

THIS E-SCOOTER PERMIT OF OPERATION FOR SHARED MICRO-MOBILITY SYSTEMS IS MADE AND ENTERED INTO this 9th day of July, 2021 by and between the CITY OF PITTSBURGH (hereinafter referred to as the “City”) and Skinny Labs Inc. dba Spin (“Permittee”).

1.0 General Information

1.1 Permit Title and Boundaries

The Permit is titled the “E-Scooter Permit of Operation for Shared Micro-Mobility Systems,” (the “Permit”) and the boundaries of the Permit’s area of operation shall be only within the municipality of the City of Pittsburgh.

1.2 Inquiries and Project Management

All communications concerning this Permit shall be directed to the permitting entity. The permitting entity is:

Karina Ricks, Director

City of Pittsburgh, Department of Mobility and Infrastructure

Division of Planning, Policy, and Permitting

414 Grant Street Room 301

Pittsburgh, PA 15219

karina.ricks@pittsburghpa.gov

2.0 Background

The City of Pittsburgh continues to partner with emerging mobility services to expand and improve the way our residents travel throughout the city and region. The development of newer micro-mobility vehicles, such as low-speed electric scooters (“E-scooters”), offers a unique opportunity to achieve the City’s goals of sustainability, equity, and livability, but requires inclusive and equitable planning to avoid disrupting our region’s development.

The Permittee is required to read and understand all information contained within the entire Permit. By responding to this Permit, the Permittee is agreeing to comply with the requirements set forth in this document.

2.1 Definitions

“Shared Micro-Mobility System” means a network or system of electric micro-mobility vehicles, including e-scooters, placed in the public right-of-way and made available for rent by the general public.

“Shared Micro-Mobility User or Customer” or **“User”** is any person that uses, rents, or rides a shared micro-mobility system or is a customer of a Shared Micro-Mobility System.

“E-scooters” are low-speed electric scooters designed to be rented without the need of a docking station and are permitted to park in designated areas by their state and local vehicle code classifications.

3.0 Permit Requirements

3.1 Authority

WHEREAS, the purpose of this Permit is to allow the Permittee to park E-scooters and make available for rent in the public right-of-way as part of a publicly accessible low-speed electric scooter pilot program in the City of Pittsburgh; and

WHEREAS, pursuant to Pittsburgh Municipal Code Title Four, Article I, Chapter 411, Section 1, the Director of Mobility and Infrastructure is charged with the administration of the use of the public streets, sidewalks, or other public ways; and

WHEREAS, the Commonwealth of Pennsylvania passed PA Act 24 of 2021 Article XVI-O authorizing Cities of the Second Class to implement a two-year pilot program to permit and regulate the operation of electric low-speed scooters within their boundaries if such municipality has issued an executive order to authorize the use of a limited fleet of electric low-speed scooters; and

WHEREAS, the Department of Mobility and Infrastructure is authorized to permit and regulate the operation of low-speed electric scooters under Executive Order “Authorization For A Low-Speed Electric Scooter Pilot In The City of Pittsburgh”; and

WHEREAS, the City has prepared the Permit terms and conditions as set out below;

NOW, THEREFORE, based upon the above recitals, Permittee hereby agrees to the terms and conditions of this Permit as follows:

3.2 Permit Rules and Regulations

At the time of application and throughout the duration of the Permit, the Permittee must comply with all permit requirements articulated in Pittsburgh City Code, and DOMI’s “Rules and Regulations Guiding Permits, Licenses, and Plan Reviews”:

https://apps.pittsburghpa.gov/redtail/images/8497_DOMI_Rules_Regulations_2020.pdf

The Permittee must also strictly adhere to DOMI’s **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**. This policy may be amended from time to time relating to operations and may be referenced at various times throughout this document.

3.3 Term

This Permit is valid for 12 months from the time the Permit is issued to Permittee. Upon request of Permittee prior to the expiration of this Permit, the City may elect to renew the

Permit for another 12-month term during the pilot program authorized by PA Act 24 of 2021 Article XVI-O, provided that the Permittee adheres to the terms and conditions of this Permit. Permit requirements may be adjusted to adapt to changing technology, costs, and priorities.

3.4 Fee

The fee for the issuance of this permit is \$150 in US currency. The fee for renewing the permit will be an additional \$150.

3.5 Modifications

The City reserves the right to amend, modify, or change the terms and conditions within the Permit at its sole discretion. Any amendments, modifications, or changes will be documented with a unilateral amendment by City to the Permit.

3.6 Termination

The City reserves the right to terminate the Permit at any time and require the Permittee to remove their entire fleet from the City's public right-of-way without penalty, cost or liability to the City. If this Permit is terminated or expires, Permittee will have 30 days from the termination or expiration of the Permit to remove the entire fleet from the public right-of-way. Notwithstanding the foregoing, upon termination or expiration of this Permit, Permittee shall immediately make the E-scooters inoperable within the City.

3.7 Non-transferability

Permits issued cannot be assigned or delegated to a substitute provider, a successor in interest, or a purchaser of the Permit without the express written permission by the City.

A Permit may not be transferred without the prior written approval of the City of Pittsburgh Director of Mobility and Infrastructure. The Permittee shall promptly notify the City of Pittsburgh of any changes to the Permittee's corporate structure or ownership. Failure to do so shall be cause for revocation of the Permit. Transfer shall include the sale or other exchange of 50% or more of the ownership or control of a permittee to a third party.

3.8 Financial Requirements

- 1.) Permittee will register with the Department of Finance for business tax compliance. Permittee can either register online or in person at the City-County Building.
- 2.) Permittee must comply and be in good standing with tax payments or the Permit may be revoked or ineligible for renewal the subsequent year.

3.9 Fleet

- 1.) During the term of this Permit, the Permittee may operate up to 1,000 E-scooters. Permittee has attached its deployment plan, including approved phases of deployment as Exhibit A. As is further provided in DOMI's Policy **for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**, E-scooters may be deployed in increments as approved by DOMI up to the designated

maximum allowance, provided that the Permittee reaches the Key Performance Indicators of Section 3.18 herein (“Key Performance Indicators”) that may allow a fleet increase. The City has the discretion to determine whether the Permittee may or may not increase its fleet size as set forth in Exhibit A, even if the Permittee does or does not achieve the Key Performance Indicators.

- 2.) Permittee shall certify that all E-scooters deployed in the public right-of-way are equipped with a speed governor that ensures the vehicle will not travel in excess of 15 miles per hour.
- 3.) Permittee shall affix its logo and a vehicle ID number to each E-scooter in the City so that it is clearly visible.
- 4.) Each E-scooter must have front lights, rear lights, bells, and reflectors. The front lights must emit a beam of white light intended to illuminate the E-scooter’s path and is visible from a distance of at least 500 feet under normal atmospheric conditions at night. The Rear light(s) must contain a red lamp and is visible from a distance of at least 500 feet under normal atmospheric conditions. Front and rear lights must stay illuminated for at least 90 seconds after the E-scooter has parked.
- 5.) Permittee shall provide a toll-free telephone number, website address, and a means of effective communication for persons with disabilities (physical, vision, hearing, and speech) on each E-scooter identifying Permittee and stating how to report an incorrectly parked E-scooter. Permittee shall have live customer assistance twenty four hours a day, seven days a week, available via a toll-free number to answer calls whenever E-Scooters are available for rent.
- 6.) Permittee understands that all E-scooters must comply with state law requirements. In addition to all state law requirements, E-scooters shall be operated in compliance with the requirements for Low-Speed Electric Scooters described in the Department of Mobility and Infrastructure Order No: 21-0001, **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**. The City reserves the right to deny the deployment and operation of any E-scooter that does not comply with state or local laws and regulations.
- 7.) Permittee shall inform Users of all applicable City and Commonwealth laws and regulations, including, but not limited to, those regarding speed limits, parking, age restrictions, proper riding behavior, and location restrictions. This includes the guidelines set forth by DOMI’s **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**.
- 8.) Permittee must ensure E-scooters can be located and unlocked using a smartphone application or SMS messaging.
- 9.) All E-scooters must be equipped with on-board GPS technology that does not obtain spatial information by relying on a customer’s smartphone.

- 10.) GPS data shall be transmitted from all E-scooters at a minimum of every 60 seconds while in use to ensure accurate location data is conveyed.

3.10 Service

- 1.) Permittee is encouraged to make E-scooters available for rental purposes 24 hours per day, seven days per week, 365 days per year unless otherwise requested by the City.
- 2.) The Permittee may pause the operation of the Shared Micro-Mobility System for a span of 10 days or less due to unforeseen circumstances, including but not limited to extreme weather, acts of terrorism, technical or hardware issues, or public health crises. The City encourages the Permittee to notify the City of this pause at least 48 hours prior to its implementation. If the Permittee desires a pause of operation longer than 10 days, the Permittee shall submit a notice detailing why they are unable to provide the service, and the expected date of service return.
- 3.) Permittee shall cooperate with DOMI on requests to suspend or alter service and remove E-scooters from public space during extreme weather events or special events within 48 hours of the time of request.
- 4.) Any mobile application (“app”) which may be used to rent Permittee’s E-scooters shall ensure that rentals occurring through this app inform the rider of all rules and regulations associated with operating an E-scooter in the City.
- 5.) As is further defined in DOMI’s **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**, the Permittee shall test effectiveness of user information strategies and educational campaigns and report to the City the most effective methodology.

3.11 Geofencing

- 1.) Permittee shall implement geofences pursuant to the **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh** prior to deployment of any vehicle.
- 2.) Permittee shall respond and implement all DOMI’s requests to administer additional geofences within 24 hours. Geofences may include alterations to the permitted service area administration, including but not limited to:
 - a. Restricted riding zones;
 - b. Restricted parking zones;
 - c. Controlled riding zones, with speed reduction to three (3), six (6), or ten (10) miles per hour;
 - d. Controlled parking zones; and/or

- e. Parking corrals.
- 3.) Permittee must adhere to the **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh** for geofence implementation

3.12 Maintenance

- 1.) Shared Micro-Mobility Systems must be maintained to a high degree of working order and cleanliness.
- a. Users must be provided with a clearly visible mechanism, within the Permittee's mobile application and a phone number printed on the vehicle itself, to notify the operator if there is a safety or maintenance issue with the E-scooter. Devices reported as damaged or inoperable must be taken out of service within 48 hours and not reenter service until repaired.
 - b. Permittee must allow the City to inspect at least one example E-scooter of each model it intends to deploy. Permittees shall not introduce new models without prior inspection by the City. E-scooters must be made available for compliance audits and enforcement actions upon request.
 - c. Permittee shall provide the City with a full list of unique identifying numbers for each permitted E-Scooter.

3.13 Operations Plan

- 1.) Permittee shall file an operational plan with DOMI, a copy of the operational plan is attached to this Permit as Exhibit B. The initial deployment of E-scooters shall not occur until DOMI approves the submitted operational plan. As further provided in DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**, the operational plan may be amended from time to time, based on DOMI's evaluation of the pilot program. The operational plan shall include, at a minimum:
- a. Hours and days of operation, and any limitations therein;
 - b. Communication methods for educating users about safe operations and proper parking;
 - c. Strategies for monitoring user compliance of safe operations and parking, and procedures for managing users who are non-compliant;
 - d. Procedures for ensuring that the E-Scooter fleet is safe for use and well-maintained;
 - e. Procedures for responding to extreme weather events and special events including planned system closures for weather;
 - f. Procedures for preventing E-scooters from being misplaced in bodies of water and retrieving E-scooter from bodies of water;
 - g. Procedures regarding the establishment of geofences;

- h. Procedures for responding to complaints;
- i. Procedures for ensuring users park correctly;
- j. Procedures for ensuring availability of E-scooters in each zone including initial deployment plans and proposed fluctuations in fleet size;
- k. Procedures for managing employees or contractors for the purposes of repositioning or charging E-scooters;
- l. Procedures for how damaged E-scooters are repaired or recycled, and efforts made to reduce landfill waste;
- m. Procedures and plans for global battery safety practices including, but not limited to, charging, transporting, storage, and disposal. This should include timelines for disposal and contracts in place for disposal;
- n. Strategies for preventing battery tampering and procedures for detecting and responding to battery tampering;
- o. Procedures for identifying at risk E-scooters and Permittee's response procedure. This should include information about the battery management systems including where the information is stored and level of information about battery health the operator is receiving;
- p. Procedure for ensuring that services offer affordability and accessibility to all City residents; and
- q. Strategies for community engagement and outreach to City residents, especially those of underrepresented backgrounds or historically underserved within transportation planning, policymaking, and services.

3.14 Parking

- 1.) Permittee understands that E-scooters may be parked and lawfully left in the public right-of-way in a way that adheres to DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**.
- 2.) E-scooters must be parked upright in public streets/cartways in the following manner:
 - a. Within designated scooter-share parking corrals or docking stations; and
 - b. In a manner that does not impede vehicular travel for any vehicle
- 3.) E-scooters must not be parked in a way that obstructs or impedes any of the following amenities:
 - a. Disabled parking zones, or any other accessible routes that would otherwise create a barrier to accessibility

- b. Public sidewalks
 - c. Curb ramps
 - d. Loading zones
 - e. Street furniture that requires pedestrian access (e.g. benches)
 - f. Vaults, cellar doors, or grates
 - g. Access points to utilities, such as electric boxes or fire hydrants
 - h. Healthy Ride Bikeshare stations
 - i. Local and regional transportation stops and shelters
 - j. Entrances to private property or driveways
 - k. Protected tree plantings or landscaped areas
 - l. The City reserves the right to designate additional areas
- 4.) The City of Pittsburgh reserves the right to create geo-fenced areas to enforce parking restrictions. The processes for creating, submitting, and reviewing geo-fenced parking zones are described in greater detail in DOMI's **Policy for Low-Speed Electric Scooter Use Operation and Pilot Program in the City of Pittsburgh**.
 - 5.) In areas geofenced to restrict parking, E-scooter parking corrals will be identified to allow for vehicle parking. Location technology such as GPS or near-field technology will be used in the parking corrals to enable E-scooter parking.
 - 6.) The Permittee may propose and implement parking corrals for designated parking for E-scooters. Representatives of DOMI must approve the location and design of parking corrals.
 - 7.) Permittee will use all of its communication platforms to educate users on proper E-scooter parking, and will incentivize proper parking.
 - 8.) Permittee shall remove improperly parked E-scooters without prior notice from the City.
 - 9.) When an E-scooter is incorrectly parked (i.e., violates any terms outlined in this section above) and the E-scooter is reported to the City, Permittee shall move that E-scooter within three (3) hours of notification during typical work hours, (Monday through Friday, 8:00am to 5:00pm) and 10 hours on weekends and after typical work hours.
 - 10.) The City reserves the right to require the Permittee to require users to take a picture of their parked E-scooter to terminate a trip. The City may require the Permittee to review these collected pictures to enforce users to adhere to parking requirements.

- 11.) If a E-scooter has not moved from the same location for five (5) consecutive days, Permittee will relocate the E-scooter to another block face.
- 12.) Upon request from a private property owner, Permittee will promptly use available means, such as geofencing, to prevent E-scooter parking on the specified private property.
- 13.) If the City experiences any costs addressing any violations of these requirements, or incurs any costs repairing or maintaining public property, upon receiving written notice of the City costs, the permitted operator shall reimburse the City for these costs within thirty (30) days.

3.15 Distribution of E-scooters

- 1.) Shared Micro-Mobility Systems must serve the entire geography of the City of Pittsburgh. Unless in circumstances described in the terms outlined in sections 3.8, 3.9, and 3.10 above, Permittee must not restrict the ability to ride a E-scooter within geographical areas of the City without the written consent of the City.
- 2.) The City reserves the right to determine geographical areas within the city for the purpose of requiring a minimum or maximum number of daily deployments for each area. A deployment is defined by the presence of an operational E-scooter ready for use by 7 A.M. of a given day. DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh** defines these geographical zones and their respective deployment requirements.
- 3.) DOMI will monitor daily deployment of E-scooters in deployment zones. DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh** defines the process for issuing violations in the event that deployment requirements are not met.
- 4.) The Permittee and the City will refer to DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh** in order to appropriately respond to violation with mitigative action. These actions are meant to support the ongoing operation of the Shared Micro-Mobility System.
- 5.) The City may require the Permittee to establish deployment points at specific locations as defined by the City.
- 6.) Permittee must closely monitor ridership and modify fleet density and stationing in order to optimize the mobility options of City residents.
- 7.) Permittee must have a means of communicating to the user when the E-scooter is operating in non-permitted locations.

3.16 Payment Options

- 1.) Permittee agrees that all consumer pricing must be reasonable and commensurate with pricing in other comparable markets of operation.
- 2.) Permittee agrees to offer cash and non-smartphone payment options located within the City.
- 3.) Permittee must comply with Payment Card Industry Data Security Standards.

3.17 Equity

- 1.) Permittee is required to maintain a multilingual website, offering translations in at least Spanish and Mandarin.
- 2.) Permittee will offer a low-income customer plan for City residents that qualify for state, local, or federal governmental assistance programs.
- 3.) Permittee must have easily accessible information about the required process for being approved for the low-income customer plan.
- 4.) Permittee agrees to conduct a marketing campaign at its own cost in Equity Areas to promote the use of E-scooters and to inform users of the available low-income customer plan particularly among low-income residents.

3.18 Reporting

- 1.) Permittee must provide monthly reports on key performance indicators, as defined by the City, within 10 days of the end of the month. These indicators may be reported directly to DOMI's designated Mobility Data platform partner via a public API. These indicators may include, but are not limited to:
 - a. Utilization rates
 - b. Total trips by day of the week and time of day
 - c. Origins and destinations
 - d. Trips per vehicle by day of the week, time of day
 - e. Average trip distance
 - f. Fleet distribution and rebalancing
 - g. Usage of low-income discount program
 - h. Community engagement and outreach by geography
- 2.) Permittee will provide additional data on a monthly basis within 10 days of the end of each month. The following data must be provided in a format suitable to DOMI, as outlined in DOMI's **Policy for Low-Speed Electric Scooter Use, Operation and Pilot Program in the City of Pittsburgh**:
 - a. Total downloads, active users, and repeat user information

- b. Aggregate E-scooter maintenance reports
 - c. Incidents of scooter loss, theft and vandalism
 - d. Number of complaints
 - e. Reported collisions
- 3.) No less than thirty (30) days prior to the end of the pilot program, the Permittee must submit a final report compiling all key performance indicators and additional data collected throughout the term of the pilot program. All data must be provided in a format suitable to DOMI.
 - 4.) Permittee must provide real-time access to data via a public API that shows the location of the entire fleet of E-scooters when stationary.
 - 5.) Permittee shall follow all data standards specified by DOMI, including but not limited to the Mobility Data Specification 0.4.0 and the General Bikeshare Feed Specification 1.0. Newer versions and other standards may be supported upon mutual agreement between City and Permittee.
 - 6.) Permittee shall not require customers to grant location services from their phones while the app is running in the background, and shall not require access to customer's contacts, photos, or other files. Any sharing of photos (for instance for parking verification) is voluntary on the part of the customer.
 - 7.) Permittee shall not require customers to share personally identifiable information (PII) with any third party beyond what is necessary for the provision and operation of the Shared Micro-Mobility System.
 - 8.) Permittee must annually report the status of their low-income discount programs, including the number of riders enrolled, trips undertaken at a discounted rate, and other aspects of the program as requested by City officials.
 - 9.) During the permit period, the City may require the Permittee to conduct opt-in member surveys. Survey questions shall be provided by the City. Survey responses shall be shared with the City.
 - 10.) Permittee agrees that the City may use a third-party researcher to evaluate non-personally identifiable information generated from the Shared Micro-Mobility System.

3.19 Criminal Investigation

- 1.) The Permittee will comply with any subpoenas or court order related to suspected criminal activity involving use of the scooter service.

3.20 Permit Revocation or Suspension

- 1.) In the event that the City of Pittsburgh exercises its right to revoke or suspend the Permit, the City will notify the Permittee of the change in writing and allow thirty (30) days for the Permittee to comply with defaults under this Permit, the pilot program, and/or applicable law. If compliance is not made within the time period, then the City reserves the right to terminate the Permit without penalty. Reapplication is permitted provided the new criteria is met.
- 2.) The Permittee has the right to appeal the decision to the Director upon receiving the notice of permit termination. The Director must receive a letter of appeal in writing within seven (7) days of receiving the termination letter via certified mail.
- 3.) The Director may review a decision by the Department of Mobility and Infrastructure to terminate an existing permit following the receipt of a request for reconsideration.

3.21 Indemnification

Permittee, by acceptance of the Permit, agrees and promises:

- 1.) Without limiting or otherwise waiving liability for the acts or omissions of the parties hereto, and to the greatest extent permitted by law including, without limitation, City of Pittsburgh Code of Ordinances Title IV, Article I, Chapter 412, to indemnify, defend, and hold harmless the City and each of its respective Councilmembers, officers, directors, partners, agents, and employees (each of which persons and organizations are referred to collectively herein as "Indemnitees" or individually as "Indemnitee") from and against any and all liabilities, claims, lawsuits, actions, or causes of action, losses, demands, debts, liens, costs, judgements, obligations, administrative or regulatory fines or penalties, and expenses, including, but not limited to, reasonable attorney's fees (both in house and outside counsel) and cost of litigation (including all actual litigation costs incurred by City, including but not limited to, costs of experts and consultants), damages or liability of any kind or nature whatsoever (hereafter referred to as "Liabilities"), for death or bodily injury to any person, including without limitation, Permittee and its officers, directors, employees, agents, assignees, and/or Operators, Shared Micro-Mobility System Users, Customers, or clients, or for damage or destruction of any property of either party hereto or of third parties, in any manner resulting from, arising out of, relating to, or by reason of any act, error, or omission, including both passive and active negligent conduct of Permittee, its officers, directors, employees, Shared Micro-Mobility System Users, or representatives, agents, servants, sub-consultants and subcontractors, and their assigns, and successors in interest.
- 2.) Permittee shall be released from its obligations under this section if the loss or damage arises from or relates to the negligence or willful misconduct of the City, its agencies, officials, officers, or employees acting within the scope of their duties

or employment, and, in the event Permittee and City are both liable, liability shall be apportioned comparatively.

- a. Permittee's contract with every User shall require such persons or entities to release the City and any of its agencies, officials, officers and employees damages resulting from, arising out of, or relating to the passive or active negligent acts, errors, or omissions of City, its Councilmembers, officers, directors, partners, agents, and employees, or of any and all persons acting by, through or under each of them ("Agents").
- 3.) The rights and remedies of City provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Permit. This provision will survive expiration or termination of this Permit.
- 4.) Notwithstanding the foregoing, if Permittee fails or refuses to indemnify and defend City and/or Indemnitees from and against any and all Liabilities, with Counsel acceptable to City, City shall have the right to engage in its own counsel, at Permittee's sole cost and expense, for the purpose of participating in the defense. In no event shall Permittee agree to the settlement of any Liabilities described herein without the prior written consent of City.

4. Warranty/Waiver/Release of Liability

Permittee expressly agrees to only include properly operating and fully compliant vehicles within its fleet made available for rental to the public. Permitted further expressly assumes the sole and exclusive risk with respect to its Shared Micro-Mobility System rental business, small vehicles, equipment, or services authorized pursuant to this Permit including, without limitation, the use of its services by the parties it contracts with for the lease or rental of the Shared Micro-Mobility System, or for the servicing and repair of the Shared Micro-Mobility System by Permittee's employees, subcontractors, subconsultants, or agents.

5. Insurance Requirements

The Permittee shall, at its own cost, procure and maintain insurance continuously throughout the Term the following insurance:

	Individual	Aggregate
General Liability	\$2,000,000	\$2,000,000
Automobile	\$1,000,000	\$1,000,000
Workers' Compensation	Statutory minimums	

Permittee shall, upon Permit issuance, provide a certificate of insurance duly executed by the officers or authorized representatives of a responsible and non-assessable insurance company, evidencing the aforementioned minimum coverage(s) and specifically identifying the City of Pittsburgh as an additional insured for general liability and auto liability, which insurance shall be non-cancelable, except upon thirty (30) days prior written notice to Licensee. All policies

must be made on an occurrence basis. Claims-made policies are not acceptable. In the event that the term of said insurance shall expire prior to the expiration of the term of this Agreement or the completion of all services required hereunder, whichever shall occur later, Licensor shall renew said insurance in a timely manner and shall promptly cause a certificate of insurance evidencing such renewal.

IN WITNESS WHEREOF, the undersigned has caused this Permit to be executed on the date specified above. By signing the below, Permittee agrees to be bound by the terms of this Permit.

Permittee

Skinny Labs Inc. dba Spin

Name: Ted Bronstein
DocuSigned by: _____
Signature: *Ted Bronstein*
FB4231E64BFE48A...
Title: SVP, Business _____