



[SEPA FAQ](#)

What is this SEPA DNS?

The Washington Legislature enacted the State Environmental Policy Act in 1971. Commonly called SEPA, the law helps state and local agencies identify environmental impacts likely resulting from projects and decisions such as adopting a city's comprehensive plan.

Environmental review is required for any proposal which involves a government "action," as defined in the SEPA Rules (WAC 197-11-704), and is not categorically exempt (WAC 197-11-800 through 890). Nonproject actions involve decisions on policies, plans, or programs, such as the adoption of a comprehensive plan.

A "Determination of Nonsignificance," or DNS, documents the responsible official's decision that a proposal is unlikely to have significant adverse environmental impacts.

How does it apply to Fircrest's Six-Year Transportation Improvement Program?

The fourteen-day comment period is a chance for the public to review the Six-Year Transportation Improvement Program, comment on the DNS, or appeal the SEPA DNS decision.

Does this mean the Fircrest's Six-Year Transportation Improvement Program was adopted without a chance to add my input?

This is a similar, yet **separate process** from the public comment period for the Six-Year Transportation Improvement Program. A separate public hearing will be held on June 11, 2024 prior to City Council adoption pursuant to public outreach requirements in [FMC 22.07](#).

What is the Six-Year Transportation Improvement Program?

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program and, after a public hearing thereon, file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year.

The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well. RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement plan for that region.

There are no projects included in this Program that are considered regionally significant. The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite; that is, it can be assumed that those projects will be constructed as scheduled. Projects in the later years are more flexible and may be accelerated, delayed, or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Fircrest to construct the projects. A project may be canceled at any time during study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community. The Program may be revised at any time by a majority vote of the City Council, but only after a public hearing.