

THE ROLE OF THE POLICY ADVISORY COMMITTEE
MARCH 1983

The Chairman of the Policy Advisory Committee, Dawson Alexander, requested that a voluntary committee be formed to re-examine the make-up and organization of the Policy Advisory Committee. Initially PAC was formed to monitor and coordinate the Sea-Tac/Communities Plan. Since the completion of the Plan, however, the Policy Advisory Committee has continued to function as a communications device between the Sea-Tac International Airport and the surrounding community.

The role of PAC, as accepted by PAC in September, is as follows:

1. The long-term monitoring and overview of the Sea-Tac/Communities Plan implementation.
2. To deal with special issues and problems affecting the airport and the airport community.
3. Make recommendations to the King County Executive and Council and the Port of Seattle Executive and Commission regarding resolution of these problems.
4. To be able to initiate actions and recommendations regarding Capital Programs to address the problems identified in role number two.

To this the PAC Subcommittee appointed in January of 1983 would like to add:

5. Each PAC member has a responsibility to report back to their constituencies and bring issues of concern from their organized group to the Policy Advisory Committee's attention for action.

The composition of the Policy Advisory Committee is recommended to change as follows:

<u>Old</u>	<u>Organization</u>	<u>Recommended Change</u>
1	King County	1
2	Port of Seattle (Aviation and Planning)	1 (Aviation)
1	Chamber of Commerces	1
1	Local Governments	1
1	School Districts	1
1	Airline Representative	1
1	Policy Development Commission	0
0	"Citizen At Large"	1
1	Zone 3 Committee	1
0	Highline Community Council	1
<u>4</u> 13	Geographically Selected Citizens + FAA Non-Voting	<u>4</u> 13 + FAA Non-Voting and POS Planning Non-Voting

A formalized process of representation and selection procedures was deemed necessary by the subcommittee. It was recommended that:

1. Groups submit by-laws, geographic boundaries and representative selection method to the Policy Advisory Committee.
2. Agreements be made by the local governments and Chambers of Commerce to establish their relationships. For instance, a rotating representation with alternates chosen from a different group than represented was recommended.
3. All PAC representatives should have alternates selected.
4. A three-year term of service be expected from each Policy Advisory Committee member.
5. An application form stating qualifications and preferences should be submitted by all persons desiring a seat on PAC. This should be drafted by the Policy Advisory Committee and be common for all Policy Advisory Committee positions.

6. Public notification procedure be developed for announcements of meetings and selection of representatives.
7. The geographic boundaries for citizen selection as presented in the enclosed map be made firm by the Policy Advisory Committee for citizen selection.

The subcommittee appointed earlier this year has yet to determine how the four geographically oriented citizens should be selected for the Policy Advisory Committee. At this time, the Highline Community Council picks representatives who submit their names to the Council for consideration.















It was recommended that either the Policy Advisory Committee or other organization chair meetings which would result in a popular election of previously selected nominees by those people present at the meeting. Only members within the geographic area would be eligible to vote and members within the area be selected to represent that area on PAC.

This presentation was made by Ed Parks at the Policy Advisory Committee meeting March 23, 1983. No formal approval was requested at that time; comments from PAC members and others should be directed to Ed for consideration by the Subcommittee.

LAND USE PLAN

AIRPORT AND VICINITY

LEGEND

-  SINGLE FAMILY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE
-  COMMUNITY RETAIL BUSINESS
-  HIGHWAY ORIENTED BUSINESS
-  AIR TERMINAL/RELATED BUSINESS
-  AIRPORT FACILITY
-  INDUSTRY
-  COMMUNITY FACILITY
-  OPEN SPACE
-  WATER BODY
-  MAJOR TRANSPORTATION FACILITY
-  KEY CIRCULATION FEATURE

