

Region 10 FY 2026 HVE Application Narratives

Washington Traffic Safety Commission

Application Due 8/31/25

Section 1 – Contact Information

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SECTION 2: Prioritization & Budget Request

Below is a list of emphasis areas eligible for grant funding. Please enter the amount of funding your Region can realistically spend in FFY2026. Regional participation in the statewide campaigns is mandatory. Requesting funding for Speed and Motorcycle Safety is optional. Grant requests should consider the following: analysis of local crash data, funding availability, staffing capacity, problem identification (justify the need for the project), and the Region's past performance with highway safety grants.

We want you to prioritize these emphasis areas based on data and input from the Region Task Force. Rank in order of priority (1 = highest; 5 = lowest) for grant selection:

Emphasis Area	Rank in order of priority 1-5	Funding Amount Requested
Impaired Driving	2	\$125,000
Seat Belt	5	\$10,000
Distracted Driving	3	\$15,000
Speed	1	\$100,000
Motorcycle Safety	4	\$15,000

Grant applications are reviewed, and awards determined by the WTSC. Funding at requested levels is not guaranteed.

SECTION 3: Problem Identification, Enforcement Plan, and Publicity

Problem Identification

This section should include data from local, state, and other resources to describe the need for funding. The problem identification should also support the prioritization of the emphasis areas selected in Section 2. Charts or additional attachments can be submitted along with this application.

Example: Speed and impaired driving crashes comprise 60% of all vehicular fatalities in this region. While distracted driving is much less of a problem than that it has been, it has doubled after the last five-year period. Our region has had very high seat belt use rates, but the unbelted fatality crashes are consistently 20-25% of all fatalities. This is why 80% requested is split between speed, impaired driving, and seat belts. While the remaining 20% addresses distracted driving.

Fatality and serious injury crashes continue to be a problem in Snohomish County. Speed is the largest contributing factor, followed by impairment and distraction (often tied). The first two priorities in our FY26 plan are for speed and DUI spending. Most of our DUI crashes involve speed, therefore the overlap is fairly significant. Addressing DUI will also help with the speed problem and vice versa.

From 2023-2024 the total number of fatal and serious injury crashes went from 308 to 319, a 3.6% increase (after an 8.4% increase the previous year). Of the 2024 crashes, alcohol and/or drug impaired crashes accounted for 70 - a 18.6% increase from 59 in 2023.
(Source: DOT Crash Data Portal)

The remaining request addresses the other issues such as distracted, seatbelt and motorcycle safety. From 2022-2023 our Motorcycle fatalities dropped from 13 to 8, but in 2024 increased to 16. A 100% increase from 2023 to 2024.

Attached are summary reports of crash data for 2024 pulled from the DOT Crash Data Portal demonstrating the need for deterrence in Snohomish County. 2025 into 2026 is on trend to meet or exceed 2024 data.

Enforcement Plan

Describe how your region will conduct and coordinate enforcement during the four statewide campaigns. Outside of the statewide HVE campaigns, how will the enforcement funds be utilized?

Statewide Campaigns

Example: We plan to conduct seat belt enforcement in October, March, and May. Enforcement activities in October and March will be done following the Wave HVE model, where extra enforcement will be done in conjunction with messaging from the TZM and LE PIOs. We estimate that we can conduct an average of 25 hours of enforcement each month. We plan to conduct 6 spotter patrols during the CIOT campaign. [List of agencies] are able to conduct spotter patrols and are planning to participate. These patrols will take place over four dates during CIOT, with an average of one spotter with three contact officers. The patrols will be scheduled for five-hour shifts. These spotter patrols will be supplemented with other officers using the standard traffic enforcement in surrounding areas. The MIDU will be requested during the statewide mobilization and to support special events.

Additional HVE Campaigns

We plan to conduct 100 hours of speed enforcement throughout the year focusing on areas with an increased level of crashes and fatalities/serious injuries. Enforcement efforts will take place mostly on county roads and state routes.

Briefings will be conducted before each patrol. Every patrol will have an enforcement Supervisor, decided by the Task Force and LEL. Impaired Driving patrols will take place during dates and times where data reflects a high rate of crash risk.

DUI: Our task force will coordinate enforcement during the statewide holiday DUI Period. This time period we also do our Night of 1000 Stars event to kick off holiday DUI. This is a large event that includes our law enforcement and liquor and cannabis partners. Throughout the statewide HVE we will aim to staff HVE throughout each week. The goal is to staff 200 hours of HVE during the statewide period plus 56 hours during Night of 1000 Stars.

During the August Statewide, we often run into staffing difficulties as it runs at the same time as the county fair, which ties up a large group of our law enforcement who are working mandatory overtime at the fair. However, in 2025, we have had an increase in participation and will be staffing 240 hours of HVE. We anticipate this trend will continue into FY 26, and we will be able to continue with high volume patrols.

During the rest of the year, we will put on strategic local DUI HVE patrols as staffing is available. These will be planned around holidays and community events. Examples are Cinco de Mayo, St. Patrick's day, summer kickoff and around independence day. We also plan to do occasional local patrols during "off" times from holidays and events to keep our task force enforcement visibility up. Participating agencies will be determined in the lead up to the event, depending on staffing. Many of our HVE events have a mix of law enforcement agencies participating from our region. The goal is 24 patrol overtime hours per HVE, staffing dependent. Summertime, we staff DUI HVE around events with beer gardens as staffing allows. Our goal between statewide DUI and local DUI is to conduct approximately 140 eight hour shifts of DUI HVE patrol.

Our task force is encouraging mentoring in the field of DUI arrests and would like to continue to provide up to 16 hours of overtime to both mentor/mentee with these funds. Mentorships would be authorized in advance by the WTSC Program Manager.

Speed: Speed patrols will be conducted using a data driven approach in problem and high crash areas. The goal would be to conduct at least 1 speed HVE project quarterly, as staffing allows. Participating agencies will be determined in the lead up to the event, dependent on staffing. Many of our HVE events have a mix of law enforcement agencies participating from our region. At least 24-40 patrol overtime hours per HVE. We have had a large increase in participation in FY23 for speed patrols and will continue to take advantage of that momentum. Our goal is to conduct approximately 800 hours of speed HVE during this period.

Distracted: Distracted patrols will be conducted during the statewide period. We plan to staff at least 2 distracted patrols during that period utilizing our motors unit. If staffing is available, we will conduct multiple distracted patrols throughout the statewide period. Participating agencies will be determined in the lead up to the event, depending on staffing. Many of our HVE events have a mix of law enforcement agencies participating from our region. Our goal is a minimum of 120-160 patrol hours during this period.

Motorcycle: Motorcycle patrols will be conducted during the statewide period and our goal is to do at least one HVE during the statewide period. Participating agencies will be determined in the lead up to the event, dependent on staffing. Many of our HVE events have a mix of law enforcement agencies participating from our region. Our goal is 70-100 overtime hours during the statewide event.

CIOT: CIOT HVE will be conducted during the statewide HVE period. At least 1 CIOT HVE will be conducted. Participating agencies will be determined in the lead up to the event, depending on staffing. Many of our HVE events have a mix of law enforcement agencies participating from our region. Our goal is 70-100 hours of overtime patrols during this period.

If all statewide HVE funding is not expended during the statewide period, we will utilize those funds outside of the campaign times, if allowable, and staffing is available to conduct local HVE's, described below.

We are requesting that up to 30% of funding in each funding area be available for public education utilization. This would include paying overtime for officers to conduct traffic safety related presentations at citizens academies, attend public education events with the purpose of educating the public.

Briefings will be conducted prior to HVE activities in person, via ZOOM, via phone or electronically via email. Use of the MIDU will be requested for activities where the Task Force feels the MIDU can effectively be utilized due to high participation.

Publicity

Describe how your region will publicize enforcement during the year. This is a great place to describe your public participation plans as well.

Example: The TZM will be responsible for publicizing the enforcement activities. They will work with state and local resources for assistance with message development and distribution. The TZM will use social norming approaches to craft messages and develop educational outreach materials. They can also use messages and materials created by WTSC and other regional task forces. News releases will be sent to local media before the start of each enforcement campaign and after its conclusion throughout the year. The TZM will request participation from public information officers and city/county communication resources in the region. Whenever possible, the Region Task Force will fulfill interview requests from local media. Variable message signs and local reader boards will be used to raise public awareness of all local patrols.

The TZM will be responsible for publicizing enforcement activities. HVE patrols will have social media pushes with content created by the TZM and published to the Target Zero social media accounts. Partner and Task Force agencies will be encouraged to conduct unified messaging in conjunction with these campaigns. Local patrols will have press releases issued prior to the patrol by the TZM agency as allowed by agency rules and agency bandwidth. Post HVE information will be posted to the Target Zero social media accounts within 7 days of the campaign, when available. The Task force will also utilize our \$10,000 advertising allocation and work with our advertising partner, KRKO radio to provide radio spots and local digital advertising. Analytics from the advertising will be provided in quarterly reports. The TZM, LEL or partner PIO's will fulfill media interview requests whenever possible. The team will seek earned media opportunities whenever possible. Public engagement will be determined based on scope of work as it is shaped by WTSC for FY26.

SECTION 4: Performance Measurement

Describe how you plan to monitor grant activity performance. How will you respond to activity that does not meet standards set by the WTSC or your Task Force?

Example: The Task Force will review enforcement and publicity data at each monthly meeting. The Task Force representatives and region LEL will commit to addressing sub-par officer performance. In some cases where habitual low performance occurs, those officers will no longer be eligible to participate in the enforcement program sponsored by WTSC.

Publicity efforts will be monitored by the TZM and shared with the Task Force. LE Agencies will utilize local resources to promote the enforcement patrols such as sending out news releases, social media, and other outreach methods.

Performance will be monitored throughout the year by the TZM and LEL. Sub-par performance by officers working our HVE patrols will be referred to the task force representative for their agency to be handled internally. Removal from eligibility to work task force activities will be

dictated by Interagency Agreement language and/or the agency policies and union/bargaining group rules. The LEL will work with the agency to ensure expectations are set and met.

The task force may determine to set its own internal standards/policies regarding performance requirements such as contacts, if it is determined to be necessary. This is in addition to any WTSC mandated performance metrics.

Additionally, the Region 10 task force participates in random quarterly auditing of 20% of our regions WEMS patrol logs to ensure that officers and agencies are compliant with performance standards. Audits will be uploaded to the grant in WEMS quarterly. Region 10 will provide after action reports to WTSC if requested, and requests that WTSC provide guidelines, a template or form for that purpose.