of land made available by the city for purchase. Growth has generally been limited, and the city has attempted to maintain the "small town" atmosphere.

ACCESS

Primary access to the subject neighborhood is provided by U.S. Route 93 (Nevada Highway), Adams Boulevard, Buchanan Boulevard and Veterans Memorial Drive. U.S. Route 93 (Nevada Highway) is primarily a six-lane freeway, traversing the neighborhood in an east-west direction. This arterial connects the subject neighborhood with Las Vegas and Henderson to the northwest, providing access to Lake Mead and downtown Boulder City from Interstate 11. Veterans Memorial Drive is a north-south roadway with four travel lanes bringing traffic to the neighborhood from U.S. Route 93.

DEMOGRAPHICS

Selected neighborhood demographics in 1-, 3- and 5-mile radius from the subject are shown in the following table:

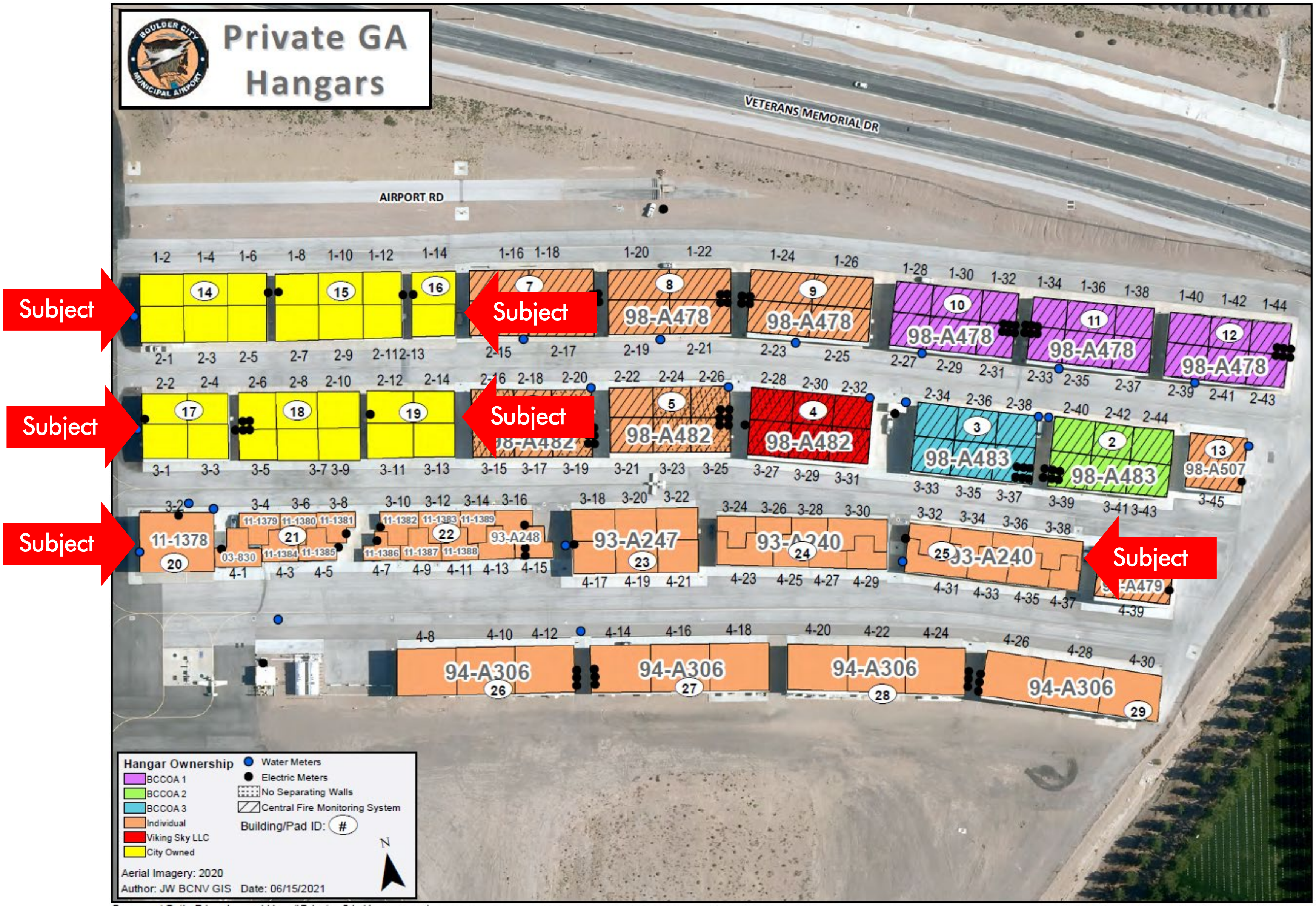
SELECTED NEIGHBORHOOD DEMOGRAPHICS				
1201 Airport Road Boulder City, NV 89005	1 Mile Radius	3 Mile Radius	5 Mile Radius	Las Vegas- Henderson-
Population				
2027 Total Population	677	12,300	15,799	2,401,821
2022 Total Population	677	12,248	15,693	2,332,273
2010 Total Population	739	12,401	15,340	1,951,269
2000 Total Population	654	13,136	15,048	1,375,738
Annual Growth 2022 - 2027	*0.00%*	*0.08%*	*0.13%*	*0.59%*
Annual Growth 2010 - 2022	*-0.73%*	*-0.10%*	*0.19%*	*1.50%*
Annual Growth 2000 - 2010	*1.23%*	*-0.57%*	*0.19%*	*3.56%*
Households				
2027 Total Households	258	5,246	6,898	900,984
2022 Total Households	258	5,207	6,837	872,476
2010 Total Households	265	5,228	6,609	715,365
2000 Total Households	228	5,515	6,411	512,240
Annual Growth 2022 - 2027	*0.00%*	*0.15%*	*0.18%*	*0.65%*
Annual Growth 2010 - 2022	*-0.22%*	*-0.03%*	*0.28%*	*1.67%*
Annual Growth 2000 - 2010	*1.52%*	*-0.53%*	*0.30%*	*3.40%*
Income				
2022 Median Household Income	$108,559	$74,587	$71,988	$69,448
2022 Average Household Income	$161,216	$104,179	$105,174	$97,778
2022 Per Capita Income	$62,877	$44,660	$46,211	$36,623
2022 Pop 25+ College Graduates	179	2,818	4,087	435,266
Age 25+ Percent College Graduates - 2022	34.2%	29.9%	33.4%	27.2%

Source: ESRI

CONCLUSION

The neighborhood currently has a moderate income demographic profile with a 2022 median household income of $74,587 on a three-mile and $108,559 on a one-mile radius. Historic population has been good and is projected to increase in the 3-mile and increase in the 1-mile radius at 0.08% and 0.00% for 2022 – 2027, respectively. Household growth has been good and is projected to increase in the 3-mile and increase in the 1-mile radius at 0.15% and 0.00% respectively. The outlook for the neighborhood is for continued improvement with long-term stability as the economy improves.

HANGAR MAP



Private GA Hangars
BOULDER CITY MUNICIPAL AIRPORT
VETERANS MEMORIAL DR
AIRPORT RD
Subject
Subject
Subject
Subject
Subject
Subject
98-A478
98-A482
98-A483
98-A507
93-A247
93-A240
93-A248
11-1378
94-A306
Hangar Ownership
BCCOA 1
BCCOA 2
BCCOA 3
Individual
Viking Sky LLC
City Owned
Water Meters
Electric Meters
No Separating Walls
Central Fire Monitoring System
Building/Pad ID: #
N
Aerial Imagery: 2020
Author: JW BCNV GIS Date: 06/15/2021

Site Analysis

The following chart summarizes the salient characteristics of the subject site.

SITE SUMMARY AND ANALYSIS			
Physical Description			
Net Site Area		0.00 Acres	0 Sq. Ft.
Primary Road Frontage		Veterans Memorial Drive	1,400 Feet
Excess Land Area		None	n/a
Surplus Land Area		None	n/a
Shape		Irregular	
Topography		Generally Level	
Parcel Number(s)		186-20-101-007 (ptn)	
Zoning District		S	
Flood Map Panel No. & Date		32003C2980E	27-Sep-02
Flood Zone		Zone X (Unshaded)	
Adjacent Land Uses		Commercial / Residential	
Earthquake Zone		n/a	
Comparative Analysis		**Rating**	
Visibility		Average	
Functional Utility		Average	
Traffic Volume		Average	
Adequacy of Utilities		Assumed adequate	
Landscaping		Average	
Drainage		Assumed adequate	
Utilities	**Provider**		**Availability**
Water	Las Vegas Valley Water District		Yes
Sewer	Clark County Water Reclamation District		Yes
Natural Gas	Southwest Gas		Yes
Electricity	NV Energy		Yes
Telephone	CenturyLink Communications		Yes
Mass Transit	Regional Transportation Commission		Yes
Other	**Yes**	**No**	**Unknown**
Detrimental Easements			X
Encroachments			X
Deed Restrictions			X
Reciprocal Parking Rights			X

Various sources compiled by CBRE

INGRESS/EGRESS

Ingress and egress is available to the site from Veterans Memorial Drive.

Veterans Memorial Drive, at the subject, is a north/south section-line arterial and is improved with two lanes of traffic in each direction. The subject has left-in, right-in/right-out access. Street improvements include asphalt paving and concrete curbs, gutters and sidewalks, and street lighting. Street parking is not permitted.

EASEMENTS AND ENCROACHMENTS

There are no known easements or encroachments impacting the site that are considered to affect the marketability or highest and best use. It is recommended that the client/reader obtain a current title policy outlining all easements and encroachments on the property, if any, prior to making a business decision.

COVENANTS, CONDITIONS AND RESTRICTIONS

There are no known covenants, conditions or restrictions impacting the site that are considered to affect the marketability or highest and best use. It is recommended that the client/reader obtain a copy of the current covenants, conditions, and restrictions, if any, prior to making a business decision.

ENVIRONMENTAL ISSUES

Although CBRE was not provided an Environmental Site Assessment (ESA), a tour of the site did not reveal any obvious issues regarding environmental contamination or adverse conditions.

CBRE, Inc. has specifically assumed that the property is not affected by any hazardous materials that may be present on or near the property.

CONCLUSION

The site is well located and afforded adequate access and visibility from roadway frontage. The size is typical for the area and use and there are no known detrimental uses in the immediate vicinity. The site appears to be functional in terms of size, shape, frontage, and other physical characteristics for their intended use. Utilities are available. Overall, there are no known factors which are considered to prevent the site from development to its highest and best use, as if vacant, or adverse to the existing use.

Improvements Analysis

The following chart shows a summary of the improvements.

IMPROVEMENTS SUMMARY AND ANALYSIS		
Property Type	Industrial	(Airport/Airplane Hangars)
Number of Buildings	12	
Number of Stories	1	
Gross Building Area	89,274 SF	
Clear Height	24'	
Rail Access	No	
Year Built	1990	
Actual Age	32 Years	
Effective Age	10 Years	
Total Economic Life	50 Years	
Remaining Economic Life	40 Years	
Age/Life Depreciation	20.0%	
Functional Utility	Typical	
Source: Various sources compiled by CBRE		

The subject units being appraised are prefabricated metal buildings with steel framing, ranging in size from 714 square-feet to 3,950 square-feet, with an average of 1,373 square-feet. The hangar widths range from 41 to 79 feet (averaging 44 feet) and the depths range from 17 to 50 feet (averaging 31 feet). The different buildings consist of four types of door systems (bifold, sliding, swinging and overhead).

IMPROVEMENT DESCRIPTION & RATING		
Improvement Summary	**Description**	**Rating**
Foundation	Reinforced concrete	Average
Frame	Steel framed	Average
Exterior Walls	Pre-fabricated metal siding	Average
Roof	Pitched with central peak and metal paneling	Average
HVAC System	Wall mounted evaporative cooler units	Average
Exterior Lighting	Mercury vapor fixtures	Average
Interior Lighting	Fluorescent fixtures	Average
Flooring	Concrete	Average
Plumbing	Assumed adequate	Average
Furnishings	Personal property excluded	N/A
Parking	Asphalt paved open parking	Average
Landscaping	Gravel and irrigated planted beds	Average
Source: Various sources compiled by CBRE		

CONDITION ANALYSIS

Although CBRE was not provided a Property Condition Assessment (PCA), a tour of the improvements did not reveal any significant maintenance issues. Our tour of the improvements included a cursory inspection of the buildings and surface parking. The improvements are in average overall condition.

DEFERRED MAINTENANCE

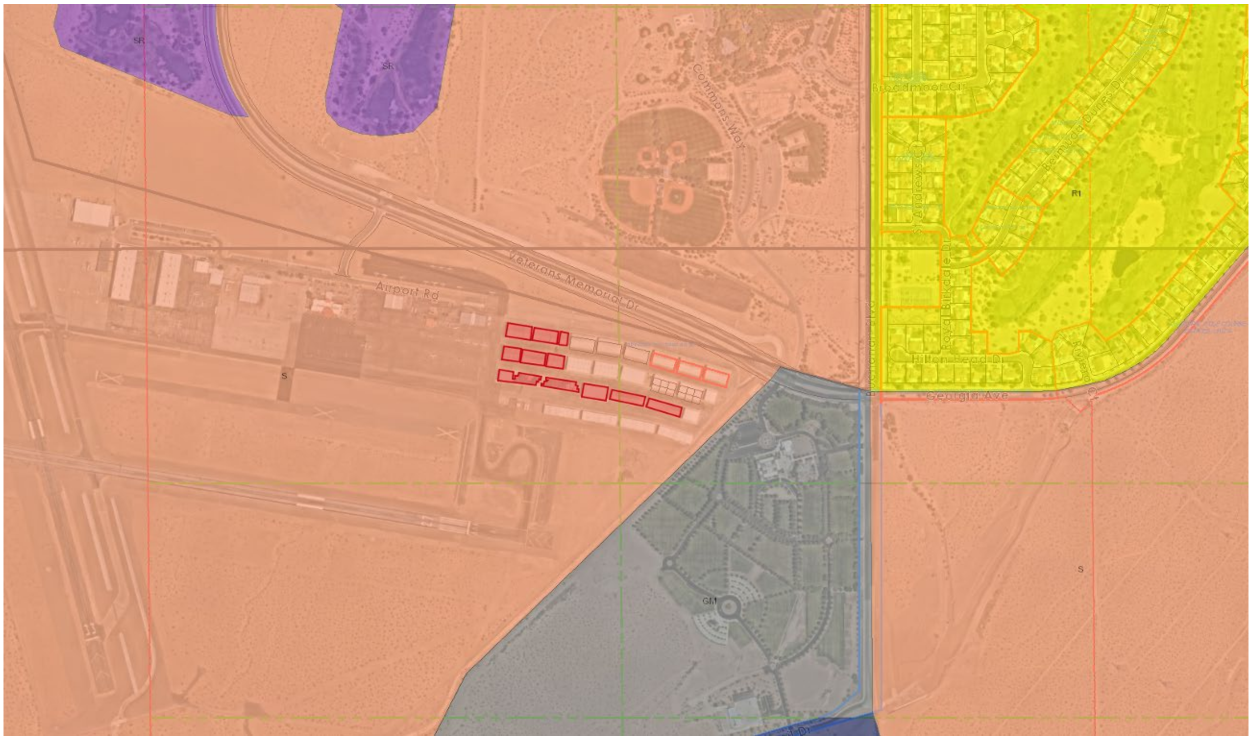
A property condition report was not provided. No obvious signs of deferred maintenance were reported or observed.

CONCLUSION

The improvements are in average overall condition. Overall, there are no known factors that adversely impact the marketability of the improvements.

Zoning

ZONING MAP



Aerial photo provided by Clark County GIS (OpenWeb)

The following chart summarizes the subject's zoning requirements.

ZONING SUMMARY	
Current Zoning	S
Zoning Description:	Interim Study Zone
Legally Conforming	Yes
Uses Permitted	To permit some control in those areas which are at present premature for urban development, and where future land uses are undeterminable at the present time. The S zone is intended primarily as a "holding" zone, and further intended to permit those controls which would prevent any changes in the existing land uses which may be inconsistent with the comprehensive plan.
Zoning Change	Not likely
Source: Boulder City Community Development Department, Planning and Zoning Division	

ANALYSIS AND CONCLUSION

The improvements represent a legally conforming use and, if damaged, may be restored without special permit application. Additional information may be obtained from the Boulder City Community Development Department, Planning and Zoning Division. For purposes of this appraisal, CBRE has assumed the information obtained is correct.

Market Analysis

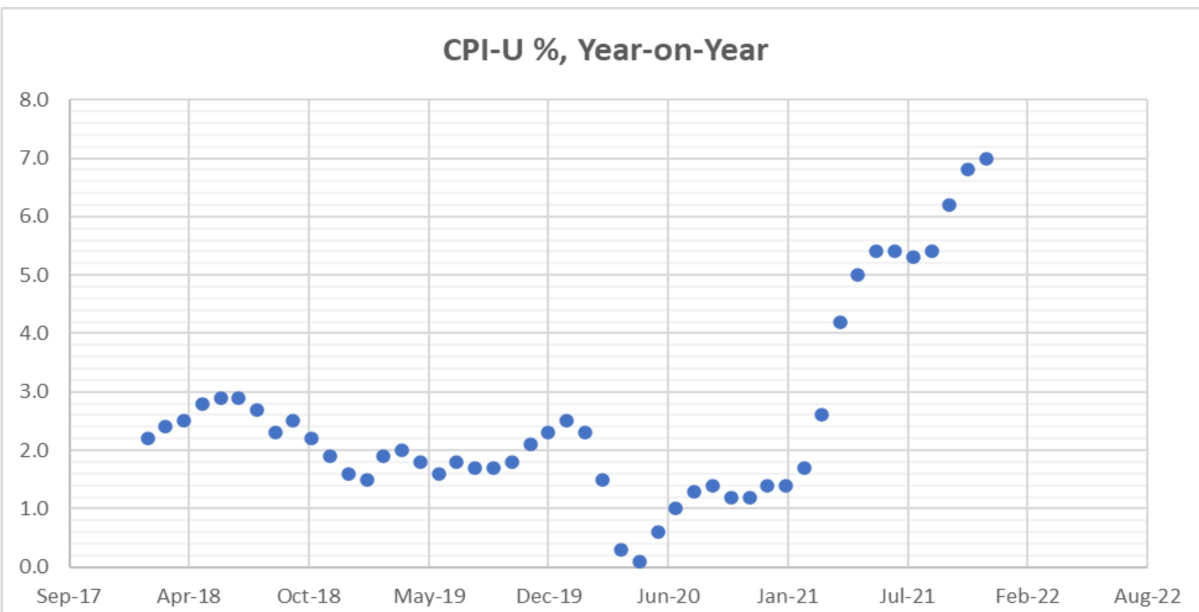
The market analysis forms a basis for assessing market area boundaries, supply and demand factors, and indications of financial feasibility.

THE PERSISTENT LOW INFLATION ERA COMES TO AN END

2021 marked a pivotal year for users of appraisal services. For almost three decades, through 2020, strong awareness of market participant inflation expectations was not necessary. Beginning in 2021, it is.

The twenty-nine-year period ending in 2020 was an era of low inflation. During this era, the annual CPI for All Urban Consumers (CPI-U) ranged from -0.9% (2009) to 3.8% (2008), with a mean of 2.3%. During the 348 months of the low inflation era, year-on-year monthly CPI-U exceeded 4% just fourteen times. Monthly CPI-U never exceeded 4% for more than four consecutive months.

In 2021, the low-inflation era ended. As of December 2021, CPI-U had exceeded 4% for nine consecutive months, reaching 7.0%, with an upward trend.



Source: data.bls.gov

During much of 2021, many policymakers and pundits argued that emergent inflation was "transitory" and would quickly subside. By year-end 2021, advocates of "transitory" inflation had largely capitulated that position in the face of mounting evidence to the contrary. The inflation discussion moved from transitory/not transitory to "how high" and "how long" would the higher-inflation period persist. Most forecasts of "how long" are measured in years.

As of late 2021, market participants show little evidence of revising valuation modeling to reflect changes in inflation expectations. Some market participants express the position that for some property types, inflation risk is less of a concern as it is mitigated by lease structure or borne by tenants, e.g.,

- short-term leased properties like apartments and hospitality
- investment properties with expenses passed through to tenants, relatively short leases and/or periodic adjustments to market rent

Previous experience has shown that consumer and investor behavior can change quickly with respect to rising inflation expectations. In an era of inflation, real (i.e., inflation adjusted) property markets have the potential for increased volatility, with the possibility for negative price movements relatively quickly, particularly if investors' inflation-expectation mindset shifts. Users of appraisal services are cautioned that in such an environment, vigilance of such mindset shifts is required, particularly:

- the more time that has passed since the date of valuation
- for property types most negatively impacted by inflation (e.g., rent-controlled apartments, investment properties with long-term fixed rent increases or value concentrated in the residual resale, etc.)
- Development sites, or properties under construction where rapidly rising construction costs could impact project viability.

Based on the foregoing, it is recommended that the client keep the collateral under frequent review and seek advice as we continue to see changes in inflation and how market participants are responding to such changes. Lending and investment caution is advised in this regard.

AIRPLANE HANGARS

The subject's immediate area is not a core location for industrial development and the most likely buyer would most likely be drawn to the area by the proximity to the Las Vegas market area and the potential for the use of the property for aviation and/or industrial purposes. For this reason, the most appropriate market analysis is based on the subject's viability as a hangar.

The market analysis forms a basis for assessing, supply and demand factors, and indications of financial feasibility. Primary data sources utilized for this analysis includes the FAA's 2020 Administrator's Fact Book, the FAA's 2021-2025 National Plan of Integrated Airport Systems, and the FAA Aerospace Forecasts for Fiscal Years 2021-2041. Due to the nature of the aviation industry the subject's market area includes the continental United States of America.

MARKET OVERVIEW

Status of the Industry

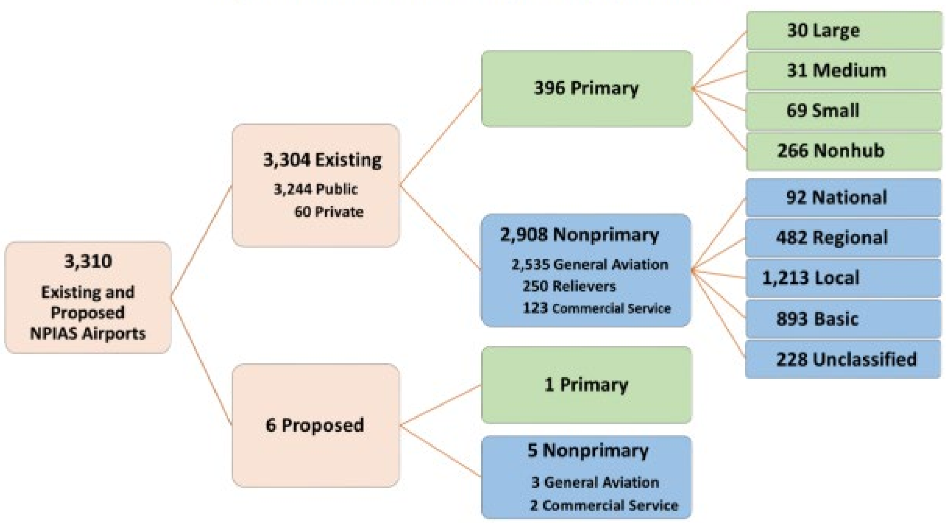
In the last decade, U.S. airlines have dealt with the impacts of 9/11, four network carriers reorganized under Chapter 11 bankruptcy protection, record high fuel prices, the most serious economic downturn since the Great Depression, and travel slowdown due to the threat of a pandemic. While there has been a recent slowdown in travel, the number of passengers traveling is forecast to grow over the long term with one billion passengers to be flown in 2023.

Profitability for U.S. network carriers may hinge on the return of demand for corporate air travel, the ability to pass along fare increases to leisure travelers, a stable environment for fuel prices, and additional efforts to lower costs in general. To navigate the volatile operating environment, mainline carriers will continue to drive down their costs by better matching flight frequencies and aircraft size with demand, delaying deliveries of newer aircraft and/or grounding older aircraft, and reducing regional affiliate fees for contract flying. There remains considerable interest in consolidation within the airline industry. Some carriers believe that consolidation may be necessary for long-term stability and profitability; others view consolidation as creating less competition resulting in higher fares.

The recent downturn in the economy dampened the near-term prospects for the general aviation industry, but the long-term outlook remains favorable. Growth in business aviation demand over the long term will be driven by the return of a growing United States and world economy. As the fleet grows, the number of general aviation hours flown is projected to increase an average of 0.6 percent a year through 2041. Also, technological advances in electronic telecommunication have reduced the need for travel.

MARKET SUMMARY

Figure 1: NPIAS Airports by Category and Role



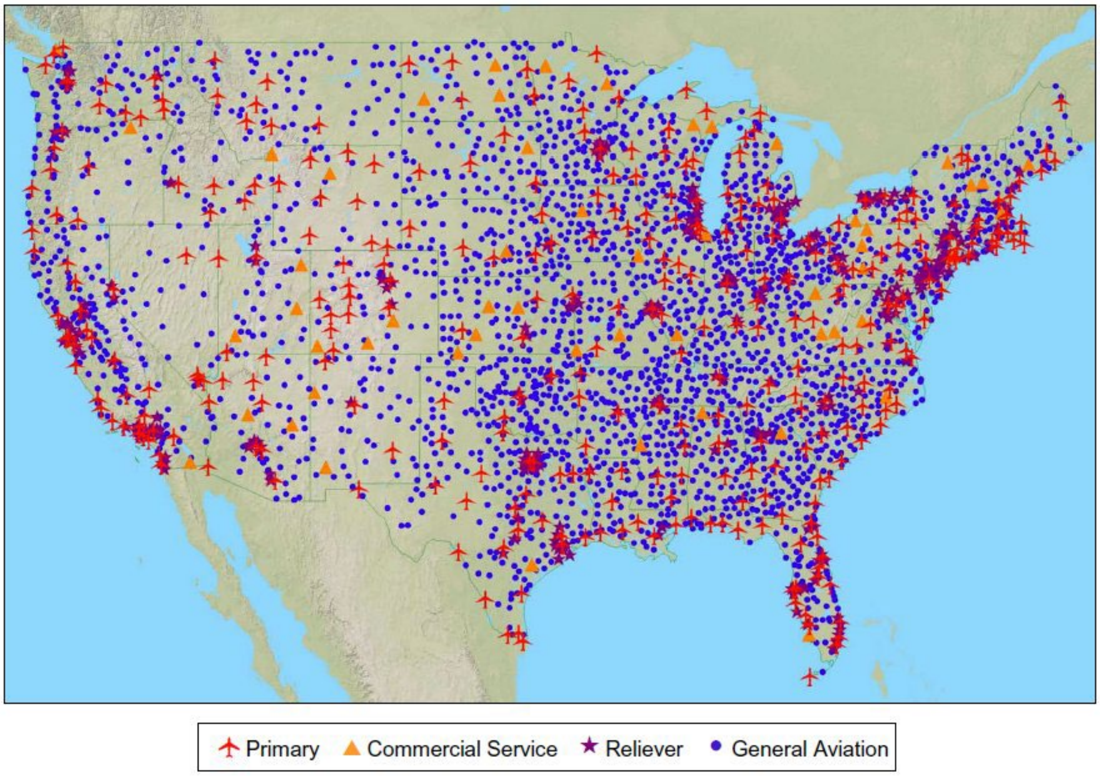
Source: National Plan of Integrated Airport Systems 2020-2025; Federal Aviation Administration

The NPIAS contains 3,310 airports. This includes 3,304 existing and six proposed airports that are anticipated to open within the 5-year period covered by this report. The proposed airports are classified in the same categories as existing airports. Approximately 98 percent (3,244) of the NPIAS airports are owned by public entities and 60 are privately owned.

Airports are grouped into two major categories: primary and nonprimary. Primary airports are defined as public airports receiving scheduled air carrier service with 10,000 or more enplaned passengers per year. There are 396 primary airports based on calendar year (CY) 2018 data. Primary airports are grouped into four categories defined in statute: large, medium, small, and nonhub.

General aviation aircraft mainly use nonprimary airports. Included in the nonprimary category are nonprimary commercial service airports (public airports receiving scheduled passenger service and between 2,500 and 9,999 enplaned passengers per year), general aviation airports, and reliever airports. There are 2,908 nonprimary airports. These airports are further grouped into five categories: national, regional, local, basic, and unclassified.

NATIONAL AIRPORTS BY ROLE



New Airports

The NPIAS identifies six proposed airports, one primary and five nonprimary, that are anticipated to be developed over the 5-year period. The proposed new primary airport is to help meet the future demand for aviation in the Chicago area and is still in the planning stage with the sponsor evaluating methods for developing, financing, and operating the proposed airport.

HISTORICAL AIRPORT DEMAND (most recent available)

Type of Facility	Total U.S. Facilities	Private-Use Facilities	Public-Use Facilities	Existing NPIAS Facilities
Airport	13,065	8,263	4,802	3,258
Heliport	5,901	5,842	59	9
Seaplane Base	510	300	210	37
Ultralight	112	109	3	
Gliderport	35	30	5	
Balloonport	13	12	1	
Total	**19,636**	**14,556**	**5,080**	**3,304**

Source: National Plan of Integrated Airport Systems Feb 2021; Federal Aviation Administration

FAA Aerospace Forecasts Fiscal Years 2021-2041

Since its deregulation in 1978, the U.S. commercial air carrier industry has been characterized by boom-to-bust cycles. The volatility that was associated with these cycles was thought by many to be a structural feature of an industry that was capital intensive but cash poor. However, the great recession of 2007-09 marked a fundamental change in the operations and finances of U.S Airlines. Since the end of the recession in 2009, U.S. airlines revamped their business models to minimize losses by lowering operating costs, eliminating unprofitable routes, and grounding older, less fuel-efficient aircraft. To increase operating revenues, carriers initiated new services that customers were willing to purchase and started charging separately for services that were historically bundled in the price of a ticket. The industry experienced an unprecedented period of consolidation with three major mergers in five years. The results of these efforts have been impressive: 2019 marked the eleventh consecutive year of profitability for the U.S. Airline industry.

The outbreak of the COVID-19 pandemic in 2020, however, brought a rapid and cataclysmic end to those boom years. Airline activity and profitability tumbled almost overnight and without the financial and competitive strength built up during the boom, airlines would have faced even greater challenges. As it was, they were able to slash capacity and costs, and then, relying on their balance sheets, credit ratings and value inherent in their brands, to raise capital through borrowing and restructuring fleets allowing them to withstand the period of losses into 2021. Although several small regional carriers ceased operations in 2020, no mainline carriers did.

The business modifications necessitated by the downturn will shape the industry for years to come. Primarily, airlines will be smaller having retired aircraft and encouraged voluntary employee separations. Fleets, however, become younger and more fuel-efficient as retirements targeted the oldest and the least efficient aircraft. As airlines carry high levels of debt, capital spending and investment will be restrained which in turn holds back future growth. And even the unbundling of services took a small step backwards as carriers eliminated change fees for all but Basic Economy tickets.

Fundamentally, over the long-term, aviation demand is driven by economic activity, and a growing U.S. and world economy provides the basis for aviation to grow. The 2021 FAA forecast calls for U.S. carrier domestic passenger growth over the next 20 years to average 4.9 percent per year. This average, however, includes three double-digit growth years during the recovery from a very low base in 2021. Following the recovery period, trend rates resume with average growth through the end of the forecast of 2.3 percent. Domestic passengers are forecast to return, on an annual basis, to 2019 levels in early 2024. Oil prices averaged $43 per barrel in 2020 and are forecast to fall to $36 per barrel in 2021 before rising steadily to $94 by the end of the forecast period.

Just as U.S. economic activity drives domestic demand for air transport, foreign economic activity affects international travel demand. And as virtually all countries have taken actions to contain COVID-19, those same actions have resulted in economic patterns that are similar to those in the

U.S. with sharp declines in 2020 followed by strong rebounds forecast as the recovery begins in 2021. The variation of economic performance across countries depends on their relative strength at the beginning of 2020 but is also dependent on the severity of their experience with COVID-19 as well as the stringency of their responses. Europe saw sharp economic declines in 2020, consistent with its relatively high level of infections and numerous lockdowns that overwhelmed a tepid level of baseline economic growth. Many Asian countries, on the other hand, saw only mild downturns as they took swift and strong actions to control the virus early in the pandemic but also began the year with relatively strong economic growth. Most countries are expected to vaccinate their populations and bring the virus under control by 2022 and economic growth rates settle back to their long-run trends in about 2023.

System traffic in revenue passenger miles (RPMs) is projected to increase by 5.5 percent a year between 2021 and 2041. Domestic RPMs are forecast to grow 5.1 percent a year while International RPMs are forecast to grow significantly faster at 6.6 percent a year. These figures are, of course, boosted by several years of high growth rates during the recovery after which the annual rates return to more moderate long-term trends. The strong growth rates return system RPM, on an annual basis, to 2019 levels in 2024, with domestic RPM returning early that year but international RPM recovering a year later in 2025. System capacity as measured by available seat miles (ASMs) is forecast to grow somewhat slower than RPM during the recovery period as airlines seek to restore load factors but, subsequently, ASM grow in line with the increases in demand.

The FAA expects U.S. carrier profitability to remain under pressure for several years due to depressed demand and competitive fare pressures. As carriers return to levels of capacity consistent with their fixed costs, shed excess debt, and see rising yields, profitability should gradually return. Over the long term, we see a competitive and profitable aviation industry characterized by increasing demand for air travel and airfares growing more slowly than overall inflation, reflecting growing U.S. and global economies.

The general aviation (GA) sector was less affected by the COVID-19 crisis than the airlines. There are newcomers in the high-end business jet segment as a result of flying privately due to concerns of the virus. At the lower end newcomers included student, private and commercial pilots, joining the existing GA pilot population. They are flying piston aircraft in and out of small airports as well as larger airports that do not have as many commercial flights due to the pandemic. The long-term outlook for general aviation thus is more promising than before, as growth at the high-end offsets continuing retirements at the traditional low end of the sector. The active GA fleet is forecast to increase slightly by 0.1 percent between 2021 and 2041, after recording a decline of 2.8 percent in 2020 from the year before (active fleet shrinks 1 percent by 2041 from its 2019 level). Turbine aircraft, including rotorcraft is estimated to not experience a decline between 2019 and 2020, while the total of piston fleet is estimated to have decreased by 1.1 percent in 2020 from the previous year. While steady growth in both GDP and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet – fixed wing piston aircraft will continue to shrink over the forecast period. Against the marginally declining active GA fleet between 2019 and 2041, the number of GA hours flown is projected to increase by a total of 14.8 percent from 2019 to 2041 (an average of 0.6 percent per year), as growth in turbine, rotorcraft, and experimental hours more than offset a decline in fixed wing piston hours. When the period of 2021 to 2041 is compared, the total hours flown by the GA aircraft is forecast to increase by an average of 1.0 percent per year, after declining by 9.7 percent between 2019 and 2020, and recovering partially, with a growth of 4.9 percent in 2021 from the previous year.

With the expected robust air travel demand growth between 2022 and 2026 due to the U.S. economy recovering from the impact of COVID, we expect increased activity growth that has the potential to increase controller workload. Operations at FAA and contract towers are forecast to grow 1.9 percent a year over the forecast period (FY2021-41) with commercial activity growing at approximately five times the rate of non-commercial (general aviation and military) activity. The COVID recovery growth in U.S. airline activity is the primary driver. The U.S. commercial aviation sector has been hit by the pandemic much harder than the non-commercial sector. The pent-up demand is expected to drive the commercial operations back to the preCOVID level, hence leading to the stronger growth in the commercial sector. In particular, large and medium hubs will see much faster increases than small and non-hub airports, largely due to the commercial nature of their operations.

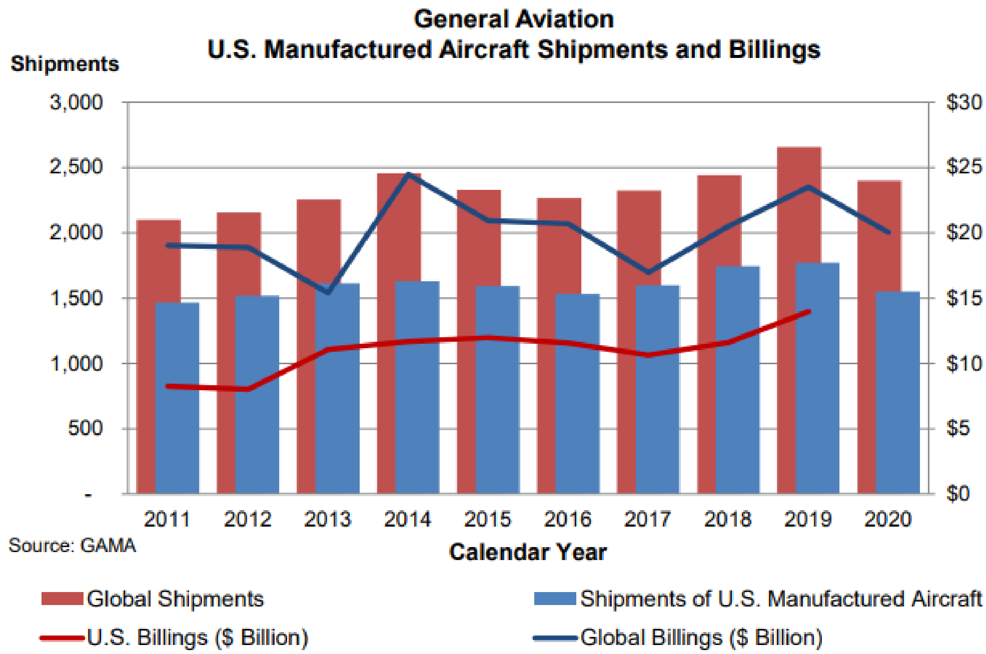
General Aviation

The FAA uses estimates of fleet size, hours flown, and utilization rates from the General Aviation and Part 135 Activity Survey (GA Survey) as baseline figures to forecast the GA fleet and activity. Forecasts of new air- craft deliveries, which use the data from General Aviation Manufacturers Association (GAMA), together with assumptions of retirement rates, produce growth rates of the fleet by aircraft categories, which are applied to the GA Survey fleet estimates. The forecasts are carried out for “active aircraft,” not total aircraft. The FAA’s general aviation forecasts also rely on discussions with the industry experts conducted at industry meetings, including Transportation Research Board (TRB) meetings of Business Aviation and Civil Helicopter Subcommittees conducted twice a year in May and January.

The results of the 2019 GA Survey, the latest available, were consistent with the results of surveys conducted since 2004 improvements to the survey methodology. The active GA fleet was estimated to be 210,981 aircraft in 2019 (0.4 percent decline from 2018), as increases in fixed wing turbine, rotorcraft, lighter-than-air and light sport aircraft (LSA) were offset by decreases in the fixed wing piston, experimental aircraft and gliders. Total hours flown were estimated to be 25.6 million, up 0.2 percent from 2018. Increases in fixed wing piston aircraft, rotorcraft, LSA, experimental and lighter-than air aircraft hours offset declines in fixed wing turbine aircraft and glider hours.

In 2020, deliveries of the general aviation aircraft manufactured in the U.S. decreased to 1,552, 12.4 percent lower than in CY 2019. Deliveries of single-engine piston aircraft were up 3.2 percent, while the much smaller segment of multi-engine piston deliveries were down by 46.6

percent (summing to a 0.1 percent decline in the fixed engine piston deliveries). Business jet deliveries declined by 29.8 percent and turboprop deliveries were down by 17.7 percent, amounting for a 24.5 percent decrease in fixed wing turbine shipments. While the GAMA statistics for factory net billings were not available yet for the U.S. manufactured GA aircraft, global billings decreased in 2020 by 14.8 percent to $20 billion, nearly the same level as in 2018.



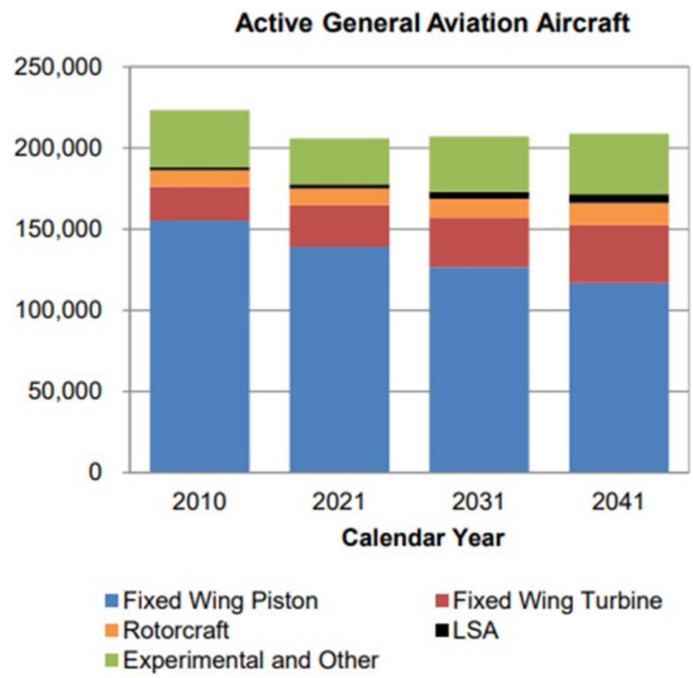
GAMA also reported the rotorcraft deliveries declined at a global level in 2020 in both piston and turbine segments by 20.7 percent and 16.9 percent, respectfully.

Against these current conditions, we expect the GA sector, which was not as severely affected by the pandemic as the airlines, to recover sooner to its 2019 levels by aircraft type than the other sectors. Then, the long-term outlook for general aviation, driven by turbine aircraft activity, remains stable. The active general aviation fleet, which showed a decline of 2.8 percent between 2019 and 2020, is projected to slightly increase from its current level, as the increases in the turbine, experimental, and light sport fleets remain just above the declines in the fixed-wing piston fleet. The total active general aviation fleet changes from an estimated 204,980 in 2020 to 208,790 aircraft by 2041 (a small increase of 0.1 percent annually). When measured from pre-COVID-19 levels in 2019, the active GA fleet of 210,981 remains statistically flat, or experiences an annual decline of 0.05 percent on average.

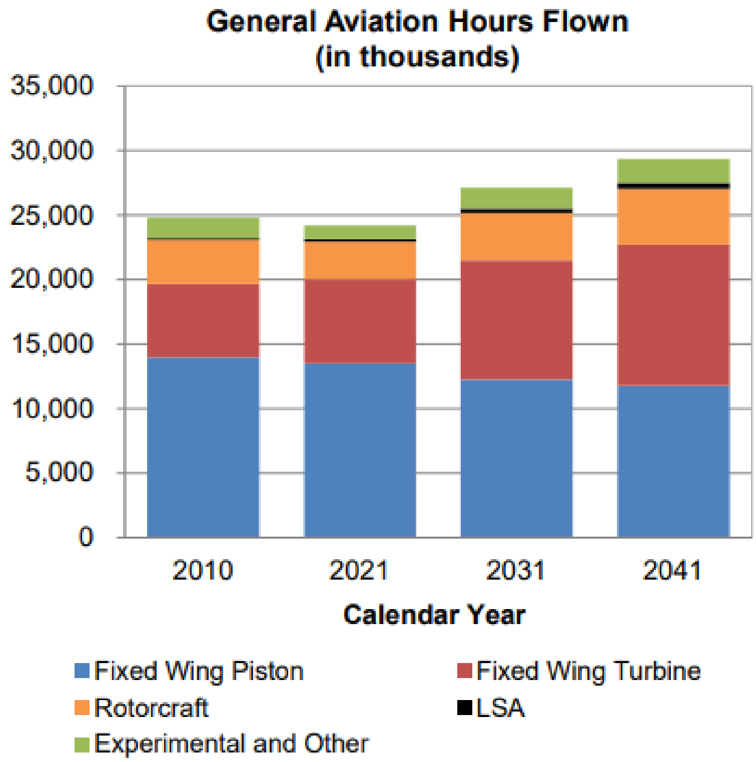
The more expensive and sophisticated turbine-powered fleet (including rotorcraft) is projected to grow by 12,990 aircraft between 2020 and 2041 to total 45,530 in 2041, an average rate of 1.6 percent a year during this period, with the turbojet fleet increasing 2.3 percent a year. When measured from the 2019 levels, the growth rate for the turbine-powered fleet is also 1.6 percent. The growth in U.S. GDP and corporate profits are catalysts for the growth in the turbine fleet.

The largest segment of the fleet, fixed wing piston aircraft, is predicted to shrink over the forecast period by 23,410 aircraft (an average annual rate of -0.9 percent – whether it is measured from the fleet of 141,396 in 2019 or 140,315 in 2020, by the time it reaches to 116,905 in 2041). Unfavorable pilot demographics, overall increasing cost of aircraft ownership, availability of much lower cost alternatives for recreational usage, coupled with new aircraft deliveries not keeping pace with retirements of the aging fleet are the drivers of the decline.

On the other hand, the smallest category, light-sport-aircraft (created in 2005), is forecast to grow by 4.5 percent annually, adding about 3,270 new aircraft by 2041, doubling its 2019 fleet size of 2,675.



Although the total active general aviation fleet is projected to marginally decline, the number of general aviation hours flown is forecast to increase an average of 0.6 percent per year through 2041, from 25.6 million in 2019 to 29.4 million, as the newer aircraft fly more hours each year. Fixed wing piston hours are forecast to decrease by 0.9 percent, the same rate as the fleet decline. Countering this trend, hours flown by turbine aircraft (including rotorcraft) are forecast to increase 2.2 percent yearly between 2019 and 2041. Jet aircraft are expected to account for most of the increase, with hours flown increasing at an average annual rate of 3.1 percent over the forecast period. The large increases in jet hours result mainly from the increasing size of the business jet fleet.



Rotorcraft activity, which was not as heavily impacted by the pandemic conditions as most of the other aircraft categories, faces the challenges brought by lower oil prices, a continuing trend. The low oil prices impacted utilization rates and new aircraft orders both directly through decreasing activity in oil exploration, and also through a slowdown in related economic activity. Their active fleet is projected to grow at a slower rate than the previous year's forecast, more so for the piston segment, to reach from a total of (piston and turbine together) 10,198 in 2019 to 13,390 in 2041. Rotorcraft hours are projected to grow by 1.7 percent annually over the forecast period.

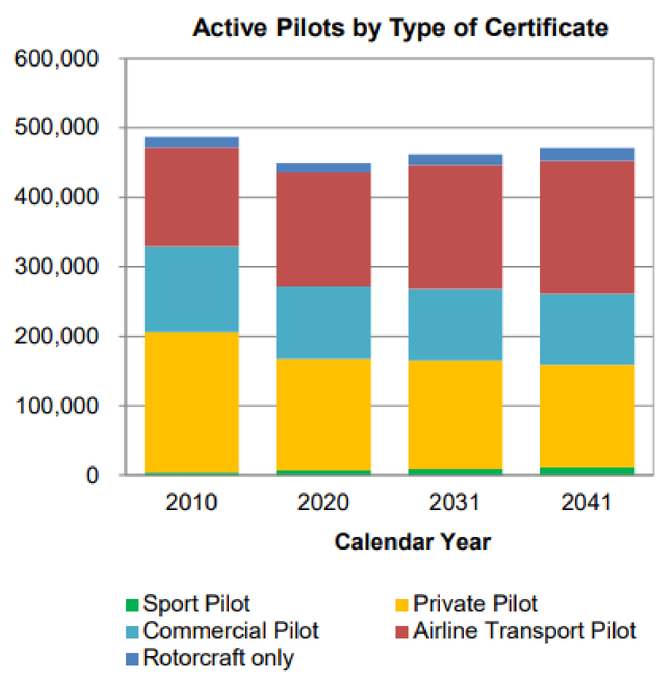
Lastly, the light sport aircraft category is fore- casted to see an increase of 4.0 percent a year in hours flown, primarily driven by growth in the fleet.

The FAA also conducts a forecast of pilots by certification categories, using the data compiled by the Administration's Mike Monroney Aeronautical Center. There were 691,691 active pilots certificated by FAA at the end of 2020. The number of certificates in some pilot categories continued to increase, while there were different rates of declines in the rotorcraft only, ATP, private, and recreational certificates. The FAA has suspended the student pilot forecast for the fourth-consecutive year. The number of student pilot certificates has been affected by a regulatory change that went into effect in April 2016 and removed the expiration date on the new student pilot certificates. The number of student pilots jumped from 128,501 at the end of 2016 to 149,121 by the end of 2017, and to 222,629 at the end of 2020. The 2016 rule change generates a cumulative increase in the certificate numbers and breaks the link between student pilot and advanced certificate levels of private pilot or higher. There is no sufficient data yet to perform a reliable forecast for the student pilots.

Commercial and air transport pilot (ATP) certificates have been impacted by a legislative change as well. The Airline Safety and Federal Aviation Administration Extension Act of 2010 mandated that all part 121 (scheduled airline) flight crew members would hold an ATP certificate by August 2013. Airline pilots holding a commercial pilot certificate and mostly serving at Second in Command positions at the regional airlines could no longer operate with only a commercial pilot certificate after that date, and the FAA data initially showed a faster decline in commercial pilot numbers, accompanied by a higher rate of increase in ATP certificates. The number of both commercial pilot and ATP certificates had increased until 2012 for three years. Commercial pilot certificate holders continued to increase in 2020 to 103,879. Significantly reduced number of flights and a large number of parked aircraft due to the pandemic generated an overcapacity for the ATPs employed by the airlines, despite government support to the aviation sector. Consequently, the number of pilots holding an ATP certificate slightly declined in 2020 for the first time since 2011 to 164,193 (still higher than the 2018 level).

Private pilots experienced a slight decrease in 2020 as well, from 161,105 in 2019 to 160,860. Sport pilot certificates, created in 2005, kept their steady increase since their inception to reach 6,643 by December 31, 2020. Rotorcraft pilots continued their decline since 2016 to end up with 13,629 by the end of 2020.

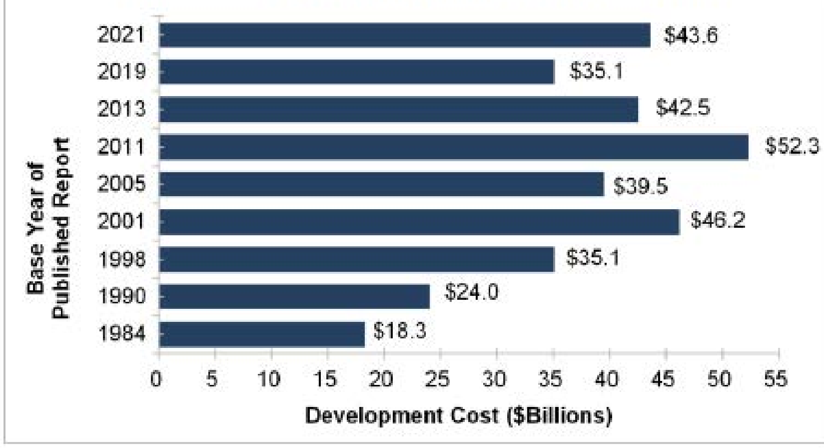
The number of active general aviation pilots (excluding students and ATPs) is projected to decrease about 2,650 (down 0.04 percent yearly) between 2020 and 2041. The ATP category is forecast to increase by 27,400 (up 0.7 percent annually). The much smaller category of sport pilots is predicted to increase by 2.7 percent annually over the forecast period. On the other hand, both private and commercial pilot certificates are projected to decrease at an average annual rate of 0.42 and 0.06 percent, respectively until 2041.



AIRPORT DEVELOPMENT

This NPIAS reflects $43.6 billion in costs associated with capital development projects needed between 2021 and 2025 that are AIP eligible and do not have funding sources identified. As shown in figure 15, the 2021 estimates contained in this NPIAS are 24 percent higher than 2019. These estimates were largely compiled in FY 2019 and validated in FY 2020. Since the last NPIAS was prepared 2 years ago, construction costs have increased 3.1 percent.

Figure 15: Development Needs (1984-2021)



Airport projects in the NPIAS are based on eligible and justified needs consistent with the role of the airport in the national system. The $43.6 billion total comprises approximately 16,700 projects at 3,000 existing and 6 new airports. While 89 percent of NPIAS airports have AIP-eligible development identified, 304 airports do not have development identified, including 232 unclassified airports.

Projects are categorized by the principal purpose of the development and the airport type. For this NPIAS, 12 project purposes and 9 airport types are identified. Development totals by airport type and purpose are shown in Table 5.

Table 5: 2021–2025 NPIAS Costs by Airport and Development Category (2019 $ Millions)

Development Category	Large	Medium	Small	Nonhub	National	Regional	Local	Basic	Unclassified	New Airports	Total	Percent
Safety	$195	$79	$175	$317	$220	$176	$246	$79	$0	$0	$1,487	3.4%
Security	$34	$13	$21	$45	$3	$11	$6	$3	$0	$0	$136	0.3%
Reconstruction	$3,826	$2,108	$2,001	$2,434	$900	$2,092	$2,256	$1,256	$0	$0	$16,873	38.7%
Standards	$1,732	$1,129	$1,015	$2,139	$721	$1,365	$2,528	$1,200	$0	$0	$11,829	27.1%
Environmental	$691	$61	$15	$58	$6	$15	$15	$5	$0	$0	$867	2.0%
Noise	$446	$33	$68	$25	$34	$7	$1	$0	$0	$0	$614	1.4%
Capacity	$2,732	$292	$200	$166	$66	$311	$234	$128	$0	$0	$4,129	9.5%
Terminal	$3,174	$870	$1,542	$834	$12	$77	$83	$42	$0	$0	$6,634	15.2%
Access	$4	$81	$42	$131	$22	$60	$63	$54	$0	$0	$457	1.0%
New Airport	$0	$0	$0	$0	$4	$0	$0	$29	$0	$269	$302	0.7%
Other	$0	$0	$1	$19	$2	$44	$123	$65	$0	$0	$254	0.6%
Special Programs	$0	$0	$13	$9	$1	$14	$0	$0	$0	$0	$36	0.1%
Total	$12,835	$4,667	$5,092	$6,177	$1,988	$4,172	$5,556	$2,862	$0	$269	$43,617	100.0%
Percentage	29.4%	10.7%	11.7%	14.2%	4.6%	9.6%	12.7%	6.6%	0.0%	0.6%	100.0%	

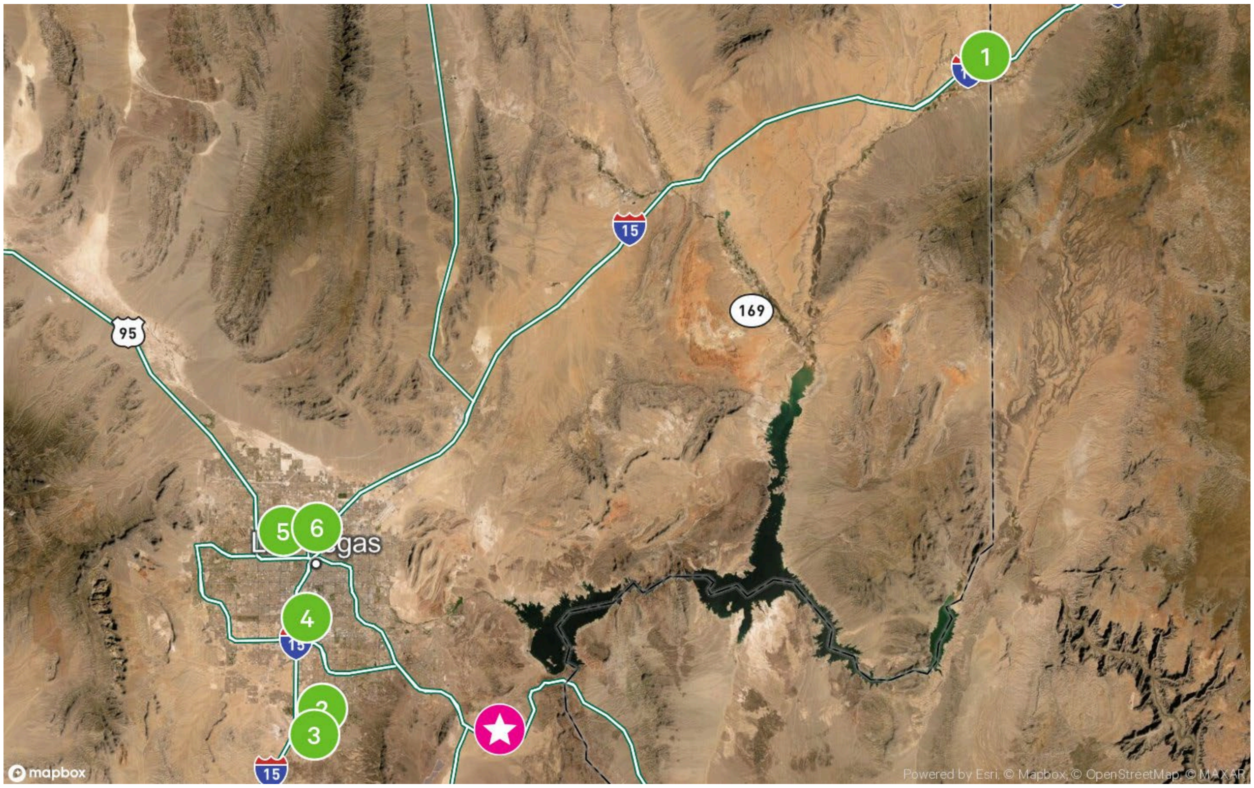
CONCLUSION

The national aviation market and the local submarket appear to be generally stable. Due to the high barriers to entry, minimal or no new airport construction is anticipated in this market. Based upon the location and history of the Destin market, the long-term projection for the subject submarket is for continued stability.

With respect to the subject, we believe the subject is well located for an aircraft operation. The subject and surrounding hangars are oriented to private, recreational pilot use, which is reasonable given the size of the airport. We have considered comparable sales of similar type facilities. Based upon our analysis, the subject should continue to enjoy good market acceptance.

Market Rent Analysis

The following map and table summarize the primary comparable data used in the valuation of the subject. A detailed description of each transaction is included in the addenda.



SUMMARY OF COMPARABLE INDUSTRIAL RENTALS

No.	Property Name and Location	YOC / Reno'd	Property Subtype	Distance from Subj	Expense Basis	Tenant Name	Lease Area (SF)	Lease Date	Lease Term	Base Rent
1	Mesquite Municipal Airport 1200 Kitty Hawk Dr, Mesquite, NV 89027	1997	Airport / Airplane Hangars	75 Miles	NNN	Hanger-Commercial				$3.73 PSF
						Hangar-Personal				$2.85 PSF
2	Airplane Hangar 1450 Jet Stream Drive, Henderson, NV 89052	2005	Airport / Airplane Hangars	16 Miles	NNN	Not Disclosed	4,267	Apr-19	9.0 Yrs.	$16.08 PSF
						Quoted	---	---	---	$16.08 PSF
3	Airplane Hangar 1440 Jet Stream Drive, Henderson, NV 89052	2005	Airport / Airplane Hangars	16 Miles	Modified Gross	Not Disclosed	4,250	Nov-16		$13.32 PSF
							4,267	Nov-16		$14.40 PSF
						Quoted	---	---	---	$13.32 PSF
4	Quail Air Center 155 East Reno Avenue, Las Vegas, NV 89119	1987	Airport / Airplane Hangars	20 Miles	Modified Gross	Not Disclosed	3,685	Mar-17	3.0 Yrs.	$21.00 PSF
						Not Disclosed	4,514	Mar-17	3.0 Yrs.	$21.00 PSF
						Not Disclosed	6,627	Mar-17	3.0 Yrs.	$24.00 PSF
						Not Disclosed	9,241	Feb-17	1.0 Yrs.	$22.80 PSF
						Quoted	---	---	---	$21.00 PSF
5	Perimeter Road Aviation 2722 and 2806 Perimeter Rd, North Las Vegas, NV 89032	1962	Airport / Airplane Hangars	27 Miles	Full Service	Listing	3,300			$18.18 PSF
						Quoted	---	---	---	$18.18 PSF
6	NLV Airport Hangar 4511 W Cheyenne Ave, North Las Vegas, NV 89032	1998	Airport / Airplane Hangars	27 Miles	NNN	Confidential	3,850	Apr-17		$9.36 PSF
						Quoted	---	---	---	$9.36 PSF
Subj.	Boulder City Airport Hangers 1201 Airport Road, Boulder City, Nevada	1990	Airport/Airplane Hangars	---	---					---

Compiled by CBRE

The rentals utilized represent the best data available for comparison with the subject. They were selected from our research within the greater Las Vegas / Boulder City/Henderson/Mesquite areas. These comparables were chosen based upon their location, size, and similarity in build-out.

DISCUSSION/ANALYSIS OF RENT COMPARABLES

The rentals utilized represent the best data available for comparison with the subject. The Modified Gross comparables were adjusted to a NNN basis. All lease comparables represent airplane hangar space.

Rent Comparable One

This comparable represents the Mesquite Municipal Airport hangars facility at 1200 Kitty Hawk Dr, Mesquite, NV. The improvements were originally constructed in 1997 and were considered in average condition at the time of our research. For personal hangar use, the NNN rent is $2.85 per square foot annually. For commercial hangar use, the rent is $3.73 per square foot annually. Outdoor storage (paved and unpaved) is available at $0.82 and $0.40 per square foot annually. All leases are on a NNN basis. Utilities are available to the hangars at an additional expense based on usage.

Rent Comparable Two

This comparable represents a 5,270-square-foot airplane hangar at 1450 Jet Stream Drive, Henderson, Nevada. The improvements were originally constructed in 2005 and were considered in good condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $16.08 per square foot annually, based upon a typical lease term of 108 months. Expenses are based upon a triple net structure. The property is currently 100% leased.

Rent Comparable Three

This comparable represents an airplane hangar at 1440 Jet Stream Drive, Henderson, Nevada. The improvements were originally constructed in 2005 and were considered in good condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $13.32 per square foot annually, based upon a typical lease term of 60 months. Expenses are based upon a Modified Gross structure. The property is currently 100% leased.

Rent Comparable Four

This comparable represents Quail Air Center, an airplane hangars facility at 155 East Reno Avenue, Las Vegas, Nevada, improved with multiple executive airplane hangars ranging in size from 3,685 to 12,000 square feet. The improvements were originally constructed in 1987 and were considered in average condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $21.00 per square foot annually, based upon a typical lease term of 12 to 36 months. Expenses are based upon modified gross and triple net lease structures.

Rent Comparable Five

This comparable represents an airplane hangar facility at 2722 and 2806 Perimeter Rd, North Las Vegas, NV, serving the North Las Vegas airport. The improvements were originally constructed in 1962 and were considered in average condition at the time of our research. Asking base rent is $18.18 per square foot annually. Expenses are based upon a full-service structure.

Rent Comparable Six

This comparable represents a 16,250-square-foot airplane hangar facility at 4511 W Cheyenne Ave, North Las Vegas, NV, serving the North Las Vegas Airport. The improvements were originally constructed in 1998 and were considered in good condition at the time of our research. Asking base rent is $9.36 per square foot annually with expenses based upon a triple net structure.

DISCUSSION/ANALYSIS OF RENT COMPARABLES

Comparables 1, 5, and 6 are most representative of the subject in terms of location and physical characteristics. We consider Comparable 1 to be inferior to the subject and Comparables 5 & 6 to be superior to the subject The current rental rate for the subject's month-to-month leases is $4.30 per square foot annually for pads #14-19.

UTILITIES

Utilities are property specific. To conclude to a gross rental rate, inclusive of electricity and water, we analyzed the trailing twelve months' expenses.

Electricity

ELECTRICITY

Building	Trailing 12 mos	SF	$/SF Annual
14-15	$1,231.09	19,110	$0.06
1_8	$232.85	9,590	$0.02
2_6	$145.70	9,360	$0.02
2_8	$122.31	9,360	$0.01
2_14	$139.17	6,768	$0.02
3_7	$121.09	3,561	$0.03
3_9	$134.15	9,360	$0.01
3_10	$190.72	6,451	$0.03
3_16	$196.14	6,451	$0.03
4_3 Pad 21	$323.16	3,561	$0.09
4_5	$194.90	3,561	$0.05
4_11	$213.07	6,451	$0.03
4_13	$219.00	6,451	$0.03
4_15	$191.13	6,451	$0.03
Pad 16	$218.50	3,290	$0.07
Pad 17	$467.45	6,624	$0.07
Pad 20	$1,053.02	3,950	$0.27
Pad 23	$1,225.28	9,264	$0.13
Pad 24_25	$1,599.81	20,896	$0.08
3_5	$134.52	9,360	$0.01
		Total	**$1.12**

Compiled by CBRE

Water

WATER			
Building	Trailing 12 mos	SF	$/SF Annual
21-22	$1,318.95	10,012	$0.13
14_16	$1,231.09	22,400	$0.05
17_19	$575.46	22,752	$0.03
Pad 20	$1,053.02	3,950	$0.27
Pad 23	$1,225.28	9,264	$0.13
Pad 24_25	$1,599.81	20,896	$0.08
		Total	$0.69
Compiled by CBRE			

We applied an 8.2627% adjustment for inflation based on the last year's CPI (as of September 2022) and have concluded to a total adjustment as follows:

UTILITIES ADJUSTMENT	
Total Electricity	$1.12
Total Water	$0.69
Combined Utility Expense	$1.80
Adj for Inflation	$0.15
Total Adjustment to NNN (annual)	$1.95
Compiled by CBRE	

MARKET RENT CONCLUSIONS

The following chart shows the market rent conclusions for the subject:

MARKET RENT CONCLUSIONS	
Category	Hangar
Market Rent ($/SF/Yr.)- NNN Basis	$4.75
Market Rent ($/SF/Yr.)- Gross Basis	$6.70
Compiled by CBRE	

Reconciliation of Value

Based on the foregoing, the market rent value of the subject has been concluded as follows:

MARKET RENT VALUE CONCLUSION				
Appraisal Premise	Expense Structure	Date of Value	Monthly Market Rent	Annual Market Rent
As Is	Gross Rent	September 12, 2022	$0.56	$6.70
As Is	NNN	September 12, 2022	$0.40	$4.75
Compiled by CBRE				

The above fair market rent figures are based upon a price per square foot. While all figures are annualized, rent is typically paid in monthly installments in the local market.

We have also been asked to provide monthly/annual rent per square foot if the City were to engage a management company to manage the hangars. Competent management is implied in the market rent. Therefore, no adjustment would be applicable to the above conclusions.

Assumptions and Limiting Conditions

1. CBRE, Inc. through its appraiser (collectively, "CBRE") has inspected through reasonable observation the subject property. However, it is not possible or reasonably practicable to personally inspect conditions beneath the soil and the entire interior and exterior of the improvements on the subject property. Therefore, no representation is made as to such matters.
2. The report, including its conclusions and any portion of such report (the "Report"), is as of the date set forth in the letter of transmittal and based upon the information, market, economic, and property conditions and projected levels of operation existing as of such date. The dollar amount of any conclusion as to value in the Report is based upon the purchasing power of the U.S. Dollar on such date. The Report is subject to change as a result of fluctuations in any of the foregoing. CBRE has no obligation to revise the Report to reflect any such fluctuations or other events or conditions which occur subsequent to such date.
3. Unless otherwise expressly noted in the Report, CBRE has assumed that:

(i) Title to the subject property is clear and marketable and that there are no recorded or unrecorded matters or exceptions to title that would adversely affect marketability or value. CBRE has not examined title records (including without limitation liens, encumbrances, easements, deed restrictions, and other conditions that may affect the title or use of the subject property) and makes no representations regarding title or its limitations on the use of the subject property. Insurance against financial loss that may arise out of defects in title should be sought from a qualified title insurance company.

(ii) Existing improvements on the subject property conform to applicable local, state, and federal building codes and ordinances, are structurally sound and seismically safe, and have been built and repaired in a workmanlike manner according to standard practices; all building systems (mechanical/electrical, HVAC, elevator, plumbing, etc.) are in good working order with no major deferred maintenance or repair required; and the roof and exterior are in good condition and free from intrusion by the elements. CBRE has not retained independent structural, mechanical, electrical, or civil engineers in connection with this appraisal and, therefore, makes no representations relative to the condition of improvements. CBRE appraisers are not engineers and are not qualified to judge matters of an engineering nature, and furthermore structural problems or building system problems may not be visible. It is expressly assumed that any purchaser would, as a precondition to closing a sale, obtain a satisfactory engineering report relative to the structural integrity of the property and the integrity of building systems.

(iii) Any proposed improvements, on or off-site, as well as any alterations or repairs considered will be completed in a workmanlike manner according to standard practices.

(iv) Hazardous materials are not present on the subject property. CBRE is not qualified to detect such substances. The presence of substances such as asbestos, urea formaldehyde foam insulation, contaminated groundwater, mold, or other potentially hazardous materials may affect the value of the property.

(v) No mineral deposit or subsurface rights of value exist with respect to the subject property, whether gas, liquid, or solid, and no air or development rights of value may be transferred. CBRE has not considered any rights associated with extraction or exploration of any resources, unless otherwise expressly noted in the Report.

(vi) There are no contemplated public initiatives, governmental development controls, rent controls, or changes in the present zoning ordinances or regulations governing use, density, or shape that would significantly affect the value of the subject property.

(vii) All required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, nor national government or private entity or organization have been or can be readily obtained or renewed for any use on which the Report is based.

(viii) The subject property is managed and operated in a prudent and competent manner, neither inefficiently or super-efficiently.

(ix) The subject property and its use, management, and operation are in full compliance with all applicable federal, state, and local regulations, laws, and restrictions, including without limitation environmental laws, seismic hazards, flight patterns, decibel levels/noise envelopes, fire hazards, hillside ordinances, density, allowable uses, building codes, permits, and licenses.

(x) The subject property is in full compliance with the Americans with Disabilities Act (ADA). CBRE is not qualified to assess the subject property's compliance with the ADA, notwithstanding any discussion of possible readily achievable barrier removal construction items in the Report.

(xi) All information regarding the areas and dimensions of the subject property furnished to CBRE are correct, and no encroachments exist. CBRE has neither undertaken any survey of the boundaries of the subject property nor reviewed or confirmed the accuracy of any legal description of the subject property.

Unless otherwise expressly noted in the Report, no issues regarding the foregoing were brought to CBRE's attention, and CBRE has no knowledge of any such facts affecting the subject property. If any information inconsistent with any of the foregoing assumptions is discovered, such information could have a substantial negative impact on the Report. Accordingly, if any such information is subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. CBRE assumes no responsibility for any conditions regarding the foregoing, or for any expertise or knowledge required to discover them. Any user of the Report is urged to retain an expert in the applicable field(s) for information regarding such conditions.

4. CBRE has assumed that all documents, data and information furnished by or behalf of the client, property owner, or owner's representative are accurate and correct, unless otherwise expressly noted in the Report. Such data and information include, without limitation, numerical street addresses, lot and block numbers, Assessor's Parcel Numbers, land dimensions, square footage area of the land, dimensions of the improvements, gross building areas, net rentable areas, usable areas, unit count, room count, rent schedules, income data, historical operating expenses, budgets, and related data. Any error in any of the above could have a substantial impact on the Report. Accordingly, if any such errors are subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. The client and intended user should carefully review all assumptions, data, relevant calculations, and conclusions of the Report and should immediately notify CBRE of any questions or errors within 30 days after the date of delivery of the Report.
5. CBRE assumes no responsibility (including any obligation to procure the same) for any documents, data or information not provided to CBRE, including without limitation any termite inspection, survey or occupancy permit.
6. All furnishings, equipment and business operations have been disregarded with only real property being considered in the Report, except as otherwise expressly stated and typically considered part of real property.
7. Any cash flows included in the analysis are forecasts of estimated future operating characteristics based upon the information and assumptions contained within the Report. Any projections of income, expenses and economic conditions utilized in the Report, including such cash flows, should be considered as only estimates of the expectations of future income and expenses as of the date of the Report and not predictions of the future. Actual results are affected by a number of factors outside the control of CBRE, including without limitation fluctuating economic, market, and property conditions. Actual results may ultimately differ from these projections, and CBRE does not warrant any such projections.
8. The Report contains professional opinions and is expressly not intended to serve as any warranty, assurance or guarantee of any particular value of the subject property. Other appraisers may reach different conclusions as to the value of the subject property. Furthermore, market value is highly related to exposure time, promotion effort, terms, motivation, and conclusions surrounding the offering of the subject property. The Report is for the sole purpose of providing the intended user with CBRE's independent professional opinion of the value of the subject property as of the date of the Report. Accordingly, CBRE shall not be liable for any losses that arise from any investment or lending decisions based upon the Report that the client, intended user, or any buyer, seller, investor, or lending institution may undertake related to the subject property, and CBRE has not been compensated to assume any of these risks. Nothing contained in the Report shall be construed as any direct or indirect recommendation of CBRE to buy, sell, hold, or finance the subject property.
9. No opinion is expressed on matters which may require legal expertise or specialized investigation or knowledge beyond that customarily employed by real estate appraisers. Any user of the Report is advised to retain experts in areas that fall outside the scope of the real estate appraisal profession for such matters.
10. CBRE assumes no responsibility for any costs or consequences arising due to the need, or the lack of need, for flood hazard insurance. An agent for the Federal Flood Insurance Program should be contacted to determine the actual need for Flood Hazard Insurance.
11. Acceptance or use of the Report constitutes full acceptance of these Assumptions and Limiting Conditions and any special assumptions set forth in the Report. It is the responsibility of the user of the Report to read in full, comprehend and thus become aware of all such assumptions and limiting conditions. CBRE assumes no responsibility for any situation arising out of the user's failure to become familiar with and understand the same.
12. The Report applies to the property as a whole only, and any pro ration or division of the title into fractional interests will invalidate such conclusions, unless the Report expressly assumes such pro ration or division of interests.

13. The allocations of the total value estimate in the Report between land and improvements apply only to the existing use of the subject property. The allocations of values for each of the land and improvements are not intended to be used with any other property or appraisal and are not valid for any such use.
14. The maps, plats, sketches, graphs, photographs, and exhibits included in this Report are for illustration purposes only and shall be utilized only to assist in visualizing matters discussed in the Report. No such items shall be removed, reproduced, or used apart from the Report.
15. The Report shall not be duplicated or provided to any unintended users in whole or in part without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Exempt from this restriction is duplication for the internal use of the intended user and its attorneys, accountants, or advisors for the sole benefit of the intended user. Also exempt from this restriction is transmission of the Report pursuant to any requirement of any court, governmental authority, or regulatory agency having jurisdiction over the intended user, provided that the Report and its contents shall not be published, in whole or in part, in any public document without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Finally, the Report shall not be made available to the public or otherwise used in any offering of the property or any security, as defined by applicable law. Any unintended user who may possess the Report is advised that it shall not rely upon the Report or its conclusions and that it should rely on its own appraisers, advisors and other consultants for any decision in connection with the subject property. CBRE shall have no liability or responsibility to any such unintended user.

ADDENDA

Addendum

RENT COMPARABLE DATA SHEETS

Rental Survey Special - Airport / Airplane Hangars No. 1

Property Name	Mesquite Municipal Airport
Address	1200 Kitty Hawk Dr Mesquite, NV 89027
County	Clark
Govt./Tax ID	001-03-101-004
Net Rentable Area (NRA)	N/A
Condition	N/A
Parking Type/ Ratio	N/A/ N/A
Floor Count	N/A
Total # of Units	0 Units
Average Unit Size	N/A
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	1997/ N/A
Land Area Net	N/A/ N/A
Construction Class/ Type	N/A/ N/A
Exterior Finish	N/A
General Amenities	N/A

Quoted Terms

Reimbursements	NNN	Rent Changes/Steps	N/A
Occupancy	N/A	Concessions	N/A
Tenant Size	N/A	Owner	N/A
Lease Term	N/A	Management	N/A
Survey Date	09/2022		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Hanger-Commercial	N/A	N/A	N/A	New	N/A	NNN	N/A	N/A	N/A	$3.73
Hangar-Personal	N/A	N/A	N/A	New	N/A	NNN	N/A	N/A	N/A	$2.85
Unpaved storage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$0.40
Paved Storage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$0.82

Comments

This comparable represents the Mesquite Municipal Airport hangars facility at 1200 Kitty Hawk Dr, Mesquite, NV. The improvements were originally constructed in 1997 and were considered in average condition at the time of our research. For personal hangar use, the NNN rent is $2.85 per square foot annually. For commercial hangar use, the rent is $3.73 per square foot annually. Outdoor storage (paved and unpaved) is available at $0.82 and $0.40 per square foot annually. All leases are on a NNN basis. Utilities are available to the hangars at an additional expense based on usage.

Rental Survey — Special - Airport / Airplane Hangars — No. 2

Property Name	Airplane Hangar
Address	1450 Jet Stream Drive Henderson, NV 89052
County	Clark
Govt./Tax ID	191-02-201-003
Net Rentable Area (NRA)	5,270 sf
Condition	Good
Parking Type/ Ratio	N/A/ N/A
Floor Count	1
Total # of Units	0 Units
Average Unit Size	N/A
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	2005/ N/A
Land Area Net	N/A/ N/A
Construction Class/ Type	C/ Good
Exterior Finish	Concrete Block
General Amenities	N/A

Quoted Terms

Reimbursements	NNN	Rent Changes/Steps	N/A
Occupancy	100%	Concessions	N/A
Tenant Size	4,267 - 5,280 sf	Owner	N/A
Lease Term	108 Mo(s).	Management	N/A
Survey Date	03/2021		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Not Disclosed	N/A	4,267	108	New	Apr 2019	NNN	N/A	N/A	N/A	$16.08
Not Disclosed	N/A	5,280	108	New	Apr 2019	NNN	N/A	N/A	N/A	$16.08

Comments

This comparable represents a 5,270-square-foot airplane hangar at 1450 Jet Stream Drive, Henderson, Nevada. The improvements were originally constructed in 2005 and were considered in good condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $16.08 per square foot annually, based upon a typical lease term of 108 months. Expenses are based upon a triple net structure. The property is currently 100% leased.

Rental Survey — Special - Airport / Airplane Hangars — No. 3

Property Name	Airplane Hangar
Address	1440 Jet Stream Drive Henderson, NV 89052
County	Clark
Govt./Tax ID	N/A
Net Rentable Area (NRA)	N/A
Condition	Good
Parking Type/ Ratio	N/A/ N/A
Floor Count	1
Total # of Units	0 Units
Average Unit Size	N/A
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	2005/ N/A
Land Area Net	N/A/ N/A
Construction Class/ Type	C/ Average
Exterior Finish	Concrete Block
General Amenities	N/A

Quoted Terms

Reimbursements	Modified Gross	Rent Changes/Steps	N/A
Occupancy	100%	Concessions	N/A
Tenant Size	4,250 - 4,267 sf	Owner	N/A
Lease Term	60 Mo(s).	Management	The Ribeiro Companies 195 E Reno Ave, SuiteA
Survey Date	03/2021		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Not Disclosed	N/A	4,250	N/A	New	Nov 2016	Modified Gross	N/A	N/A	N/A	$13.32
Not Disclosed	N/A	4,267	N/A	New	Nov 2016	Modified Gross	N/A	N/A	N/A	$14.40

Comments

This comparable represents an airplane hangar at 1440 Jet Stream Drive, Henderson, Nevada. The improvements were originally constructed in 2005 and were considered in good condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $13.32 per square foot annually, based upon a typical lease term of 60 months. Expenses are based upon a Modified Gross structure. The property is currently 100% leased.

Rental Survey — Special - Airport / Airplane Hangars — No. 4

Property Name	Quail Air Center
Address	155 East Reno Avenue Las Vegas, NV 89119
County	Clark
Govt./Tax ID	N/A
Net Rentable Area (NRA)	7,370 sf
Condition	Average
Parking Type/ Ratio	N/A/ N/A
Floor Count	N/A
Total # of Units	0 Units
Average Unit Size	N/A
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	1987/ N/A
Land Area Net	N/A/ N/A
Construction Class/ Type	C/ Average
Exterior Finish	Concrete Block
General Amenities	N/A

Quoted Terms

Reimbursements	Modified Gross	Rent Changes/Steps	N/A
Occupancy	100%	Concessions	N/A
Tenant Size	3,685 sf	Owner	N/A
Lease Term	12 Mo(s).	Management	Property Manager
Survey Date	03/2021		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Not Disclosed	N/A	6,627	36	New	Mar 2017	Modified Gross	N/A	N/A	N/A	$24.00
Not Disclosed	N/A	3,685	36	New	Mar 2017	Modified Gross	N/A	N/A	N/A	$21.00
Not Disclosed	N/A	4,514	36	New	Mar 2017	Modified Gross	N/A	N/A	N/A	$21.00
Not Disclosed	N/A	10,622	12	N/A	Feb 2017	Absolute Net	N/A	N/A	N/A	$22.80
Not Disclosed	N/A	9,241	12	N/A	Feb 2017	NNN	N/A	N/A	N/A	$22.80
Not Disclosed	N/A	13,127	12	New	Feb 2017	NNN	N/A	N/A	N/A	$28.80
Not Disclosed	N/A	10,411	12	N/A	Feb 2017	NNN	N/A	N/A	N/A	$24.00
Not Disclosed	N/A	3,685	36	New	Nov 2016	Modified Gross	N/A	N/A	N/A	$21.00

Comments

This comparable represents Quail Air Center, an airplane hangars facility at 155 East Reno Avenue, Las Vegas, Nevada, improved with multiple executive airplane hangars ranging in size from 3,685 to 12,000 square feet. The improvements were originally constructed in 1987 and were considered in average condition at the time of our research. The structure's exterior walls depict concrete block construction components. Base rent is $21.00 per square foot annually, based upon a typical lease term of 12 to 36 months. Expenses are based upon modified gross and triple net lease structures.

Rental Survey Special - Airport / Airplane Hangars No. 5

Property Name	Perimeter Road Aviation
Address	2722 and 2806 Perimeter Rd North Las Vegas, NV 89032
County	Clark
Govt./Tax ID	139-18-303-004 (ptn)
Net Rentable Area (NRA)	3,300 sf
Condition	N/A
Parking Type/ Ratio	N/A/ N/A
Floor Count	N/A
Total # of Units	0 Units
Average Unit Size	N/A
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	1962/ N/A
Land Area Net	N/A/ N/A
Construction Class/ Type	N/A/ N/A
Exterior Finish	N/A
General Amenities	N/A

Quoted Terms

Reimbursements	Full Service	Rent Changes/Steps	N/A
Occupancy	N/A	Concessions	N/A
Tenant Size	3,300 sf	Owner	N/A
Lease Term	N/A	Management	N/A
Survey Date	05/2021		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Listing	N/A	3,300	N/A	New	N/A	Full Service	N/A	N/A	N/A	$18.18

Comments

This comparable represents an airplane hangar facility at 2722 and 2806 Perimeter Rd, North Las Vegas, NV, serving the North Las Vegas airport. The improvements were originally constructed in 1962 and were considered in average condition at the time of our research. Asking base rent is $18.18 per square foot annually. Expenses are based upon a full-service structure.

CBRE

Rental Survey — Special - Airport / Airplane Hangars — No. 6

Property Name	NLV Airport Hangar
Address	4511 W Cheyenne Ave Suite 901 North Las Vegas, NV 89032
County	Clark
Govt./Tax ID	139-18-101-007
Net Rentable Area (NRA)	N/A
Condition	Good
Parking Type/ Ratio	Open Asphalt/ 2.15:1,000 sf
Floor Count	1
Total # of Units	1 Unit
Average Unit Size	16,250 sf
Average Rent/Unit	N/A
Average Rent/SF	N/A
Year Built/Renovated	1998/ N/A
Land Area Net	1.960 ac/ 85,378 sf
Construction Class/ Type	S/ Good
Exterior Finish	Metal
General Amenities	N/A

Quoted Terms

Reimbursements	NNN	Rent Changes/Steps	N/A
Occupancy	N/A	Concessions	N/A
Tenant Size	3,850 sf	Owner	N/A
Lease Term	N/A	Management	N/A
Survey Date	09/2022		
Verification	N/A		

Actual Leases

Tenant Name	Tenancy Use Type	Size (sf)	Term (Mo.)	Type of Lease	Start Date	Reimbs.	Rent Changes / Steps	Free Rent (Mo.)	TI Allowance per sf	Annual Base Rate per sf
Confidential	N/A	3,850	N/A	New	Apr 2017	NNN	N/A	N/A	N/A	$9.36

Comments

This comparable represents a 16,250-square-foot airplane hangar facility at 4511 W Cheyenne Ave, North Las Vegas, NV, serving the North Las Vegas Airport. The improvements were originally constructed in 1998 and were considered in good condition at the time of our research. Asking base rent is $9.36 per square foot annually with expenses based upon a triple net structure.

CBRE

Addendum

QUALIFICATIONS

Terence Farr, MAI, SRA, AI-GRS, CCIM

Vice President, Las Vegas

CBRE

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Terence.Farr@CBRE.com

8548 Rozita Lee Ave, Ste 200
Las Vegas, NV 89113

Clients Represented

- Nevada State Bank
- First United Bank
- Banner Bank
- ProLogis
- LNR Partners
- City National Bank
- Benefit Street Partners
- CIT Bank
- Walker & Dunlop
- Zions Bancorporation
- Celtic Bank
- Cantor Commercial
- CBRE Capital Markets
- NorthMarq
- East West Bank
- Caesars Entertainment
- Prudential
- Citigroup Global
- Washington Federal
- Western Alliance
- Paramount Specialty Finance
- Resorts World Las Vegas
- Umpqua Bank
- LMF Commercial
- Argentic
- Royal Business Bank

Experience

Terence J. Farr, MAI, SRA, AI-GRS, CCIM is a Vice President of the Valuation & Advisory Services within the Mountain Northwest region in the Las Vegas office. Located in the CBRE Las Vegas office since 2013, Terry has over 17 years of real estate appraisal and consulting experience throughout the State of Nevada, with primary practice in southern Nevada. Mr. Farr is a designated member of the Appraisal Institute (MAI, SRA, AI-GRS) and the CCIM Institute (CCIM). Mr. Farr is licensed as a Certified General Real Estate Appraiser in and has provided expert witness testimony in the State of Nevada. Terry was ARGUS Software Certified (ASC) through May 2022.

Mr. Farr is a part of a Valuation and Advisory Services staff that provides exceptional quality appraisal work and client service throughout Nevada, with primary concentration of Southern Nevada.

Professional Affiliations / Accreditations

- Appraisal Institute – Designated Member (MAI)
- Appraisal Institute – Designated Member (SRA)
- Appraisal Institute – Designated Member, General Review Specialist (AI-GRS)
- CCIM Institute - Certified Commercial Investment Member (CCIM)
- Certified General Real Estate Appraiser: State of Nevada (A.0205475-CG)

Mr. Farr has completed curriculum and passed examinations of the following Professional Development Programs of the Appraisal Institute:

- Litigation
- Valuation of the Components of a Business Enterprise
- Valuation of Sustainable Buildings: Commercial and Residential

Mr. Farr serves on the Clark County Board of Equalization (2016-current) and will serve as Vice Chair through 2023.

In addition to serving on several committees and serving as a Candidate Advisor, Mr. Farr served in the following capacities with the Appraisal Institute:

Region VII

- Regional Nominating Committee Member (2016-2017)
- Alternate National Nominating Committee Member (2018)

Nevada Chapter of the Appraisal Institute (Formerly Las Vegas Chapter)

- Board of Directors (2007-2016, 2023-2025)
- Past President and Nominating Committee Chair (2016)
- President (2015)
- Vice President (2014)
- 2nd Vice President (2011-2013)
- Regional Representative (2023-2024)

Education

- University of Nevada – Las Vegas
  - Bachelor of Science in Business Administration (BSBA), Financial Services – 2006

Terence Farr, MAI, SRA, AI-GRS, CCIM

CBRE

Vice President, Las Vegas

APPRAISER CERTIFICATE

STATE OF NEVADA DEPARTMENT OF BUSINESS AND INDUSTRY

NOT TRANSFERABLE **REAL ESTATE DIVISION** **NOT TRANSFERABLE**

This is to Certify That : TERENCE J FARR **Certificate Number:** A.0205475-CG

Is duly authorized to act as a CERTIFIED GENERAL APPRAISER **from the issue date to the expiration date at the business address stated here in, unless the certificate is sooner revoked, cancelled, withdrawn, or invalidated.**

Issue Date: August 18, 2022 **Expire Date:** September 30, 2024

In witness whereof, THE DEPARTMENT OF BUSINESS AND INDUSTRY, REAL ESTATE DIVISION, by virtue of the authority vested in Chapter 645C of the Nevada Revised Statues, has caused this Certificate to be issued with its Seal printed thereon. This certificate must be conspicuously displayed in place of business.

FOR: CBRE INC
8548 ROZITA LEE AVE SUITE 200
LAS VEGAS, NV 89113

REAL ESTATE DIVISION

SHARATH CHANDRA
Administrator

THE GREAT SEAL OF THE STATE OF NEVADA

Brett Bradford

Senior Valuation Associate, Las Vegas, Nevada

BRETT BRADFORD
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Las Vegas, NV 89113

BACKGROUND

Brett Bradford has been active in commercial real estate since 2006 and in real estate valuation since Joining CBRE in 2021. His appraisal experience includes a variety of property types including office, retail, industrial and multi-family residential, auto dealerships, and other special-purpose properties. Mr. Bradford is in the Valuation & Advisory Service Group's Las Vegas office in the Mountain Northwest Region.

Coming from a background in commercial land development with a focus on professional and medical, multi-tenant office product, Brett Bradford has a background in commercial real estate and finance spanning nearly two decades. As a part of the greater Las Vegas community since 1977, he understands the dynamics of the local real estate market trends and embraces the growth this valley continues to endure.

Mr. Bradford is a part of a Valuation and Advisory Services staff that provides exceptional quality appraisal work and client service throughout Nevada, with primary concentration of Southern Nevada.

Mr. Bradford is a Practicing Affiliate Member of the Appraisal Institute.

CREDENTIALS

Appraisal Education

- National Uniform Standards of Professional Appraisal Practice
- Basic Appraisal Principles
- Basic Appriasal Procedures
- Law for Nevada Appraisers
- Supervisory Appraiser / Trainee Appraiser Course
- Business Practices & Ethics – Appraisal Institute

Licenses/Certifications

- Real Estate Appraiser Intern: State of Nevada No. A.0208341-INTR

EDUCATION

- University of Nevada Las Vegas
  - Bachelor of Science in Business Administration, Finance - 2006

Brett Bradford

Senior Valuation Associate, Las Vegas, Nevada

CBRE

APPRAISER REGISTRATION CARD

STATE OF NEVADA DEPARTMENT OF BUSINESS AND INDUSTRY

NOT TRANSFERABLE **REAL ESTATE DIVISION** **NOT TRANSFERABLE**

This is to Certify That: BRETT HERSEY BRADFORD **Registration Number:** A.0208341-INTR

Is duly authorized to act as an APPRAISER INTERN **from the issue date to the expiration date at the business address stated here in, unless the registration is sooner revoked, cancelled, withdrawn, or invalidated.**

Issue Date: May 27, 2021 **Expire Date:** May 31, 2023

In witness whereof, THE DEPARTMENT OF BUSINESS AND INDUSTRY, REAL ESTATE DIVISION, by virtue of the authority vested in it by Chapter 645C, Nevada Revised Statues has caused this Registration to be issued with its Seal printed thereon.

FOR: CBRE INC
3993 HOWARD HUGHES PKWY STE #720
LAS VEGAS, NV 89169

REAL ESTATE DIVISION

SHARATH CHANDRA
Administrator

Richard C. Smith, MAI, AI-GRS, ASA

CBRE

Director, Salt Lake City | Las Vegas

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St. George, UT 84790

Clients Represented

- Zions Bancorp
- Western Alliance Bank
- Nevada State Bank
- U.S. Bank
- California Bank & Trust
- Bank of Arizona
- Department of Interior
- Bank of the West
- American First Credit Union
- Mutual of Omaha Bank
- Alaska USA Bank
- First Security Bank
- Chemical Bank
- Bank of George
- State Bank of Southern Utah
- Hamni Bank
- TBank
- The Conservation Fund
- The Nature Conservancy

Professional Experience

Richard C. Smith is a Director and Senior Real Estate Analyst with over 30 years of experience in real estate appraisal and consulting. Mr. Smith's experience includes a wide variant of property types including C-stores and gas stations, restaurants, bars/taverns, movie theaters, glamping facilities, hospitality properties, master planned communities, ranches and large land tracts, conservation easements, charter and private schools, senior housing, Section 8 and LIHTC apartments.

Mr. Smith's has geographical experience in Nevada, Utah, Arizona, Idaho, New Mexico, and in California along the Colorado River communities. Prior to joining CBRE in 2019, Mr. Smith was president of RCS Appraisal, Inc., a regional real estate appraisal firm serving the southwest region for over 20 years.

Mr. Smith entered the appraisal profession in 1986 in Phoenix, Arizona, where he was employed by Burke Hansen, Inc. In 1990, he was employed by Security Pacific Bank, where he began a six-year tenure working for several regional and national banks in various appraisal policy and management capacities, including Bank of America and U.S. Bancorp. In 1996, Mr. Smith left the banking profession working for nearly two years with the accounting firm of Piercy, Bowler, Taylor & Kern in Las Vegas as a manager in their real estate, hospitality, and gaming valuation division.

Professional Affiliations / Accreditations

- Appraisal Institute – Designated Appraiser (MAI)
- Appraisal Institute – Designated Appraiser (AI-GRS)
- American Society of Appraisers – Designated Appraiser (ASA)
- Nevada Certified General Real Estate Appraiser (License No. A.0000135-CG)
- Arizona Certified General Real Estate Appraiser (License No. 30558)
- Utah Certified General Real Estate Appraiser (License No. 5450513-CG00)
- Idaho Certified General Real Estate Appraiser (License No. CGA-4041)

Education

- Arizona State University, Bachelor of Arts – Foreign Language (Spanish)
  - Graduate Study – Instructional Design
- Brigham Young University – Undergraduate Study – Organizational Communications & Foreign Language

Specialized Training

Appraising Convenience Stores | Allocating Components in Going Concerns | Valuation of Conservation Easements | Fundamentals of Separating Real Property, Personal Property, an Intangible Business Assets | Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book) | Appraisal Review Theory

APPRAISER CERTIFICATE

STATE OF NEVADA DEPARTMENT OF BUSINESS AND INDUSTRY

NOT TRANSFERABLE **REAL ESTATE DIVISION** **NOT TRANSFERABLE**

This is to Certify That : RICHARD C SMITH

Certificate Number: A.0000135-CG

Is duly authorized to act as a CERTIFIED GENERAL APPRAISER **from the issue date to the expiration date at the business address stated here in, unless the certificate is sooner revoked, cancelled, withdrawn, or invalidated.**

Issue Date: June 1, 2021

Expire Date: May 31, 2023

In witness whereof, THE DEPARTMENT OF BUSINESS AND INDUSTRY, REAL ESTATE DIVISION, by virtue of the authority vested in Chapter 645C of the Nevada Revised Statues, has caused this Certificate to be issued with its Seal printed thereon. This certificate must be conspicuously displayed in place of business.

FOR: CBRE, INC.
3993 HOWARD HUGHES PARKWAY,
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LAS VEGAS, NV 89169

REAL ESTATE DIVISION

SHARATH CHANDRA
Administrator