EXHIBIT B-2

SAN FRANCISCO EMBARKATION SITE IMPROVEMENTS

1) GENERAL

Pursuant to Sections 8(e), 9(a) and 21(b) of the Contract, the Concessioner agrees to undertake improvements to the San Francisco Embarkation Site and Concessioner Personal Property, as described below.

2) SAN FRANCISCO EMBARKATION SITE

A) Approvals and Lease Requirements

The Concessioner must seek Port of San Francisco approval and all other applicable regulatory approvals of all Embarkation Site Improvements, practices and other elements of this Exhibit B-2, promptly following the effective date of the Contract. All such Embarkation Site Improvements, practices and other elements shall be subject to the terms and conditions of the Lease and any applicable regulatory approvals. Should the Port of San Francisco under the Lease or applicable regulatory bodies not approve of any Embarkation Site Improvements, practices or other elements, the Concessioner must pursue alternate projects to provide the same or similar benefits as the listed Embarkation Site Improvements, practices and other elements would have provided.

B) Embarkation Site Improvements

(1) Concessioner will complete all improvements, pursue and achieve LEED Platinum certification for the improvements, comply with the City of San Francisco's Green Building Ordinance, and achieve a Net Zero energy rating **no later than the fifth anniversary of the Contract effective date**.

(2) *Construction Approaches to Minimize Visitor Impacts.* The Concessioner will implement the following Best Management Practices throughout the construction of the Embarkation Site Improvements.

- (a) Use of off-site construction where possible.
- (b) Scheduling night work for certain trades and activities.
- (c) Implementation of high quality fencing or other materials to screen construction, including interpretive graphics, subject to Service review and approval.
- (d) Installation of temporary wayfinding.

(3) *Construction Approaches to Minimize Environmental Impacts.* The Concessioner will implement the following Best Management Practices throughout the construction of the Embarkation Site Improvements.

- (a) Divert at least 75% construction waste away from the landfill during each year of construction.
- (b) Select materials for high recycled-content and regional, renewable sources.
- (c) Select low-emitting adhesives, carpet, coatings, composite wood, paint, and sealants.
- (d) Use vegetable-based hydraulic fluids for equipment.
- (e) Reuse and re-purpose materials and existing items as much as feasible (e.g. reclaimed lumber and steel).
- (f) Offer and donate 75% of excess, usable construction materials to Habitat for Humanity or other local nonprofit organizations.

(4) *Design Elements for Environmental Sustainability.* As part of the Embarkation Site Improvements required by the Lease, the Concessioner must integrate the following environmental sustainability elements into design development and implement them, contingent upon Port of San Francisco and relevant regulatory approvals. The following must be completed no later than the **fifth anniversary of the Contract effective date**.

- (a) Photovoltaic Solar Panels. The Concessioner must install photovoltaic solar panels on approximately 9,200 square feet of the Pier 33 shed roof and 960 square feet of translucent panels on the gangway covers. If photovoltaic panels on the shed roof and gangway covers are not allowable per regulatory or construction permits, Concessioner must prepare an

alternate proposal to install translucent Lumos photovoltaic panels on the roofs of the visitor canopies.

(b) LED Lighting. The Concessioner must install LED lighting with occupancy sensors or timers throughout the San Francisco Embarkation Site and on the vessels, along with other efficient fixtures (e.g. T-8 or T-5 electronic ballast fluorescents) for broader lighting.

(c) Rainwater Collection Cistern. The Concessioner must install a 2,000 gallon rainwater collection cistern at each of the visitor canopy facilities for low flow irrigation of planters and non-potable rinsing tasks.

(d) Water Conservation Fixtures. The Concessioner must install water conserving fixtures throughout the San Francisco Embarkation Site, including the following: low flush or dual flush toilets (1.6 gpf); waterless or low-flush urinals (<0.5 gallon); flow limiters on lavatory sinks (0.4 gpm); flow limiters on kitchen or utility sinks (1.5 gpm); and timers on all hose spigots.

C) Wayfinding, Educational Signage, and Displays

(1) The Concessioner must include a combination of conventional directional signage and digital information displays throughout the San Francisco Embarkation Site.

(2) Active digital signage must include content regarding tour departures, and interpretive information (approved by the Service) regarding Alcatraz Island and the Area history.

(3) The Concessioner must provide educational signage at San Francisco Embarkation Site waste receptacles regarding solid waste management.

(4) The Concessioner must install conservation signage to engage visitors at every public sink and spigot.

D) Shore Power System

(1) *Temporary Shore Power*. The Concessioner must provide, **upon the effective date of the Contract and until installation of the permanent shore power system**, temporary shore power to vessels for electric service.

(2) *Permanent Shore Power*

(a) Permanent shore power to vessels connection equipment must include a transformer, high capacity charger, high voltage cabling from the utility service to the transformer, cabling from the transformer/charger onto the floats, and all other components required to comprise a complete installation with approval from all governing authorities. The upgraded permanent shore power must allow for up to two (2) megawatts of charging.

- The upgraded shore power system must be able to charge Vessel No. 1 (*Alcatraz Clipper*) and Vessel No. 2 (*Alcatraz Flyer*) for 15 minutes while loading and unloading passengers, on opposite schedules. One time per day Vessel No. 3 (*Discover Zero*) must be able to charge at the same time as either Vessel No. 1 or 2.
- Overnight, Vessels No. 1, 2, and 3 must be able to charge simultaneously, at a slower rate.

(b) During the Embarkation Site Improvements, the Concessioner will place the shore power shipping container on the marginal wharf and charging infrastructure for two vessels will initially be installed on an existing float at Pier 31 ½. During the shore side construction project, the existing float will be replaced with two new floats which will support fast charging at all four berthing locations.

(c) The Concessioner must install shore power connection assemblies at the four berthing locations, with the fourth location used for charging the non-hybrid house loads for Vessel No. 4 (*Alcatraz Islander*) rather than running diesel generators. The connection assemblies will use Proconect manual connectors to connect to connection panels installed on both port and starboard side of all of the Required Vessels that support one (1) megawatt direct-current (DC) charging as well as standard 480 volt AC shore power connection.

(d) The Concessioner will ensure the electricity obtained from the San Francisco Public Utility Commission and Pacific Gas and Electric is 100% renewable electricity.