

## APPENDIX E STATE LEVEL OF SERVICE

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The State Environmental Policy Act (SEPA) requires local jurisdictions to assess and mitigate the impacts of new development projects, including impacts to traffic. Together, local jurisdictions and Washington State Department of Transportation (WSDOT) agree on an acceptable level of service (LOS). For highways of statewide significance (HSS), the LOS is set by law. A particular development could cause impacts to traffic on a highway segment or an intersection to fall below the LOS thresholds following:

- For HSS:
  - Urban Areas: LOS “D”;
  - Rural Areas: LOS “C”; or
- For Regionally Significant State Highways (non-HSS), the LOS thresholds adopted by the local Metropolitan Planning Organization/ Regional Transportation Planning Organization (MPO/RTPO) shall apply. In the absence of an adopted LOS threshold, the LOS for HSS shall apply. Where there is a specific inter-local agreement with WSDOT, the applicable LOS threshold levels are established by the agreement; and
- When a development affects a segment or intersection where the LOS is already below the applicable threshold, the predevelopment LOS will be used instead of the otherwise applicable deficiency level.

When a development will degrade the facility’s LOS below the applicable threshold, the facility will be considered deficient to support the development, and WSDOT and its partners will seek mitigation of traffic impacts. Mitigation can take the form of development constraints (for example, the appropriate financial contribution to transportation improvements constructed by others. Details on these and other mitigation strategies are contained in the WSDOT Design Manual.

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