



2022 Scooter Vendor Permit Selection
Vendor Q&A
Updated April 15, 2022

Questions from prospective vendors are in bold and have been edited for punctuation and capitalization.

Is Permit A only available to existing bike vendors e.g. Lime and Veo (if they scale past 1000 vehicles by May 1)? Can vendors who currently do not operate bikes in Seattle apply for a bike permit now to be in consideration for Permit A as part of the Scooter Share Permitting program? In order to qualify for Permit A consideration, would the new vendor be required to launch 1,000 bikes by May 1 or before the Scooter vendor selection date?

Permit A is only available to existing bike share companies. The bike share permit process is open to any qualified vendors, but it would not be possible in this timeframe to have bikes launched before this round of scooter share vendors are selected or before May 1.

Are device audit results available? Specifically whether pilot operators were withing maximum and minimum fleet limits? Similarly, are audit results available whether specific features of a provider's devices were universally (or broadly) available, specifically Wheels' helmets and SPIN's camera system?

The number of deployed devices are available on SDOT's public dashboard. We do not have publicly-available data about Wheels' helmets or Spin's camera technology availability.

Can a provider apply for more than one slot?

Please submit an application for the devices you plan to offer. SDOT will determine which vendors qualify for which slots.

Is SDOT required to fill all three slots (knowing slot 4 is optional for the City to fill), or does SDOT contemplate a scenario where a provider applies with a mixed-formfactor fleet, obviating the need for an additional provider if the device type is already represented in the mixed-formfactor fleet?

SDOT may choose up to four total vendors or may choose fewer than that. SDOT is not required to fill any slots.

How does a Vendor designate it is applying for a Type 3 scooter?

The basic device specifications we are looking for are included in the Appendix F tabs for Equipment & Safety (Types 1 and 2). If your company has a Type 3 scooter, please use the framework described in those tabs to describe the device, and include information about how the device is a Type 3 device. Whether the device is considered Type 3 will be determined by the Program Manager's reasonable discretion. Unlike in 2020-2021's permit D, there is no slot specifically for Type 3 scooters and there are not extra points available for Type 3 scooters. SDOT nevertheless encourages innovation and devices that are accessible to a wide variety of customers.

Are Type 3 scooters able to be included in any available slot? (e.g. Type 1 and Type 3 together?)

Yes, Type 3 scooters could be included in any slot.

How is the determination made whether a qualifies/meets the threshold to qualify as Type 3?

Whether the device is considered Type 3 will be determined by the Program Manager’s reasonable discretion. Examples of a Type 3 scooter could include:

- Devices with three or more wheels
- Devices that meet the mobility needs of people with disabilities in a substantially different way than an e-bike, Type 1, or Type 2 scooter.

At the time a company submits its permit application, does it need to provide Appendices A, B, and C completed? Or are appendices required to be submitted if selected as an approved Vendor? The Appendix F, first tab, has a section for Appendices, A, B, C, but the Permit Requirements AF4.2 state otherwise.

AF4.1. Under AF4.1 Application Packet, the City states that Appendix G and F are to be included in the submission, however Appendix F has a checklist for Appendix A, B, C and F to be included. Can the City provide clarity as to whether the Indemnity Agreement, Insurance Requirements, and Surety Bond Form are due at time of submission?

The checklist on the first tab of Appendix F is for internal SDOT use only. The indemnity agreement, insurance requirements, and surety bond (Appendices A, B, and C) need not be submitted until the company is selected for a permit.

Due to the large number of illustrative images and maps requested in the RFP, would the City consider extending the 70-page limit? Or in the alternative allowing proposers to place all images/maps in a separate appendix that did not count towards the page limit?

This stated page limit is to help SDOT expeditiously review applications and is inclusive of images. Vendors will not be disqualified or penalized for going over, but it is highly recommended that vendors keep their applications concise.

Can the City confirm the exact time proposals are due on April 20th?

Can the city clarify a specific time of the due date of the application to ensure clarity on whether "end of day" is before midnight local time, or before close of business?

~~Applications are due on April 20, 2022, at 11:59 PM PDT.~~

We have extended the application deadline to April 22, 2022, at 11:59 PM PDT.

Regarding AF1(d): “Permit D: SDOT may approve Permit D for the operation of up to two thousand (2,000) scooters. Permit D may include devices of any type. This permit may be awarded for high-scoring vendors at SDOT’s reasonable discretion.” Could the City please clarify whether eligible devices in Permit D include bikes?

No, Permit D does not include bikes. It can include any type of scooter. Applications for bike share in Seattle are not competitive at this time and companies may apply for a separate bike share permit at any time.

The following link provided by the City does not appear to be functional:

“<https://data.seattle.gov/dataset/Neighborhoods/2mbt-aqqx>” Could the City please provide a functioning link or further advise on how to access the material?

Unfortunately the GIS data for neighborhood areas that informed our map of Equity Areas has been removed from the open data site. However, it is possible to see the neighborhood areas by “drilling down” in the City Clerk Atlas here: <http://clerk.seattle.gov/~public/nmaps/fullcit2.htm>. SDOT will work with any approved vendors to ensure they understand the geography of equity focus neighborhoods.

AF1. Regarding the criteria for Permit A: Does the phrase “currently operating at least one thousand bike share bicycles” refer to the fleet cap allotted by the City or to the number of devices actually deployed? (Does it need to be 1,000 deployed bicycles at the time of submission?)

The 1,000 bicycle requirement for Permit A refers to the fleet cap. For transparency, the vendors eligible for Permit A in this selection process include Veo and Lime.

ES2.6. For Type 1 scooters, is it required that the locking cable be installed on devices beginning the first day of the new program?

No. At this time we are not requiring lock-to capabilities, but devices need to have the ability to be outfitted with locking mechanisms if required by SDOT.

P1.8. Are Type 1 scooters required to be physically locked to approved infrastructure at all times when not in use?

No. SDOT does not have a lock-to requirement.

Appendix F. Under References in Appendix F, is it the intent of the City for us to provide a list of every global city and contact info where we have operated in within this window? For a larger company like ours, this number is over 200 locations. Would the City be open to a subset of this information, either the cities listed (many of which we have operated in) or just the United States, or another option?

If the company operates in any of the cities listed, please list. The company may limit listing other cities to just those in North America.

Under References in Appendix F, how would the City like us to provide contact info on any potential cities we have not operated in for several years?

You are only required to list cities in which you operated between June 2018 and December 2021.

A-P4. The question is primarily about device inspections, but asks for "plans ensuring devices are parked correctly in the future." Is this correct?

This appears to be referencing parts of two different sections, copied below. Both are correct.

A-P3 Attach a description and illustrative images of how the company detected and reparked improperly parked devices (including the use of any Automated Driving Technology, as defined in Requirement O2.9) during the pilot period in Seattle and/or in other jurisdictions, and plans ensuring devices are parked correctly in the future.

A-P4: Attach a description and illustrative images of how the company inspected devices to ensure they are in good working order during the pilot period in Seattle and/or in other jurisdictions, and plans ensuring devices are parked correctly in the future. Include data about how the company performed relative to maintenance targets outlined in CE4.3 of the Scooter Share Pilot Permit Requirements (no more than 10% unsafe to operate and a minimum of 70% in good working order and available for rental) either in Seattle or how the company met equivalent metrics in other jurisdictions.

O2.7. What type of "City-supported centralized parking reporting system" is envisioned by the City? What type of information is it expected that vendors will affix to the devices?

This refers to vendors being connected to the City's Find It, Fix It, app and being able to respond to tickets received through this app. SDOT has and will continue to provide the design for a decal referencing the Find It, Fix It app.

O6.3(c)(3). What does the City mean by "tailor[ing] its rider education message to address equity barriers"?

Tailoring messages to equity should suit the needs of people in Equity Focus Neighborhoods and communities (described in G2(d)7), people with disabilities, people experiencing homelessness or housing insecurity, LGBTQ people, women and girls, youth, and seniors. Equity-related barriers could include in-language information about the program, in-language customer support, messages or programs about affordability, messages to address safe places to ride and access to helmets, and more.

Appendix F. In Appendix F Tab 1, the sections in the grading rubric and vendor score tables are different. Does the City plan to score vendors on their references?

The references section in the Vendor Score table is incorrectly labeled "Compliance." That is where references will be scored. We will correct and update this.

Insurance requirements: Is there flexibility to remove the "contractor liability" within the GL section?

No.

Indemnification requirements: Is there flexibility to change the following wording in the agreement? *from this:*

The Grantor, and its successors, heirs, and assigns shall forever defend, indemnify, and hold harmless the City of Seattle, its officials, officers, employees, and agents from and against all liabilities, claims, causes of action, suits, loss, costs, expenses, judgments, attorney fees and necessary litigation expenses, and damages of every kind and description resulting from:

to this:

The Grantor, and its successors, heirs, and assigns shall forever defend, indemnify, and hold harmless the City of Seattle, its officials, officers, employees, and agents (when Grantor is alleged to also be liable) from and against all liabilities, claims, causes of action, suits, loss, costs, expenses, judgments, attorney fees and necessary litigation expenses, and damages of every kind and description resulting from:

No.

