King County Performance 2015

Executive Priorities

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About King County Performance

Measuring Progress Toward Our Priorities

King County Performance is a data-driven dashboard intended to help the public understand and evaluate King County's progress toward each of our four priorities—best-run government, equity and social justice, cimate change, and regional mobility—as well as other important King County work.

The data and metrics are a combination of community-level outcome indicators and King County government operational performance measures. This information provides a transparent and accountable record of our performance.

Background

King County Performance launched on October 30, 2015. Previously, King County produced the Performance Measure reports as companions to the annual county budget. King County AIMs High replaced that report and incorporated new national reporting criteria and guidelines to ensure effective public performance reporting.

Scope & Data

King County Performance currently includes performance measurement data, commentary, and information about the Executive's four priorities. These details are drawn from departments' data and strategic plans.

The data presented are generally for the previous five years. Where possible and applicable, target levels, industry standards, or other benchmark data are also included.

The King County Performance dashboard will be updated on a regular basis and when new data is available, so that it captures the state of the county at any given time.
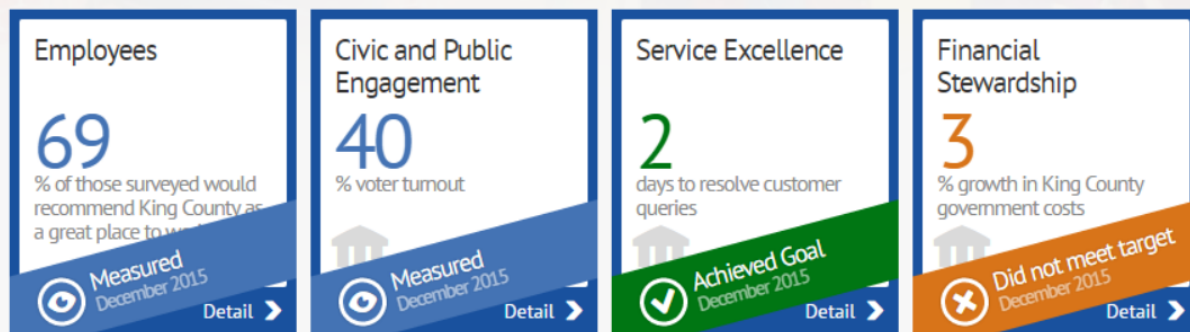
For more information, please contact:

Michael Jacobson
Deputy Director for Performance and Strategy
Office of Performance, Strategy and Budget
King County,
Phone: 206-263-9622
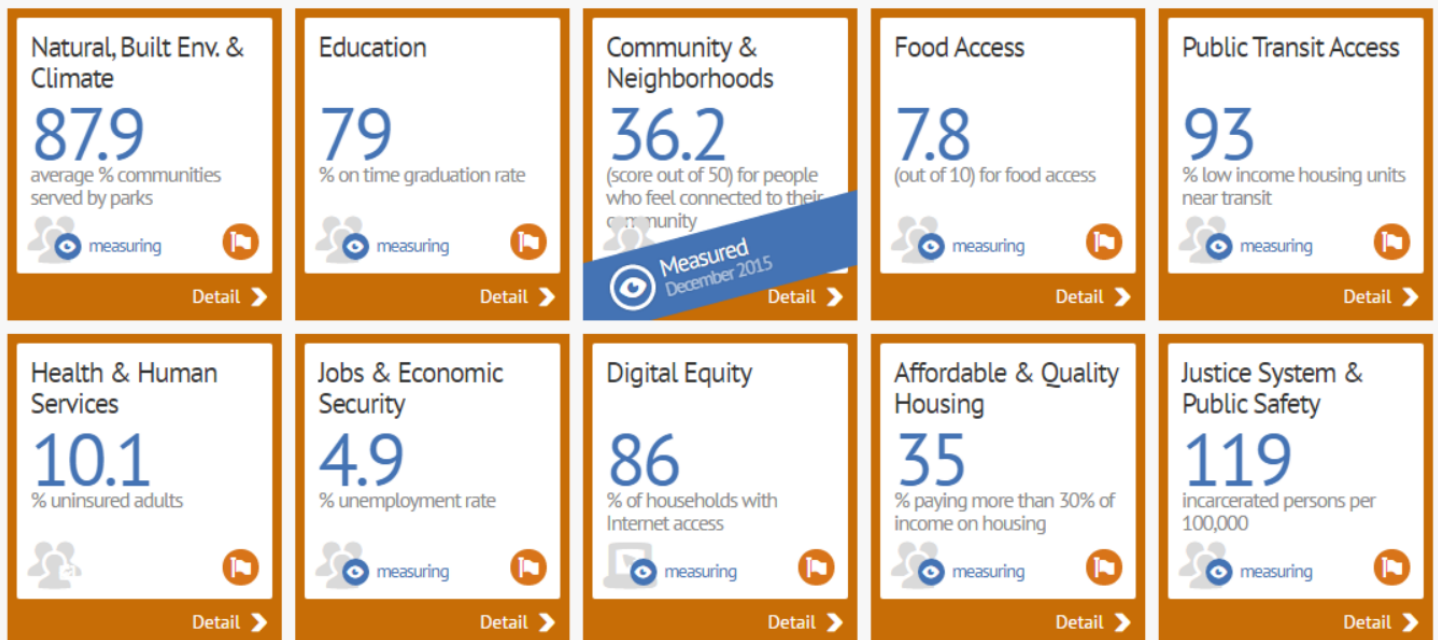Email: Michael.Jacobson@kingcounty.gov
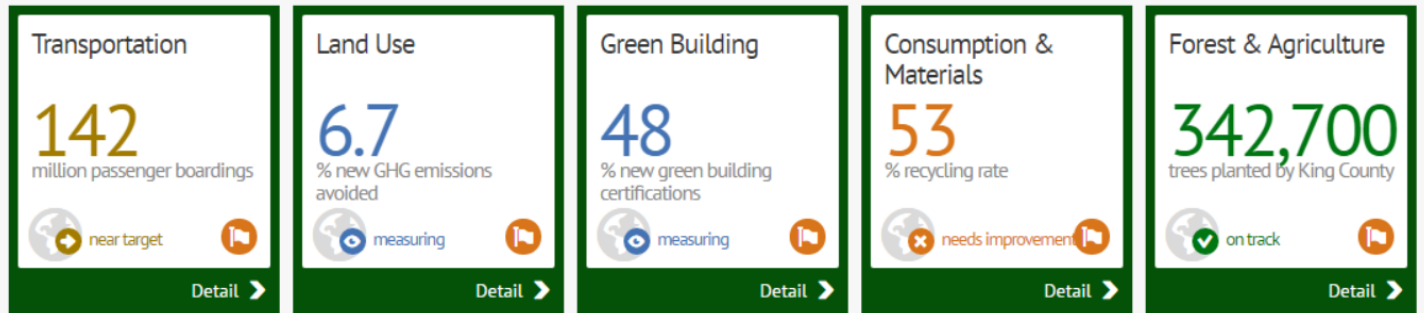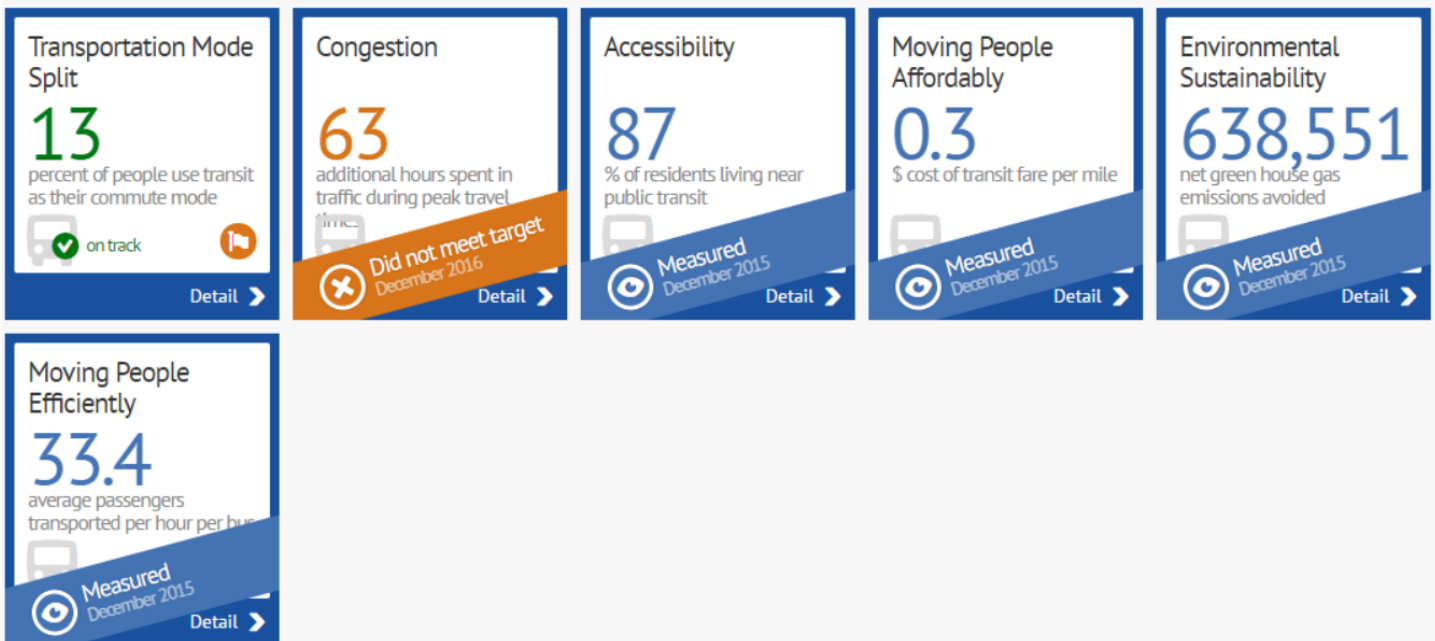
King County Performance 2015: Summary

Executive Priorities

BEST-RUN GOVERNMENT

Employees
69
% of those surveyed would recommend King County as a great place to work
Measured
December 2015
Detail ›

Civic and Public Engagement
40
% voter turnout
Measured
December 2015
Detail ›

Service Excellence
2
days to resolve customer queries
Achieved Goal
December 2015
Detail ›

Financial Stewardship
3
% growth in King County government costs
Did not meet target
December 2015
Detail ›

EQUITY AND SOCIAL JUSTICE

Natural, Built Env. & Climate
87.9
average % communities served by parks
measuring
Detail ›

Education
79
% on time graduation rate
measuring
Detail ›

Community & Neighborhoods
36.2
(score out of 50) for people who feel connected to their community
Measured
December 2015
Detail ›

Food Access
7.8
(out of 10) for food access
measuring
Detail ›

Public Transit Access
93
% low income housing units near transit
measuring
Detail ›

Health & Human Services
10.1
% uninsured adults
Detail ›

Jobs & Economic Security
4.9
% unemployment rate
measuring
Detail ›

Digital Equity
86
% of households with Internet access
measuring
Detail ›

Affordable & Quality Housing
35
% paying more than 30% of income on housing
measuring
Detail ›

Justice System & Public Safety
119
incarcerated persons per 100,000
measuring
Detail ›

King County

CLIMATE CHANGE

Transportation

142
million passenger boardings

near target

Detail ❯

Land Use

6.7
% new GHG emissions avoided

measuring

Detail ❯

Green Building

48
% new green building certifications

measuring

Detail ❯

Consumption & Materials

53
% recycling rate

needs improvement

Detail ❯

Forest & Agriculture

342,700
trees planted by King County

on track

Detail ❯

REGIONAL MOBILITY

Transportation Mode Split

13
percent of people use transit as their commute mode

on track

Detail ❯

Congestion

63
additional hours spent in traffic during peak travel time

Did not meet target
December 2016

Detail ❯

Accessibility

87
% of residents living near public transit

Measured
December 2015

Detail ❯

Moving People Affordably

0.3
$ cost of transit fare per mile

Measured
December 2015

Detail ❯

Environmental Sustainability

638,551
net green house gas emissions avoided

Measured
December 2015

Detail ❯

Moving People Efficiently

33.4
average passengers transported per hour per bus

Measured
December 2015

Detail ❯

Levies

AFIS Program

10,779
cumulative total hits using handheld fingerprint devices

Measured
November 2016

Detail ❯

Parks Levy

530.7
acres of parkland acquired

needs improvement

Detail ❯

Veterans and Human Services Levy

85.7
percent maintaining housing

measuring

Detail ❯

BEST-RUN GOVERNMENT

Employees

69

% of those surveyed would recommend King County as a great place to w...

Measured
December 2015

Detail ›

Civic and Public Engagement

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% voter turnout

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Detail ›

Employees

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% of those surveyed would recommend King County as a great place to work

Measured
December 2015

Detail >

BEST-RUN GOVERNMENT

How are we doing as an employer and how can we improve?

One of the strongest indicators of employee engagement is whether employees would recommend King County as a great place to work. This is a measure of engagement across public and private sector employers – and our survey allows us to know how we compare to other employers.

Why Is This Important?
Employee Engagement

Based on more than 30 years of research by Gallup, organizations with a highly engaged workforce have higher productivity, higher customer satisfaction and lower operational costs. Public and private sector organizations focus on employee engagement because it helps them achieve their organizational goals. King County's goal is to be the best-run government in the nation. In order to do this, our employees need to be able to do their best work – innovating, serving, and creating great value for the residents of King County.

How Are We Doing?

King County employees understand the needs of residents better than anyone. Employees also know what they value in a career. In order to become the best-run government, we need employees to provide input and shape our efforts.

In the 2012 employee survey,

47%

of employees said

their department was "fair and just."

Since then, we have created the
Office of Equity and Social Justice
(ESJ) & **ESJ Teams in most**
departments and agencies
to promote fairness, justice, and opportunity in all we do.

King County Employee Survey Participation

Years 2009, 2012, 2015

Percentage of Participation --- Target
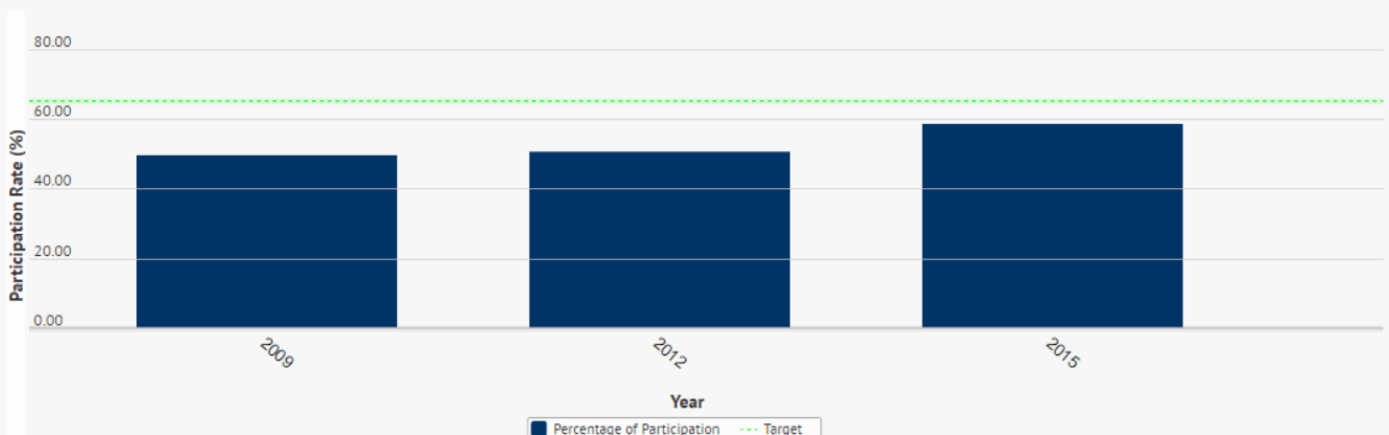
What Are We Doing?

Through Best-run Government: Employees, King County is improving recruitment and hiring to ensure we have a diverse workforce that can meet our region's needs, modernizing business processes, and increasing professional growth and training opportunities for employees.
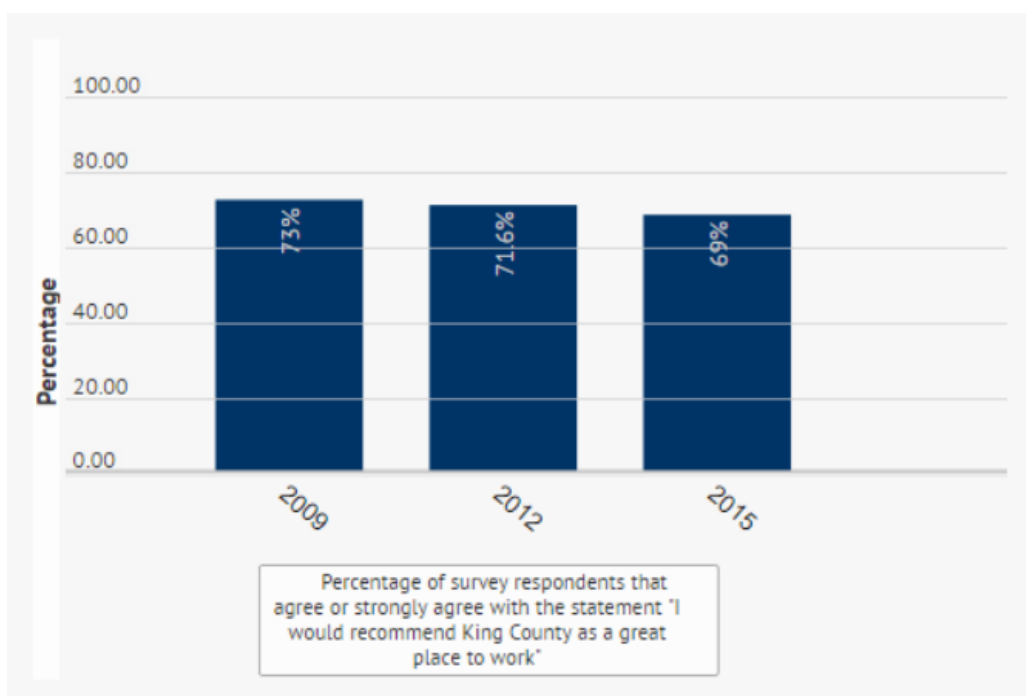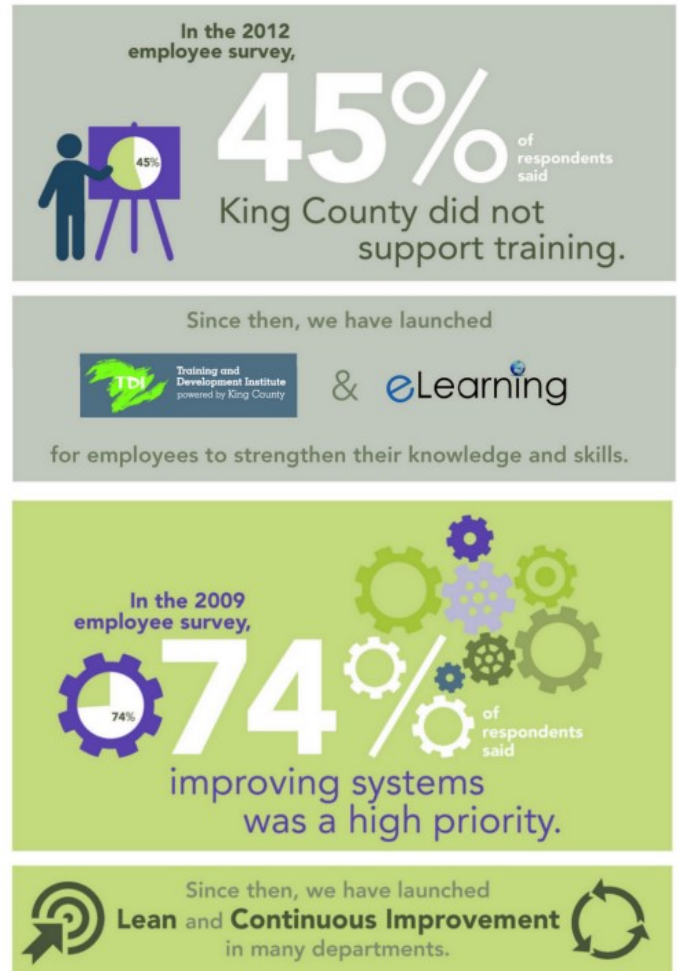
Central to this initiative is a strategy to engage employees so they are empowered to be problem-solvers at work. We measure employee engagement through an annual survey and use the survey data to address issues that employees experience in their workplace. Over time, we will create a culture of respect, responsiveness, continuous improvement, and innovation.

King County - A Great Place to Work

This metric asks employees (on a 1 to 5 scale) how strongly they agree with the statement "I would recommend King County as a great place to work." The rating has slightly decreased, and the County is developing action plans to address overall employee engagement results.

For more information, see:

- [King County Best Run Government Employees](#)

- [King County Training and Development Institute](#)

In the 2012 employee survey, **45%** of respondents said King County did not support training.

Since then, we have launched Training and Development Institute powered by King County & eLearning for employees to strengthen their knowledge and skills.

In the 2009 employee survey, **74%** of respondents said improving systems was a high priority.

Since then, we have launched Lean and Continuous Improvement in many departments.

Percentage of survey respondents that agree or strongly agree with the statement "I would recommend King County as a great place to work"

BEST-RUN GOVERNMENT

King County voters are active in the democratic process, with the highest participation rate compared to similar counties across the nation.

Civic and public engagement is primarily measured by tracking voter turnout for general elections in King County. 40% of registered voters participated in the November 2015 general election.

Why Is This Important?

Civic and public engagement is a key feature of a best-run government in the United States. The County is focused on providing opportunities for residents to express their views and have a meaningful role in decision-making. Research has shown that individuals with strong engagement in local civic and community life have greater social capital and are more likely to give their city a high rating as a place to live and achieve better results for personal health, safety, and other outcomes.

How Are We Doing?

Voting in Elections

King County uses voter turnout as a primary indicator of civic and public engagement. Voter turnout measures "the percentage of the registered population that voted during an election" and is widely used as an indicator of interest in civic and community activities. Voter turnout peaked at 85% in 2012, the year of the Presidential election, and has since settled to 40% in 2015. While this is a significant decrease, a number of factors can contribute to turnout at the polls:

- High profile races and measures: Turnout is generally higher during elections for high-profile offices like governor, senator, or president and issues deemed popular, timely, or especially relevant to most voters.

- Election Type: primary elections, off-year elections for state legislators, and local elections generally see a lower turnout

- Demographics: Age, race, gender, and socio-economic condition can also influence voter turnout.

Percentage of residents who "strongly agree that they have opportunities to participate in King County Decision-making" (2009 and 2012 King County Resident Survey)
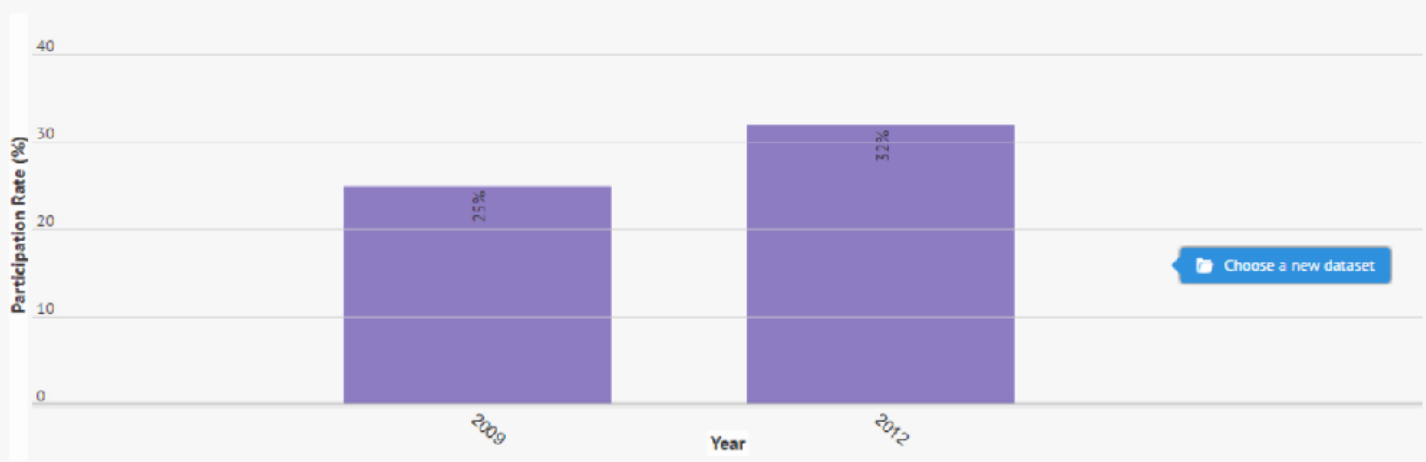
King County turnout compares favorably with other counties. The latest benchmark information (from 2014) shows that King County's voter turnout ranked the highest at 55% of nine counties (outlined in the above chart). T his result can partly be attributed to our vote-by-mail system.

King County Elections mails out ballots to every eligible registered voter in the county. Voters then have an 18-day period to complete and return their ballots before the Election Day deadline. This vote-by-mail system is convenient and presents fewer logistical challenges than a polling place environment - for example, no lines and no confusion about the location of polling places.

Participation in County Decision-making

We rely on our residents to give us feedback on our services and accessibility. We conduct resident surveys, most recently in 2009 and 2012, that ask for input on a range of matters. In these last surveys, we asked residents how strongly they agree with the statement "I have opportunities to participate in King County decision-making". The chart below highlights an unfavorable, though slightly improving, perception of the County's work in this area in 2009 (25%) and in 2012 (32%).

An inventory of current King County department-level public engagement practices found lots of great work and effort in this area, but the review revealed a lack of standardized public engagement best practices across the County and a need for comprehensive best practices training.

A survey by ETC showed that, at 35% satisfaction rate, we rank slightly below the national average of 37% for residents who are satisfied or very satisfied with participation in County decisions.

What Are We Doing?

We seek to cultivate an ongoing relationship with residents, listening and understanding their needs, and ensuring we align our services and resources with those needs. We primarily do this by:

- Maintaining a transparent and fair election system - providing citizens the opportunity to participate in and protect the democratic process.
- Building equity and opportunity in King County - improving equitable access to government services.

The King County Elections Strategic Plan reinforces the department's mission to provide all citizens the opportunity to participate in the democratic process. The Strategic Plan identifies several large-scale projects to further enable the people of King County to participate in the democratic process. These projects include:

- increasing partnerships with the education community to provide a civics curriculum that includes voting; (2016)
- delivering and maintaining a sustainable Limited English Proficiency (LEP) program for all LEP communities - including the translation of election materials into Spanish and Korean beginning with the 2016 general election; (2016)

2014 Voter Turnout: King County and Comparable Counties Across the United States
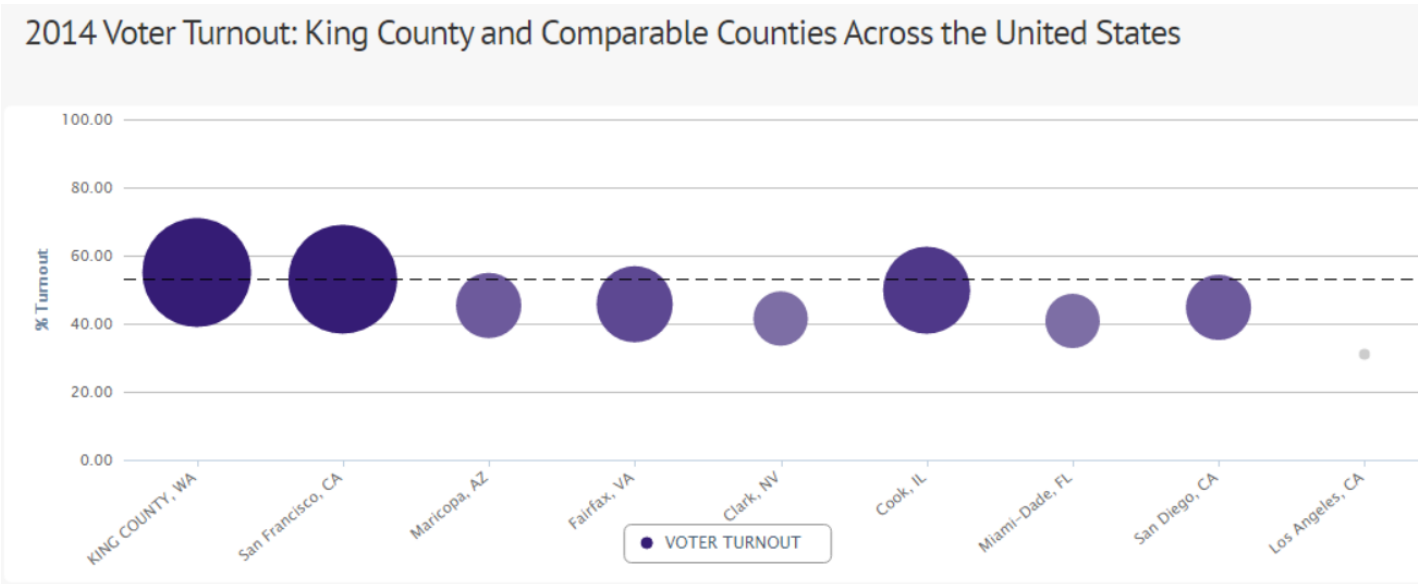
- launching and refreshing a major voter marketing campaign with a targeted minority component (2016)
- conducting a full assessment of barriers to voting for those with disabilities, aging and other social factors, and the related solutions and opportunities to minimize the impacts (2017)

The County also looks to improve civic and public engagement through its work in building equity and opportunity Our goal is that all people of King County, regardless of race, income, or gender, have equitable access to participating in their community.

In 2015, the King County Executive created a dedicated Office of Equity and Social Justice. The Office supports and works with King County leadership, employees and local and national partners to advance practices, strategies and policies that promote fairness, justice and opportunity for all.

The Office is currently developing an Equity and Social Justice (ESJ) Strategic Plan; the ESJ Strategic Plan will impact lives and work to eliminate inequities by focusing on institutional policies, practices and systems; and serve as a blueprint for change and a dynamic action plan for achieving greater institutional and regional equity and social justice.

For more information, see:
King County Executive's Best Run Government website
Executive Dow Constantine signs an Executive Order calling for the development of the first Equity and Social Justice Strategic Plan
King County Equity and Social Justice Strategic Plan
Equity and Social Justice Tools and Resources
King County Elections
King County Elections Strategic Plan
Online Voter Registration

Service Excellence

2 days to resolve customer queries

Achieved Goal
December 2015

✓

Detail ❯

BEST-RUN GOVERNMENT

King County resolves most customer requests within two days, surpassing its target of resolving queries within five days.

Our primary indicator of service excellence is how quickly we respond to customer requests. In the July - October quarter of 2015, we had a median response time of two days.

Why Is This Important?

As we strive to become the best-run government, we listen to our customers, measure customer satisfaction, improve our services to deliver results, and empower employees to create a culture of continuous improvement. In 2014, King County received recognition as an innovator from Harvard's Kennedy School of Government and the National Association of Counties for our work implementing Lean principles. This recognition is one example of how we are actively improving to deliver excellent services.

Customer Service Queries: by type of query and department (2014, 2015)

The charts below provide a snapshot of the number of queries received, by type and department.

By Type:

By Department:
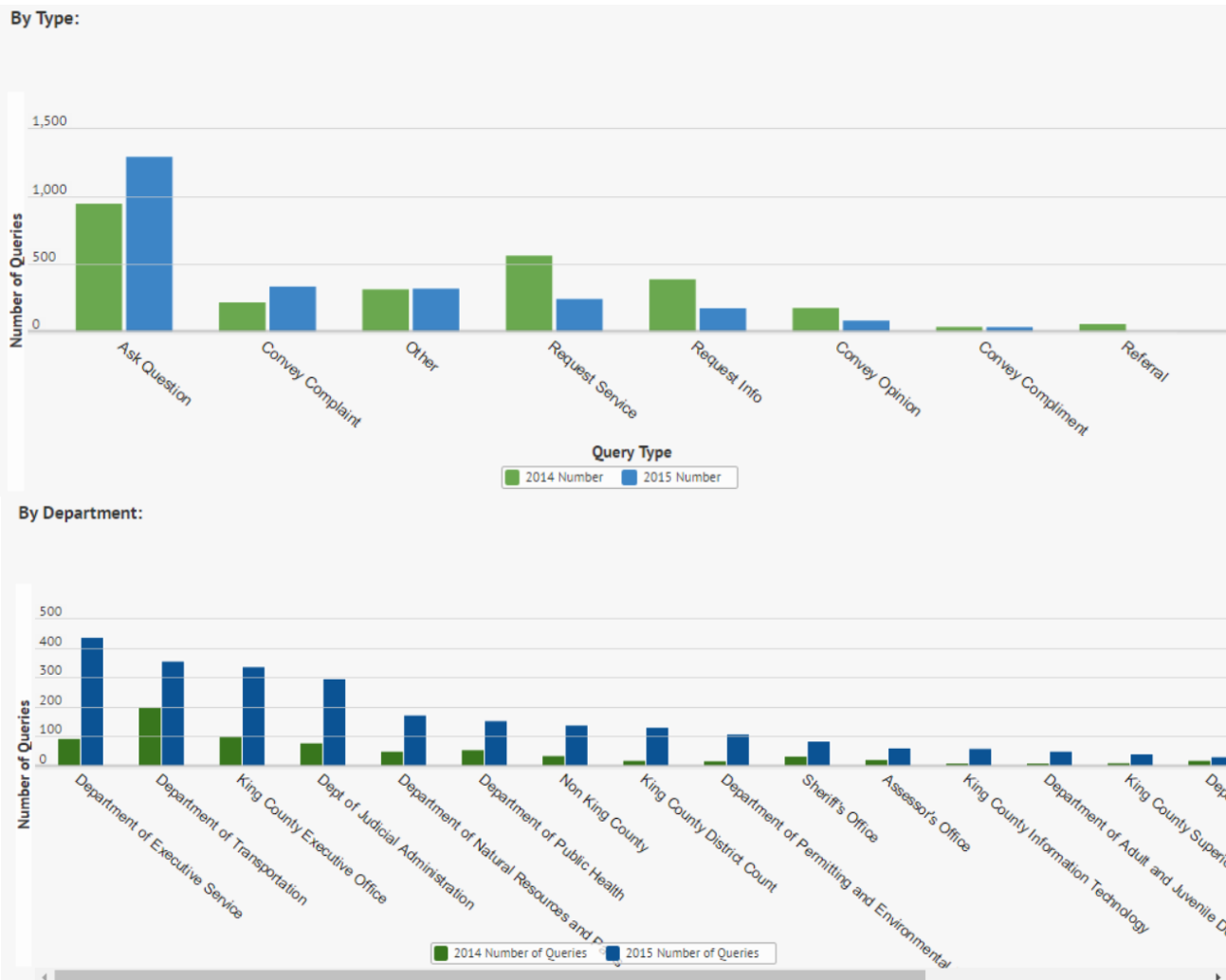
How are we doing?

To assess our performance, we primarily use data from our customer service data and satisfaction surveys.

Customer Service data

In the third quarter of 2015, the median time to resolve customer queries was two days across all Executive departments and the Executive Office. This compares well with our target of 24 hours to respond and five days to resolve. It also compares well with other service providers in the region, such as the City of Seattle, which has a target of three days to respond to customer requests.

In 2014, the County implemented a new Customer Relationship Management software system that is helping us understand and improve performance, and provide more consistent customer experiences. For the first time we are able to identify the different types of requests and feedback we receive, and calculate the timeliness of our responses. We also used the feedback to set target response times (how quickly the customer hears back from us) and target resolution times (when the customer issue is resolved and considered closed).

King County's response time to customer requests has slightly increased over the past year due to a software update on the CRM system that caused downtime for several users.
Customer satisfaction and feedback

Each County department collects some sort of customer service data and conducts business-specific surveys to understand their customer views. However, there is wide variation in the format of the surveys, how regularly they are assessed, and how widespread the participation is.

We conduct a comprehensive countywide survey every few years to gather feedback from our customers and residents. The next survey is planned for 2016. The last countywide surveys were conducted in 2009 and 2012.
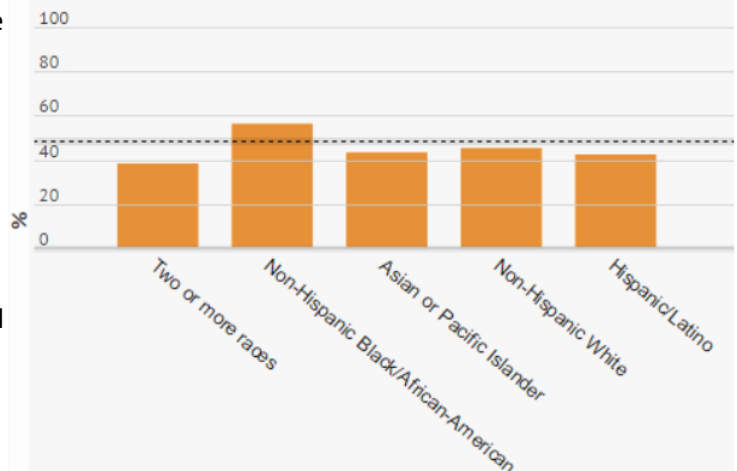
The 2012 data showed that overall satisfaction with King County services was improving, and we were rated above other large U.S. communities (those with populations

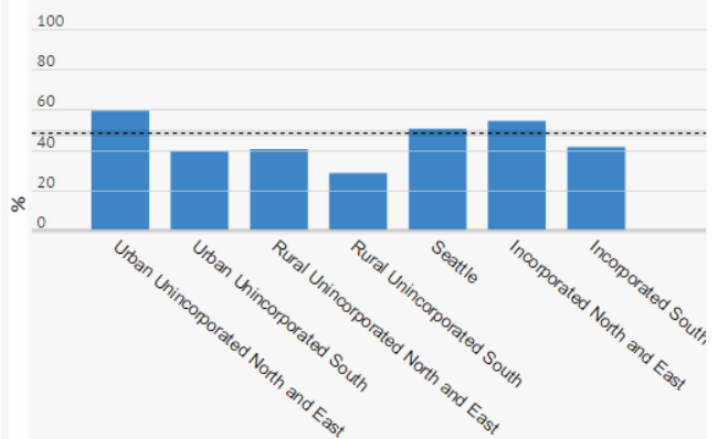## Customer Satisfaction (2012 King County Resident Survey)

By Income
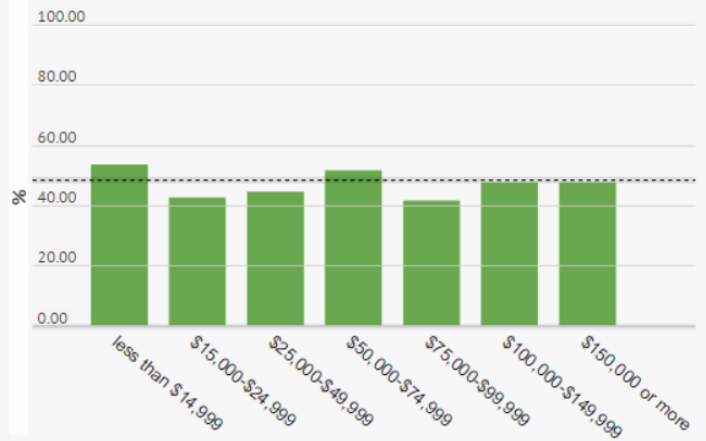
By Ethnicity

By Location

above 500,000). It highlighted that satisfaction improved or stayed the same in 28 of the 48 areas assessed. These results were slightly better than the national average, with King County's "overall resident satisfaction index" improving as the "large communities national average" decreased. The charts below show the 2012 satisfaction rates as compared to respondent location, income, and ethnicity.

What are we doing?

King County cares about customer satisfaction and seeks to make every customer's experience with the County a positive one.

For every encounter, we promise to:

- Acknowledge your inquiry within 24 hours and work to resolve your issue quickly;
- Treat you with courtesy and listen with respect;
- Provide efficient service options with your needs in mind;
- Give you clear, accurate and consistent information; and,
- Follow through on our commitments and keep you

informed.

Continuous Improvement and Lean Management

King County strives to be a Lean organization that continuously improves services to meet customer needs. Lean focuses on delivering more value to our customers—the people of King County—by improving how we work and by solving problems to more effectively deliver services to the people of King County.

For more information:

Contact our Customer Service Department
or
Check out the following sites:
King County Customer Service
Lean in King County
Harvard recognition for Lean innovation
2009 King County Resident Survey
2012 King County Resident Survey

Financial
Stewardship

3

% growth in King County
government costs

Did not meet target
December 2015

Detail >

BEST-RUN GOVERNMENT

King County government costs rose slightly more than an inflation and population growth index

King County developed an index that measures King County government's cost growth and shows when costs have surpassed expected and reasonable market changes (like inflation and population growth). The general principle is to keep any cost growth below the rate of growth in the King

Growth In Government Costs

The General Fund Growth Index tracks the annual cost growth of services provided for by the County's General Fund. This index monitors how the County has addressed underlying cost growth by implementing efficiencies, improving budget practices, and working with labor partners. The County has set a target of reducing baseline cost growth below population growth plus local cost-of-living inflation (also referred to as the Consumer Price index (CPI)).
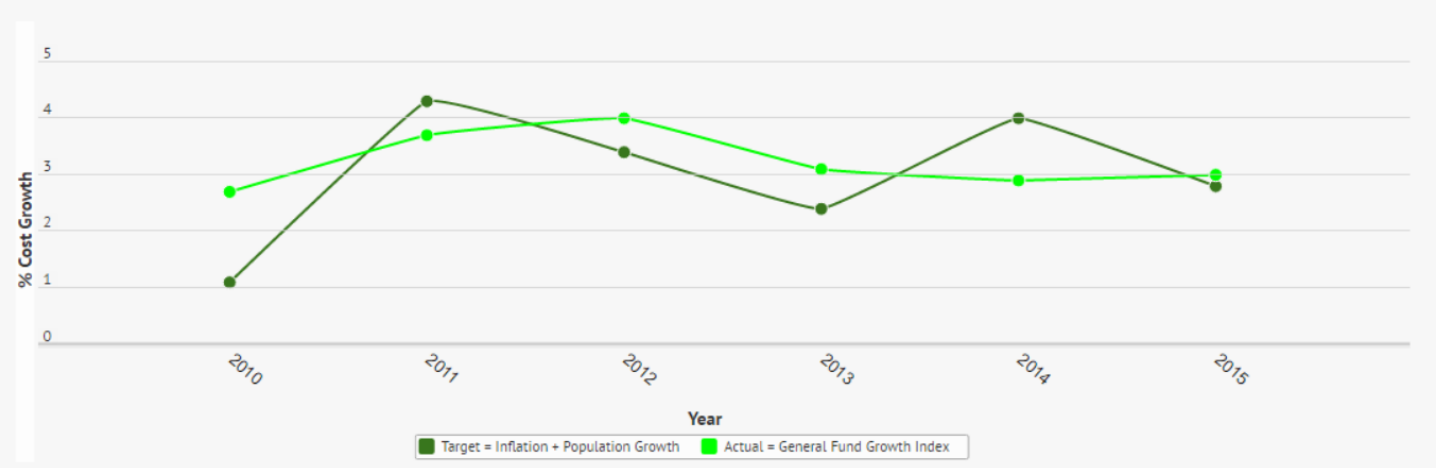
The index (above) shows that we have essentially achieved that goal in the 2015/2016 budget process and are forecast to continue to meet or exceed our goals in the near-term future.

Forecasting Cost Growth
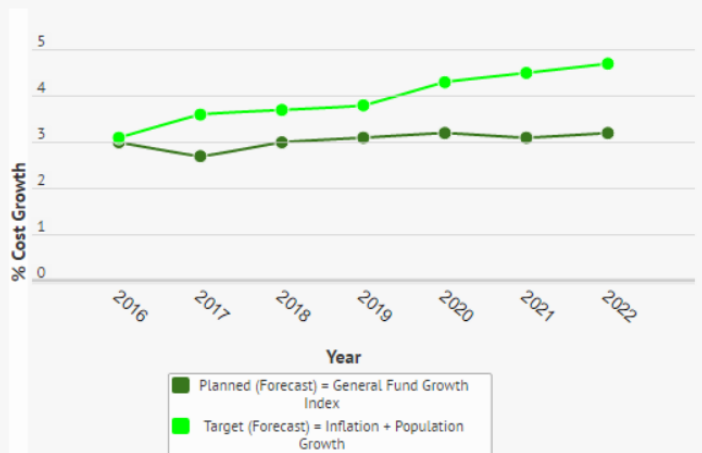
Why Is This Important?

Being responsible stewards of public funds promotes trust in government, allows the County to deliver core services with efficiency, ensures stable and adequate funding, and promotes sound fiscal policies and practices.

The impact of government activity is reflected in a range of measures, including the amount it spends each year. Acquiring the revenue to fund public services requires the support and trust of multiple stakeholders, including other government partners and stakeholders, customers, interest groups, and ultimately tax paying residents.

How Are We Doing?

We are continually looking to improve our performance and progress by exercising sound financial management. Our primary objectives and measures for assessing financial stewardship are:

- Keeping growth in costs below the rate of inflation and population growth;
- Maintaining the highest bond ratings to ensure the lowest costs for borrowing;
- Improving public sentiment on overall value received for tax dollar.

Bond Rating

Bond ratings play an important role in determining the interest rates for King County's debt. These ratings are similar to an individual's credit score; they serve as an external and independent evaluation of the County's finances.

Ratings provide outside investors with an understanding of the County's ability to pay off long-term debt obligations. High bond ratings allow the County to borrow funds at a lower interest rate.

The County seeks to maintain its current Limited Tax General Obligation (LTGO) ratings of:

- AAA from Standard & Poor's
- AA+ from Fitch
- Aa1 from Moody's

These are the highest possible bond ratings, and we have maintained these for multiple years in part due to proactive and strong management, low debt levels, low liabilities, and a thriving local economy.

2015 Bond Rating

Standard & Poor's — AAA ✓
Moody's — Aa1 ✓
Fitch — AA+ ✓

✓ Highest rating possible
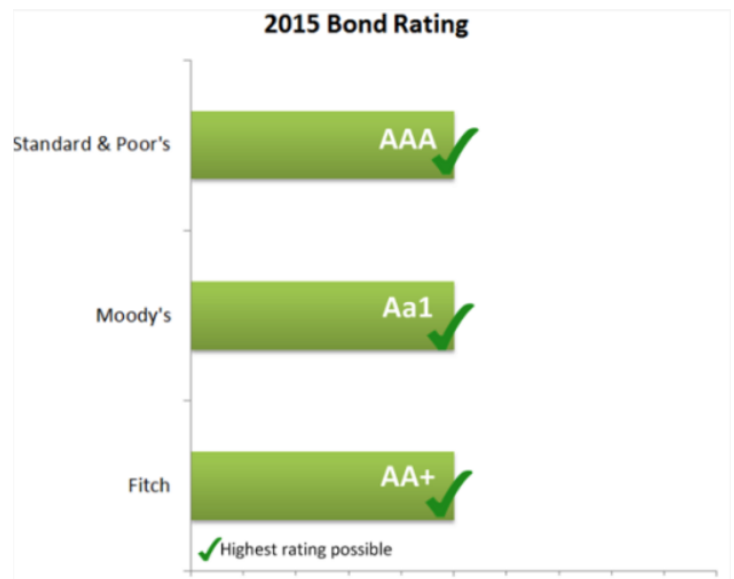
Customer Feedback

King County asks customers and residents their opinions about how we are doing. The charts to the right and below outline the results of King County's 2012 resident survey, where we asked respondents "how satisfied are you with the value you receive from tax dollars spent?"

Overall, 39% of respondents indicated they were satisfied or very satisfied with value for money. Satisfaction with the overall value received for County taxes and fees rated eight percent above the national average. The charts below show the results by ethnicity, location, and income level.

The County hopes to improve on this result and will continue to put in place processes to monitor and act on feedback. Planning for the next survey will start in 2016.

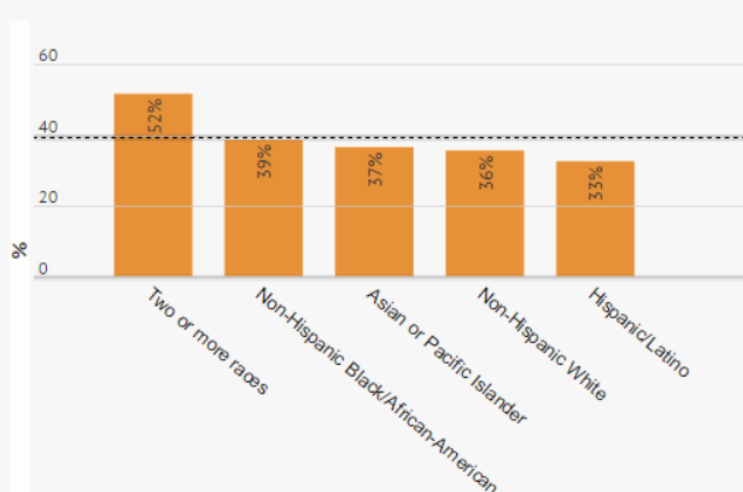## Satisfaction with value received from tax dollars (2012 King County Resident Survey)

By Income:
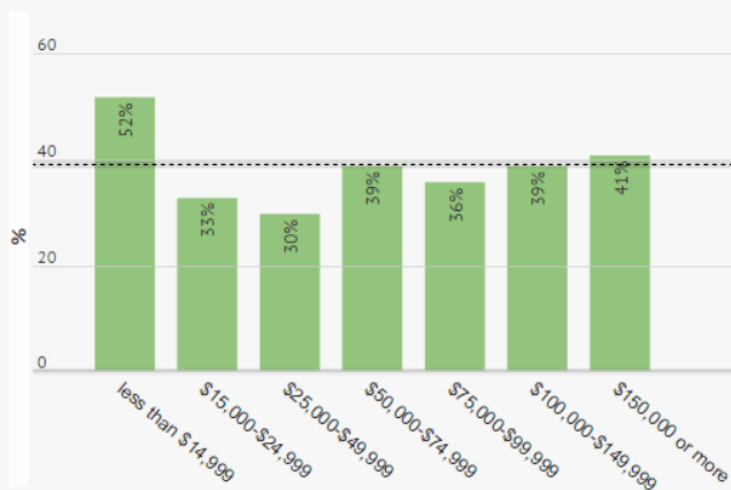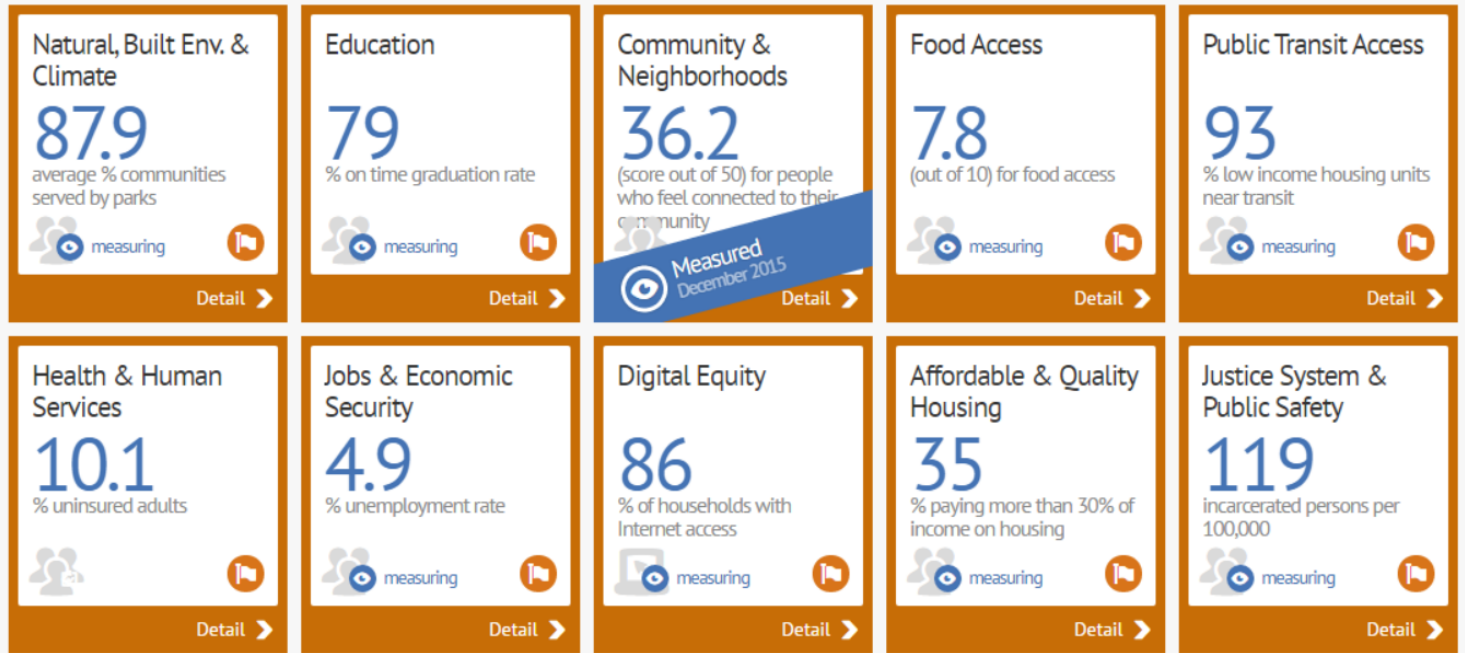

By Location:
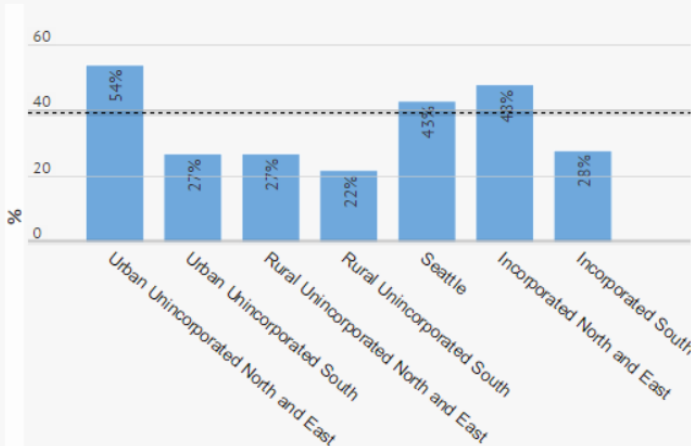
By Ethnicity:
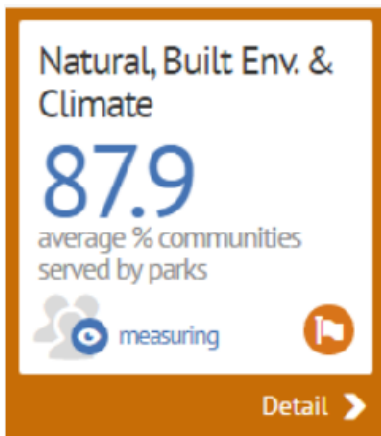

What Are We Doing?

King County continues to balance its budget on a biennial basis. In addition, we strive to find efficiencies throughout the organization to lower the overall growth rate of County expenses. The County has implemented Comprehensive Financial Management Policies which have helped develop common practices across the County. The County has also implemented a range of management initiatives (including Lean management, line of business (LOB) planning, Best-run Government: Employees, total compensation negotiations, and Familiar Faces) to improve our efficiency and effectiveness.

The County also continuously monitors financial market conditions to identify opportunities to reduce its costs. The County has lowered its future debt service payments by over $400 million by refunding (refinancing) its outstanding bonds. Over the past five years, and since the beginning of 2011, the County has refunded approximately $2.5 billion of its outstanding bonds, resulting in significant future savings.

EQUITY AND SOCIAL JUSTICE

Natural, Built Env. & Climate	Education	Community & Neighborhoods	Food Access	Public Transit Access
87.9	**79**	**36.2**	**7.8**	**93**
average % communities served by parks	% on time graduation rate	(score out of 50) for people who feel connected to their community	(out of 10) for food access	% low income housing units near transit
measuring	measuring	Measured December 2015	measuring	measuring
Detail >	Detail >	Detail >	Detail >	Detail >

Health & Human Services	Jobs & Economic Security	Digital Equity	Affordable & Quality Housing	Justice System & Public Safety
10.1	**4.9**	**86**	**35**	**119**
% uninsured adults	% unemployment rate	% of households with Internet access	% paying more than 30% of income on housing	incarcerated persons per 100,000
	measuring	measuring	measuring	measuring
Detail >	Detail >	Detail >	Detail >	Detail >

EQUITY AND SOCIAL JUSTICE

Affluent neighborhoods have almost twice the amount of robust park access than areas with more people of color, multi-lingual, and lower-income households

A common method for analyzing park accessibility is to look at residents' proximity to parks. Comparing park accessibility changes between 2000 and 2010 indicates some concerning trends in access to parks.

Why is This Important?

Park accessibility: Parks, trails and green spaces promote recreation and improve neighborhood quality. Parks contribute to neighborhood greenness, which is associated with physical activity and positive mental health. Park accessibility is important to measure because it shows the distance people have to travel to access public facilities. The goal of examining park accessibility with an equity lens is to understand variations in recreational opportunities across King County.

How Are We Doing?

One common method for analyzing park accessibility is to look at residents' proximity to parks. This measure differs from simply looking at the distribution of parks because it calls attention to the distance people must travel to access the park. Measuring 'as the crow flies' proximity does not indicate park quality, size, safety or amenities such as picnic tables, play areas, or community centers.

Two different ways of analyzing proximity are:

- Buffering from all parks and accounting for the type of residents that live proximal to any park, or
- Accounting for residents' proximity to multiple park types at the same time, which provides a more robust analysis of who is well-served by park facilities.

The second measure for park proximity uses an 'opportunity stacking' method developed by University of Washington Masters in GIS students who sought to understand park access at a finer scale. To achieve this research goal, a 'park access score' was developed based on guidelines from the National Recreation and Parks Association on park quantity and accessibility.

2000 Park Access Score by Census Block Group for King County, Washington

2010 Park Access Score by Census Block Group for King County, Washington
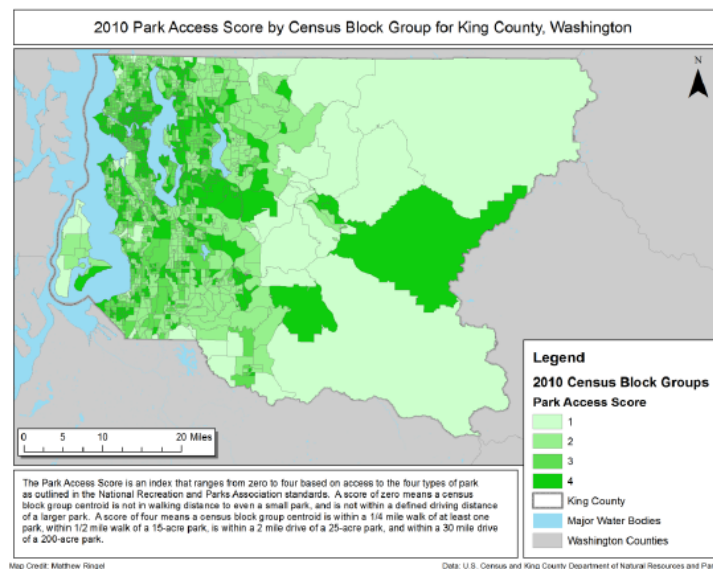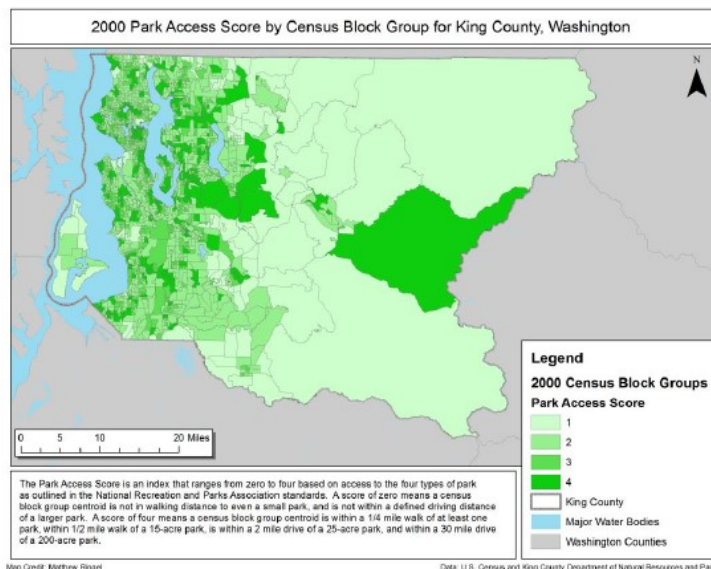
The map shading represents this consolidated perspective on demographics; darker shaded areas having multi-lingual, lower income residents of color. The white circles (buffers) on the maps represent areas proximal to any park.

In the time between 2000-2010, there have been both significant shifts in community demographics and some changes in park availability.

Park access scores are on a 1-4 scale, where a score of 1 indicates proximity to only one park type, through to 4, where 4 park types are within the prescribed distances. The maps above show 'stacked' park access scores fro 2000 and 2010.

An equity perspective is introduced by pairing the consolidated demographic layer with the park access score. Below, a chart shows who (demographically) lives in areas with 'stacked park access' score of 1, 2, 3 or 4. The greatest inequity is in areas that have a 'stacked' park access score of 4, as diverse communities experience these park access levels at rates that are only half of more affluent white communities. The park score analysis highlights an increasing inequity in the types of parks available to residents who are low-income, persons of color or have limited English proficiency.
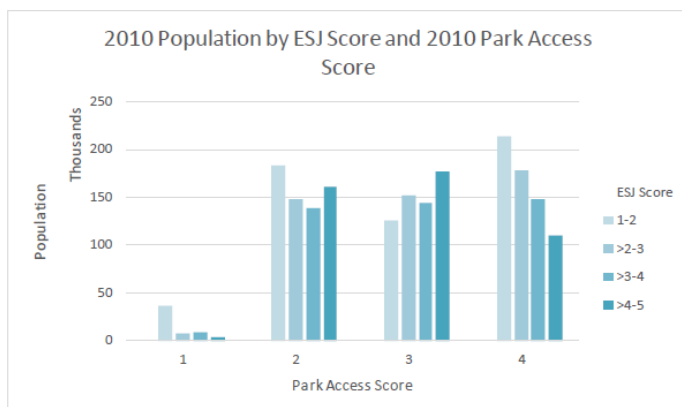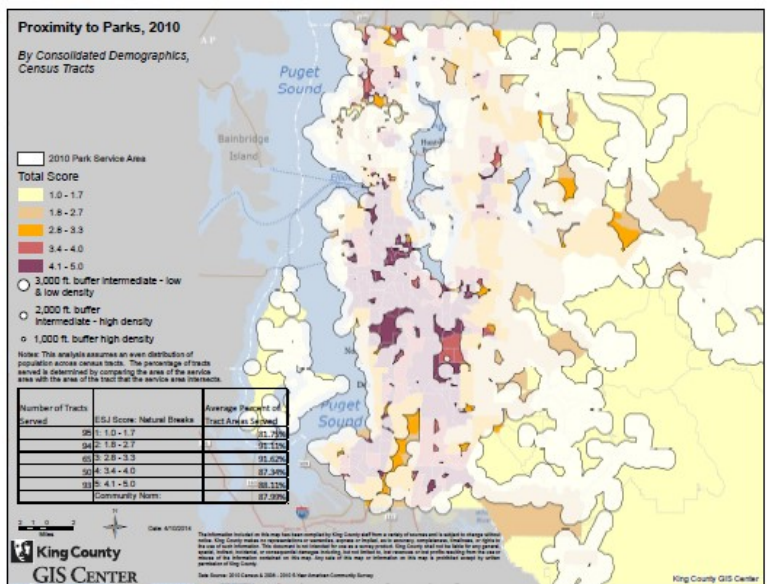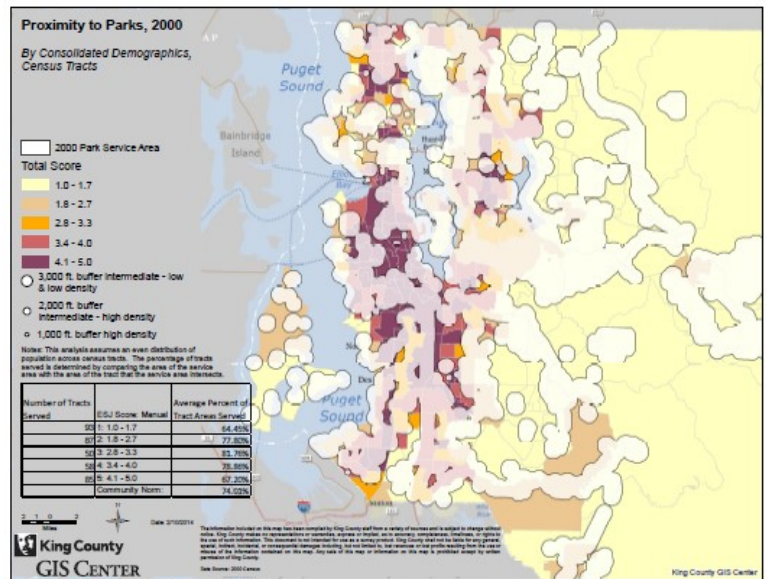

What are We Doing?

King County Parks' mission is "to steward, enhance and acquire parks to inspire healthy communities..." through partnerships, entrepreneurial initiatives, and sound stewardship of parks, trails and public open space. The Parks Division seeks to cultivate strong partnerships with non-profit, corporate and community partners to enhance park amenities for King County residents. Some partnership and volunteer programs include:

- Parks Foundation
- Partnership for Parks
- Volunteer programs

For more information, see the Parks Division, and Determinants of Equity Report.

Education

79
% on time graduation rate

measuring

Detail ›
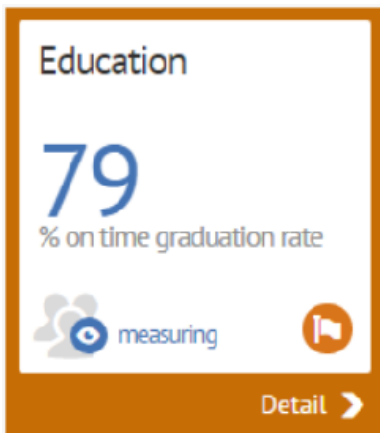
EQUITY AND SOCIAL JUSTICE

Major differences exist in the on time graduate rates by race/ethnicity.

Fewer than 66% of American Indian/Alaska Native, Hispanic, Native Hawaiian/Pacific Islander, and Black students graduated on-time, compared to 85% for whites and 86% for Asians.

On Time Graduation by Race/Ethnicity, King County

A new method of calculating on-time graduation tracks the same cohort of students through high school. Those who graduate with their class four years later are counted as graduating "on time."

Why Is This Important?

On time graduation: Equal access to education has troubled our nation for centuries. Education is a platform for future career success. However, many students, including low-income and students of color, face barriers to obtaining educational success. Low educational attainment correlates in many cases with decreased job opportunities, unemployment and higher rates of poverty. Education access is necessary to sustain employment and improve economic opportunities that allow people to reach their full potential.

Most living-wage jobs require a minimum of a high school diploma or equivalent. High school completion prepares students to go on to college, into the job market or to apprenticeship training programs. On average, high school graduates earn more than peers who did not complete high school or obtain an equivalent.
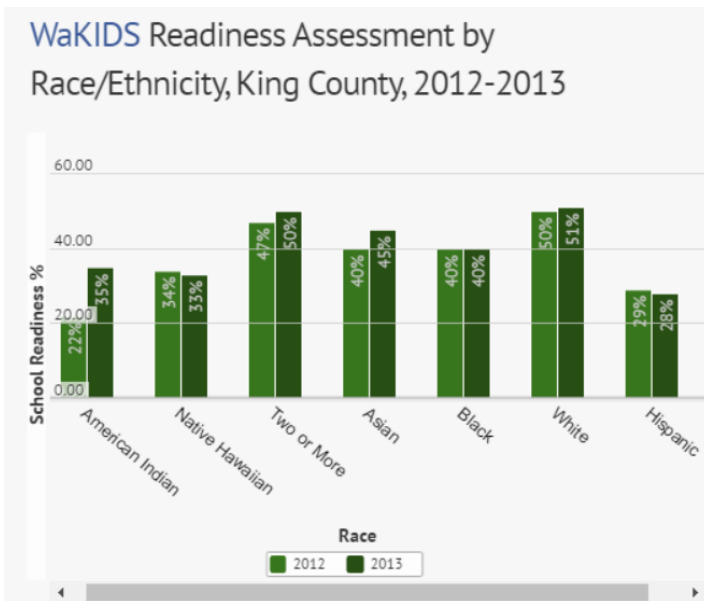
Kindergarten readiness: Early childhood development is an essential part of healthy cognitive, linguistic and social development. During the first three years of life a child's brain experiences dramatic development and growth. Children who have access to quality early development are more likely to achieve later success as adults.

Kindergarten readiness measures the percentage of students who demonstrate the skills of a kindergartener in the domains of social emotional, physical, language, cognitive, literacy and math at the beginning of kindergarten. Early assessment is a tool that can cue early intervention for children who do not yet have skills typical of their age group to receive tailored instruction.
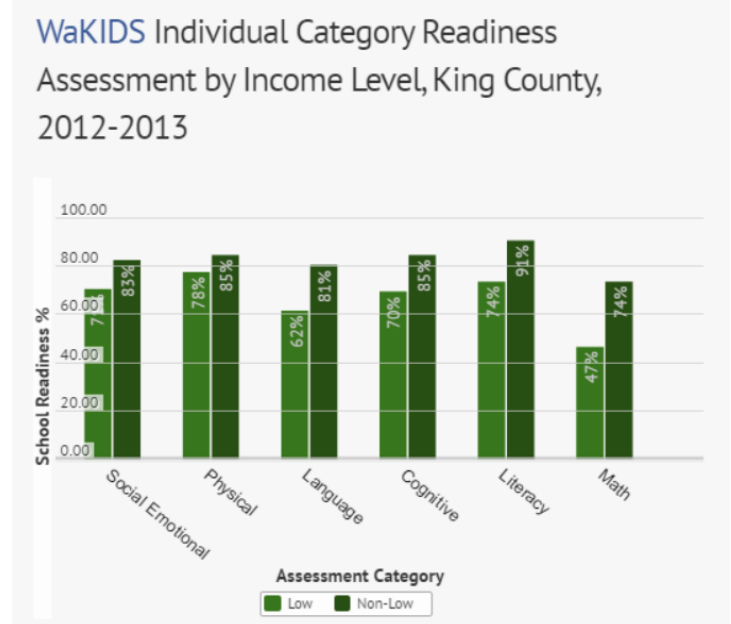
How Are We Doing?

While the average King County graduation rate is almost 80% , major differences exist between race/ethnicity. During the 2013-2014 school year, 58% of American Indian/ Alaska Native students graduated on time. Further, Limited English Proficiency (LEP) students have a graduation rate of 53.2% and less than 65% of low-income students finish high school on time. In addition, school districts with lower on-time graduation are often the schools that teach a higher concentration of students of color, low-income and those with LEP.

Focusing efforts on increasing school readiness helps ensure that all children arrive at school prepared to learn and are not spending precious hours of learning time attempting to catch up to their peers. Looking at school readiness in 6 different assessment categories by student income status (income is determined by student eligibility for Free or Reduced Lunch). The graph below highlights inequities in each of these assessment categories. However, the most significant category for intervention exists in math readiness in 2013.

WaKIDS Readiness Assessment by Race/Ethnicity, King County, 2012-2013

WaKIDS Individual Category Readiness Assessment by Income Level, King County, 2012-2013

Above, we depict the number of students who are assessed to be ready in all six categories as a percentage of all students who completed the assessment. Low income students were less than half as ready compared to their non-low income counterparts. Additionally, these data are reported by race/ethnicity, which shows that in general, roughly 50% of children are not ready for kindergarten and that American Indian, Native Hawaiian and Hispanic students lag the furthest behind.

(For more information, please visit our Determinants of Equity Report and the Washington State Superintendent's Graduation and Dropout Statistics Annual Report)

What Are We Doing?

King County generally partners with school districts to support education programs. Some agencies drive various education programs in this regard. Public Health - Seattle and King County join forces with Seattle Public Schools in the CPPW-funded grant, which offers training and purchasing equipment to develop and implement Safe Routes to School (SRtS) programs in 4 middle and 5 high schools; and, enhance a "Harvest of the Month" program to highlight Washington-grown produce, grains and dairy in meals prepared by Seattle Public Schools' Nutrition Services. The County produces the Programs for Educators Guide along with Teach, a guide to educational resources offered by King County agencies lists classroom presentations, curricula, field trips, project assistance, mini-grants and other resources on a range of topics, including natural resource stewardship, arts and culture, and emergency preparedness.

EQUITY AND SOCIAL JUSTICE

Neighborhood social cohesion lower among foreign-born King County adults than among those who were born in the U.S.

In 2011, the average social cohesion score for adults in King County was 36.2. This was a 2% reduction in the level of social cohesion between 2007 -2011.

Why Is This Important?

Neighborhood social cohesion is generally understood as mutual trust among neighbors combined with a willingness to intervene on behalf of the common good. Neighborhoods with high levels of social cohesion tend to have lower rates of violence and greater connectivity.

King County looks at various factors like social support, resident satisfaction with quality of life and neighborhood social cohesion to obtain insight into residents' daily lives in order to develop area specific plans for improvement.

Voter turnout is just as important in tracking public engagement and mutual trust, as participation in elections is the cornerstone to a strong democracy. In a country where access to voting has a long and tumultuous history of exclusion, it is important to monitor access to voting in King County. Understanding differences in voter turnout can inform strategies to engage registered voters and inform the general public about participation. This measure may also indicate differences in turnout between election cycles and provide insight into how turnout relates to issues on the ballot. Further, this measure may also help the County inform strategies for understanding barriers to voting.

How Are We Doing?

Neighborhood social cohesion by region, King County:
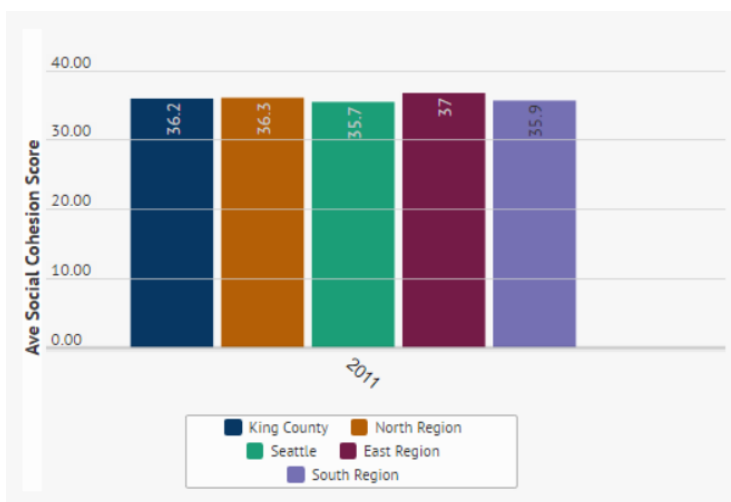
- Country of birth, primary language, age, race, gender, and health matter: Adults who were born outside the U.S. and those for whom English was not their first language had lower neighborhood social cohesion scores than those who were U.S. born and primarily spoke English when they were growing up.
- Place matters: East Region adults reported higher levels of neighborhood social cohesion than adults in Seattle, South Region, and King County overall.
- Income, education, and employment matter: Higher income was associated with higher levels of social cohesion: those with annual income at or above $65,000 reported higher levels of social cohesion in their neighborhoods than those with household incomes of $50,000 or less.

In 2011, King County adults were asked 5 questions about trust in their neighborhood and 5 questions about the likelihood that their neighbors could be counted on to intervene in problem situations. The mean social cohesion score for adults in King County was 36.2, with a possible range from 10 (low) to 50 (high).

During the 2012 presidential election, voter turnout in King County peaked at 85% and has since declined to 53% in 2014. While this is a significant decrease, a number of factors can contribute to turnout at the polls, including electoral competitiveness, election type, voting laws and demographics.

To see the percentage of voter turnout by area or precinct for the general elections 2010-2014, please visit our Interactive Voter Turnout Map. This shows turnout by year for all voting precincts. The lighter colors represent lower percentage turnout, the darker colors represent higher percentage turnout.

Neighborhood social cohesion by race, ethnicity, country of birth, first language, King County (2011)

	Average social cohesion score
White	36.7
Black	32.8
Asian	33.7
*Other races	36.6
Multiple	34.7
Hispanic	36.3
Non-Hispanic	36.2
Foreign born	34.1
U.S. born	36.6
1st Language ≠ English	33.0
1st Language = English	36.5

⊢——⊣ : Confidence interval shows range that includes true value 95% of the time. See Notes & Sources for additional details.
* Numbers of American Indian/Alaska Native and Pacific Islander respondents were too small to permit calculation of reliable scores so these respondents were combined as "other races."

Data source: Communities Count Survey 2011   COMMUNITIES COUNT, 07/2013

What Are We Doing?

Communities are strengthened when many people are engaged in activities that benefit more than themselves as individuals. Working together for the common good of neighborhoods, faith communities, schools or a political cause fosters civic responsibility and a sense of reciprocity.

The County works in partnership with communities and other funders to strengthen individuals and families, and improve the viability and livability of communities. This is achieved by developing, supporting, and providing prevention, intervention and community-based human services; decent, affordable housing; and other capital investments.
For more information, visit Department of Community and Human Services and Communities Count.

Food Access

7.8
(out of 10) for food access

measuring

Detail ▶
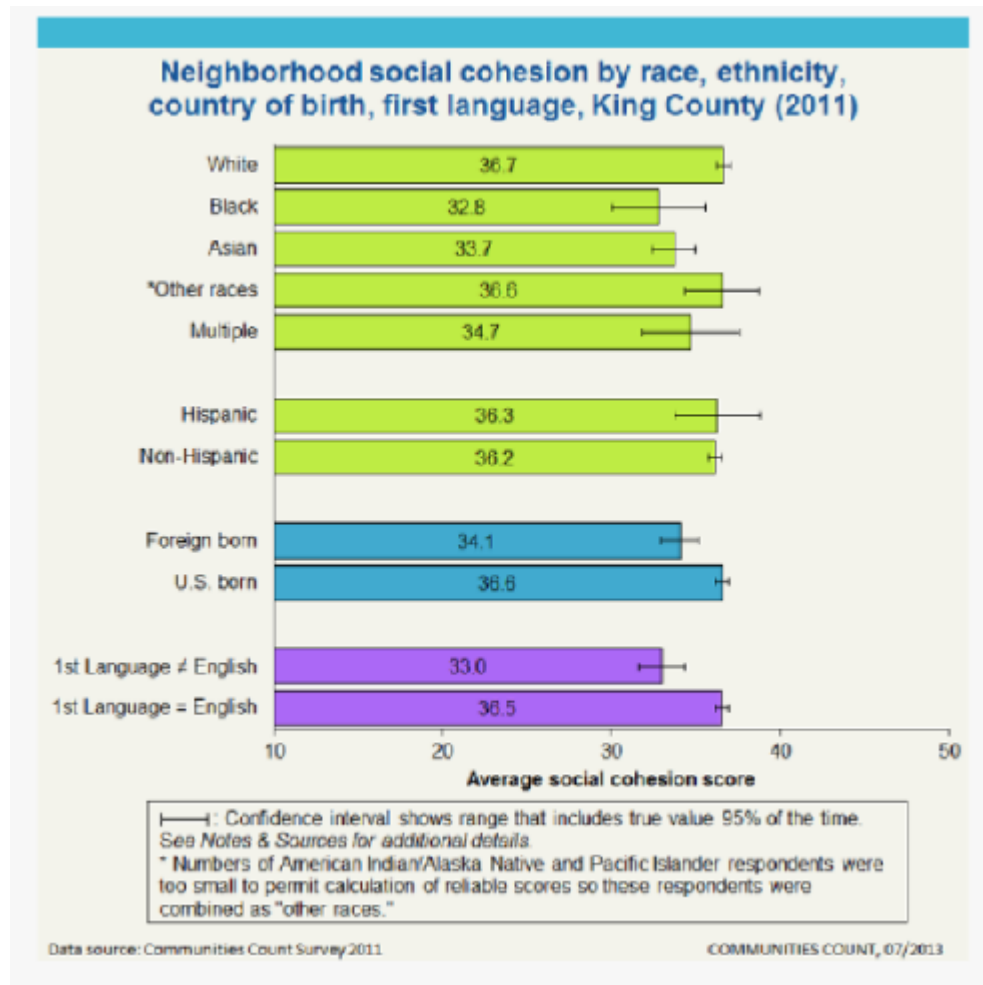
EQUITY AND SOCIAL JUSTICE

King County rates high on food accessibility, but the South region tends to have fewer healthy foods.

Food Environment Index is acceptable at 8.0 in 2014, but on average there are twice as many fast food and convenience stores available than grocery stores and produce vendors.

Why Is This Important?

FEI: The Food Environment Index ranges from 0 (worst) to 10 (best) and equally weights two indicators of the food environment:

- Limited access to healthy foods estimates the percentage of the population who are low income and do not live close to a grocery store.
- Food insecurity estimates the percentage of the population who did not have access to a reliable source of food during the past year.

King County rates an 8.0 FEI, which means food is generally accessible in the region (County Health Rankings and Roadmaps). The map below shows how King County compares to other regions in the state.
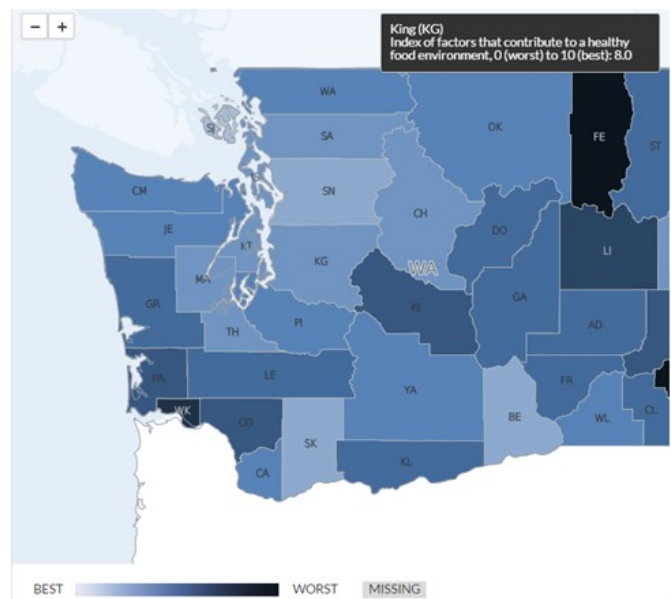
RFEI: The Retail Food Environment Index (RFEI) is a snapshot of the concentration of healthy and unhealthy foods in King County. This is associated with overall health outcomes. The type of food available for purchase in a community influences what people consume. This is important because food consumption influences health outcomes. For example, people living near groceries stores are more likely to meet fruit and vegetable requirements incurring a healthy diet and reducing risk of chronic diseases such as diabetes and obesity. Conversely, those living in areas with a higher concentration of fast food restaurants and convenience stores are at an elevated risk to make food choices that include a higher calorie diet and fewer fruits and vegetables, which heightens the risk of chronic disease.

Food security: The ability to afford food is one of the most significant barriers to healthy eating. Food security high

Lights an individual's ability to access food on a regular basis, a struggle most pronounced in low income communities.

Food Hardship/Insecurity by Region, King County

In King County, food hardship/insecurity is most often experienced by households with at least one child. Additionally, people living in the South Region of King County, who annually earn $35,000 or less and who identify as Hispanic, report experiencing significantly higher levels of food hardship.

King (KG)
Index of factors that contribute to a healthy food environment, 0 (worst) to 10 (best): 8.0

BEST ▬▬▬▬▬ WORST   MISSING

Food Hardship/Insecurity by Region, King County

Adults who ran out of food with and without children in 2010, and overall average for 2010-2013.

What Are We Doing?

All people in King County, regardless of income, ethnic background or zip code should have the opportunity to live long and healthy lives. To achieve this goal, King County works in close partnership with community institutions to create environments and places that foster health. For example, Public Health - Seattle and King County engages in initiatives to support and address s chools, childcare, sugary drinks, food systems and active living.

The Executive's Local Food Initiative, launched in 2014, aims to build a stronger farm-to-plate pipeline by setting targets and taking bold steps to:

- Better connect local farms to consumers

Local Food Initiative 2025 Goals

- Increase access to healthy, affordable foods in under-served areas
- Support farmers and protect farmland
- Create a sustainable farm-to-plate pipeline more resilient to the effects of climate change

(For more information, visit our Local Food Initiative Report, Healthy Communities)

How Are We Doing?

A "healthy food" is a plant or animal product that provides essential nutrients and energy to sustain growth, health, and life while satiating hunger. Only 12% of all King County adults and 26% of King County middle- and high school-age youth consume recommended levels of fruits and vegetables, and there are significant disparities (Behavioral Risk Factor Surveillance System, 2011 and 2013, Healthy Youth Survey).

In King County, consumption of fruits and vegetables is linked to race and income. There are communities with less healthy food access, less healthy eating, and coincident diseases. Eating fruits and vegetables lowers the risk of developing many chronic diseases, provides important nutrients for the human body, and can help with weight management. Creating greater access to quality and affordable fruits and vegetables is an important step to increasing consumption.

In 2012, the RFEI analysis showed that, on average, there are 2.5 times more fast food restaurants and convenience stores per health reporting area compared to grocery stores. The dark orange coloring highlights areas in South King County that are above average in the concentration of unhealthy food, having roughly 5-7 times more fast food restaurants and convenience stores nearby than grocery stores.

Public Transit Access

93
% low income housing units near transit

measuring

Detail ❯
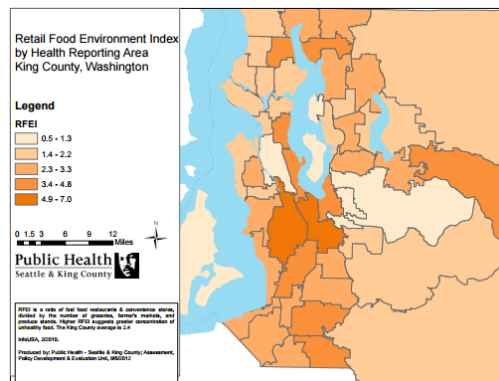
EQUITY AND SOCIAL JUSTICE

Minority and low-income residents live in close proximity to Metro Transit.

As of March 2014, 93% of low-income housing units are located within a quarter-mile walk to a transit stop or two-mile drive to a park-and-ride.

Why Is This Important?

Transportation choices connect people and provide opportunities. The ability to safely and efficiently navigate King County is critical for creating an environment for people to thrive. The distance people travel to access transit measures convenience and overall accessibility.

How Are We Doing?

The 2014 King County Metro Transit Strategic Plan progress reports:

**Total population living within a quarter-mile walk to a transit stop or a two-mile drive to a park-and-ride**

65% of King County housing units were within a quarter-mile walk to a bus stop. An additional 22% were not within a quarter-mile, but were within two miles to a park-and-ride. This total of 87% has been the same since 2011.

Percentage of households in low-income Census tracts within a quarter-mile walk to a transit stop or two-mile drive to a park-and-ride

Minority and low-income residents have better than average proximity to Metro Transit. The 2010 Census found that 10% of King County residents are below the poverty level. To measure their access too transit, we define a Census tract as low-income if more than 10% of its population is below the poverty level. 75% of housing units in these tracts are within a quarter-mile walk to a bus stop. An additional 18% were not within a quarter-mile, but were within two miles to a park-and-ride. This total is less than the 95% for the past two years, as some low-density tracts are newly classified as low-income, but accessibility is higher than for the County population as a whole.

Percentage of households in minority Census tracts within a quarter-mile to a transit stop or a two-mile drive to a park-and ride

We define a Census tract as minority if more than 35% of its population (the minority proportion for King County as a whole) belongs to a minority group. In these tracts, 67% of housing units are within a quarter-mile walk to a bus stop. An additional 25% are not within a quarter-mile, but are within two miles to a park-and-ride. This total of 92% is the same as in 2013 and is higher than for the County population as a whole.
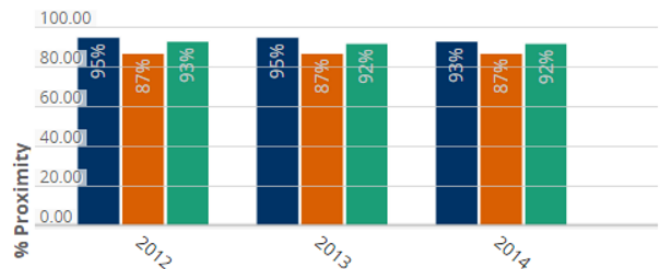
LIHU = Low Income Housing Units,
MINHU = Minority Housing Units,
HU = Total Housing Units

LIHU   HU   MIHU

What Are We Doing?

This measure is currently used by Metro Transit to monitor the goal of providing equitable opportunities for all people to access public transportation. We provide a range of public transportation products and services such as the Dial-A-Ride-Transit (DART) ridesharing service, the Community Access Transportation (CAT) program, ORCA Lift, and the federal Jobs Access and Reverse Commute programs, which are appropriate to different markets and mobility needs, and work to integrate our services with others.

The Regional Reduced Fare Permit (RRFP) entitles senior riders (age 65 or older), riders with disabilities, and Medicare-card holders to pay a reduced fare of $0.75 ($1.00 as of March 2015). RRFP trips make up 12% of all Metro ORCA trips. Many additional RRFP trips are paid with cash, but these cannot be precisely measured.
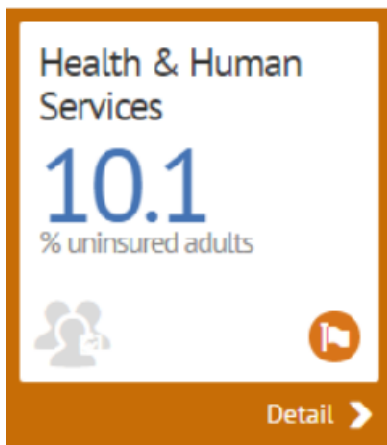
Five school districts (Seattle, Bellevue, Highline, Lake Washington, and Mercer Island) offer student transit passes through the ORCA Business Passport program. In the

2014-2015 school year, we sold nearly 19,000 passes and expect over 3 million boardings to be made with those passes, which is about the same as the 2012-2013 school year. In addition, many other schools and school districts buy Puget Passes for their students (King County Metro Transit2014 Strategic Plan Progress Report).

For more information, see King County Metro Transit and Transit's Accountability Center.

8) **Reduced fare ORCA trips** (in millions)

Legend: Disabled, Senior, Youth

2010: 9.2
2011: 12.2
2012: 12.4
2013: 13.3
2014: 13.2

Health & Human Services

10.1
% uninsured adults

Detail ➤
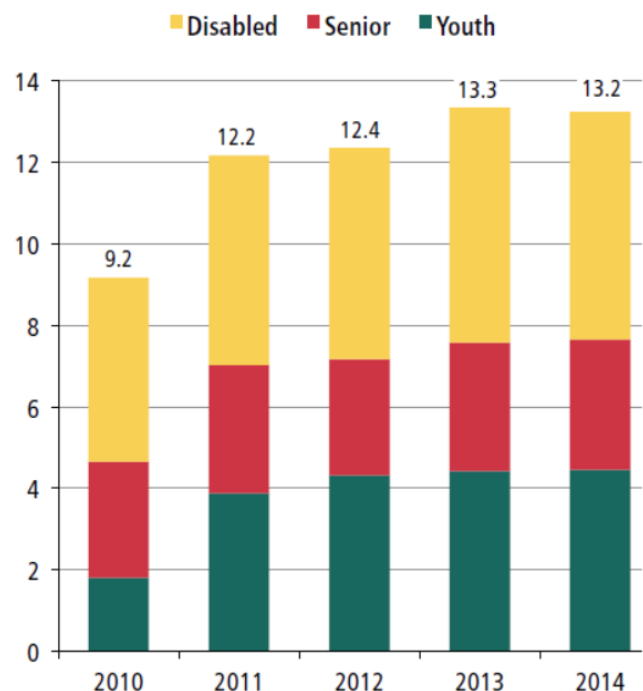
EQUITY AND SOCIAL JUSTICE

The percent of adults without health insurance has dropped from 16.4% to 10.1%. However, approximately 139,000 working age adults remain uninsured in our community.

Percentage of adults 18-64 years of age with no health insurance.

Why Is This Important?

Tracking people's health in King County is critical for promoting optimal well-being. Drawing awareness to health outcomes by race, place and income allows the County to uncover disparities and develop more specific interventions to improve health outcomes.

Access to quality health care is an essential tool for achieving health equity. Better access can lead to improved quality of life and longer life expecancy. Access includes all of the following: having health insurance and a regular health care provider with timely visits; prevention of disease; and detection and treatment of disease.

Uninsured Adults: Lack of insurance is a barrier to receiving timely and appropriate medical care, including preventive care (such as getting necessary health screenings). Lack of insurance can create significant financial burdens for those who need and receive treatments. People without health insurance are more likely to die early. Understanding the number of uninsured provides information about potential health and financial challenges facing King County residents.

Life Expectancy: This measure captures the overall health status of a population. Through examining life expectancy at birth, King County can understand the health status of residents and develop specific interventions to improve health outcomes.

One long-term outcome measure expected to be improved through increased access to insurance and healthcare is life expectancy at birth. This measures how

long a baby is expected to live. In King County, we see disparities in life expectancy across race, place and income.

Life Expectancy by Region, King County (2008-2012)

Region	Life Expectancy in Years
King County	81.6
East	84
North	81.5
Seattle	81.7
South	80.1
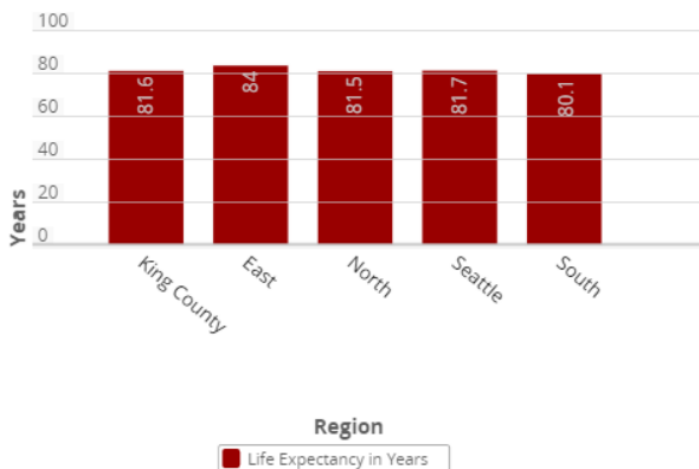
How Are We Doing?

In 2013, Public Health - Seattle & King County identified and targeted locations with large populations eligible for enrollment under the Affordable Care Act. Enrollment efforts resulted in a 38% decrease in the number of uninsured working age adults in 2014, with 84,000 working-age adults newly insured. Additional work remains, as more than 139,000 are still uninsured.
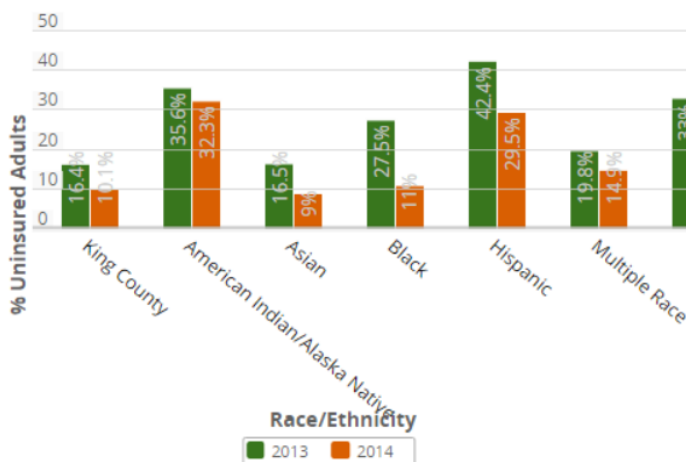
In 2013, Hispanic/Latinos were nearly four times as likely to be uninsured as whites. Black/African American adults were more than twice as likely to be uninsured as whites. Some of the racial/ethnic disparities decreased in 2014. Some highlights of the progress in addressing disparities include:

- large declines of uninsured adults ages 18-64, for all race/ethnicities, including Hispanics
- an unprecedented 60% drop in the percentage uninsured among the Black/African American population
- double-digit declines in uninsurance seen for all income levels.
- 49% drop in uninsurance among the unemployed.

(For more information, see The Impact of the Affordable Care Act on Uninsured Adults in King County Fact Sheet).
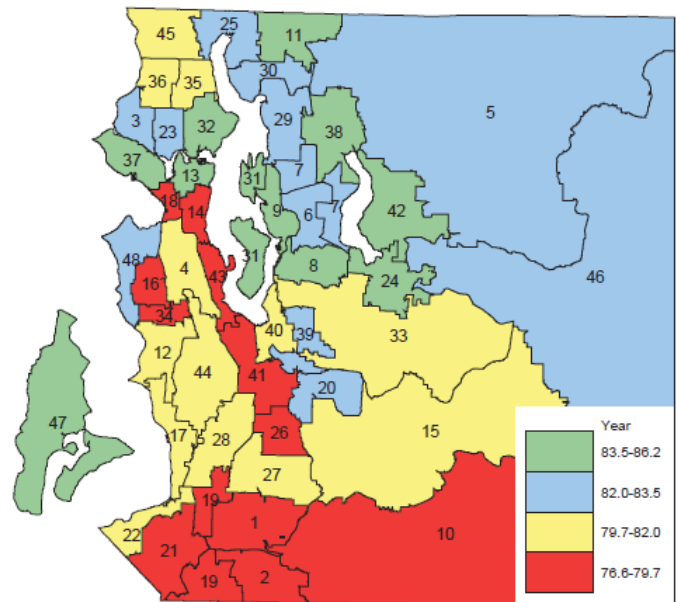
South King County residents have lower life expectancy compared to other regions in the County. South King County also has a higher percentage of people of color and low income households.

Life Expectancy in King County

Year	
83.5-86.2	(green)
82.0-83.5	(blue)
79.7-82.0	(yellow)
76.6-79.7	(red)

What Are We Doing?

While the Affordable Care Act significantly expanded insurance coverage in King County in 2014, some people still remain uninsured.

Public Health - Seattle and King County helps residents to find free or low-cost health insurance and monitors the impacts of expanded insurance coverage. The Coverage is Here King County campaign raises awareness and provides information about the Washington Healthplanfinder Open Enrollment period from November 1, 2015 through January 31, 2016, and the year-round opportunities through Washington Apple Health. The effort includes a team of enrollment Navigators who assist people with every step of the enrollment process, and a broader network of community partner organizations who similarly assist people with enrollment.

Adults with no health insurance by race/ethnicity, King County

For more details, see the King County Health Profile - City and Health Reporting Area Comparisons Report). The Life Expectancy map below is an excerpt from the King County Health Profile (2014) report, based on death certificate data for the five years combined from 2008 though 2012.

Jobs & Economic Security

4.9
% unemployment rate

measuring

Detail ▶

EQUITY AND SOCIAL JUSTICE

Unemployment rate for Black/African American residents is 16%, nearly double that of White and Asian residents.

While King County's unemployment rate is lower than the national average, a closer look by race and place reveals nuances that unemployment is significantly worse than it appears.

Why Is This Important?

Living wage jobs can help families living in poverty improve their circumstances. Access to good jobs is linked to education and other training opportunities. We define the unemployment rate as a percent of the civilian population age 16 and over without a job who were available to work and actively looking for a job during a certain period (usually the last four weeks within the measurement date).
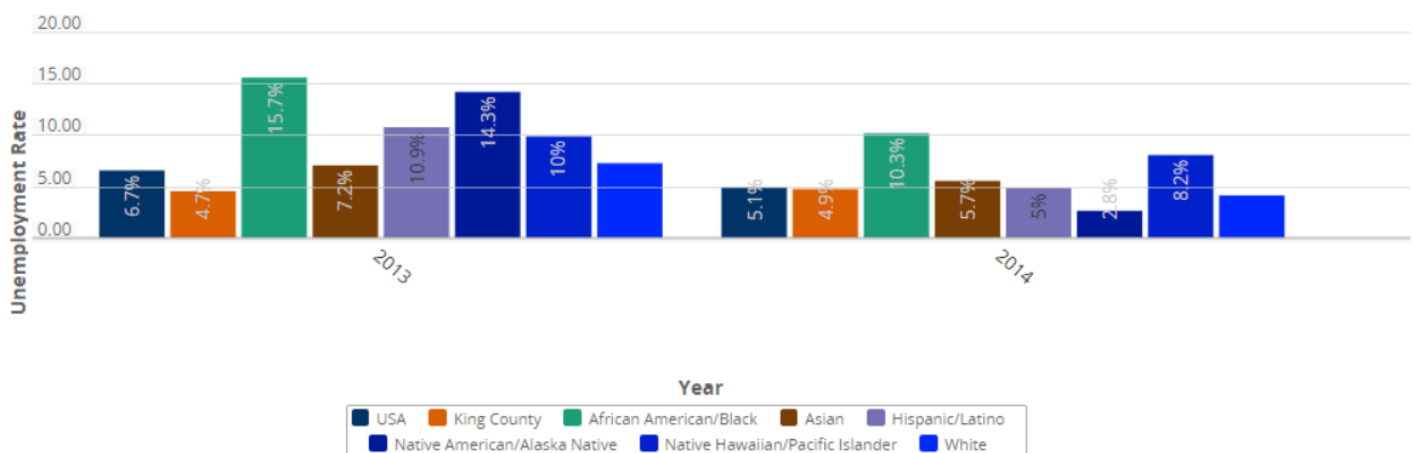
Unemployment: Unemployment creates significant strain on families and communities. While measuring unemploy

ment is a standard signal of economic prosperity, most analyses fail to include a differentiation by race/ethnicity. Understanding the significant variance in unemployment rates may inform strategies to improve security.

Median household income: Just as significant is the fact that there is a growing income and wage gap in the United States. Household income, home ownership, inheritance and other factors are dividers of the widening wealth gap. Household income, poverty and unemployment together help to create understanding of where the greatest economic need is in our communities.

King County Unemployment Rate by Race

Showing comparative unemployment rates for the United States, King County overall, and King County disaggregated by race for 2013 and 2014.

Legend: USA, King County, African American/Black, Asian, Hispanic/Latino, Native American/Alaska Native, Native Hawaiian/Pacific Islander, White

How Are We Doing?

While unemployment in King County is lower than the national average, closer examination by race and place reveals nuances that unemployment is significantly worse than it appears for certain groups. Between 2010-2012,

the unemployment rate of African Americans was nearly 16%. Comparatively, white and Asian residents had unemployment rates just above 7%.

The median household income varies significantly by race. For example, in 2010 there was a $37,200 wage gap between the highest earning households, who are Asian residents and the lowest earning households, who are Black/African American residents.

What Are We Doing?

King County supports business development efforts through partnerships as well as initiatives and King County contracts. Workforce development efforts are integrated into both human service programs provided through the Department of Community and Human Services, as well as King County's direct contracting in construction and other trade areas. In addition, King County maintains infrastructure to support economic growth and vitality.

King County Median Household Income

Digital Equity

86
% of households with
Internet access

measuring

Detail ▶
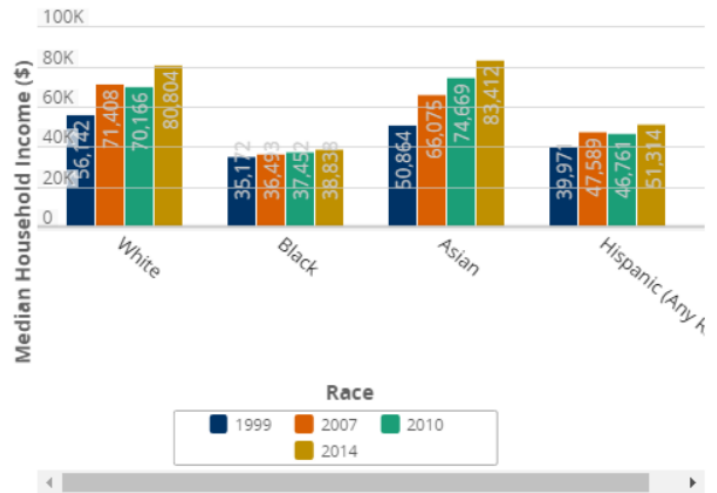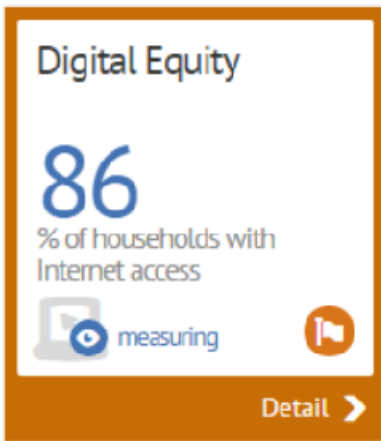
EQUITY AND SOCIAL JUSTICE

Internet access at home creates opportunity.

86% of households in King County have access to the Internet, but residents earning less than $50,000 a year are 5.5 times less likely to have Internet access at home.

Why Is This Important?

Internet Access at Home: Washington state has the highest in-home broadband adoption rate in the country at 81.9% according to the National Telecommunications and Information Administration. In King County, the number is even higher at 86% of households.

But even here, with a booming economy and one of the nation's lowest unemployment rates, 14% of households do not have home access to the Internet--a resource so essential it is being called the "electricity of the 21st century." The inability for people to utilize this resource limits their chances to search for and apply for jobs, find basic healthcare information, do homework or take college courses online, and access important government services like voter registration and public transit schedules, among other things.
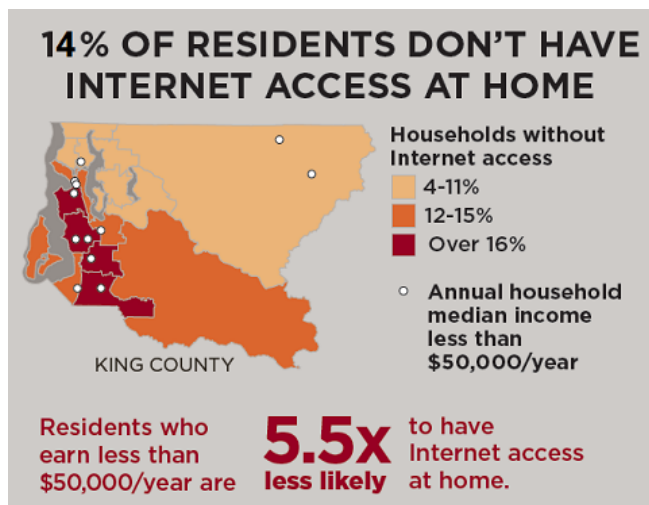
This inequity is often driven by poverty and the inability to purchase broadband services should they be commercially available. There are some communities where private carriers do not offer broadband services at all.

Broadband Internet Access by Household Income King County 2013
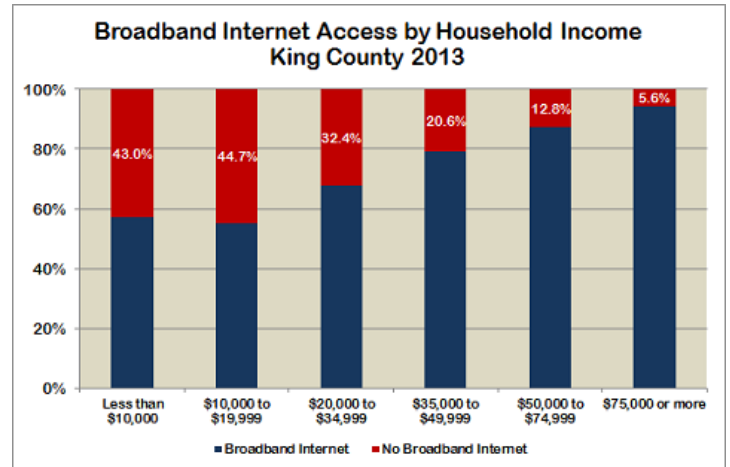
Link Between Income and Access: Many people take for granted the basic tasks that can be performed online. But not having Internet access at home means people must travel to libraries, community centers, or schools to:

- Find health information and access medical services
- Look for a job or get job training
- Find legal or consumer rights information
- Purchase products or services
- Find information on local schools
- Complete homework or take college courses online
- Attend online meetings or webinars

This inequity places additional burdens on those community members who are least able to bear it. King County residents earning less than $50,000 per year are 5.5 times less likely to have Internet access at home. In response to the digital equity issue, a number of jurisdictions nationally, including the City of Seattle, are adopting action plans aimed at ensuring disadvantaged residents and communities are not left behind.

14% OF RESIDENTS DON'T HAVE INTERNET ACCESS AT HOME

Households without Internet access
■ 4-11%
■ 12-15%
■ Over 16%

○ Annual household median income less than $50,000/year

KING COUNTY

Residents who earn less than $50,000/year are **5.5x less likely** to have Internet access at home.

WHAT PEOPLE CAN DO WITH INTERNET ACCESS AT HOME

Find health, medical or government services info

Look for a job or job training

Find legal or consumer rights info

Purchase products or services

Find info on local schools

Do homework online

The Digital Divide: The Internet has created a competitive and sustainable broadband industry that drives social and economic development, and has propelled innovation in education, healthcare, government, and other civic areas. Unfortunately, not all communities are able to reap the full benefits of this technology--a demographic gap that is commonly referred to as the "digital divide." Studies have shown those who do not have access to the Internet at home, due to broadband issues or affordability, are more likely to be minorities, low income, disabled, elderly, or living in rural areas.

As public and private organizations move more of their resources and services online, failure to address the lower levels of adoption among these populations may cause them to fall behind economically, socially, and politically.

EQUITY AND SOCIAL JUSTICE

Affordable & Quality Housing

35
% paying more than 30% of income on housing

measuring

Detail ➤

Overall housing cost burden on the decline, yet 1 in 3 persons still spend a third of household income on housing.

In 2014, on average 35% of home owners and renters reported being cost-burdened, which means they spend 30% or more of household income on mortgages or rent.

Why Is This Important?

Rent and Mortgage Payments: Households that pay a high percentage of their income for housing have less money for essentials such as food, transportation, and health care costs. Unaffordable housing can put individuals and families at risk for homelessness. Decreasing the number of households that are cost-burdened can increase the personal capital necessary to thrive in King County.

Home Ownership: Purchasing a home is often the largest financial investment a household will make. Home ownership is a measure of personal and area wealth. Home ownership is the best indicator of accumulated wealth. Examining home ownership rates in King County brings understanding to area wealth and underscores residents who are able to make this type of investment and those who may require additional support in order to make this investment.

How Are We Doing?

An analysis of American Community Survey (ACS) data between the year 2007 and 2011 (below) shows, on average, 47 percent of renters reported paying over 30 percent of their annual household income for housing costs - a trend that continues throughout the 2011-2014 period. The spectrum of unaffordable housing is reported by White residents at a rate of 36 percent compared to a 55 percent reported by Black/African American residents.


Percent of Cost-Burdened Renters by Census Tract, with Cities, King County, 5-year Average 2007-2011
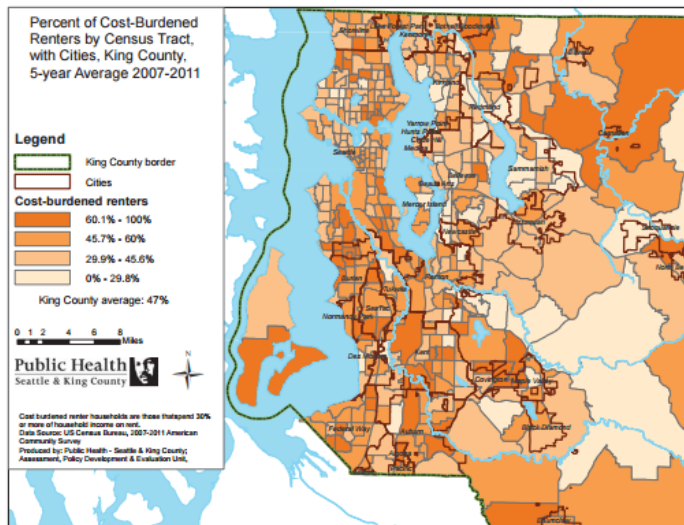
What Are We Doing?

The King County Housing and Community Development Program (HCD) administers a number of affordable housing incentive programs that are provided in the King County Code, and coordinates with other King County departments on a number of programs in order to facilitate the creation of housing at a range of affordable levels. These include:

- Credit Enhancement Program
- Surplus Property Program for Affordable Housing
- Road Impact Fee Waiver and School Fee Exemption Programs
- Density Bonus Program for Affordable Housing

For more information, see the King County Department of Community and Human Services (DCHS) Housing & Community Development Program site.

Cost-burdened renters and mortgage-holders
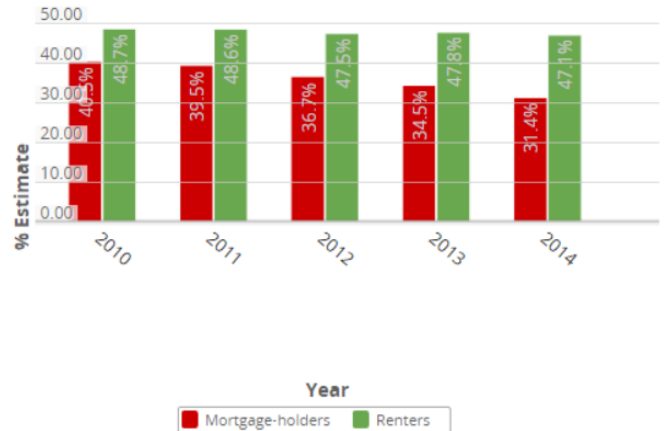
Unaffordable housing by race (mortgage-holders and renters, 2008-2010)

EQUITY AND SOCIAL JUSTICE

Justice System & Public Safety

119

incarcerated persons per 100,000

measuring

Detail ›

Overall, the adult incarceration rate is decreasing, but significant racial disproportionality remains in the jail.

The Annual Adult Incarceration Rate represents the number of people confined in the King County Jail, per 100,000 King County residents. Data captures adults booked into the King County Jail System from 2005 through 2014.

Why Is This Important?

Incarceration rate: Incarceration in the United States is one of the main forms of punishment, rehabilitation, or both for the commission of felony and other offenses. The psychological, emotional and economic cost of incarceration is felt by everyone either through explicit loss or implicit societal costs. Seeking to understand equitable access and fair treatment in the legal system in King County is vital for creating a community where all residents can thrive. In King County and in America, people of color experience the impact of incarceration at a higher rate than white residents, with the over representation of African American youth and adults in the criminal justice system. This high level of incarceration has a significant economic and opportunity impact on communities of color.

Juvenile detention: Youth involvement in the criminal justice system can impact educational attainment, development and family systems. Youth may be detained following an arrest for allegedly committing an offense or on a warrant; pending trial as part of a sentence or as part of an order sanctioning the youth for violating the terms of probation. Non-offenders (truants, at-risk youth, children in need of services, or dependents) who violate a court order or are arrested on a warrant may also be detained.

Perceived neighborhood safety: Feeling safe impacts how people interact in their environment, because it influences the level to which people feel isolated or engaged in their neighborhoods. This measure reflects how often people experience feeling worried about the threats to safety. To create an environment in King County where everyone feels safe to live, work and play we must begin with understanding resident perception of safety.
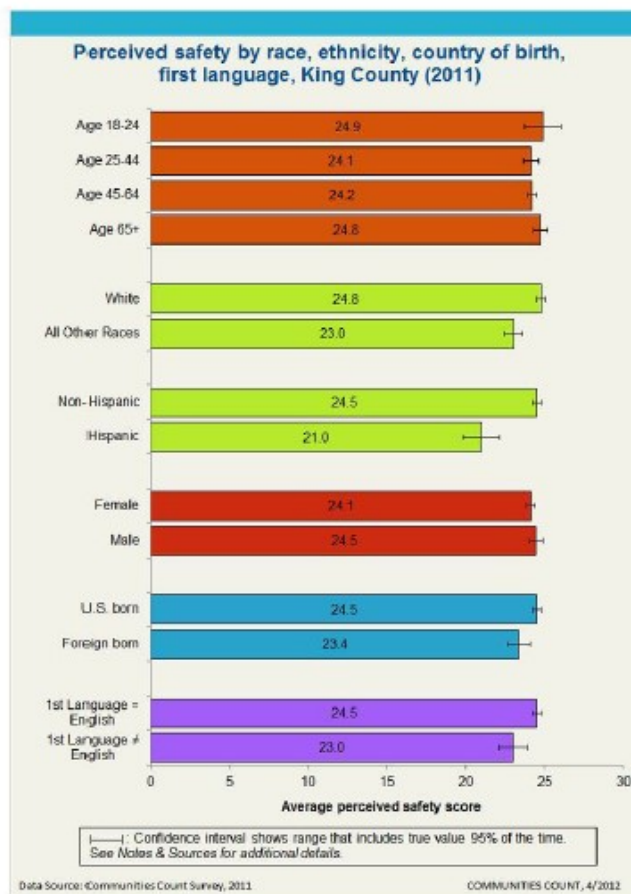
Perceived Neighborhood Safety by Region, King County
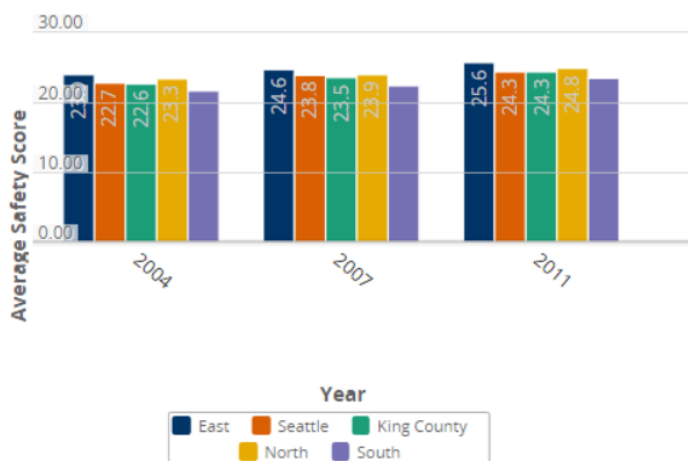
How Are We Doing?

Research has shown that increased resident isolation can impact individuals and neighborhoods in ways such as increased depression rates, increased child maltreatment rates, and overall increase in crime rates. Perceived community safety has increased over time in King County. Although the perception of safety has increased in general, the South Region continues to face a higher concern for safety than those in other regions throughout the County.

The 2011 Communities Count survey reports that people of color, Hispanics, and adults born outside the U.S. were more likely to worry about safety than whites, non-Hispanics, and adults born in the U.S. In 2011, King County adults were asked how often in the preceding 12 months they worried about 6 specific threats to their safety, the safety of their children, and the safety of their home. The mean perceived safety score for King County adults was 24.3, with a possible range from 6 (low perceived safety) to 30 (high perceived safety).

Perceived safety by race, ethnicity, country of birth, first language, King County (2011)

While alternative programming is proving to be successful in driving down detention overall, there still is a disparate impact for people of color. The graph below depicts this disproportionality in the average daily population of juveniles, contrasting on average white youth in detention versus youth of color. Shining a light on these gaps help to address the types of interventions that are appropriate to mitigate these inequities.

Adult Incarceration Rate per 100,000 in King County Secure Detention, by Race and Year, (2014 County Population Preliminary)
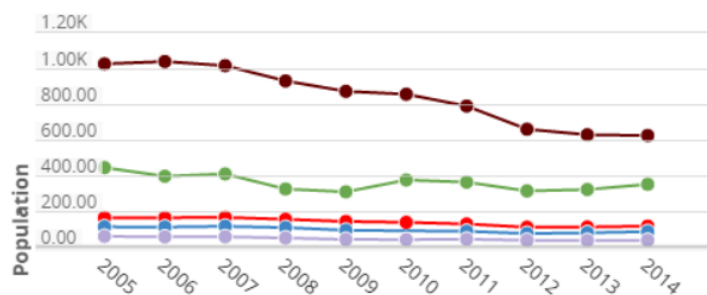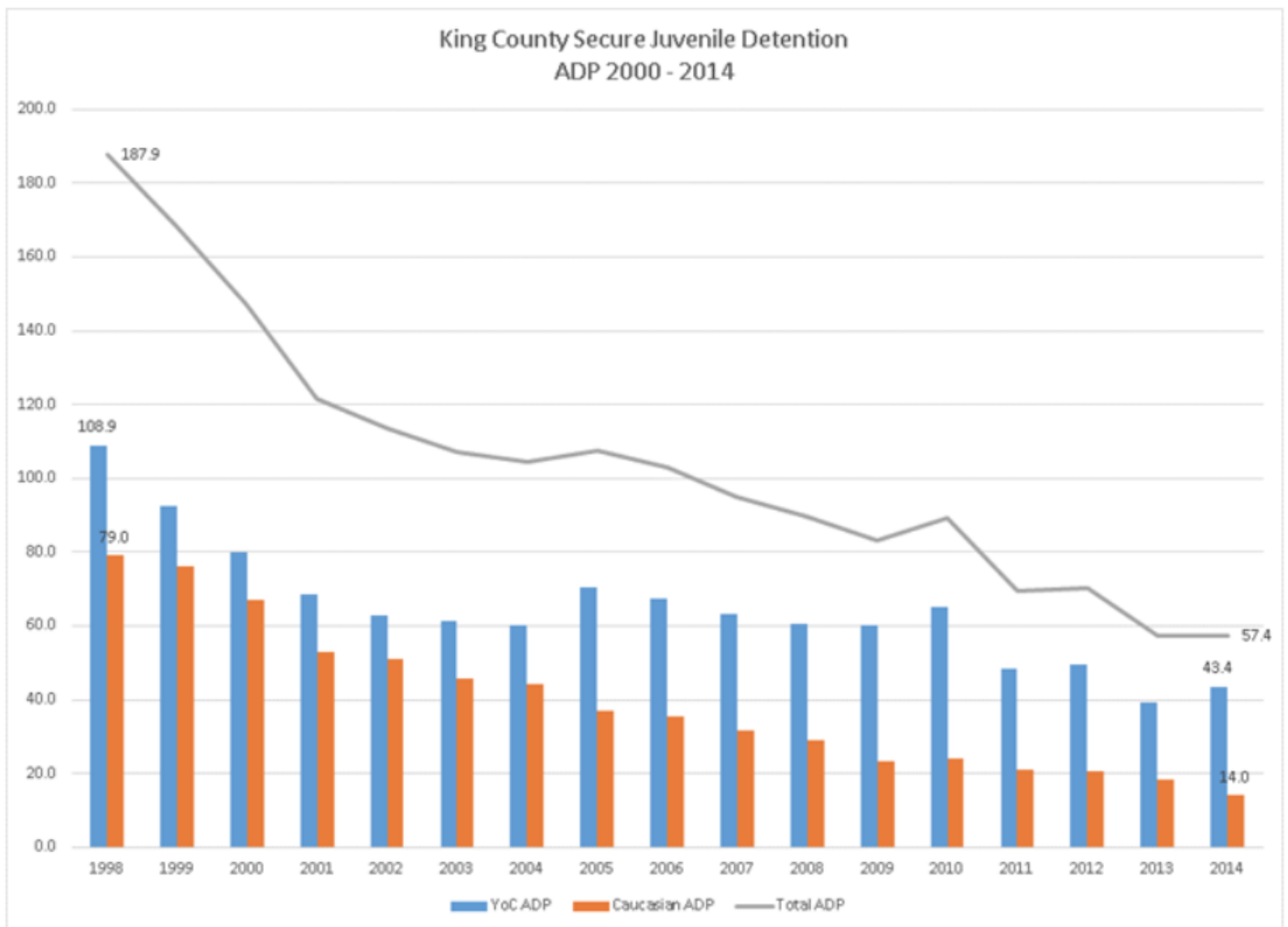
The data above are retrieved from the King County Jail System which includes Department of Corrections violators, but does not include persons held in facilities not operated by King County. In 2005, King County had a total incarceration rate that was 50% of the national average. In 2014, it was 39%. Moreover, the total incarceration rate in King County has declined by 28%.

The incarceration rate for African Americans in King County has come down by 40% since 2005, the most of any racial group. In contrast, while the incarceration rate continued to decline for African Americans in 2014, all other racial groups saw an increase in the rate of incarceration. While meriting concern, there should be caution around interpreting results around the Native American/Alaskan Native group as the numbers are rather small, both in custody and in the community. (Data made available through a collaborative process by Public Health - Seattle/King County and the Department of Adult and Juvenile Detention.)

King County is committed to helping youth involved in Juvenile Court develop into healthy, productive adults. The County uses detention sparingly and only for the most serious or violent crimes and high-risk offenders. While in detention, youth attend school and have access to a wide range of programs and services. The focus is on rehabilitation, not punishment, and ensuring community safety, through providing constructive and rehabilitative alternative programs (as opposed to jail).
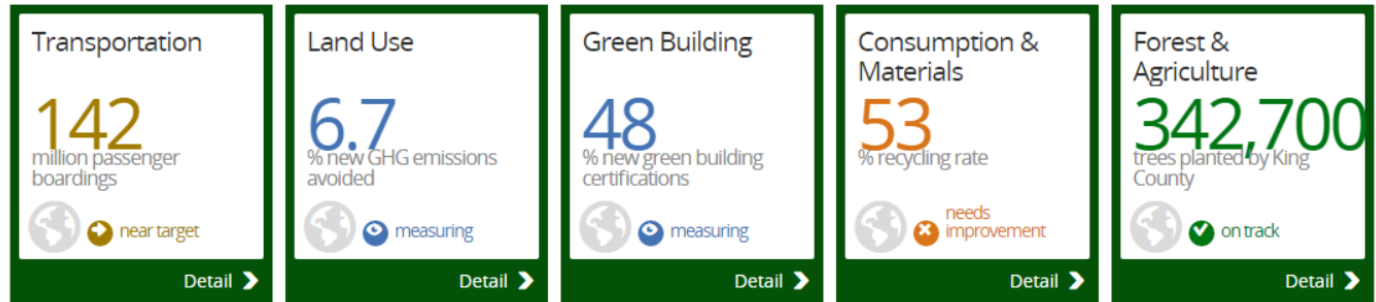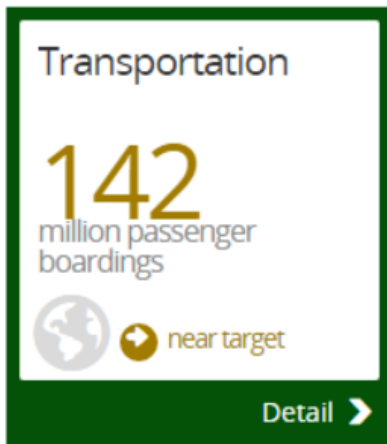
What Are We Doing?

Reducing impacts of involvement with the criminal justice system is a major priority for King County. Recent criminal justice planning efforts call for additional alternatives to detention and feature programs that demonstrate measurable success in reducing recidivism into the justice system. For example, with the Veterans and Human Services Levy, the County will expand criminal justice programs designed to help veterans and others in need achieve and maintain stability in the community and stay out of jail. Several of the strategies in the Mental Illness and Drug Dependency (MIDD) Action Plan, funded by the one tenth of one percent sales tax, are intended to have similar positive effects for persons with serious mental illness and/or substance abuse problems.

Youth in detention attend school (every day) and have access to medical care, mental health services, drug and alcohol counseling, and other programs and services. Seattle Public Schools maintains two school programs at the Youth Services Center, which provides many opportunities for constructive and rehabilitative programming for youth in our custody. ASD programs provide an alternative to secure detention placement. They balance the youth's level of risk to self and public safety with the least restrictive alternative for placement while the youth is involved with the Juvenile Court.

King County Secure Juvenile Detention
ADP 2000 - 2014

CLIMATE CHANGE

Transportation

142

million passenger boardings

near target

Detail >

Land Use

6.7

% new GHG emissions avoided

measuring

Detail >

Green Building

48

% new green building certifications

measuring

Detail >

Consumption & Materials

53

% recycling rate

needs improvement

Detail >

Forest & Agriculture

342,700

trees planted by King County

on track

Detail >

CLIMATE CHANGE

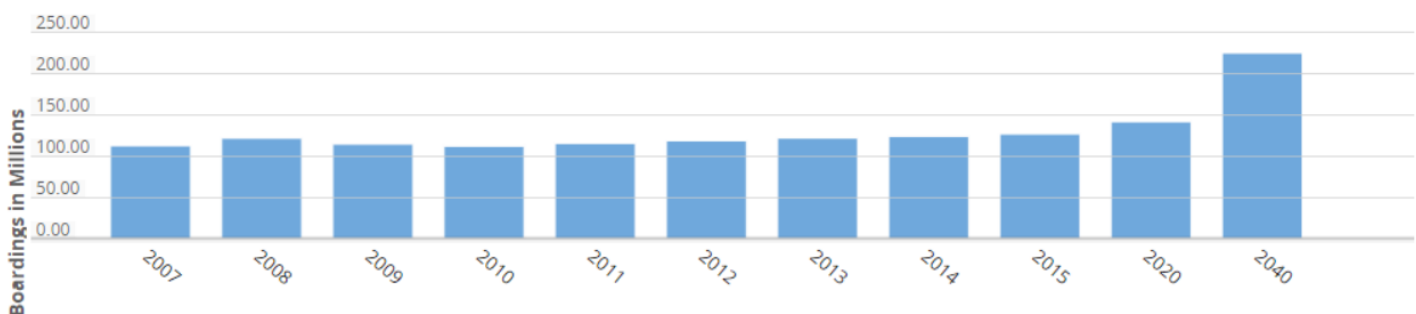## Transportation

142
million passenger boardings

near target

Detail ➤

Transportation is the region's largest source of Green House Gas (GHG) emissions, accounting for nearly half of all GHG emissions.

By encouraging more people to use busses instead of single occupancy vehicles, we drive down GHG emissions. Metro Transit will strive to achieve 127 million passenger boardings by 2015 and 142 million by 2020.

Annual Transit & Vanpool Boardings

Annual Transit & Vanpool Boardings
■ Boardings

Why Is This Important?

In the region, GHG emissions from transportation result from burning gasoline, diesel, natural gas and other types of fossil fuels. King County has grown rapidly in recent years, and as the County continues to grow, demand for transportation and mobility services will also grow.
To reduce transportation-related emissions, a variety of measures are needed to reduce fuel use, deploy cleaner technologies and fuels and reduce both vehicle miles traveled and the number of single occupant vehicles on roadways.

How Are We Doing?

King County influences transportation-related emissions by directing growth within the Urban Growth Area, providing public transit, vanpool and ridesharing services, and creating opportunities for walking and bicycling - choices that eliminate single occupancy vehicle trips, mitigate traffic congestion, support efficient land use, help improve public health, and reduce transportation costs.

Annual Transit & Vanpool Boardings: There are more than 124 million passenger boardings in 2014, an all-time record. The 2020 and 2040 ridership targets appear to be achievable, provided necessary funding is available.

Normalized Fleet Energy Use
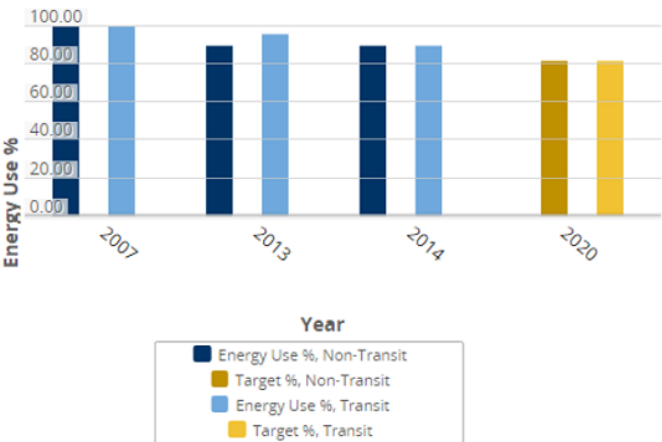
County Operations - Fleet: In Metro Transit's vehicle operations, King County will reduce normalized energy use by at least ten percent by 2020, compared to a 2014 baseline. In 2014, normalized energy use for Transit fleets was down six percent compared to 2007.

What Are We Doing?

Priority actions to aid in achieving these goals and targets within county services include growing transit services without increasing GHG emissions, addressing GHG goals in Metro Transit's Long Range Plan, expand community partnerships to encourage use of alternative modes and expand alternative services.

For County operations, priority actions by 2020 include deploying low GHG emissions fleet technologies at Metro Transit, pursuing adoption of a Clean Fuels Executive Order to include a cost of carbon, as well as using alternative fuels in the County's new ferry vessels.
For more information, see 2015 SCAP.

We are working on increasing annual passenger boardings on Metro Transit Services to be consistent with the Puget Sound Regional Council's Transportation 2040 regional transportation plan. This projection is that boardings on transit services in the region will double by 2040 and Metro Transit will strive to achieve 127 million passenger boardings by 2015, 142 million by 2020 and 225 million by 2040.

Land Use

6.7
% new GHG emissions avoided

measuring

Detail ▶
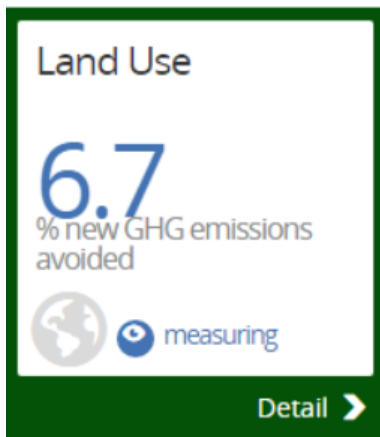
CLIMATE CHANGE

King County focuses development within the Urban Growth Area (UGA) and reduces development pressure on rural and natural resources

Measuring annual percentage reduction in greenhouse gas (GHG) emissions attributed to King County's UGA. Since 1994, when King County's Growth Management Act (GMA) boundaries were established, new residential construction has been focused within defined urban growth areas. This shift helped decrease total vehicle miles traveled and associated GHG emissions in King County.

Why Is This Important

King County is home to 2 million people and 1.3 jobs; it is one of the fastest growing large counties in the US. The County is responsible for growth management and land-use regulations that encourage efficient land-use patterns by encouraging density and appropriate land uses within the UGA. The County has been a leader in adopting smart growth strategies that have concentrated the growth of population, employment and development within the designated UGA.

The County plays critical roles related to transportation and land use. These are closely tied to one another, in that the decision to limit growth within the urban area was done with the need to relax exorbitant transportation needs in mind. The Land Use and Transportation goal area outlines commitments to:

• Focus almost all new residential construction in urban areas

• Double transit ridership by 2040

• Grow transit service through 2020 with no increase in GHG emissions

• As it relates to government operations, increase the use of alternative fuels and decrease their carbon intensity.

How Are We Doing?

Since 1994, when King County's GMA boundaries were established, new residential construction has been fo-

cused within defined urban growth areas. As a result, since 2011, less than two percent of new residential construction has occurred in the rural area, exceeding the new target of maintaining 97 percent of new residential growth within the UGA boundary. This shift has helped decrease total vehicle miles traveled and associated GHG emissions in King County.

As can be seen from the chart above, the annual percentage of reduction in transportation related GHG emissions associated with new residential development attributed to King County's UGA boundary. The quantity of the GHG emissions reduction varies depending on how much new development there is each year. For 2012, the estimated GHG reduction was 74,000 MTCO2e. The GHG benefit quantified is estimated based on reductions in vehicle miles traveled resulting from the shift to more compact and efficient land patterns.

What Are We Doing?

Current County actions and programs relating to land use and community design include Regional Planning, Planning Policies and Transit-oriented Development (TOD).

King County provides long-range planning services consistent with its dual role as countywide government responsible for maintaining the UGA and the local land use authority for unincorporated areas. Through the County-wide Planning Policies, King County promotes equitable transit-oriented development policies that support efficient use of land within the UGA. These policies improve urban density, access and connections, transportation options, and healthy living, while preserving green space and natural resources. King County continues to promote Transit Oriented Development in numerous locations around the County. Most recently, a TOD project at the South Kirkland Park and Ride combined 58 affordable housing units with 180 market units.
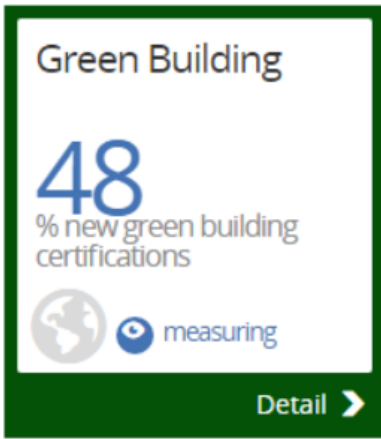
For more information, see [2015 SCAP](#).

How Are We Doing?

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Green Building

48
% new green building certifications

measuring

Detail ›

CLIMATE CHANGE

Net zero GHG emissions in new buildings by 2030.

King County commits to partnering with cities and the building community to achieve net zero GHG emissions in new buildings, and support permit customers to inform them about and encourage the inclusion of green building strategies.

Why Is This Important?
Green Building is a newly developed goal in the 2015 Strategic Climate Action Plan (SCAP) and is meant to build on and compliment the Buildings and Facilities Energy Goal Area.

The Goal:
- Reduce energy use and GHG emissions associated with new construction and renovations in commercial and residential buildings built in King County.
- King County County-owned buildings and infrastructure will be built, maintained and operated consistent with the highest green building and sustainable development practices.

How Are We Doing?
For new single and multi-family residential homes in all King County; by 2020, 75 percent of new developments achieve Built Green 5 Start or better, Living Building Challenge, high level Evergreen Sustainable Development Standard (ESDS), Leadership in Energy and Environmental Design (LEED) Platinum or equivalent green building certification or development code.

The graph to the right shows that in 2014, 48% of new residential development in King county achieved Built Green, LEED for Home, or ESDS Certifications.

In addition to this, by 2020, 100 percent of King County-owned capital projects achieve Platinum level certification (using the LEED or Sustainable Infrastructure Scorecard green building systems) or better and 100 percent of King County projects achieve certifications that demonstrate a

net zero GHG emissions footprint for new facilities and infrastructure.

GHG Emissions Reduction: Quantifying the GHG emission reduction benefits from green building certified projects is identified as a 2015 SCAP Priority Action moving forward. In King County, the built environment is associated with roughly 35 percent of geographic-based GHG emissions. Buildings certified to LEED Gold or higher standards reduce energy-related GHG emissions by at least 18 percent to 39 percent.

Countywide Ratio of New Certified Residential Construction to Permits

% Permits

Year	
2014	48%
2020	75%

■ % Certified   ■ Target
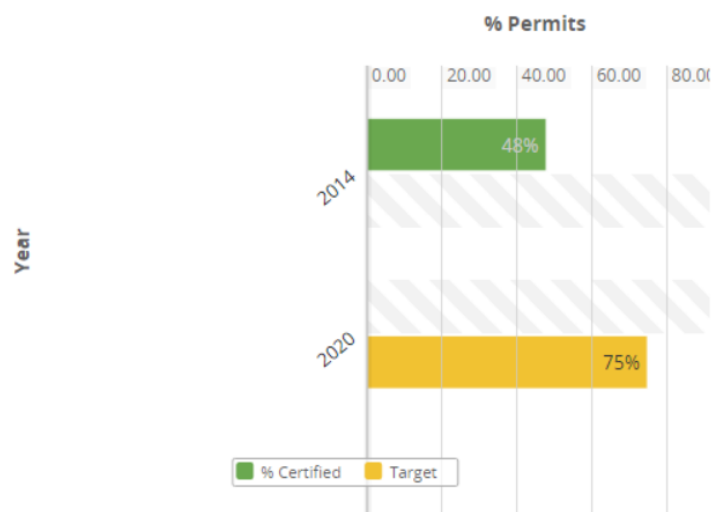
What Are We Doing?

Current County actions and programs include strengthening education and partnerships with customers through the Green Building Education (run by the Department of Permitting and Environmental Review), and Construction & Demolition (C&D) Programs. The County's Solid Waste Division supports and provides resources to the cities within King County through the Sustainable Cities Programs and the Regional Code Collaboration (RRC). Read more about the County's Green Building and Sustainable Development Standards, i.e. Affordable Housing and Green Building, as well as Community Development here.

Percentage of completed projects achieving LEED or Sustainable Infrastructure Scorecard platinum certification

Consumption & Materials

53
% recycling rate
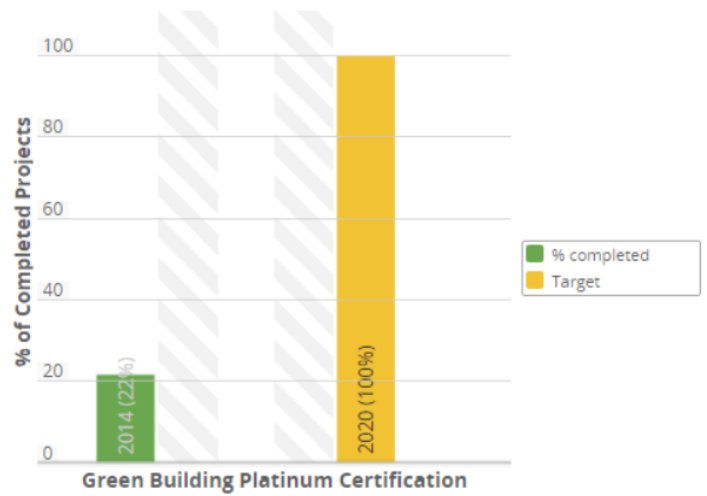
needs improvement

Detail ➤

CLIMATE CHANGE

King County aims to increase Countywide recycling rate from 53% to 70% by 2020.

At the County service scale, the Consumption and Materials Management Goal area presents ambitious commitments to prevent waste and recycle more. Increasing the recycling rate to 70% by 2020 will require the County and all its regional partners to improve efforts.

Why Is This Important?

The Purchase, use and disposal of goods and services by King County residents, businesses and governments are associated with significant GHG emissions. These emissions can occur at all stages of a product's life cycle, from resource extraction, farming, manufacturing, processing, transportation, sale, use and disposal. Residents, businesses and governments can reduce GHG emissions associated with goods and services by choosing sustainable options, reducing the amount they purchase, reusing goods when possible, and recycling after use.

The County has also committed to look at Tons recycled at King County solid waste transfer stations and aims to recycle 60,000 tons of key materials by 2020. This includes yard and wood waste, metal cardboard and paper.

How Are We Doing?

Observing recycling rates in King County's solid waste service area (all cities in King County except Seattle and Milton) (graph below) yields that the 2013 recycling rate rep-
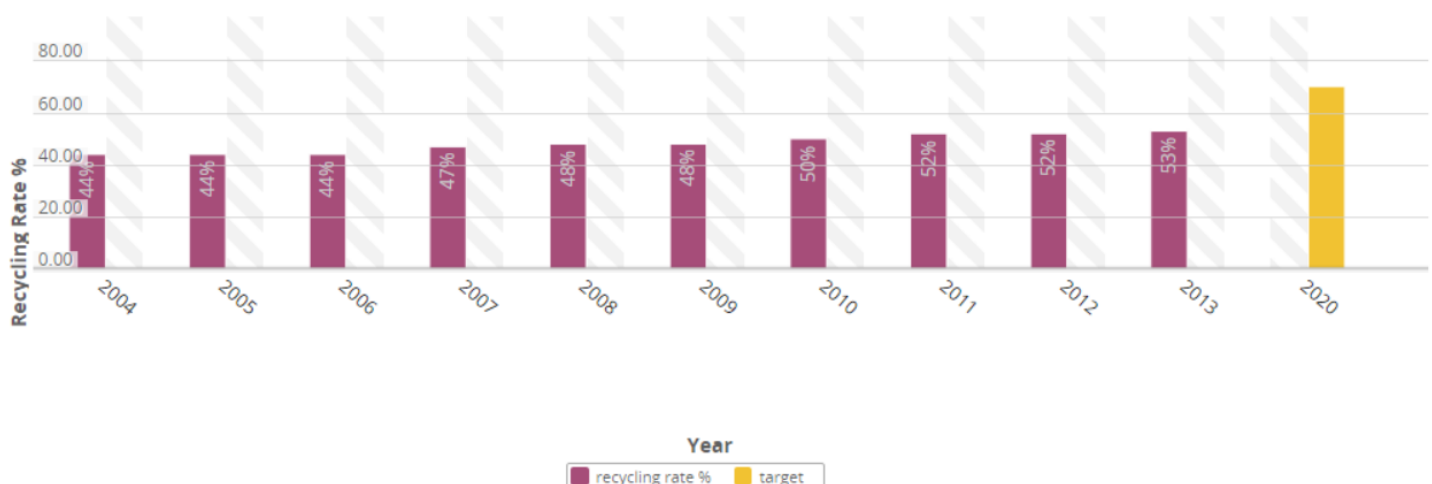
resented more than 945,000 tons of recycling collected from residents and businesses resulting in a GHG emissions reduction of 1.5 million MTCO3e when compared to no recycling.

Also, in 2014 13,700 tons of materials were recycled, a 44 percent increase from 2013. This is due to the opening of Bow Lake Recycling and Transfer Station, new policies in scrap metal recycling, and a resource recovery pilot at Shoreline. Recycling at transfer stations resulted in GHG emissions reductions of approximately 12,000 MTCO2e in 2014.

What Are We Doing?

A focus on Waste Prevention, Reuse and Recycling, expanding recycling infrastructure at Transfer Stations; and at the County Operations level, the county is pursuing several initiatives to improve collection efficiencies and reduce landfill gas emissions. In addition to this, the County will update it's environmental purchasing policies.

King County Recycling - Overall Rate

Year	Recycling Rate %
2004	44%
2005	44%
2006	44%
2007	47%
2008	48%
2009	48%
2010	50%
2011	52%
2012	52%
2013	53%

Legend: recycling rate % | target
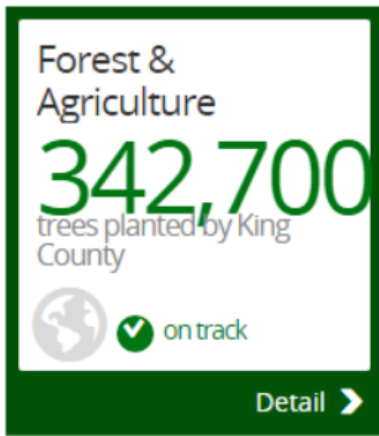
CLIMATE CHANGE

King County estimates that trees planted in 2014 are likely to sequester about 231,000 metric tons of C02 during their lifetimes.

As a part of a new initiative called ReTree King County, King County and partners will collectively plant at least one million new trees between 2015 and 2020.

ReTree King County

As part of a new initiative called ReTree King County, King County and partners, such as city, state and federal agencies, Tribes, non-profit organizations, businesses, and the public, will collectively plant at least one million new native trees between 2015 and 2020. Restoration projects that plant native trees and shrubs on previously cleared, non-agricultural land have multiple benefits, including wildlife habitat, reduced stream temperatures due to increased shade, and increased carbon sequestration.To maximize these multiple benefits, plantings along river and stream corridors will be prioritized for the next five years.

In addition to collaborating on tree planting, by 2020, King

County will also work with multiple partners to develop a detailed 30-year plan for maximizing the percent of tree cover in both urban and rural King County while accommodating population and economic growth and meeting goals and needs for local food production and working forests. The plan will include methods to track progress, monitor tree survival, achieve multiple benefits, and coordinate extensive public outreach and engagement on the initiative.

Number of Trees Planted

Why is This Important?

There are sustainable carbon and climate benefits to maintaining, protecting, restoring and expanding forests and farms in King County. Protecting forest land and managing forests for health and resilience can increase the quantity of carbon stored on these lands. These actions can also reduce the risk of catastrophic loss of carbon through wildfire, windfall, and mortality caused by insects or pathogens.

Local forests and farms are vulnerable to local climate change impacts, so developing and incorporating forest and farm adaptation strategies into existing programs is essential to ensure the long-term economic viability of forestry and agriculture in KingCounty

How Are We Doing?

In 2014, King County, in cooperation with the Muckleshoot Tribe, achieved the 2012 SCAP target to permanently protect more than 200,000 acres of forestland through transfers of development rights, purchase of conservation easements, or purchases in fee.

The Conservation Futures Tax Levy was an important funding source for achieving this target. Significant acres of high-priority farm, forest, and other open space lands in King County remain unprotected and are at risk of future development or conversion to other landuses, a risk that is expected to increase with future population growth.

In 2014, 660 new acres were enrolled in Open Space and Forest Land-designated current use taxation incentive programs or completed stewardship plans, exceeding the annual target. At the end of 2014, there were approximately 161,000 privately-owned rural acres enrolled in these programs, which provide significant property tax incentives to encourage landowners to voluntarily conserve, protect and manage open space and forestland.

What Are We Doing?

Building on a history of protecting forest and farm lands, including permanent protection of more than 200,000 acres of forestland and 14,000 acres of farm land, King County will develop a 30-year plan to permanently preserve the remaining high-priority unprotected conservation lands throughout the county, including agriculture land, forestland, and other open spacelands, such as land protected for habitat or land for regional trails.

This land is currently unprotected and at risk of future development or conversion to other land uses, a risk that is expected to increase with future population growth. Protecting this land will have significant climate benefits, through carbon sequestration, focusing development and reducing sprawl, and helping to reduce local climate change impacts, such as flooding.

REGIONAL MOBILITY
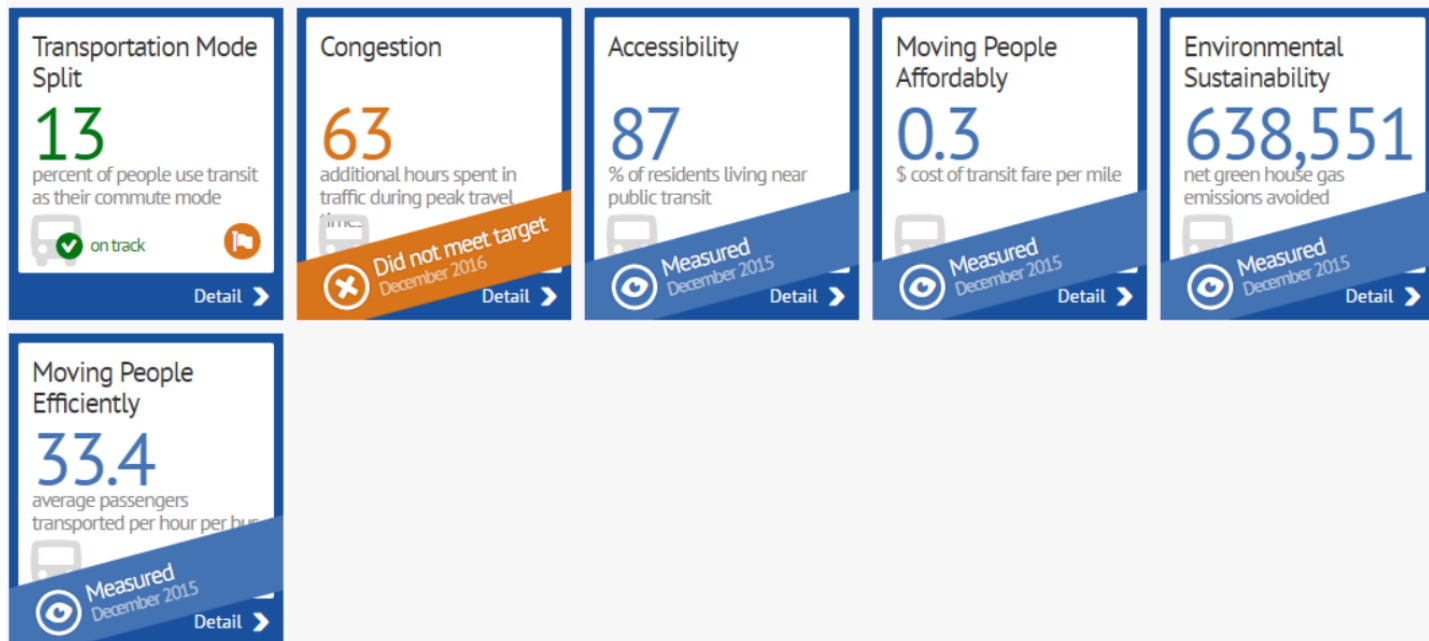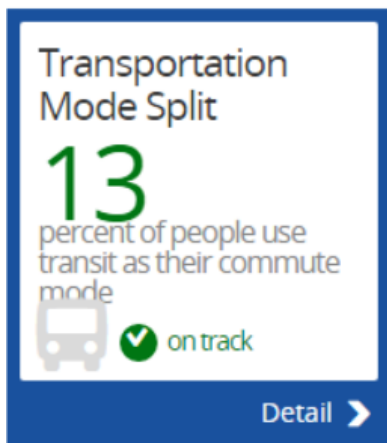
Transportation Mode Split

13

percent of people use transit as their commute mode

✓ on track

Detail ›

Congestion

63

additional hours spent in traffic during peak travel time

✗ Did not meet target
December 2016

Detail ›

Accessibility

87

% of residents living near public transit

◉ Measured
December 2015

Detail ›

Moving People Affordably

0.3

$ cost of transit fare per mile

◉ Measured
December 2015

Detail ›

Environmental Sustainability

638,551

net green house gas emissions avoided

◉ Measured
December 2015

Detail ›

Moving People Efficiently

33.4

average passengers transported per hour per bus

◉ Measured
December 2015

Detail ›

Transportation Mode Split

13 percent of people use transit as their commute mode

✓ on track

Detail ❯

Regional Mobility

Two-thirds of downtown Seattle's 200,000 workers are choosing better ways to commute than driving alone.

The type of transportation people choose for trips affects congestion, the environment and ultimately the quality of life in King County. By choosing to travel by means other than driving alone, they keep cars off our roads and help reduce vehicle-related greenhouse gas emissions.
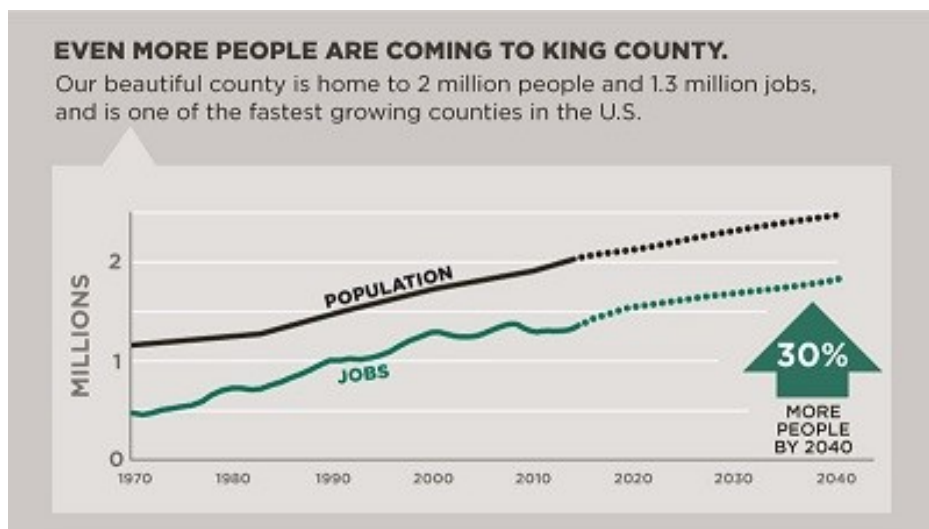
King County Commuters' Modesplit

From ACS Census Data. "Other" includes telecommute trips.

Legend: SOV, HOV, Transit, Bicycle, Walk, Other
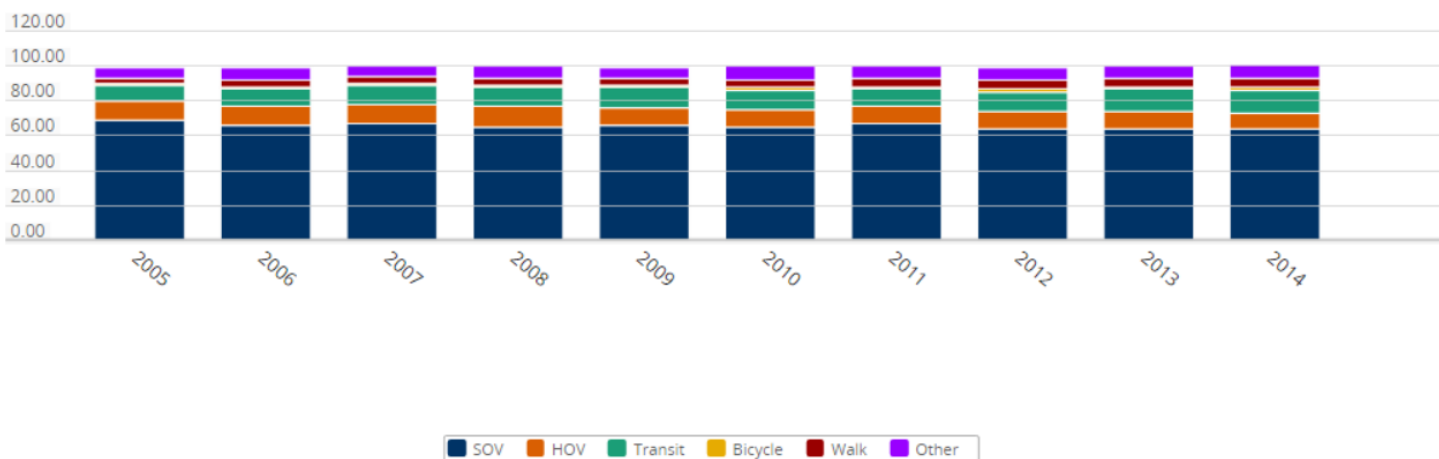
Why Is This Important?

The choice people make of whether to drive has a fundamental impact on the environment, the economy and the livability of King County. By choosing transit over driving, King County residents reduce congestion, take cars off the road and lower pollution levels. Measuring modesplit shows how people's travel behavior changes over time. The shift away from driving alone will become increasingly important as the County's population continues to grow.

EVEN MORE PEOPLE ARE COMING TO KING COUNTY.

Our beautiful county is home to 2 million people and 1.3 million jobs, and is one of the fastest growing counties in the U.S.

30% MORE PEOPLE BY 2040

How Are We Doing?

According to the most recent American Community Survey by the U.S. Census Bureau, 13% of King County workers take public transportation to work, a 40% increase over the 2005 transit mode share. Among commuters to workplaces in downtown Seattle, 45% take transit as found in the 2014 Commute Seattle survey.
See http://commuteseattle.com/2014-modesplit-survey/.

What Are We Doing?

Metro offers a multitude of alternatives to driving alone. In addition to the more traditional 214 bus, trolley and Demand Area Response Transit (DART) routes that serve destinations across the County, Metro supports and offers a variety of projects and programs which promote alternatives to driving alone:

RapidRide: Bus rapid transit serves some of our busiest travel corridors. We launched the last of six lines in June 2014, and ridership is soaring as customers enjoy RapidRide's fast, frequent service throughout the day.
Access: For people with disabilities who can't use regular buses, there is our Access program, which provides door-to-door van service. We provide a number of other services to help customers who have special needs because of disability or age.

Vanpool: The largest publicly owned vanpool program in the nation. With close to 1,400 customer-operated vans on the road, this service gives commuters convenient transportation to their workplaces. All-electric, zero-emission Leaf vehicles are recent additions to the program's fleet.

Bicycle racks: Every Metro bus is equipped with a bicycle rack.

Connections to Link light rail: The King County Council is now considering a set of recommended changes to Metro bus service that would be made after Link light rail begins serving Capitol Hill and the University of Washington in early 2016.

PassPort: Nearly 1,600 businesses, schools, and other organizations participate in Metro's transit pass program. They appreciate the reliable service Metro offers to their employees and students — and the way bus service helps keep traffic congestion in check during the busiest travel times.

Park & Ride: We also support commuters by maintaining 130 Park & Ride lots that are used by almost 20,000 people daily.

Alternative Services: Our alternative services program brings service to parts of King County that don't have the infrastructure, density, or land use to support traditional fixed-route bus service. In such areas, alternative transportation services may be a better match for community transportation needs. They may also be more cost-effective.
In Motion: Since 2004, In Motion has helped over 20,000 people in 32 King County neighborhoods increase their use of travel alternatives. Every car trip we reduce benefits our health and environment. Collectively, these projects have saved 148,430 gallons of gas and kept more than 1,400 tons of carbon dioxide out of the atmosphere. Metro partners with local communities to encourage residents to use healthier travel options like the bus, carpooling, bicycling, and walking.

Congestion

63 additional hours spent in traffic during peak travel times

Did not meet target
December 2016

Detail ➤

Regional Mobility

Two-thirds of downtown Seattle's 200,000 workers are choosing better ways to commute than driving alone.

The type of transportation people choose for trips affects congestion, the environment and ultimately the quality of life in King County. By choosing to travel by means other than driving alone, they keep cars off our roads and help reduce vehicle-related greenhouse gas emissions.

Why Is This Important

King County is home to 2 million people and 1.3 jobs; it is one of the fastest growing large counties in the US. The County is responsible for growth management and land-use regulations that encourage efficient land-use patterns by encouraging density and appropriate land uses within the UGA. The County has been a leader in adopting smart growth strategies that have concentrated the growth of population, employment and development within the designated UGA.

The County plays critical roles related to transportation and land use. These are closely tied to one another, in that the decision to limit growth within the urban area was done with the need to relax exorbitant transportation needs in mind. The Land Use and Transportation goal area outlines commitments to:

- Focus almost all new residential construction in urban areas
- Double transit ridership by 2040
- Grow transit service through 2020 with no increase in GHG emissions
- As it relates to government operations, increase the use of alternative fuels and decrease their carbon intensity.

How Are We Doing?

Since 1994, when King County's GMA boundaries were established, new residential construction has been focused within defined urban growth areas. As a result, since 2011, less than two percent of new residential construction has occurred in the rural area, exceeding the new target of maintaining 97 percent of new residential growth within the UGA boundary. This shift has helped decrease total

vehicle miles traveled and associated GHG emissions in King County.

As can be seen from the chart above, the annual percentage of reduction in transportation related GHG emissions associated with new residential development attributed to King County's UGA boundary. The quantity of the GHG emissions reduction varies depending on how much new development there is each year. For 2012, the estimated GHG reduction was 74,000 MTCO2e. The GHG benefit quantified is estimated based on reductions in vehicle miles traveled resulting from the shift to more compact and efficient land patterns.

What Are We Doing?

Current County actions and programs relating to land use and community design include Regional Planning, Planning Policies and Transit-oriented Development (TOD). King County provides long-range planning services consistent with its dual role as countywide government responsible for maintaining the UGA and the local land use authority for unincorporated areas. Through the Countywide Planning Policies, King County promotes equitable transit-oriented development policies that support efficient use of land within the UGA. These policies improve urban density, access and connections, transportation options, and healthy living, while preserving green space and natural resources. King County continues to promote Transit Oriented Development in numerous locations around the County. Most recently, a TOD project at the South Kirkland Park and Ride combined 58 affordable housing units with 180 market units.

For more information, see 2015 SCAP.

Accessibility

87
% of residents living near public transit
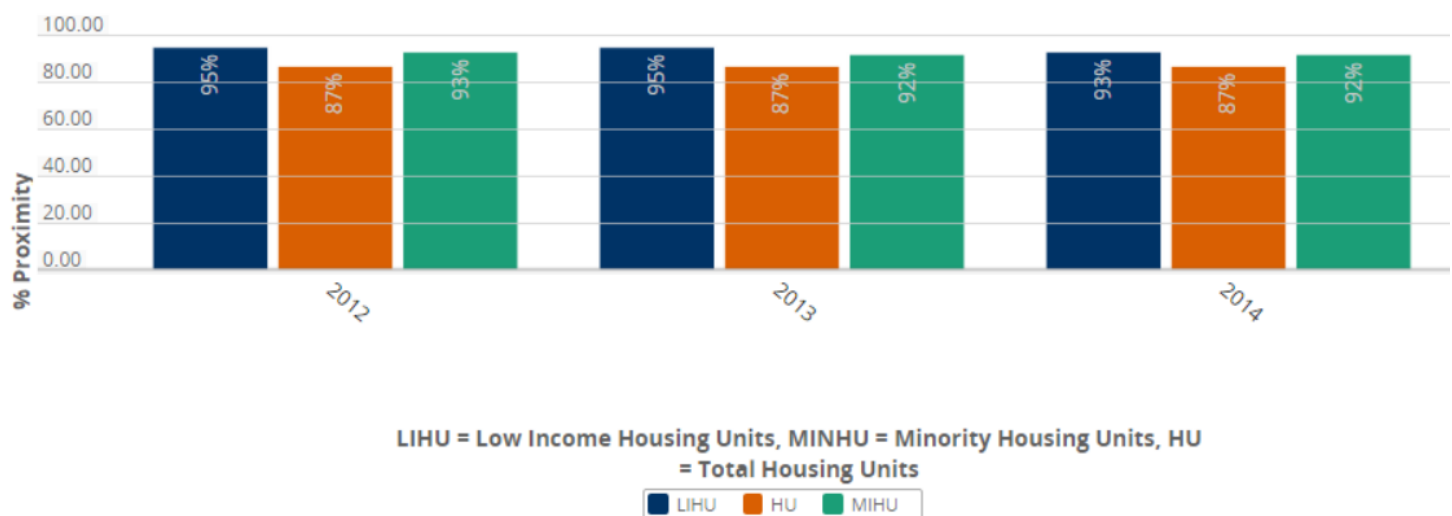
Measured
December 2015

Detail >

Regional Mobility

Metro provides transit for all of us.

Metro provides public transportation products and services throughout King County that facilitate access to jobs, education, key human services and a wide variety of other destinations.

(**HU** = Total Housing Units; **LIHU** = Low Income Housing Units; **MIHU** = Housing Units in Minority Tracts)

LIHU = Low Income Housing Units, MINHU = Minority Housing Units, HU = Total Housing Units

LIHU | HU | MIHU

Accessibility to Destinations

Metro seeks to offer more people throughout King County access to public transportation products and services and to help people travel from where they live to where they would like to go.

Why Is This Important?

The goal of transportation is mobility that connects people with opportunities. Whether it is to school, work or play, the ability to safely and efficiently navigate King County is critical for creating an environment for people to thrive. The distance people travel to access transit measures convenience and overall accessibility. Accessing transit is an essential measure because if people cannot get to a bus stop, then issues of crowding and reliability are inconsequential.

Accessibility to Destinations

Metro seeks to offer more people throughout King County access to public transportation products and services and to help people travel from where they live to where they would like to go.

Metro also looks at census tracts in which minorities comprise more than 35% of the population. In these census tracts, 67% of housing units are within a quarter-mile walk to a bus stop and 25% are within two miles to a park-and-ride, for a total of 92%. This is the same as in 2013 and is higher than for the county population as a whole. Metro also provides access to places where people work. Seventy-six percent of jobs in King County are within a quarter-mile of a bus stop, and nearly 150,000 students attend colleges within a quarter-mile of a Metro bus stop. Eleven percent of employees in King County, and 45% of those

The proportion of bus stops that are wheelchair accessible increased in 2014, although the total number of stops has decreased over the past years because of service realignments and reductions and bus stop spacing. Access ridership decreased slightly as Metro continued to expand the more-efficient CAT program. Metro also continued travel training to give riders more transportation choices. Metro delivered 100% of the Access trips requested, meeting federal requirements.
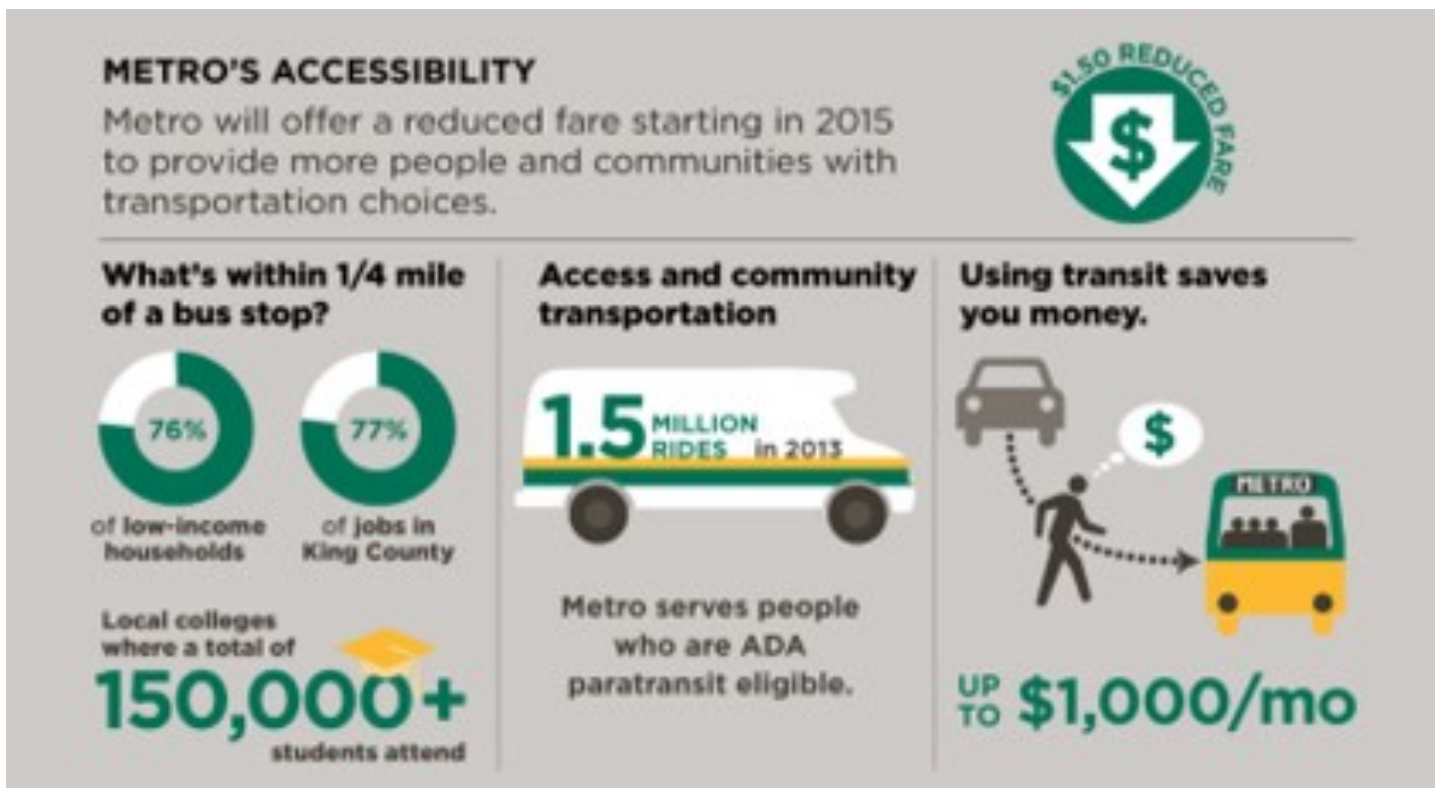
Vanpool ridership grew 4% in 2014.

What Are We Doing?

Metro strives to provide transportation choices that make it easy for people to travel throughout King County and the region. We provide a range of public transportation products and services appropriate to different markets and mobility needs, and work to integrate our services with others. Our fully accessible fixed-route system is complemented by a range of additional services such as ridesharing and dial-a-ride transit (DART).

In compliance with the Americans with Disabilities Act, we provide Access paratransit service to eligible people with disabilities. Our Community Access Transportation (CAT) program provides vans and support to community organizations that offer rides as an alternative to Access. CAT trips are less expensive and fill some service gaps. Our travel training program helps people with disabilities ride regular bus service. We also provide programs such as Jobs Access and Reverse Commute, a federal program intended to connect low-income populations with employment opportunities through public transportation.

METRO'S ACCESSIBILITY

Metro will offer a reduced fare starting in 2015 to provide more people and communities with transportation choices.

$1.50 REDUCED FARE

What's within 1/4 mile of a bus stop?

76% of low-income households

77% of jobs in King County

Local colleges where a total of 150,000+ students attend

Access and community transportation

1.5 MILLION RIDES in 2013

Metro serves people who are ADA paratransit eligible.

**Using transit saves you money.**

UP TO $1,000/mo

Regional Mobility

King County residents pay less per mile to use Metro than they spend driving in their cars.

Looking at cost per mile data suggests that travel on Metro represents a real bargain compared to operating a vehicle.

Cost Per Mile: Transit vs Average Sedan vs SUV 4WD

Legend: Transit Passenger Payment per Mile | Vehicle Cost per Mile: Sedan | Vehicle Cost per Mile: SUV
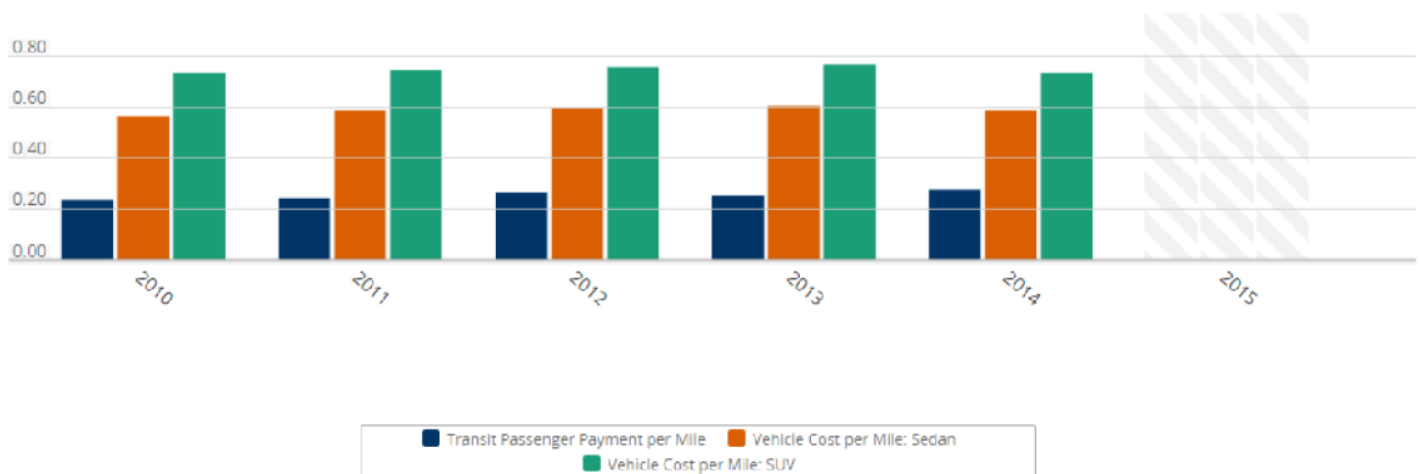
Affordability of Transit

While the per mile cost of transit fares has grown over time, it is still far less than per mile cost of operating the average sedan and considerably below the cost of operating a 4-wheel-drive SUV.

Why is This Important?

To the extent the cost to customers remains below the cost of operating a vehicle, bus travel represents an affordable and attractive alternative to driving. Maintaining low fares also drives ridership demand with the economic and environmental benefits that higher ridership brings.

How Are We Doing?

Looking at cost per mile data suggests that travel on Metro represents a real bargain compared to operating a vehicle. Metro continues to represent a good value to consumers. The 'transit passenger payment per mile vs. vehicle cost per mile' metric compares the cost facing consumers when they decide to take a bus or drive their cars. This is im

portant because in conjunction with convenience one of the key drivers of a consumer's decision to take the bus or drive is the cost of the respective trips.

As this indicator shows, bus fares on a per mile basis remain considerably below what it takes to operate a vehicle, and this disparity is even greater for larger vehicles. Vehicle costs on per mile are highly dependent on fuel prices and beyond that tend to grow in relation to general inflation. Transit passenger payments per mile are a function of trip length (a relatively stable figure from year to year) and transit fares levels and fare structure (i.e. peak vs non-peak, 1-zone vs. 2-zone, etc...).

What Are We Doing?

The King County Executive and King County Council work together to set fares to reflect the cost of operating the transit system while keeping transit affordable. One of Metro's adopted fare policy goals is to "enable all people in King County, including those with low incomes, to use public transportation." (Strategic Plan vision statement, Human Potential Strategy 2.1.2).

Metro has a number of programs and fare structure elements designed to achieve this goal. In March, 2015, Metro implemented the ORCA LIFT program to provide discounted fares for low-income adults. As of September 2015, over 18,000 individuals had signed up for the ORCA LIFT program. A large number of riders receive free or discounted passes provided by their employers, the University of Washington or 5 public school districts. Metro also provides discounted fares for youth (6-18 years), seniors and riders with disabilities. Metro provides free fares for children 5 years of age and under. Finally, Metro provides an 80% discount on tickets sold to human services agencies throughout King County for their homeless and low-income clients. About 1.3 million tickets were provided in 2014.

Effective March 1, 2015. Valid on King County Metro Transit.

|	Off-Peak All Zones	Peak One Zone	Peak Two Zone
Adult age 19-64 years	$2.50	$2.75	$3.25
Senior with Regional Reduced Fare Permit	$1.00	$1.00	$1.00
Riders with disabilities and Medicare card holders with Regional Reduced Fare Permit	$1.00	$1.00	$1.00
ORCA LIFT Reduced Fare eligibility required	$1.50	$1.50	$1.50
Youth age 6-18 years	$1.50	$1.50	$1.50
Children age 0-5 years	**Up to four children age 5 and under ride free** with a person paying an adult fare.		
Access Transportation	$1.75	$1.75	$1.75
Animals service animals & pets	▪ Service animals for persons with disabilities: Free ▪ Dogs that fit in owners' laps and other small pets: Free ▪ Large dogs: Pay the same fare as their owner		

Regional Mobility

Metro Transit's actions have reduced carbon dioxide emissions by 600,000 metric tons - equal to 15 million trees planted and grown for a decade.

Metro Transit takes 175,000 cars off the road each weekday, which is keeping our air cleaner. It also operates one of the greenest bus fleets in the nation and is on track to have an all hybrid and electric fleet by 2018.

Greenhouse Gas Emissions

(In tons of CO2)

Legend: ■ Emissions ■ Avoided Emissions ■ Net Emissions
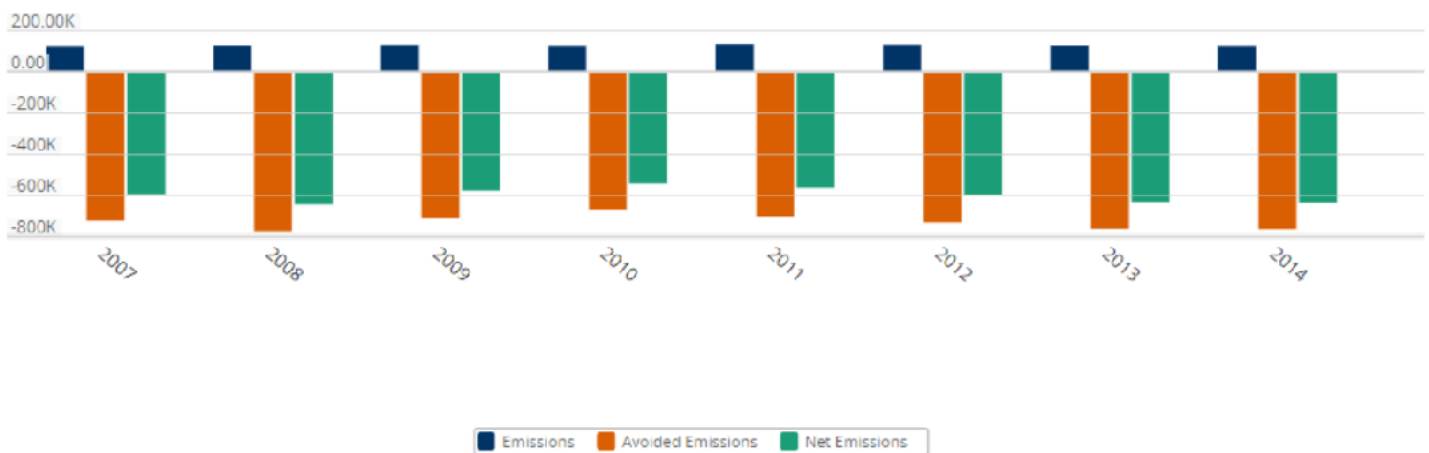
Environmental Sustainability

Metro operates the nation's second-largest fleet of zero-emission electric buses, which uses less energy, reduces pollution, and makes for healthier communities.

Why is this important?

Transportation is the largest source of greenhouse (GHG) emissions in King County, accounting for nearly half of all GHG emissions that occur within King County's geography. Metro generates GHG emissions from the operation of its vehicles and facilities, and reduces emissions by providing services that take cars off the road, reduce congestion, and support more efficient land use.

Metro helps reduce both operational and community GHG emissions by working to increase ridership, continuing to convert its bus fleet to hybrid and electric vehicles, deploying zero-emission electric vehicles and making energy-

efficient investments at its facilities.

How Are We Doing?

Metro has reduced operational GHG emissions by 10% from 2009 to 2014 and helped avoid over 638,000 metric tons of GHG emissions in 2014.

What Are We Doing?

Metro Transit will strive to grow transit service through 2020 without increasing operational GHG emissions via advancements in fleet fuel efficiency and the transition to an all-electric or hybrid motorbus fleet by 2018. As of March 2015, almost 70% of Metro Transit's motorbus fleet was hybrid or electric. Metro is a leader in deploying fleet vehicles utilizing new technologies and reducing both fuel use and GHG emissions.

In 2014, Metro Transit began purchasing new hybrid buses with all-electric drive components and accessories, enhanced fuel efficiency and the ability to completely cut off the engine when there is no need for power. Metro operates one of only five electric trolley systems in the U.S., and in 2015, began updating its trolley fleet with vehicles designed to travel "off-wire" for limited distances with regenerative braking and improved energy efficiency. Metro will also launch a zero-emission, all-electric battery powered bus pilot – with fast-charge stations – and liquid petroleum gas (propane)-fueled Access vans in 2015- 2016.

	TARGET	2012 STATUS
GHG EMISSIONS	Reduce total GHG emissions by at least: • 15 percent by 2015 • 25 percent by 2020 • 50 percent by 2030	− 2%
GHG DISPLACEMENT	Increase total GHG emission displacement by at least 5 percent by 2015	+2%
CAP EMISSIONS[1]	Reduce motorbus fleet criteria air pollutant emissions by at least 10 percent by 2015	− 35%

[1]CAP=Criteria air pollutant

Moving People Efficiently

33.4

average passengers transported per hour per bus

Measured December 2015

Detail ›

Regional Mobility

Metro moves people around the region more efficiently and more effectively than other modes of transportation.

In a 2013 study of peer agencies, King County ranked 13th out of 31 agencies in passengers per vehicle hour - a key measure of productivity in the industry.

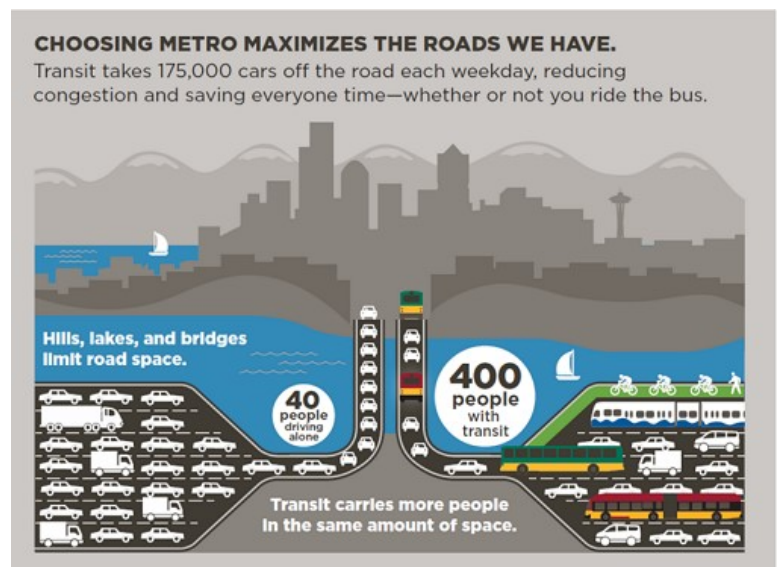### Passengers per Vehicle Hour (2013 Peer Agency Comparison)

King county ranks 13th amongst 30 agencies.

Result   ··· Average, 34.63   ··· King County Metro Transit, 32.68
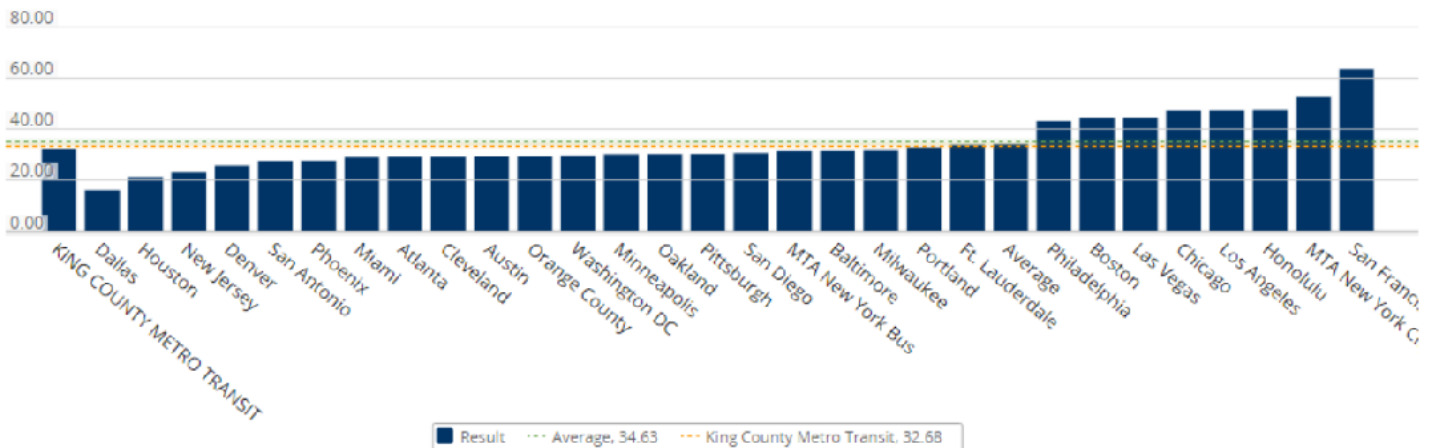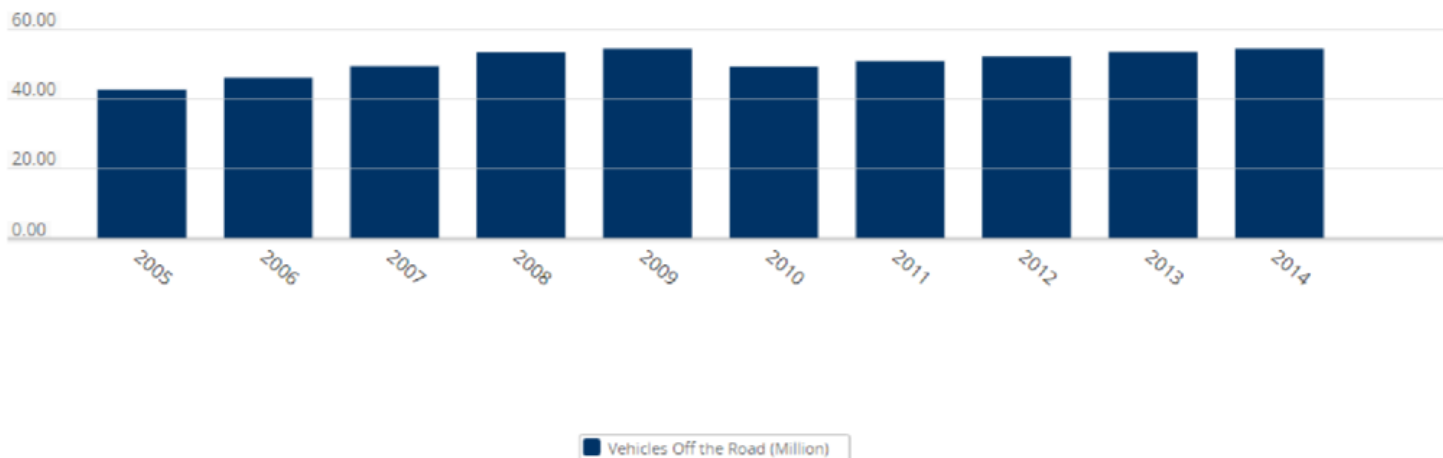
Why is This Important?

On average there are about 33 people riding a Metro bus per hour and at peak times. If taking the same trips in cars, those passengers would take up as much road space as about 20 cars. This makes transit the most efficient method for moving people around the region. The more people aboard Metro vehicles, the fewer people driving cars.

In 2014, there were an estimated 54.8 million fewer vehicle trips due to people riding Metro (chart below). This shows the impact transit has not only on reducing congestion, but also the associated benefits on livability, the economy and the environment. Increased transit ridership also means fewer vehicles on the road and lowered congestion levels. To the extent the cost to customers remains below the cost of operating a vehicle, bus travel represents an affordable and attractive alternative to driving.

CHOOSING METRO MAXIMIZES THE ROADS WE HAVE.
Transit takes 175,000 cars off the road each weekday, reducing congestion and saving everyone time—whether or not you ride the bus.

Hills, lakes, and bridges limit road space.

40 people driving alone

400 people with transit

Transit carries more people in the same amount of space.

Estimated Reduction in Vehicle Trips by Year

(in millions)

Vehicles Off the Road (Million)

How Are We Doing?

Metro's ridership has been on the rise since 2010, following a decline during the economic slump. In 2014, we set a ridership record despite service reductions late in the year. Total ridership in the County, including Link and Sound Transit buses, set a record for the fifth consecutive year. A stronger economy helped increase ridership.

Efficiency is calculated by monitoring standard industry productivity measures. Our current primary measure is the number of passengers per hour that buses are on the road (vehicle hour). This calculation includes hours that a vehicle is not in service, but on the road, with passenger numbers distributed across that time. A higher number is better and means that we are carrying more people per vehicle hour.

The average capacity of a metro bus is 65 passengers, considering the range of vehicles across the entire metro system and based on Metro's passenger crowding standards. Over the past five years, passengers per vehicle hour has steadily increased, from 30.9 to 33.4 across all King County. The chart below shows that this upward trend in passengers per vehicle hour is also seen for both suburban (not including Seattle) and urban routes (including Seattle).

These numbers may seem low at first glance, especially considering commuter times. However, these results reflect an average result, and overcrowding is still recognized as an issue on some routes. Compared to other transit providers, King County was slightly below the average amongst 30 peer agencies (chart above). However, King County ranked in the top five for percentage growth in passengers. This information can be found in Metro Transit's 2014 Strategic Plan Progress Report.

Passengers per Vehicle Hour (Suburban and Urban Routes)

Suburban   Urban
Passengers per Vehicle Hour
(Suburban and Urban Routes)
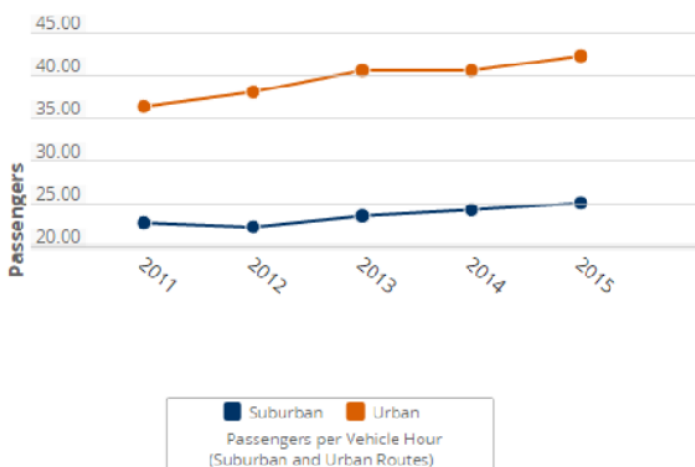
What Are We Doing?

Metro continues to focus on the productivity of its service. Metro guidelines for expanding, reducing and revising service consider the productivity of corridors and routes within those corridors in making changes. Metro's 2014 service guidelines report can be found at
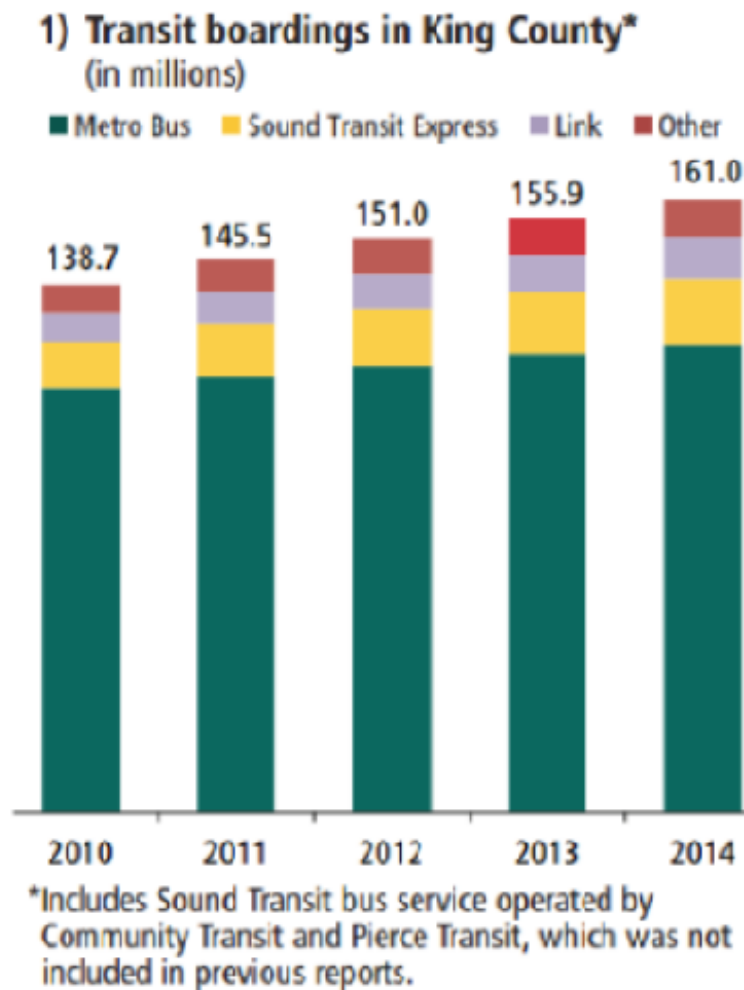
http://metro.kingcounty.gov/planning/pdf/2011-21/2014/service-guidelines-full-report.pdf.

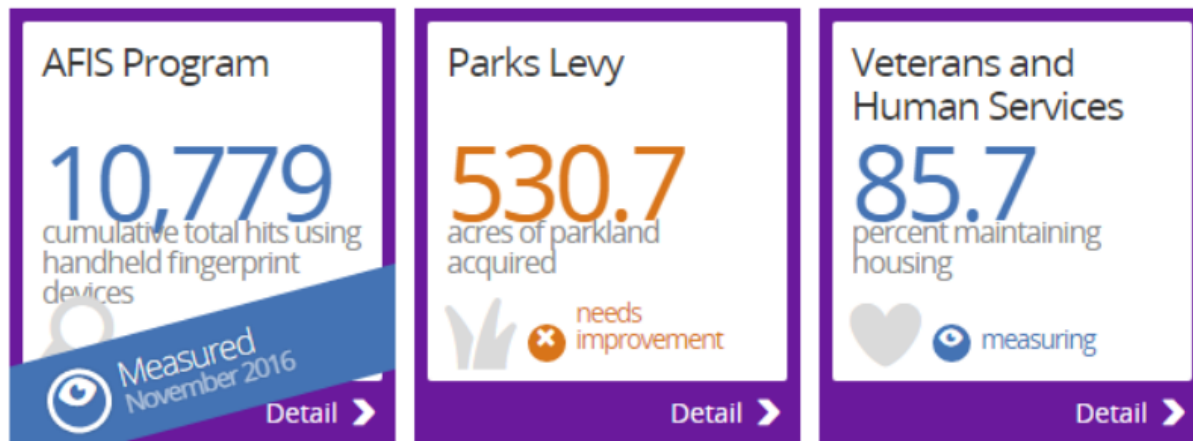Beyond focusing directly on productivity of specific routes, Metro continues its efforts to increase ridership.

With more people riding the bus, there are fewer cars on the road. Since ridership is primarily a function of demand, passenger numbers improve by driving demand through new marketing efforts, by providing affordable service and by offering service where and when people want to travel.

Metro also maintains and builds partnerships with major institutions, cities, employers, human-service agencies, and other organizations to encourage alternatives to driving alone for work and personal travel. Nearly all of Metro's bus trips touch regional growth centers or manufacturing centers. The use of ORCA business account passes is increasing, as is the use of park-and-ride lots in King County.

1) Transit boardings in King County*
(in millions)

■ Metro Bus   ■ Sound Transit Express   ■ Link   ■ Other

- 2010: 138.7
- 2011: 145.5
- 2012: 151.0
- 2013: 155.9
- 2014: 161.0

*Includes Sound Transit bus service operated by Community Transit and Pierce Transit, which was not included in previous reports.

Levies

AFIS Program

10,779

cumulative total hits using handheld fingerprint devices

Measured
November 2016

Detail >

Parks Levy

530.7

acres of parkland acquired

needs improvement

Detail >

Veterans and Human Services

85.7

percent maintaining housing

measuring

Detail >

Levies

AFIS reports over 10,000 hits made since August 2014 using Mobile ID, handheld fingerprint capture devices.

King County Regional Automated Fingerprint Identification System (AFIS) provides finger and palm print identification to all police departments and many jails throughout the county.

King County Regional AFIS

The King County Regional Automated Fingerprint Identification System (AFIS) Program provides enhanced arrest and crime scene identification services to all cities and unincorporated areas in the county. The program is levy funded with the current levy from 2013-2018. The goals below reflect a six-year plan for continued operation of the program and provide insight into how well it is performing in different areas.

Technology

King County Regional AFIS funds and implements finger-print related technology for use throughout the county.

Goal 1: Livescan *(electronic, inkless capture of fingerprints)*

- Replace 48 Livescans that have reached or are close to end-of-life.
- Progress toward goal: 90% Complete

King County Regional AFIS issued a Request for Proposal to replace Livescan devices. It selected a vendor, signed a contract, worked with the vendor on the design of the new devices, and replaced 48 Livescans. Cameras are being incorporated with some Livescans in order to more efficiently capture mugshots during the ID process. In the levy plan, replacing end-of-life Livescan technology and increasing the number of criminal capture stations were two separate items with different timelines. The above goal was created to incorporate both aspects and avoid having to work with two separate vendors to achieve the objectives.

Goal 2: Mobile Identification *(use of handheld fingerprint devices provides officers the means to identify a subject quickly, which prevents the need to drive to a police station and keeps the officer on the street)*
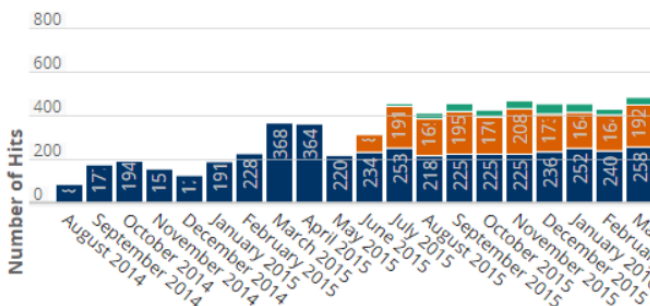
- Execute proof of concept and implementation of Mobile ID.
- Progress toward goal: 100% Complete

This project has been closed out. A total of 237 out of the 260 devices purchased have been distributed and 1,195 officers/deputies are trained to use them. The remaining devices are distributed upon agency request due to increased usage necessitating an additional device.

With Mobile Identification, officers can search the local AFIS database as well as the state through the Western Identification Network (WIN) and the FBI's Repository for Individuals of Special Concern (RISC).

Handheld Fingerprint Devices: Distributed vs Remaining

Mobile ID Hits 2015-2016

Note: Connection to WSP (Washington State Patrol) system as of June 2015 and connection to FBI (RISC) system as of July 2015.
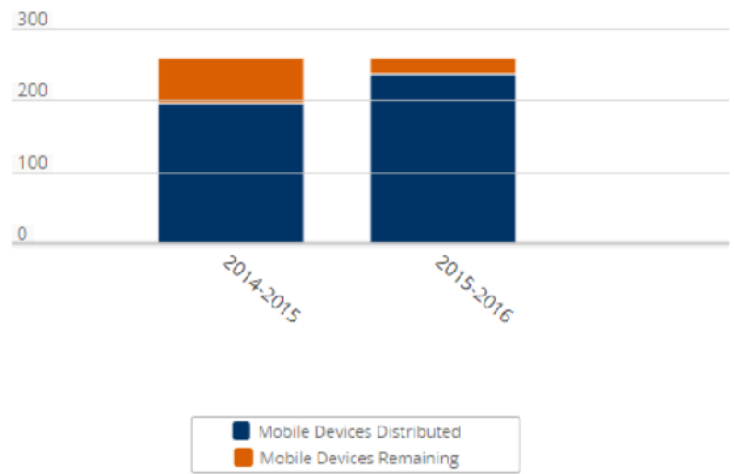
Goal 3: AFIS Expansion *(computer used to match and store fingerprints)*

- Expand the AFIS database to include storage of photos so the images will be available to view during an alias search and potentially return to a patrol officer as part of Mobile ID.
- Progress toward goal: 100% Complete

The AFIS database now accepts and stores photos and includes an image, if available, for an officer's Mobile ID search.

Operations

The AFIS levy funds and provides fingerprint services to all law enforcement agencies within the county.

Goal 1: Staffing

- Achieve a reduction equivalent to 11 positions over the life of the levy.
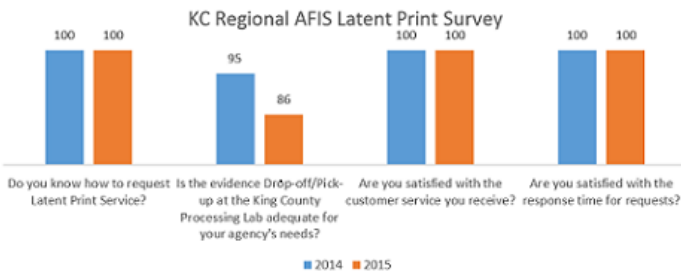- Progress toward goal: 100% Complete

A reduction of 11 positions was achieved by refining staffing models and moving the 24/7 units to a more coverage based model. All reductions were achieved through attrition. Also, implementation of "lights out", which is less manual and more reliant on the AFIS computer for fingerprint matching, has reduced workload leading to reallocation of staff to different tasks based on business

Goal 2: Processing Unit Pilot

- Implement a one-year pilot project to evaluate the cost and benefits of responding to more property crime call-outs.
- Progress toward goal: 100% Complete

The pilot project began in March 2015 and consisted of three full time employees dedicated to property crime (primarily auto theft and residential burglary) call-outs. Feedback from agencies was very favorable, due to the increase in investigative leads and fast response time to the scene. In July 2016, the AFIS Advisory Committee voted in favor of expanding and funding the processing unit as a new unit. Work will be done to establish a strategic plan for operation and expansion.

	Before Pilot	With Pilot
Response time to crime scene	At least 1 hour, or not respond based on resources	Average 14 minutes
Percentage of latents with value	35% Officers usually lifted prints	66% Expert staff lift prints
Average lifts per case	3.6	7

KC Regional AFIS Latent Print Survey

Goal 3: Customer Service

- Contact customers yearly to obtain overall satisfaction with service provided by the Latent Print Unit.
- Progress toward goal - On track

Each year a survey is distributed to law enforcement personnel inquiring as to the level of service AFIS provides for evidence processing, examination/ comparison, crime scene assistance, and training. Results from the 2014 and 2015 survey show customer satisfaction. There was a slight decline in satisfaction with evidence drop-off/pick-up at the processing lab, with the main issue being difficulty in finding parking. This issue will be resolved when the new lab opens.

Goal 4: Information Sharing

- Commit to seek information sharing ventures with law enforcement partners.
- Progress toward goal - On track

The AFIS Program provided local, state and federal connectivity to Mobile ID partners including state and federal agencies (Department of Corrections, Washington State Patrol and Homeland Security – Federal Protective Service).

Facilities

The King County processing lab is in need of a new facility. The current lab is insufficient, presenting efficiency, employee safety, and evidence security concerns. It is too small for the movement of evidence from one process to the next, presenting inefficiencies and delays.

Goal 1: Processing Lab *(facility where crime scene fingerprints and palmprints are developed)*

- Replace the King County processing lab in order to meet industry standards and maximize staff efficiency.
- Progress toward goal: On track

Staff made site visits to other newly built labs that integrated LEED building standards. A needs assessment and preliminary design were conducted. In 2016, a site for the new lab was chosen. The lab replacement team has finalized the lab design, and construction will begin in 2017. The goal is to have this projected completed by the end of 2018.

For more information on the AFIS Program, see:

AFIS Program Reports and Informational Material

Latent print examiner processing evidence.

Parks Levy

530.7
acres of parkland acquired

needs improvement ✕

Detail ›

Levies

Parks Levy

Over 500 acres of parklands acquired to date with levy funds since the levy started in 2014.

Parks, Trails, and Open Space Replacement Levy

On August 6, 2013, more than 70% of King County voters approved the Parks, Trails, and Open Space Replacement Levy. The measure will generate an estimated $66 million per year from 2014 through 2019 by earmarking 1.88 % of property tax – that is, an estimated $56 per year for the owner of a home valued at $300,000. It replaced two parks levies, the King County Parks Levy and the Open Space and Trails Levy, which expired at the end of 2013.

The levy funds:

- Operations and maintenance of King County's existing 200 parks, 175 miles of regional trails, and 26,000 acres of openspace,
- The Community Partnerships and Grants Program,
- Prioritized investments that include infrastructure repair and replacement, open space acquisition, and regional trail and trailhead development,
- Local city parks and the Woodland Park Zoo.
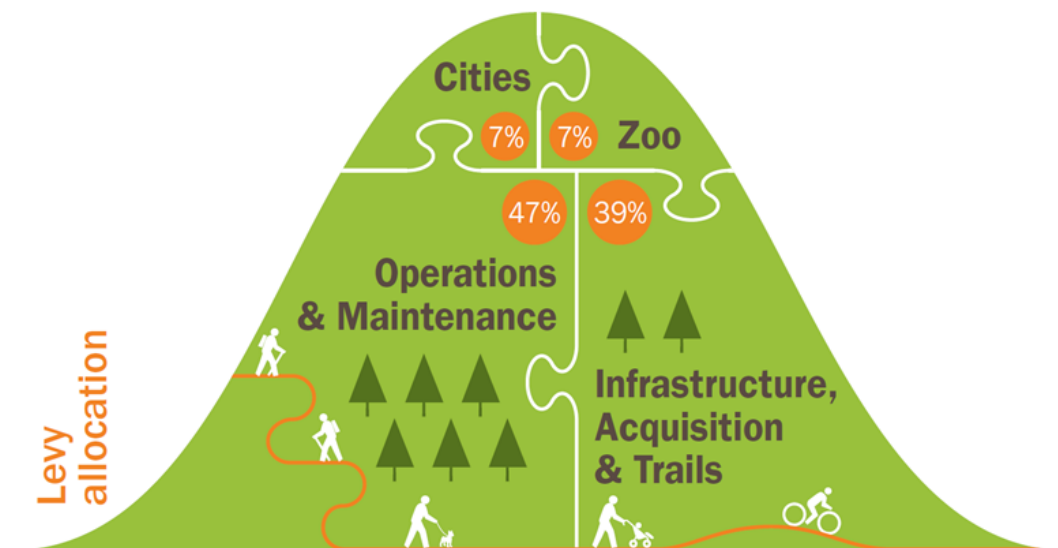
Goal 1: Regional Open Space Initiative
Acquire an estimated 2,700 acres of parklands by 2019

In total, 339 acres acquired in fee or easement with levy funds in 2014. Highlights include:

- Acquired 6 parcels, totaling 223.38 acres, as an addition to Cougar-Squak corridor, which links Squak Mountain State Park with Cougar Mountain Regional Wildland Park.

- Acquired 69.25 acres of wooded land on Vashon Island. This acquisition is part of a long-term goal in partnership with Vashon Maury Island Land Trust to connect the trail at Shinglemill Creek down to Quartermaster Harbor.

As at November 2015, an additional 191.68 acres were acquired, bringing the total to 530.68 acres.

Goal 2: Regional Trail System
Design or construct 14 regional trail connections by 2019

The levy provides funding for on-going maintenance of King County's 175-mile Regional Trails System and to further develop 14 trail projects that fill in missing links to connect and trails in cities, transit, and civic hubs. King County continues to work with nine south county and eastside cities on two new trail corridors, the Lake to Sound Trail and Eastside Rail Corridor, and levy proceeds will help fund planning, permitting and development of those projects.acquired, bringing the total to 530.68 acres.

Work progressed on eight regional trail projects in 2014.

Highlights include:

- **East Lake Sammamish Trail:** Construction of a 2.6-mile North Sammamish segment went underway in 2014 and was completed in July 2015. The final 4.7-mile section is approaching final design and will be constructed in two phases, "South Sammamish A" and "South Sammamish B."

- **Eastside Rail Corridor:** Phase 1a of master planning occurred in 2014, which focused primarily on information gathering of existing conditions within the corridor. A draft Master Plan and draft Environmental Impact Statement will be issued in the first quarter of 2016.

- **Lake to Sound Trail:** Final design and permitting of Segment A connecting Renton and Tukwila. Final construction review of Segment B connecting Des Moines Memorial Drive in SeaTac and Burien, with construction beginning in 2015.

- **Soos Creek Trail:** Final design phase to connect the Soos Creek Trail to the Cedar River Trail.

- **Regional Trail Surface Improvements:** Repair and repaving of multiple segments along the Burke Gilman and Sammamish River Trails in Kenmore and Bothell, including safety improvements at two driveway intersections.

2014-2019 Proposed Parks Projects

2014-2019 Proposed Trail Projects

Goal 3: Bridge and Trestle Program
Repair or replace 14 bridges and trestles on regional trails by 2019

This goal included feasibility studies, repairs, as well as building new bridges. Highlights include:

- Thirty-three inspections and nine load ratings completed in 2014.
- Feasibility study and initial design commenced for the replacement of Tokul Trestle.
- Feasibility study for the replacement of Boxley Creek Bridge.

Goal 4: Trailhead Development and Access
Construct 11 trailheads by 2019

Three projects commenced in 2014:

- Duthie Hill
- Taylor Mountain
- Pinnacle Peak

Duthie Hill Parking Lot started construction late in 2014 and opened in 2015.

Goal 5: Play Area Rehabilitation
Rehabilitate 13 play areas by 2019

The King County Parks, Trails, and Open Space Replacement Levy includes funding to repair aging parks infrastructure, which reduces the division's maintenance backlog and addresses public safety. Examples of proposed projects include replacing 13 play areas at the end of their life cycles, repairing and restoring historical structures at Steve Cox Memorial Park and Marymoor Park, partially funding replacement of an out of-code maintenance facility, and carrying out repairs at the Weyerhaeuser King County Aquatic Center.

Nine play areas were schematically designed in 2014:

- South County Ballfields
- Cottage Lake Park
- Five Mile Park
- Ravensdale Park
- Big Finn Hill Park
- Tolt-MacDonald Park
- Skyway Park
- Lakewood Park
- Maplewood Park

Construction of five play areas will commenced in the summer of 2015, with expected completion in 2016. Existing playground equipment will be removed and replaced.

Goal 6: Facility Infrastructure Repair & Replace
Repair or replace facilities at 5 sites by 2019

King County has committed to the following repairs:

1. **Marymoor Park**
- Upgrade electrical transformer
- Concert roof repairs and concert stage electrical work

2. **King County Aquatic Center**
- Install solar panels on roof
- Upgrade HVAC system
- Improve lighting in Rec Pool
- Spa renovations

3. **Steve cox Memorial Park**

- Install new sewage lift station
- Feasibility study to maximize use of athletic fields

4. **Central Maintenance Shop**
- Initial design contract with architect consultant

5. **Dockton Park**
- Breakwater Repair

Parks and Recreation Volunteerism

King County Parks is able to augment its level of service through its Volunteer Program. Park system volunteers donate their time and labor to help improve and maintain community greenspaces, recreational areas, and natural resources that make up King County Parks. In addition to the added resources volunteers bring to park projects, people leave with a greater knowledge and appreciation for the King County Parks system, including trails and natural lands.

Volunteerism

In 2014, approximately 8,400 volunteers provided 57,600 hours in the Parks system. The volunteers donated their time by individual project service or by being a member of a group with a contractual partnership with Parks, in more than 340 volunteer events. This highlights a robust show of support by caring people for parks, trails, and natural areas. In terms of habitat restoration in 2014, volunteers planted 18,700 native trees and shrubsat 16 sites and removed over 460 cubic yards of invasive and noxious weeds at 17 sites.

In early 2015, a new position for the Parks' Volunteer Program was filled and came onboard. The program antici-

pates greater capacity to host a greater number of volunteer events and implement service enhancements such as improved communication with volunteers and continued improvement in record keeping. There are also anticipated improvements regarding strengthening relationships with existing companies that provide volunteers for Parks.

King County Parks Annual Total Volunteer Hours

Since 2005, over 500,000 volunteer hours have been recorded in aid of parks and recreation programs.

Parks and Recreation Financial Stewardship

The Parks and Recreation Division continues to explore entrepreneurial endeavors and partnership in order to reduce the tax subsidy needed for active recreation facilities. As established in the 2003Parks Business Plan, the Division is tasked with earning a targeted amount ofbusiness (non-tax) revenue each year. This measure tracks the division's success in reaching its annual revenue target.

Business Revenue

The two elements of the division's business revenues include: enterprise/entrepreneurial and user fee revenues.

Enterprise/entrepreneurial revenues include a myriad of non-traditional activities, ranging from corporate sponsorships and other creative promotions to special facility rentals (such as the Marymoor concert series and Cirque du Soleil). These are generated as a result of cultivation efforts and partnerships established by division staff.

User fee revenues represent more traditional recreational activities, such as ballfield usage fees, and are generated according to what the market will bear.

The Division's 2014 business revenues total $5.2 million, beating itsannual business revenue target for 2014 ($5.1 million). Over the past decade, the division has workedto maximize the revenue-generating capacity of its current assets. Byconverting dirt ball fields into multi-sport synthetic turf fields, we can accommodate a growing spectrum of sports, games can be played year-round,and with fewer rainouts. Furthermore, yurts and the camping container continueto grow in popularity.

Marymoor Park hosted Cavalia's Odysseo this year, although it is a muchsmaller production than Cirque du Soleil. Cirque du Soleil returns to MarymoorPark with its production Kurios, in January 2015.

King County Parks and Recreation Annual Revenues

Annual revenue targets and actual revenue earned.

For more information, see:
- King County Parks Division
- Past Quarterly Reports
- King County Parks and Recreation
- Parks Levy
- Photos from the Marymoor Concert Series

Veterans and Human Services

85.7
percent maintaining housing

measuring

Detail ➤

Levies

King County Veterans and Human Services Levy

Since the renewed Levy began in 2012, an average of 728 formerly homeless clients successfully maintained their permanent housing each year.

King County Veterans and Human Services Levy

In 2005, King County voters approved and in 2011 renewed for 2012 through 2017, a property tax measure creating regional health and human services funds to assist veterans and their families and others in need. The tax of $.05 per thousand of assessed property value generates about $18 million annually and supports a broad array of services.

Guided by a Service Improvement Plan and with oversight from two citizen boards, the levy's revenues are divided equally between services for veterans and their families, and services for others in need. Services are aligned to help achieve the three primary goals of the levy, which are:

- Prevent and reduce homelessness
- Reduce unnecessary criminal justice and emergency medical system involvement
- Increase self-sufficiency of veterans and vulnerable populations.

The 40 activities funded to help meet these goals are grouped into four overarching strategies:

Strategy 1: Supporting Veterans
**Strategy 2: Ending Homelessness**
Strategy 3: Improving Health
Strategy 4: Strengthening Families

The Veterans & Human Services Levy 2014 Annual Report provides an opportunity to learn more about the progress towards meeting the goals of the 2012-2017 levy.

2012 - 2017 Levy Evaluation Plan: Implementation Plan & Activity Evaluation Templates is meant to:

- Inform the public and policy-makers of the impact of levy-funded activities on the overall goals and strategies of the levy.
- Measure performance of activities to assist the boards in their oversight of the levy investments.
- Provide County program managers with information to monitor and continually improve the quality of the levy activities they manage.
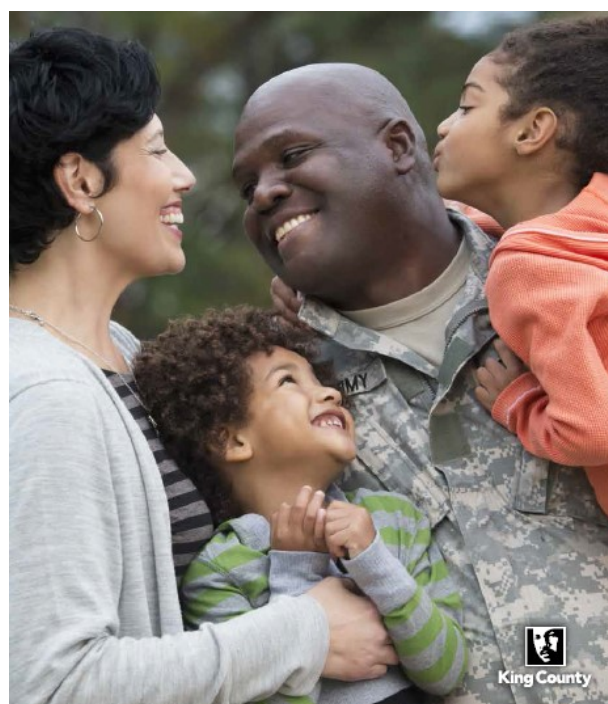
Goal 1: Prevent and end homelessness

The Veterans and Human Services Levy has supported efforts to end homelessness in King County beginning with the first levy in 2006. About 40 percent of the Levy's annual revenue is dedicated to preventing and reducing homelessness through outreach, prevention, and permanent supportive housing and employment activities. Fifteen of the Levy's activities support this goal.
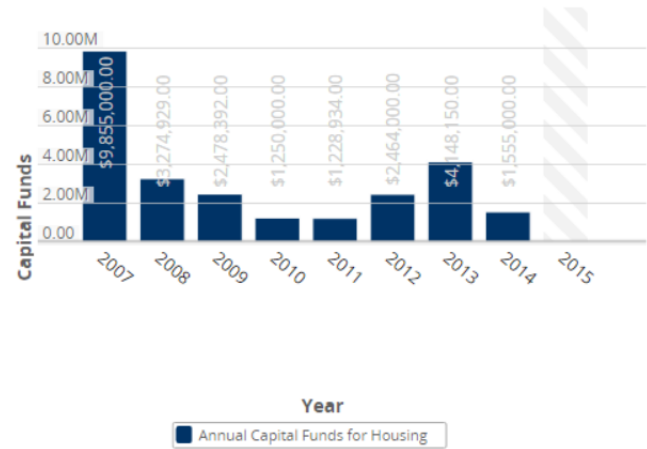
Several of these activities have a common objective: maintaining clients in housing, or moving or "exiting" people to other permanent housing. As indicated below, since 2012, the levy has helped over 85 percent of clients each year, either maintain their housing or enter permanent housing.

Every year since 2006, the levy has awarded funds to developers of low-income housing to increase the number of individuals experiencing homelessness in King County who obtain housing. While the amount of funding available to support the development of affordable housing has varied each year, as described in the chart to the left, there
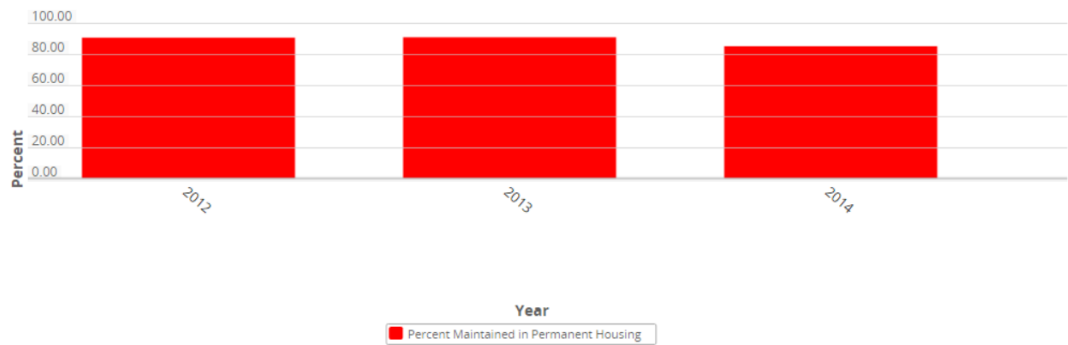
has been a steady increase in the number of affordable housing units the levy helped support.

In 2014, a total of 183 additional units of affordable housing

Annual Capital Funds for Housing

Bar chart titled "Annual Capital Funds for Housing." Y-axis "Capital Funds" ranging 0.00 to 10.00M. X-axis "Year" from 2007 to 2015. Values: 2007 $9,855,000.00; 2008 $3,274,929.00; 2009 $2,478,392.00; 2010 $1,250,000.00; 2011 $1,228,934.00; 2012 $2,464,000.00; 2013 $4,148,150.00; 2014 $1,555,000.00. Legend: Annual Capital Funds for Housing.

Percent of Clients Stabilized

Bar chart titled "Percent of Clients Stabilized." Y-axis "Percent" 0.00 to 100.00. X-axis "Year": 2012, 2013, 2014. Legend: Percent Maintained in Permanent Housing.

Goal 2: Reduce unnecessary criminal justice and emergency medical system involvement
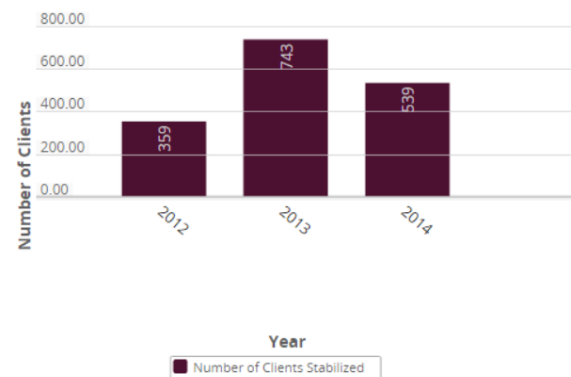
Recognizing housing is a critical need for those exiting hospitals or the criminal justice system, the levy's second goal focuses on reducing emergency medical and criminal justice involvement by stabilizing homeless individuals, particularly those with disabling conditions, in housing with supportive services.

As the chart on the right illustrates, hundreds of individuals are stabilized in services that help reduce involvement in expensive public services. Stabilization of these individuals is a first step on their road to recovery, employment

and self-sufficiency. The number of individuals served each year is dependent on the availability of permanent supportive housing units available that year.

Levy funds assist clients who are at risk of unnecessary involvement in public systems.

Number of Clients Stabilized

Bar chart titled "Number of Clients Stabilized." Y-axis "Number of Clients" 0.00 to 800.00. X-axis "Year": 2012 = 359; 2013 = 743; 2014 = 539. Legend: Number of Clients Stabilized.
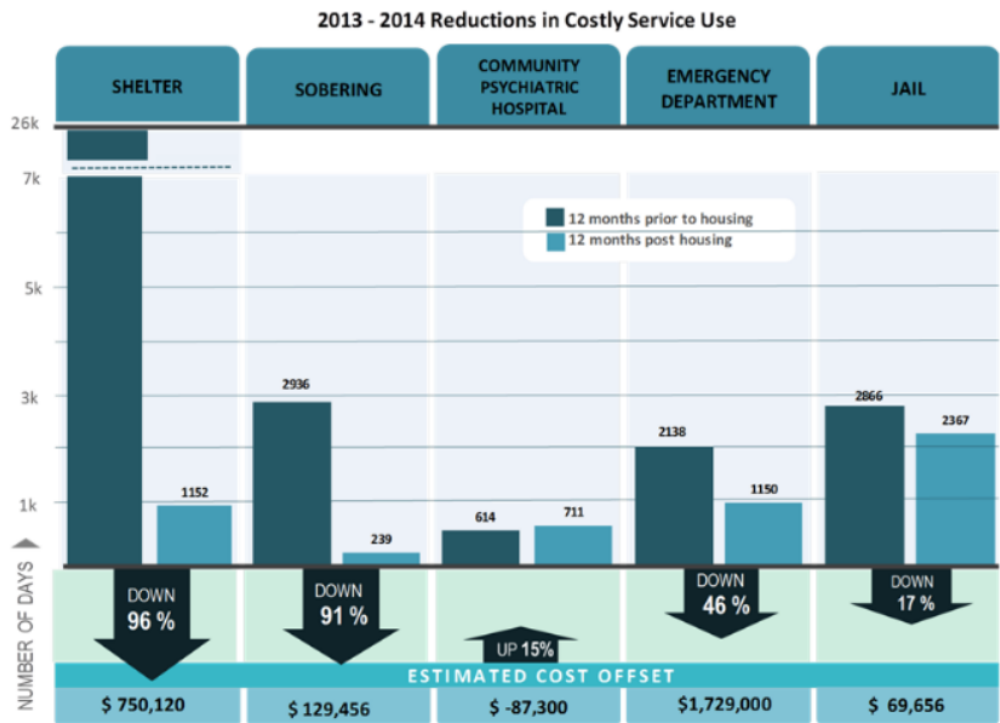
One activity, Client Care Coordination, maintains a database of homeless individuals who are high users of public services such as jail and emergency services. Individuals are assessed for their vulnerability if they were to remain homeless and are prioritized for housing as it becomes available. Data is gathered on their use of services one year prior to and one year after being housed. As the following chart indicates, having a home makes a difference in the use of public services. For example, among individuals placed in housing in 2013 and tracked through 2014,

their use of shelter services dropped by 96 percent, their use of sobering services dropped by 91 percent and their emergency department use dropped by 46 percent. The reduction in their use of the services tracked resulted in estimated cost offsets of $2.6 million as indicated below. Similar reductions have been documented since 2012 when the first data was available.

Reduced Use of Services and Cost Offsets 2013-2014

Levy-supported programs helped clients reduce their use of costly emergency services.

2013 - 2014 Reductions in Costly Service Use

	SHELTER	SOBERING	COMMUNITY PSYCHIATRIC HOSPITAL	EMERGENCY DEPARTMENT	JAIL
	DOWN 96 %	DOWN 91 %	UP 15%	DOWN 46 %	DOWN 17 %
ESTIMATED COST OFFSET	$ 750,120	$ 129,456	$ -87,300	$1,729,000	$ 69,656

Legend: 12 months prior to housing / 12 months post housing

Data values shown: Shelter 1152; Sobering 2936, 239; Community Psychiatric Hospital 614, 711; Emergency Department 2138, 1150; Jail 2866, 2367.

NUMBER OF DAYS

Goal 3: Increase self-sufficiency of veterans and vulnerable populations

Individuals who have been successfully stabilized in housing often need additional services to help them achieve economic stability or self-sufficiency. An array of activities is funded to assist these individuals. Eight outreach services link vulnerable individuals to a variety of needed services. As the chart below indicates, outreach services link over 3,000 veterans and other vulnerable individuals to services each year. In 2014, almost 90 percent of individuals engaged were successfully linked to services.

Total Connected to Services Through Outreach

Chart: Number of Clients by Year (2012, 2013, 2014) — Total Connected to Services Through Outreach

Percentage Connected to Services Through Outreach
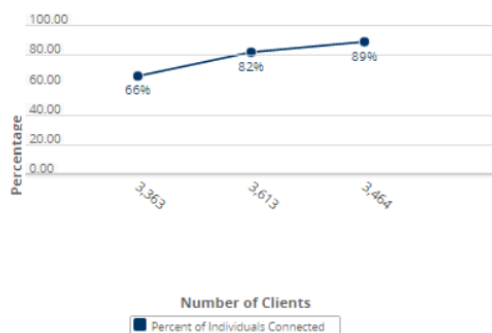
King County Veterans Program (KCVP)

Fifty percent of levy revenues are dedicated to services for veterans and their family members, making the services provided by the King County Veterans Program (KCVP) a key element in the continuum of services available. Prior to the levy, KCVP operated as primarily a financial assistance program for indigent veterans. Thanks to the levy, the program now has an intensive case management program where veterans are assessed in a number of areas such as "engaged in treatment" and "social supports," which combined determines their level of self-sufficiency.

Percentage of Clients Improving Self Sufficiency Score
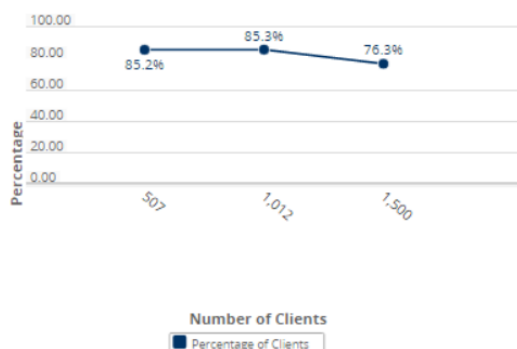
Case managers guide veterans through a process of self-identifying personal goals and help them achieve these goals to move toward a stable and economically self-supporting life. By reassessing individuals in the case management program every six months, KCVP can track client progress and identify areas where additional support may be needed. As indicated below, in 2014, 1,500 veterans were enrolled in KCVP's case management program and over 76 percent improved in their level of self-sufficiency.

Recognizing behavioral health issues can interfere with a veteran or other individual's success in achieving self-sufficiency, perhaps leading them to recycle through criminal justice or emergency psychiatric services, five levy activities focus specifically on providing assessment and treatment of mental health issues such as Post Traumatic Stress Disorder (PTSD) or depression. These programs use evidence-based program models proven to be successful in reducing symptoms. Collectively these programs succeed in improving the mental health outcomes for, on average, about 60 percent of clients receiving treatment since 2012, consistently above the national average for the particular models used.

Number of Clients Improving Self-Sufficiency Score
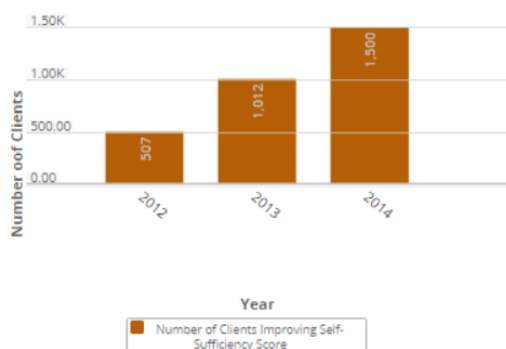
Additional data on the progress the levy has made in meeting the three goals and a description of each of the levy's activities is contained in the levy annual reports, which are posted on the levy's website at:
www.kingcounty.gov/DCHS/Levy

Percentage of Clients With Improved Mental Health Outcomes