

Redmond Bike and Scooter Share Pilot Permit Contract

Released April 2019

Bike and Scooter Share Requirements

Vendors authorized to operate bike and/or scooter share shall comply with the following terms and conditions. Bike and/or scooter share is defined as a bike or scooter which may be both parked upon and rented upon the City of Redmond right of way. Permittee agrees to comply with all such requirements for the duration of the pilot program. No bike or scooter share pilot program permittee is authorized to operate beyond the end date for the pilot program without obtaining a new approved permit from the City for continued operation. The City reserves the right to change or modify the requirements governing bike and scooter sharing within the City and may choose to eliminate bike and/or scooter sharing within the City at the end of the pilot program. This permit is to be authorized under the authority of Redmond Municipal Code 12.08.

Vendors shall only be allowed to enter into the Redmond Bike and Scooter Share Pilot Permit Contract if a complete Redmond Bike and Scooter Share Pilot Permit Application, containing all required materials as determined by the City of Redmond, is received by the application due date. Vendors may elect to deploy bicycles at any time, consistent with the terms of and after the execution of this contract. Vendors may elect to deploy scooters at any time on or after June 1, 2019, consistent with the terms of and after execution of this contract.

A. Public Safety, Education & Access

A1. Bike Quality Standards: All bicycles shall meet the standards outlined in the Code of Federal Regulations (CFR) under [Title 16, Chapter II, Subchapter C, Part 1512 – Requirements for Bicycles](#). Additionally, permitted bicycle fleets shall meet the safety standards outlined in the International Organization of Standardization, [ISO 43.150 – Cycles, subsection 4210](#).

A2. Electric Bicycle Standards: Any electric bicycles used in this pilot program must be classified as a Class 1 electric-assisted bicycle as defined by [RCW 46.04.169](#), and shall be subject to the same requirements as ordinary bicycles described in Requirement A1. Electric-assisted bicycle shall cease to provide motorized assistance when the bicycle reaches or exceeds 15 miles per hour.

A3. Electric Scooter Standards: Any electric scooters used in this pilot program shall meet the definition of a “motorized foot scooter” per RCW 46.04 as that definition exists now or may be modified by the State. Should the definition of a “motorized foot scooter” change, only those scooters in compliance with the new definition shall be allowed to operate within the City. Further, only an electric motor is allowed to power the vehicle. The scooter shall cease to provide motorized assistance when the scooter reaches or exceeds 15 miles per hour.

A4. Lighting: All bicycles and scooters shall meet the requirements for lights during hours of darkness, described in [RCW 46.61.780](#). In addition, a rear red light is required on all bicycles and scooters.

A5. Appearance: Each permittee is required to have a uniform visual identification for the bikes/scooters within the permittee's fleet by using similar color, name and logo.

A6. Advertising: There shall be no advertising on the bike or scooter itself beyond the identification of the permittee during this pilot program.

A7. Bike or Scooter Information: All bicycles or scooters used under this permit shall have the following visible to the user on the vehicle at all times:

1. A unique identifier;
2. Operator name and contact information
3. Notification that the user shall wear a helmet
4. Notification that the user shall yield to pedestrians

In addition, further information may be required to be displayed per Washington State law.

A8. User Education: All permittees shall have conspicuous notices on the mobile application that notify users of the following before they are allowed to begin riding:

1. It is the users' responsibility to follow applicable helmet laws.
2. It is the users' responsibility to follow all applicable traffic laws.
3. If riding on the sidewalk or a multiuse path, users shall yield to pedestrians.
4. It is the users' responsibility to follow respective City, County, or State trail rules.
5. It is the users' responsibility to know and follow rules for how to properly park and store the bike or scooter during and after rides consistent with Section C, and including the graphic in Section C.
6. Report collisions with police and to the permittee for recording.
7. Report maintenance issues through the mobile application or by permittee phone number on the bike or scooter.

A9. Education and Operational Responsibility: The permittee agrees that the City of Redmond is not responsible for educating users regarding helmet requirements and other laws. Neither is the City responsible for educating users on how to ride or operate a bicycle or scooter. It is permittee's exclusive obligation to comply with all local, state, and federal laws pertaining to the operation of their bike and/or share program and to take all necessary steps to ensure their users comply with applicable local, state, and federal law. Permittees agree to educate users regarding laws applicable to riding and operating a bicycle or scooter in the City of Redmond and King County, how to properly park and store the bike or scooter during and after rides, and to instruct users to comply with applicable laws.

A10. Non-Smartphone Rental: The vendor shall establish at least one method by which a rider who has no smartphone, bank account, or credit card can rent a device.

A11. City Access to Vendor Mobile Application: Permittee agrees to provide the City of Redmond with one free standard user account to enable the City to view what a customer views and any applicability to permit compliance.

A12. Good Working Order: Vendor shall maintain each deployed bike or scooter (see D6 for definition) in a good working order meaning that it has all components and they are functioning properly. See B4 regarding any bike or scooter that is not in good working order.

B. Communication and Response

B1. Public Contact: All permittees shall provide ways for users or passersby to easily report a parking, safety, or maintenance issue, or ask questions via a phone number and via the app. The reporter will receive an immediate acknowledgment that the notice was received, and a specific response within one hour if reported between 6:00 am and 9:00 pm, otherwise by 7:00 am the following day.

B2. City Contact: The City shall have direct contact information (phone and email) to a local employee of the permittee from 6:00am-9:00 pm, and when unavailable, shall receive a call or email back from a local employee within one hour. For all other hours, a way to leave a message, and receive a call or email back from a local employee by 7:00 am the following day.

B3. Parking Response Time: Any bicycle or scooter that is parked incorrectly, as defined in section C, shall be re-parked properly or removed by the permittee based on the following times:

- Within two hours if notice received between 6:00 am and 9:00 pm, otherwise by 7:00 am the following day.
- Bicycles or scooters that are an immediate hazard shall be moved by the permittee as soon as possible and within 1-hour and may be relocated or impounded by the City at permittee's expense.

B4. Damaged Condition: Any inoperable, damaged, disabled, vandalized or unsafe bicycle or scooter shall be locked and not available for rental. It shall be removed from public access by the permittee based on the following response times and shall be repaired before redeploying into service:

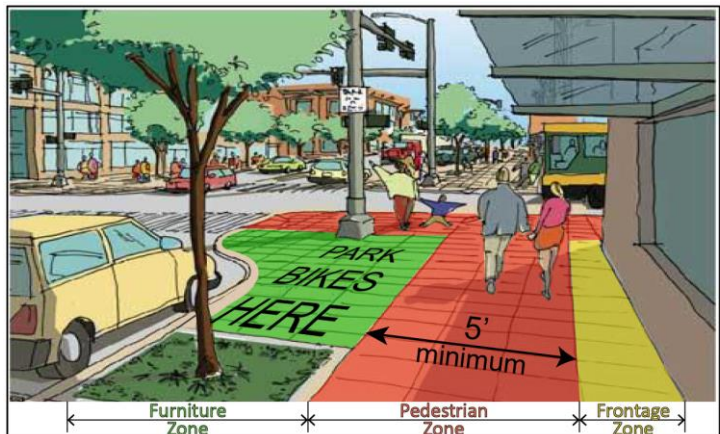
- Within four hours if received notice between 6:00am and 7:00pm and bike or scooter is locked, otherwise by 6:00am the following day.

A bike or scooter that is unlocked or potentially unlocked and could be an immediate hazard if mistakenly used shall be removed by the vendor as soon as possible or may be impounded by the City at permittee's expense.

C. Parking

C1. Where to Park:

1. Bicycles and scooters shall be parked in any of the following locations:
 - a. at a bike rack,
 - b. in the furniture zone (green) as shown in the graphic to the right,
 - c. in zones specifically marked for bike and/or scooter share parking via marks on the ground and/or via information in the app,
 - d. in areas designated as a parking area by the City under C5.



C2. Where NOT to Park:

1. Bicycles and scooters shall not be parked:
 - a. in a vehicle lane, bicycle travel lane, or trail,
 - b. within the pedestrian clear zone of a sidewalk which is generally 6 feet clear in urban areas and 5 feet clear in residential neighborhoods (see Redmond Standard Detail DG12),
 - c. in sidewalk café seating areas,
 - d. in a manner blocking Americans with Disability Act (ADA) access such as an ADA parking stall, ramp, ADA clear path, accessible pedestrian signal (APS) buttons, or other ADA facilities,
 - e. blocking use of fire hydrants, fire protection systems, benches, parking pay stations, bus stops and shelters, transit information signs, crosswalks, doorways, entryways, or driveways,
 - f. at King County Metro-owned or Sound Transit-owned facilities, unless otherwise designated by agreement with King County Metro or Sound Transit,
 - g. in areas deemed to be unsafe as determined by the City of Redmond,
 - h. in areas designated by the City as bike share no-parking areas under C5
 - i. on any private property unless such property owner has granted the operator permission to locate bikes or scooters upon their private property.

C3. How to Park: Bicycles and scooters are to be parked upright and stable, on paved or other hard surfaces where they will not fall over, and if they were to fall, they will not fall into the pedestrian walk zone, a traffic lane, or into private property such as a vehicle or structure so as to cause damage or inaccessibility, or cause any immediate hazard.

C4. Non-Right-of-Way Parking: This permit is only valid for operations within the City right-of-way and applies to all bike or scooter share vehicles that may enter Redmond right-of-way. Other land within the City may have bike and/or scooter share controls; for example, locations within parks, publicly-accessible plazas, off-street parking lots/garages, or campuses. Use of non-right of way land for bike and/or scooter share shall require appropriate approval from the appropriate department, agency, or property owner and shall be communicated to the users through signage approved by the respective entity and/or through the mobile and web application. Bike or scooter share vehicles that are not parked on the right of way or authorized through another agreement with a public or private entity shall be removed by the vendor.

Bike or scooter share vehicle use which is authorized by other public or private entities may circulate freely into and out of Redmond right-of-way. However, if the bike or scooter is parked on Redmond right-of-way without an active rental in place then the vendor is required to have an approved bike share permit with the City of Redmond.

C5. Creating Parking/No-Parking Areas: The City retains the right to designate, at any time, geo-fenced areas where bicycles and/or scooters shall be parked or shall not be parked; and mark bike and/or scooter share parking areas and charge permittee for the time and materials in rough proportionality to the permittee's bike and/or scooter share impact. The permittee will notify the user and incentivize parking, or not parking, where designated.

C6. Parking Duration: Any bike or scooter that is parked in one location for more than seven consecutive days without moving is to be removed or moved to a location of high use. If the vendor does not move the bicycle or scooter within the required timeframe then the City may choose to impound the bicycle or scooter at the vendors expense.

D. Quantities

D1. Minimum Quantity: All permittees shall have a bicycle or scooter fleet with a minimum inventory of 50 of any vehicle type permitted under Section A within Redmond.

D2. Maximum Quantity: A maximum of 1,200 bikes and/or scooters shall be deployed between all permittees in the Redmond bike and scooter pilot program, with an equal share, as determined by the City of Redmond, distributed to each permittee. Each individual permittee may deploy additional bikes and/or scooters so long as all bikes and/or scooters in the individual permittee's fleet meet or exceed the performance threshold of a mean average of two or more user rides per bike and/or scooter in the permittee's fleet per day. The Director of Public Works may revise the mean average rides per day performance threshold to a different number of average rides per day if the Director determines the number of bike and/or scooter share vehicles are impacting safety or pedestrian mobility. If utilization at the performance threshold described above for the quantity of bikes and/or scooters deployed is not met, the number of bikes and/or scooters in the permittee fleet must be reduced to comply with the performance threshold.

D3. Phasing: Bicycles meeting the standards in A1 or A2 may be deployed prior to June 1, 2019. Scooters meeting the standards in A3 may be deployed on, or after, June 1, 2019.

D4. Seasonal Reduction: From November 1 to March 1, the Director may require the reduction of the number of vehicles (any vehicle allowed under Section A) in the fleet to 75 percent of the March 2 to October 31 average number of vehicles in the fleet.

D5. Subarea Zones: The City reserves the right to create subarea zones with minimum and maximum bike and/or scooter quantities to which permittees must adhere through rebalancing as described in section E. The City will provide a minimum of 30 days notice prior to requiring compliance.

D6. Deployed Bike or Scooter Definition: A deployed bike or scooter is any bike or scooter that has been deployed for use in Redmond right of way and has not been removed from and/or stored outside of Redmond right of way by the permittee or an affiliate. A bike or scooter that is in transit for rebalancing into Redmond right of way is a deployed bike or scooter. A bike that cannot be unlocked, but is accessible to the public, is deployed. A bike parked on private property with which the vendor has an agreement to operate in is not deployed.

E. Bike Rebalancing

E1. Purpose: All permittees shall rebalance bicycles and/or scooters, removing and moving bikes and/or scooters as necessary to minimize clutter, maximize use and availability, and meet parking duration requirements.

E2. Automatic Triggers: The City may create rebalancing triggers that require rebalancing based on measures such as bike and/or scooter quantity minimums and maximums (citywide or zonal), parking clutter, or public demand or need for bike or scooter share.

E3. Time of Response: Any request by the City to rebalance shall occur within 12 hours.

F. Performance Measures:

F1. Monitoring: Permittees shall provide the City with real-time and historical information for the entire pilot period based on date and time (by hour) on the fleet within city boundaries as necessary for the City to monitor the success of the program and compliance with the permit. Data provided to the City shall not include a unique user identification reference number to reduce potential for personally identifiable information regarding users and shall comply with all applicable privacy laws. The vendor shall disclose to each rider at least once the types of data it collects and what it reports to others.

Any data provided to the City shall be subject to the Public Records Act, Chapter 42.56 RCW. The City may hire a third party to audit permittee compliance and/or to monitor data.

F2. Mobility Data Specifications: Vendors shall provide data consistent with all required fields of the Los Angeles Mobility Data Specification. This standard may be changed by the City to another data standard in the future which covers number of bicycles and/or scooters available, trip information (including number of trips, miles traveled, number of bikes and/or scooters, and average trips per bicycle and/or scooter per day), and maintenance status. F3 and F4 do not need to comply with the Los Angeles Mobility Data Specification.

F3. Safety Reports: Reports to vendors of crashes involving injury, or any other safety issue involving city infrastructure should be reported to the City within 24 hours, and to the police, if appropriate.

1. Data provided should include location, level of injury, and if it was reported to police.
2. Other safety reports should specify the safety issue and the location.

F4. Community Service Data: The following data will be provided as necessary (initially weekly) to the City:

1. Number of contacts or complaints received and category (safety, broken, improper location, improperly parked, vandalized, other).
2. Response time for solving the problem identified in each contact.

F5. Compliance Measures: The City may choose to evaluate compliance through the following measures on an as needed basis.

1. Community Service Compliance:
 - a. #contacts or complaints/bike, -/mile, -/ride
 - b. #[each] contact or complaint type/bike, -/mile, -/ride
 - c. #[each]condition/bike
 - d. Percentage of responses over maximum response time
 - e. Percentage of failures to respond
2. Community Service - Quality Control:
 - a. The City may do spot-check inspections based on complaints to verify response and response time.
3. Quantity Compliance:
 - a. Number of bikes, rides/bike, miles/bike,
 - b. Percentage over bikes allowed in City or subarea

- c. Percentage under bike minimum in City or subarea
4. Quantity - Quality Control:
 - a. The City may do spot-check counts based on daily Bike Quantity & Use data at the exact time of a daily snapshot.
 - b. Percent of inaccuracy (actual/reported) per a sample size.
5. Equity
 - a. The City may establish low-income geographic areas to be monitored for the availability and use of bikes.
 - b. Upon pilot evaluation, the public survey will include determining access to bike share issues for low-income neighborhoods, users, and families.

F6. Survey: The City may require the vendor to issue one survey to users to evaluate the pilot program. In addition, the City may issue its own separate surveys to the public regarding the pilot program.

F7. Future Data: The City of Redmond reserves the right to

- ask for this data at a specific time of day, or more than one time per day, or reduce the frequency,
- set standards based on the data results,
- modify the standards or standard formulas to better meet community expectation,
- firmly define these terms for consistent reporting between companies, and
- require companies to adjust their app for easier and consistent user reporting.

G. Permit Fees and City Reimbursement

G1. Application Fee: Permittees shall pay the bike and scooter share permit application fee to apply for consideration to operate under the terms of the bike and scooter share pilot program. This fee represents reasonable staff time and is a fixed, non-refundable fee.

G2. Evaluation and Operation Fee: Permittees shall pay the bike and scooter share permit evaluation and operation fee prior to launching operations. This fixed, non-refundable fee covers City costs per vendor associated with program evaluation, review, auditing, and operations such as installation of designated bike and/or scooter parking.

G3. Performance Bond: All permitted operators shall have a surety bond of \$10,000. The form of the bond shall be approved by the City. These funds shall be accessible to the City for future public property, maintenance, and staff costs that may be incurred, moving, storing, rebalancing, or impounding bicycles and/or scooters improperly parked. If a company's permit is terminated, then the bond may be utilized for any fees still owed under this section, City bike and scooter share response hourly rate, and any additional staff time necessary to remove, impound, and/or dispose of the bike or scooter share vehicles and return the public right-of-way to its original condition.

G4. Reimbursement: Any costs addressing or abating any violations of these requirements, or any costs of repair or maintenance of public property by the City shall be billed to the permittee per the bike and scooter share city crew response hourly rate. Upon presenting written notice of City costs to the

permittee, the permittee shall reimburse the City for such costs within 30 days. Reimbursements not received within this timeframe are grounds for revocation and can be deducted from the bond.

H. Permit Administration

H1. Revocation: The City reserves the right to revoke a permit at any time per the terms of Redmond Municipal Code 12.08.065 and requires that the entire fleet of bicycles and scooters be removed from the City's streets. The decommissioning shall be completed within 30 days unless a different time period is determined by the City.

H2. Disposal: The permittee authorizes the City to dispose of any bicycle(s) or scooter(s) impounded by the City for 70 or more calendar days and waives all claims and damages. This timeframe shall be reduced to 30 days in the event that the permit is revoked per H1. Permittee agrees that moving a bike or scooter to a City location is deemed notice of impoundment and is presumed by both parties to be identified at a City location by the permittee's Global Positioning System.

H3. Liability Insurance:

The Company shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Company, its agents, representatives, employees or subcontractors. Such insurance certificates and endorsements evidencing the insurance required below shall be provided to the City upon execution of this Agreement. The cost of such insurance shall be paid by the Company. Insurance shall meet or exceed the following limits and shall be maintained for the Term and so long as Company has equipment in Redmond right of way.

A. Minimum Insurance

1. Commercial general liability insurance, written on an occurrence basis, with limits not less than:
 - i. \$2,000,000.00 for bodily injury or death and, for property damage resulting from any one accident;
 - ii. \$2,000,000.00 for products and completed operations; and
 - iii. \$5,000,000 general aggregate for bodily injury and property damage.
2. Automobile liability for owned, non-owned and hired vehicles with a combined single limit of \$2,000,000.00 for each accident;
3. Worker's compensation (or qualified self-insurance) within statutory limits and employer's liability insurance with limits of not less than \$1,000,000.00; and
4. Excess umbrella liability policy with limits of not less than \$5,000,000 per occurrence and in the aggregate. Company may use any combination of primary and excess to meet required total limits.

B. Other Provisions. Commercial General Liability and the Umbrella Liability policies shall be endorsed to:

1. Include the City, its officials, employees and volunteers as primary non-contributory additional insureds. A blanket insurance additional insured endorsement is acceptable.

2. State the policy number; name of insurance company; name and address of the agent or authorized representative; name and address of insured; project name; policy expiration date; and specific coverage amounts;
3. Provide that Company's Commercial General Liability insurance policy is primary as respects any other valid or collectible insurance that the City may possess, including any self-insured retentions the City may have; and any other insurance the City does possess shall be considered excess insurance only and shall not be required to contribute with this insurance;
4. That Company's Commercial General Liability insurance policy waives any right of recovery the insurance company may have against the City; and
5. Company shall provide the City thirty (30) days' written notice of cancellation or nonrenewal of any required insurance that is not replaced.

C. Acceptability of Insurers

Insurance shall be placed with insurers with a rating of *A.M. Best & Company's Key Rating Guide* of A Overall and a Financial Size Category of "XI."

D. Verification of Coverage

Company shall furnish the City with certificates of insurance and a copy of the additional insured endorsement or blanket additional insured endorsement required by this Agreement. The certificates and endorsement are to be received and approved by the City before work commences.

E. Subcontractors

Company shall require subcontractors while working hereunder to provide coverage which complies with the requirements stated herein.

F. Policy Limit Escalation. By written notice to Company, but no more than once per year, the City may elect to increase the amount or type of any insurance to account for inflation, changes in risk, or any other factor that the City reasonably determines to be in accordance with reasonably prudent risk management practices and insurance industry standards.

G. Self-Insurance. As of the effective date of this Agreement and the use granted herein, Company is not self-insured for any coverage other than worker's compensation. Should Company wish to become self-insured for any other coverage at the levels outlined in this Agreement at a later date, Company must provide the City with thirty (30) days advanced written notice of its intent to self-insure. In order to self-insure, Company shall comply with the following: (i) Company or its parent company shall maintain throughout the term of this Agreement a net worth of at least \$250,000,000; (ii) Company shall provide the City, upon written request, a letter outlining the current equity balance of Company; (iii) Company is responsible for all payments within the self-insured retention; and (iv) Company assumes all defense and indemnity obligations as outlined in H4 of this Agreement.

H4. Indemnification:

Permittee, and its successors, heirs, and assigns shall forever indemnify, defend and hold the City, its officers, officials, agents and employees harmless from any and all claims, causes of action, suits, judgments, demands, losses, expenses, liens, charges and liabilities of any description (including attorney's

fees and costs incurred by the City in connection therewith) brought by third parties including but not limited to for injury, sickness, actual or alleged bodily injury including death or actual or alleged damage to, loss of, or destruction of property arising, directly or indirectly, from any act or omission of the permittee, its subcontractors, anyone directly or indirectly employed by them, or anyone for whose acts or omissions they may be liable for, or any of the permittee's users, or anyone else connected with the permittee, or from any person operating the permittee's bicycle or scooter or other device who is not wearing a helmet. To the extent necessary to fulfill this obligation, the permittee expressly agrees that the indemnity obligations of this paragraph shall apply to claims brought against the City, its officers, agents, and employees, by employees of the Permittee, notwithstanding any immunity provisions of the worker's compensation or industrial insurance statutes of the State of Washington. The indemnity obligations of this paragraph shall survive termination or expiration of this permit for any act, error, or omission of the Permittee occurring prior to such termination or expiration. The permittee shall be responsible to secure and provide proof of all necessary permits prior to starting any use, construction or improvements in the right-of-way as authorized by this permit. Nothing contained in this permit shall be deemed to waive the requirements of the various local, state or federal codes, regulations, resolutions, and statutes regarding Agreements, fees to be paid, or manner of construction, operation or maintenance. Permittee's, successors', heirs', and assigns' indemnification obligations under this Agreement do not apply to any liabilities, claims, causes of action, judgments, or expenses resulting from bodily injury or property damage to the extent caused by the sole negligence of the City, its officers, employees, elected officials, agents, or subcontractors.

If a claim is made or filed against the Permittee, the City will provide notice to the Permittee of the claim in writing, and the Permittee will have sole control over and will defend, compromise, or settle the claim at its sole expense. Notwithstanding the foregoing, the Permittee may not settle any claim, suit or action without the prior written consent of the City, which shall not be unreasonably be withheld.

The Permittee, successors, heirs, and assigns acknowledge that permission to use or occupy the public right-of-way is of a temporary nature and vests no permanent rights in the Permittee or the Permittee's successors, heirs, or assigns to use or occupy the public right-of-way. Consistent with section H1, upon 30-days' notice mailed to the Permittee by first-class mail or published in the City's official newspaper, the City may revoke the permission to use or occupy the public right-of-way.

H5. Severability

In case any term of this Agreement shall be held invalid, illegal, or unenforceable in whole or in part, neither the validity of the remaining part of such term nor the validity of the remaining terms of this Agreement shall in any way be affected thereby.

H6. City Business License:

Permittee agrees to obtain and maintain an active City of Redmond, Washington business license during the entire pilot period.

H7. Pilot Permit Duration

The Public Works Director shall establish the end date of the pilot bike share permit. This date shall be the same date for all approved vendors and will be 12 months from the start of the anticipated launch date (anticipated to be approximately four weeks after the date that permit applications are due). No permittee is authorized to operate bikes or scooters beyond the end of the pilot pursuant and shall need to reapply to the City of Redmond to any future bike or scooter program adopted by the City. The permittee is not

Attachment C

part of the bike and scooter share program after the pilot ends and all bikes and scooters shall be removed within one week of the end of the pilot or as otherwise directed by the Public Works Director.

Attachment C

By signing this document, Permittee agrees to comply with all requirements for the permitted operation of a bike and scooter share program within the City of Redmond.

PERMITEE:

[COMPANY NAME]

By: [PERSON AUTHORIZED TO BIND COMPANY]

Its: [POSITION]

Signature

Name

Title

Date

CITY OF REDMOND:

By: [DIRECTOR OF PUBLIC WORKS]

Signature

Name

Title

Date

PERMITEE ACKNOWLEDGMENT - REPRESENTATIVE CAPACITY:

[illegible]

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that said person signed this
instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as
the _____ of _____, to be
the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____.

Notary Seal

(Signature of Notary)

(Legibly Print or Stamp Name of Notary)
Notary Public in and for the State of Washington
My appointment expires: _____