

## Boeing officially announces furloughs, employees now face a 25% pay cut



Boeing IAM 751 union employees in front of Boeing Everett Facility picketing on Friday, September 13, 2024. Lynnwood Times | Mario Lotmore.

### Uproar over rezoning of business park to high-density housing in Mukilteo

By KIENAN BRISCOE & MARIO LOTMORE

**MUKILTEO**—Over one hundred residents attended Mukilteo City Council’s Regular Meeting on Monday, September 16, to voice their opposition against the rezoning the Harbour Pointe Tech Center property to a 200-unit multifamily residential project.

The voting action by the city council was postponed to October 7, 2024, given a mishap by the city in sending out adequate notices of the public hearing four days into its required 10-day lead-time. The action to delay was in response to a letter sent by Teagin Law on behalf of Sundance Homeowners Association to the City on September 13, urging the council to postpone its

Continued **PAGE 10**

By KIENAN BRISCOE

**EVERETT**—In an email message to all Boeing employees on September 18, President and CEO Kelly Ortberg announced, “temporary furloughs” for US-based executives, managers and employees to start in the “coming days.”

“With production paused across many key programs in the Pacific Northwest, our business faces substantial challenges, and it is important that we take difficult steps to

preserve cash and ensure that Boeing is able to successfully recover,” wrote Ortberg in his morning message to employees.

Selected employees will be notified by their managers today to take one week of furlough every four weeks on a rolling basis for the duration of the strike—a 25% pay cut.

A furlough is an involuntary leave without pay for a specified period; however, workers retain their employment. Boeing did confirm that fur-

loughed employees will also retain their benefits.

“While this is a tough decision that impacts everybody, it is in an effort to preserve our long-term future and help us navigate through this very difficult time,” wrote Ortberg.

Ortberg committed that the furloughs will not compromise “activities critical to our safety, quality, customer support” and that key certification programs will be prioritized, including the 787 production.

A week ago on September 12, the International Association of Machinists (IAM) 751 and W24 union members voted overwhelmingly to strike which took effect the following day.

IAM union members which encompasses approximately 33,000 Boeing employees on the 737 MAX, 767 Cargo, 777, and 777X are now on the picket lines striking for higher wages. In the past, Boeing Machinist strikes have lasted

Continued **PAGE 8**

### Exclusive interview: SnoCo’s newest DEI Officer

By KIENAN BRISCOE



Wil Johnson. SOURCE: Tina Tang, Paris Blue Photography

**SNOHOMISH COUNTY**—The Snohomish County Executive’s Office officially announced that Wil Johnson will be taking over the role of Chief Diversity, Equity, and Inclusion Officer on Tuesday, September 10, leading the county’s Office of Social Justice.

“We are so grateful to welcome Wil to our team. His experience in building strong relationships, educating diverse audiences, and finding ways to address systemic barriers will be invaluable,” Snohomish County Executive Dave Somers said in a statement released Tuesday. “I am deeply committed to

having a county government that does not only talk about equity but finds the places where we need to do better and takes the steps to make real change.”

Johnson brings with him a passion for building a more equitable and inclusive county, as well as 20 years of experience working in education and within his community. At his most recent role Johnson worked as Director of Equity and Inclusion for the Snohomish School District where he’s worked since 2021.

He studied at City University of Seattle and the University of Washington to earn his Certificate of Education Lead-

Continued **PAGE 8**

# Fewer than half of WA students are hitting grade level

By OLIVIA THIESSEN

On September 10, OSPI released its K-12 Report Card for the 2023-24 school year. Following national trends, fewer than half of Washington students met academic proficiency. Testing was over grades 3-8 and 10.

In Washington state, only 50.3% of students met ELA standards, 39.7% met math standards, and 43.5% met science standards in their spring 2023 assessments, according to the OSPI report card. The state has not seen a significant change in scores in the last three years.

“We often see the results of these tests being miscommunicated to mean something that they don’t,” State Superintendent Chris Reykdal released in a statement. “The state tests are not Pass/Fail and students who do not meet the college readiness proficiency standard are not necessarily below grade level in their knowledge. On the tests, students demonstrate their grade-level knowledge and skills along a continuum of complexity.”

Federal law requires each state to administer statewide testing in grades 3-8 and once in high school. Last spring, nearly 95% of Washington students in grades 3-8 and 10 took the state assessments.

The statewide assessments are provided by Smarter Balanced, a California-based assessment system that relies on thousands of educators to write and review test questions to align with each state’s academic standards.

In the Smarter Balanced system, students are placed into one of four levels of achievement: novice, developing, proficient, and advanced. In previous years, students who placed within the third and fourth levels (proficient and advanced) were counted as those meeting the state’s academic standards.

In 2024, Smarter Balanced clarified that levels two, three, and four (developing, proficient, and advanced) are considered “grade level.” Smarter Balanced explained that level two can now be described as “nearly meets” grade level while level three “meets” grade level.

More information about the Smarter Balanced assessment scoring can be found on the Smarter Balanced website.

In previous years, OSPI only included student assessment data that indicated proficiency and above, which they described as “students on track for college-level learning without needing remedial classes.” This year, OSPI has included a second set of data which includes levels two, three, and four, which is described as “students showing foundational grade level knowledge and skills or above.”

Rank	District	English	Math	Science	4-yr Grad Rate
-	<b>State</b>	<b>50.3%</b>	<b>39.7%</b>	<b>43.5%</b>	<b>83.6%</b>
1	Northshore	71.8%	62.0%	61.6%	95.1%
2	Everett	65.3%	53.9%	61.5%	94.8%
3	Lake Stevens	61.0%	48.9%	54.1%	88.2%
4	Snohomish	58.6%	49.2%	46.1%	90.9%
5	Edmonds	51.8%	41.6%	44.7%	83.1%
6	Monroe	49.6%	38.5%	47.5%	88.6%
7	Mukilteo	48.8%	38.4%	44.6%	85.6%
8	Arlington	46.7%	34.5%	50.3%	84.5%
9	Marysville	37.3%	26.1%	33.2%	83.2%

In other words, OSPI now includes students who “nearly meet” grade level in their assessment data, which results in higher percentages.

## SNOHOMISH COUNTY ASSESSMENT DATA FOR SCHOOL YEAR 2023-24

For the purposes of clarity and consistency, the Lynnwood Times has compiled student assessment data based on the number of students who meet proficiency or above, as was done in previous years.

The Lynnwood Times has compiled data on the nine most populous school districts in Snohomish County to help its readership understand how their district compares with others.

**Northshore School District:** Of its 23,227 students, 71.8% met ELA standards, 62.0% met math standards, and 61.6% met science standards at grade level or above.

The district saw a 1% increase in ELA, math, and science from the previous year. Northshore has an average class size of 18 students.

**Everett School District:** Of its 20,437 students, 65.3% met ELA standards, 53.9% met math standards, and 61.5% met science standards at grade level or above.

The district saw a 2% increase in math and a 5% increase in science from the previous year. There was no significant change in ELA scores. Everett has an average class size of 17 students.

**Lake Stevens:** Of its 9,870 students, 61% met ELA standards, 48.9% met math standards, and 54.1% met science standards at grade level or above.

The district saw a 1% decrease in all subjects from the previous year. Lake Stevens has an average class size of 21 students.

**Snohomish School District:** Of its 9,642 students, 58.6% met ELA standards, 49.2% met math standards, and 46.1% met science standards at grade level or above.

The district did not see a significant academic change from the previous year. Snohomish has an average class size of 19 students.

**Edmonds School District:** Of its 20,807 students, 51.8% met ELA standards, 41.6% met math standards, and 44.7% met science standards at grade level or above.

The district saw a 2% decrease in ELA scores, and a 1% decrease in science scores. In 2023 Edmonds had an average class size of 19 students.

**Monroe School District:** Of its 5,693 students, 49.6% met ELA standards, 38.5% met math standards, and 47.5% met science standards at grade level or above.

The district saw a 1% decrease in math scores and a 5% increase in science scores. In 2023 Monroe had an average class size of 18 students.

**Mukilteo School District:** Of its 15,279 students, 48.8% met ELA standards, 38.4% met math standards, and 44.6% met science standards at grade level or above.

The district saw a 1% decrease in math scores and a 1% increase in science scores. In 2023 Mukilteo had an average class size of 16 students.

**Arlington School District:** Of its 5,653 students, 46.7% met ELA standards, 34.5% met math standards, and 50.3% met science standards at grade level or above.

The district saw a 5.7% decrease in ELA scores and a 2% increase in science scores. In 2023 Arlington had an average class size of 16 students.

**Marysville School District:** Of its 10,015 students, 37.3% met ELA standards, 26.1% met math standards, and 33.2% met science standards at grade level or above.

The district saw a 1% increase in ELA scores and a 2% increase in math scores. In 2023 Marysville had an average class size of 18 students.

students from public school enrollment.

And according to research by Stanford University economist Thomas Dee, Washington private school enrollment increased 26% between 2019-20 and 2022-23, one of the largest flights to private schools of any state in the country.

Another explanation, as evidenced by Associated Press findings, is that many students are simply unaccounted for. According to the AP, homeschooling and private schooling account for only two-thirds of the students who have left public schools since fall of 2019.

The missing third may be a result of truancy, homelessness, unregistered homeschooling, and opting out of kindergarten.

## LEARNING LOSS: FOUR YEARS AFTER THE PANDEMIC, STUDENT PROFICIENCY DOWN NATIONALLY

During the pandemic, some states ordered schools to be closed, others allowed districts to decide, and a few states ordered schools to open after the “two weeks to slow the spread.” States that remained open were scrutinized for risking COVID exposure, while states that closed were scrutinized for jeopardizing education.

With four year’s hindsight, it should be easy to see which policies were the most effective. Unfortunately, it is never that simple.

In order to determine which policies were most effective, the Lynnwood Times compared 10 states with the highest and lowest rates of in-person learning from 2019 to 2021.

The five states with the highest rates of in-person learning during the 2019-20 and 2020-21 school years include Florida (97%), South Dakota (96%), Wyoming (92%), Texas (89%), and Arkansas (87%).

The five states with the lowest rates of in-person learning during the 2019-20 and 2020-21 school years include California (7%), Hawaii (5%), Washington (5%), New York (5%), and Maryland (2%).

State	Learning Methods		
	In-Person	Hybrid	Virtual
Florida	97	0	3
South Dakota	96	1	3
Wyoming	92	7	1
Texas	89	0	3
Arkansas	87	13	1
California	7	22	71
Hawaii	5	25	71
Washington	5	36	59
New York	5	92	4
Maryland	2	51	47

Many researchers have studied the learning loss throughout the 2019-20 and 2020-21 school years, including a large study by Harvard, to find unsurprising results: states that remained open and encouraged in-person learning early on during the pandemic experienced less learning loss than states that closed down and went virtual.

In their 2023 study of 7,800 school districts across the nation, Harvard researchers found exactly that. Districts which spent more time in virtual and hybrid learning instruction during 2020-21 saw a greater decline in test scores that year.

“Undoubtedly, in-person learning is important for student achievement,” the

Continued PAGE 5

# LYNNWOOD TIMES

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## ENROLLMENT

In 2023-24, enrollment has steadily decreased over the last six years, and currently only 1,100,059 students are enrolled in Washington public schools. Since the 2017-18 school year, enrollment has dropped by 30,655 students, despite Washington’s population increasing by 28,403 in 2023, according to the Census Bureau.

One explanation for this drop is that parents and students are pursuing different routes—homeschooling or private schools.

Though there has been a decline in homeschooling since its spike at 40,000 students in 2020, homeschooling still pulls tens of thousands of Washington

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# Upcoming Elections Explained events at libraries

BY SNOHOMISH COUNTY AUDITOR

In partnership with the League of Women Voters and Sno-Isle Libraries, Snohomish County Auditor Garth Fell launches Elections Explained, a series of information sessions to share insights into the process of voting and administering elections ahead of the 2024 Presidential Election.

The Elections Explained sessions will be hosted at seven public libraries across Snohomish County in September and October. Snohomish County residents curious about the voting and election processes can get answers to their questions straight from Auditor Fell.

Snohomish County residents interested in attending should register and submit their questions in advance using the online form from Snohomish County Elections.

Snohomish County Elections, a division of the Auditor's Office, administers elections and manages the voter registration process for Snohomish County voters. Its mission is to conduct fair, accountable elections and encourage people to understand and participate in the voting process.

"As the November election approaches, we are ramping up efforts to provide accurate information to voters through

this Elections Explained series," said Snohomish County Auditor Garth Fell. "If you have questions or are curious how our local elections administrators deliver accurate, secure elections, I encourage you to attend an Elections Explained session to learn more."

Dates and Registration Links for Elections Explained:

- Sat. Sept. 21 | 12:00 PM to 1:00 PM Stanwood Library
- Wed. Oct. 9 | 6:00 PM to 7:00 PM Lynnwood Library
- Sat. Oct. 12 | 12:00 PM to 1:00 PM Granite Falls Library
- Tues. Oct. 15 | 6:00 PM to 7:00 PM Mountlake Terrace Library

"The nonpartisan League of Women Voters of Snohomish County is proud to partner with Snohomish County Elections and Sno-Isle Libraries to enable voters to get answers to their questions about our elections, including the security and safeguards in place that ensure the ongoing reliability of our democratic process in Snohomish County," said the President of the League of Women Voters of Snohomish County Cathy Liu Scott. "Along with the hard-earned right to vote in our American republic comes the responsibility to obtain and share accurate information. Voters deserve this clarity so that we maintain the integrity of our constitutional institutions."

**ELECTIONS EXPLAINED**  
A Q&A event series with your Trusted Election Experts

Curious about the voting process and election security in Snohomish County? Get the answers to your questions this fall at *Elections Explained*, an event series hosted by Snohomish County Elections, Sno-Isle Libraries, and the League of Women Voters.

These informational sessions, led by Auditor Garth Fell, will take place in September and October at public libraries throughout the County. Scan the QR code to see event dates, times, and locations.

**SUBMIT YOUR QUESTIONS IN ADVANCE!**

To ensure our elections experts address the topics that matter most to you, please submit your questions in advance.

Logos: Snohomish County Elections, LWV LEAGUE OF WOMEN VOTERS OF SNOHOMISH COUNTY, SNO-ISLE LIBRARIES

"Libraries provide access to election and candidate information, voter registration, and voting ballot boxes to support democracy," said Sno-Isle Libraries Executive Director Lois Langer Thompson. "Sno-Isle Libraries is hosting Snohomish County Elections and the League of Women Voters to strengthen our understanding of elections processes through this Elections Explained series."

As part of its larger outreach efforts to encourage people to understand and

participate in the voting process, Snohomish County Elections has partnered with local transit agencies to post informational promotions on local buses with the same theme of Elections Explained.

SCAN FOR EVENTS WEBSITE

SCAN FOR EVENT REGISTRATION

# New Utility Billing Payment website, Lynnwood customers to re-enroll by Nov 15

BY CITY OF LYNNWOOD

LYNNWOOD—The City of Lynnwood has completed upgrades to its Utility Billing Payment System. Beginning today, September 12, 2024, Lynnwood Utility Customers who currently use auto-payment or the Self-Service website will need to log in and take action by November 15, 2024.

If you already have a login for the current Lynnwood Self-Service website, your login and password will be the same for the new site. If you have an auto-pay enrollment, you will need to log into the new site, link your utility account, and re-enroll in auto-pay. Visit [www.LynnwoodWA.gov/UB](http://www.LynnwoodWA.gov/UB) and click "Pay Your Bill" to visit the new site or follow the link below.

Features of the new site include:

- Quick Pay – You do not need to create a login to make a payment
- New E-check payment method for all payment types (Quick Pay, Scheduled, One-time, or Auto Pay)
- Scheduled Payments – you can schedule Quick Pay or One-time payments in advance
- Auto Pay – If you are currently enrolled in auto-pay, you will need

to log into the site, link your utility account, and enroll in auto-pay by November 15, 2024. Enrolling on the new site will replace your old auto-pay setup. If you are not currently enrolled in auto-pay, click the Enroll link after logging in to the new site and follow the prompts.

Although Quick Pay is new, creating an online account allows for easy saving and updating of payment methods, including auto-pay enrollments. You can also set up email reminders for bills and payments, view consumption, and access your bills and account activity in your online account.

Visit [www.LynnwoodWA.gov/UB](http://www.LynnwoodWA.gov/UB) and click "Pay Your Bill" to visit the new site or follow the link below.

SCAN FOR WEBSITE

### WHAT MATTERS TO YOU?

The Lynnwood Times wants to know what issues you would like us investigate Email [editorial@lynnwoodtimes.com](mailto:editorial@lynnwoodtimes.com).

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**SOUTH COUNTY FIRE** Are you PREPARED?  
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Saturday, September 21 from 11am - 2pm

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### FREE ACTIVITIES FOR ALL AGES:

- Learn how to prepare and care for your family in different types of emergencies.
- Get your questions answered from professionals across the county.
- Learn lifesaving skills, and more.
- Enter to win one of several prize drawings.

# Mud Bay invites pet-parents celebrate bonds of love with Neighborhood Pet Store Day

By MUD BAY

Would your pup like to hang out at a Doggie Ice Cream Social? Would you like to save on fun new toys and delicious treats for your furry best friend? How about the chance to win free pet food for a year?

If so, join Mud Bay for a celebration of the bond pet parents have with their local pet retailer on Neighborhood Pet Store Day, Saturday, September 28th and Sunday, September 29th at all 64 locations throughout Washington and Oregon.

“We love the neighborhoods that we live and work in and the special connection that we get to build with pet

parents,” said Mud Bay Co-CEO Al Puntillo.

The Doggie Ice Cream Social will be from 12-2pm on Saturday, while all weekend long there will be exclusive discounts of 25% on toys and treats, and a chance to win a year’s supply of dog or cat food. If you can’t make it out, don’t worry—the deals will be available online all weekend at [Mudbay.com](http://Mudbay.com).

Neighborhood Pet Store Day Highlights:

Get 25% off all toys and treats all weekend long, in-store and online!  
Enter to win free pet food for a year by downloading the new Mud Bay Fre-

quent Buyer app!

Enjoy a doggie ice-cream social this Saturday, Sept. 28, from 12-2 p.m. “It’s the relationships we’ve built with our customers and their pets that’s allowed Mud Bay to become a trusted partner for nutritional advice and high-quality food and supplies at locations throughout the Pacific Northwest,” said Puntillo. “So, by celebrating Neighborhood Pet Store Day, we celebrate those relationships.”

Mud Bay locations are well-known for their welcoming environments, dedicated team of animal lovers (known as “Muddies”), everyday great value and in-depth knowledge of pet foods, treats, toys and gear.

Founded in Olympia in 1988, family and employee-owned Mud Bay has grown to become the PNW’s largest independent pet retailer, with 64 locations and over 500 employees in Washington and Oregon.

Created by the independent pet retailer trade group IndiePet, Neighborhood Pet Store Day looks to highlight the expertise and care that locally owned brick and mortar shops provide pet owners and their beloved animals.

## WHAT MATTERS TO YOU?

The Lynnwood Times wants to know what issues you would like us investigate. Email [editorial@lynnwoodtimes.com](mailto:editorial@lynnwoodtimes.com).

## Four state employees awarded for improving efficiency

By OFFICE OF SECRETARY OF STATE

OLYMPIA—The Productivity Board, a state employee incentive program of the Office of the Secretary of State, voted unanimously Thursday to award four state employees up to \$11,300 total for their ideas to save the state money.

The Productivity Board encourages all state employees to help save taxpayers’ money by offering up to \$10,000 for a successful employee proposal to increase government efficiency. First created by the Legislature in 1982, the Productivity Board saved the state millions of dollars before it was shut down in 2011 due to budget constraints.

“Since the Productivity Board relaunched earlier this year, more than 90 suggestions have been submitted by state employees,” Secretary of State Steve Hobbs said. “This is a testament to state workers’ dedication to improving the livelihood of Washingtonians by making their government work better for them.”

Hollyann Dahlberg of the Employment Security Department will receive up to \$10,000 for their suggestion that the department improve their letter translation protocols. Justin Rumsey, a State Trooper with the Washington State Patrol, suggested that crime lab results be communicated electronically instead of by mail. Trooper Rumsey’s award is estimated to be \$900, pending determination of first-year savings.

The Productivity Board members also voted to award \$400 in recognition awards. A total of \$200 will be awarded to Jerald Dougherty at Central Washington University for his suggestion to reformat campus keycards making them easier to produce. David Halpern, retired park ranger for Washington State Parks and Recreation will be awarded \$200 for his improvement suggestion to the Productivity Board website.

## Meet local author Nova García at Mukilteo Sno-Isle Library, Sept 24

BY SNO-ISLE LIBRARIES

Sno-Isle Libraries is inviting the public to celebrate Hispanic and Latine Heritage Month with local author Nova García and the release of her new book *Not That Kind of Call Girl*.

Nova García was born in Laredo, Texas and takes great pride in her Mexican-American heritage. Her work aims to dispel Latine stereotypes and recognize women for the everyday miracles they make possible with grit, resourcefulness and an inner superhero kick-butt attitude. Her other award-winning books, under author name Diana J. Noble, are *Evangelina Takes Flight* and *Chances in Disguise*, both young adult novels.

**WHERE:** Mukilteo Library, 4675 Harbour Pointe Blvd | Mukilteo WA 98275-4725  
Phone: (425) 493-8202

**WHEN:** Tuesday, September 24, 2024 | 6:00 PM – 7:30 PM

### ABOUT THE BOOK

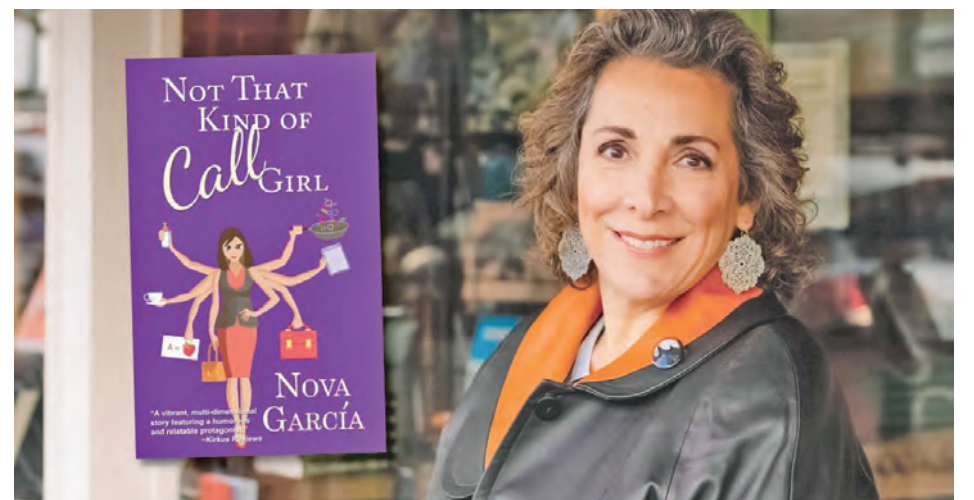
Julia Navarro, a plucky newspaper call center manager, juggles quirky employees, cranky customers, and a sleazy boss like a pro. Pregnant and short on time, Julia rushes to fill a job vacancy by hiring Carmen Cooper, a shy, inexperienced college student. But when Carmen never makes it to work, Julia goes undercover to find out why—and makes a shocking discovery involving a Hollywood legend turned hermit.

### BOOKS FOR PURCHASE AT THE EVENT

There will be books on hand to sell and sign for participants following the program.

**FURTHER DETAILS HERE:** <https://sno-isle.bibliocommons.com/events/66a809be3849bf4100c43160>

“*Not That Kind of Call Girl* tackles the profound and often unspoken challenges faced by new mothers,” said Author Nova García. “I suffered from post-partum depression after my



firstborn. When I wrote the book, I wanted to share my experience in a relatable way, let women know they’re not alone, and encourage them to ask for help. 1 in 7 women go through it. I wanted the writing style to be accessible and my lead character to be relatable. She’ll resonate with women, particularly fellow Latinas, who may feel added pressure to hide what they’re going through.”

García says this book, set in a fictional small town north of Seattle, is for all women—especially working moms, women with tricky mother/daughter relationships, those who’ve experienced post-partum depression, misogyny, book club members, and Latinas.

One of the author’s main goals in writing *Not That Kind of Call Girl* is to spark meaningful conversations and bring about positive change.

### CRITICAL ACCLAIM + AWARDS

Below is a snapshot of reviews and awards that *Not That Kind of Call Girl* has earned. | More info can be found here: <https://www.novagarcia.net/media-kit>.

“...a wry, upbeat, genuinely funny story of small-town politics and women helping women, one in which the good side wins through persistence and cleverness. Readers will enjoy both the journey and the destination.” ~BookLife Reviews by Publishers Weekly

“Nova García’s witty, gritty, and suspenseful writing style, relatable characters and attention-grabbing plot make “*Not That Kind of Call Girl*” a page-turner that deserves a five-star rating.” ~BookTrib

**First Place**—The International Somerset Award for Best Contemporary Fiction.

### AN EXCERPT FROM NOT THAT KIND OF CALL GIRL

*The new-mother thing was not at all like what Baby’s First Year magazine depicted or what she’d read on the internet. Wasn’t she supposed to love, love, love his velvety skin and soft feathery hair? His little squeaks and coos? Wasn’t she supposed to feel an overwhelming sense of devotion and thank God every waking moment for their unbreakable mother-son bond?*

*Not so much.*

*She wanted to stick him in the hole from which he came.*

*This baby scared her shitless, with his neck all weak and wonky and his nearly crossed, unfocused eyes. And she’d completed every action on her pregnancy checklist to prepare for the little booger.*

*A do-over—she wanted a do-over. And who talks about these things with other people—especially other mothers? Hell to the no. Mothers who loved their babies without trying made her want to spew.*

# Port of Everett awarded a \$4.3M CCA grant to electrify its South Terminal

By MARIO LOTMORE

**EVERETT**—The Port of Everett was one of 11 recipients awarded a capital grant, funded with Climate Commitment Act (CCA) funds, by the Washington Department of Transportation’s (WSDOT) Port Electrification Program.

The Port of Everett was awarded the \$4.3 million competitive grant in August to be used to help fund a \$5.8 million project to construct charging infrastructure at its South Terminal, procure its first zero-emission yard trucks and fund cleaner diesel-powered equipment that will allow Port tenant Everett Ship Repair the ability to use electric shore power for operations.

“This investment by Washington State into the Port of Everett’s seaport will reduce carbon emissions from maritime operations and build a foundation to continue to green our supply chain,” Port of Everett CEO Lisa Lefeber said. “A special thanks to our partners at WSDOT for their support and confidence in the Port of Everett’s efforts to reduce air emissions from our operations.”

“This project will create good family-wage jobs and apprenticeship opportunities in our community and continue the Port’s efforts to reduce carbon emissions in and around the maritime industry,” said Washington State Representative Mary Fosse.



Port of Everett South Terminal. Lynnwood Times | Mario Lotmore.

This is the second grant funded by the CCA the Port has received. In January, Washington State Governor Jay Inslee visited the Port of Everett, having recently awarded a \$5 million capital grant for Pier 3, where officials share with him their decarbonization plan and other efforts the seaport is undergoing to support a greener supply chain.

“When we do this [decarbonization] technology we lead the world and it’s happening right here in Washington State,” said Gov. Inslee during his January visit. “I am thrilled to see this investment. The Climate Commitment Act is pivotal at simultaneously reducing pol-

lution and growing jobs.”

Within the last decade, the Port has invested more than \$150 million in Seaport Modernization which includes stormwater treatment improvements, dock upgrades for larger ships transitioning to shore power, improvements that would account for future sea-level rise, cleaning up legacy contamination from former mill sites, and facility upgrades, to name a few.

The cleanup of former mill sites alone costs approximately \$200 million. The Port worked with the Department of Ecology and the Legislature to create a

first-ever extended grant agreement to secure the funds to execute the project.

The combined CCA grant awards (\$9.3 million) to the Port are estimated to reduce greenhouse gas emissions by more than 140,000 metric tons, the Port says.

“The intent of the Climate Commitment Act is to reduce carbon emissions and that is exactly what the Port of Everett will do with this grant funding,” Washington State Senator June Robinson in statement regarding the recent grant for South Terminal. “Using the funds to invest in charging infrastructure, the Port will be able to build on this investment for years to come as they convert their cargo handling operations to zero-emissions technology. These kinds of investments are a win for Washington State in our efforts to fight climate change.”

The Washington Port Electrification Program was created by the Washington State Legislature in 2023 and funded by Washington’s Climate Commitment Act (CCA). For the 2023-2025 biennium, the Legislature allocated a total of \$26.5 million for Port Electrification grants from the state’s Carbon Emissions Reductions Account.

Following a competitive review process, 2024 grant awards were presented to:

- Northwest Seaport Alliance (\$2.6

Continued **PAGE 9**

## from page 2 STUDENT PROFICIENCY

researchers wrote.

They also found that greater community shutdowns, not just school shutdowns, had an negative effect on learning loss as well.

“The more curtailed normal life was in a community, the larger the losses. These closures may have sent a message to kids that the world is not safe, which might affect their own mental health, motivation, and engagement in learning.”

Schools, communities, and states that had greater shutdowns saw greater learning loss in 2020-21. But how have schools been faring since then?

When we evaluate learning loss over the last four years as a whole, not just the 2019-20 and 2020-21 school years, the gap between “closed” states and “open” states seems to have narrowed.

The Lynnwood Times compiled the English Language Arts (ELA) and math test scores of these 10 states over the last four years, as provided by their state departments of education. This data shows the percentage of students who reached their state’s education standards at proficiency or higher.

The states with higher rates of in-person learning still generally scored above their counterparts, but they saw similar learning loss over a four-year period.

Why might this be?

It may be that “closed” states simply planned for more long-term learning loss and were able to implement accommodations post-pandemic—tutoring, year-round education, smaller class sizes, access to technology, etc.—in ways

“open” states did not.

It may be related to all the mid-pandemic movement state-to-state as families searched for states that aligned with their political stances.

It may be related to the influx of roughly 10 million migrants across the border since February 2021 that skew the test scores.

Of the ten states evaluated, only one state improved upon both its 2019 ELA and math scores from 2019 to 2023—New York. This improvement comes shortly after the state moved to eliminate Common Core from its schools. The controversial change was adopted in 2019 and brought into classrooms in 2020. Students were tested on the new standards for the first time in 2021.

But the state of education throughout the nation as a whole is abysmal.

In Maryland today, nearly 75% of students grades 3-8 are below grade level in math, and nearly half are below in English. In Arkansas, which saw the highest rates of student success of the 10 states reviewed, fewer than 42% of students reached proficiency in math and 65% in English.

On September 10, OSPI released its K-12 Report Card, revealing that Washington has not returned to pre-pandemic levels, with 50% of students meeting proficiency in ELA and roughly 40% in math. Before the pandemic, Washington was reaching 58% proficiency in ELA and 50% in math. Over the last four years, Washington saw roughly a 9% drop in students reaching proficiency—a decline greater than New York, California, and Hawaii combined.

In some of the stronger states—Florida, Wyoming, Texas—around only half of

Grades 3-8 ELA Scores				
State	2019	2023	Change	Type
Florida	55.7	50.5	-5.2	Open
South Dakota	51.5	47.4	-4.1	Open
Wyoming	56.6	53.8	-2.8	Open
Texas	47.3	53	5.7	Open
Arkansas	73.4	65.8	-7.6	Open
California	50.1	45.1	-5	Closed
Hawaii	53	51	-2	Closed
Washington	58	48.8	-9.2	Closed
New York	45.4	48	2.6	Closed
Maryland	41.2	47.9	6.7	Closed

Grades 3-8 Math Scores				
State	2019	2023	Change	Type
Florida	56.8	55.3	-1.5	Open
South Dakota	45.3	42.6	-2.7	Open
Wyoming	53.9	51.4	-2.5	Open
Texas	50.3	47	-3.3	Open
Arkansas	52.4	41.9	-10.5	Open
California	40.9	35.9	-5	Closed
Hawaii	44	42	-2	Closed
Washington	50.3	40.8	-9.5	Closed
New York	46.7	52	5.3	Closed
Maryland	31.3	23.3	-8	Closed

their students reached proficiency in either subject.

No states are thriving since the pandemic. Significant learning loss is evident across the board. Few have caught up.

Yes, states that prioritized in-person education saw better results early on in the

pandemic, but even those states are still generally declining. The nation’s education has been trending downward for years, decades even, and it appears there is no state or policy we can look to for a simple answer.

School closures began in Washington state; could a turnaround begin here, too?

# King County Metro and Community Transit join forces to provide new regional service

By MARIO LOTMORE

**SHORELINE**—King County Metro and Community Transit are rolling out major changes to bus service starting Saturday, September 14. This historic service change is designed so that people can take advantage of new, regional public transit options such as new connections to Sound Transit Link 1 Line in King and Snohomish counties.

“This is exactly what the region needs,” King County Metro General Manager Michelle Allison said during Wednesday’s presser at Shoreline North Transit Station. “The region continues to ask for more services, for frequent service, for service investments in the middle of the day and on weekends, because life happens.”

Allison shared that King County Metro will be providing 3,700 additional bus trips per week into Snohomish County—a 5% weekday and 8% weekend increase.

King County Metro’s new RapidRide G Line will serve Madison Valley, Capitol Hill, the Central District, First Hill and downtown Seattle. There will be additional bus connections to Sound Transit’s Link 1 Line northward extension to Lynnwood. Also, the new Metro Flex on-demand service is launching in the Northshore area.

“It has been [an] incredibly exciting moment to release the plans we work so hard for,” Allison said. I want to thank our staff of King County Metro and our partnership with Community Transit so the integration and services between the agencies and the counties is seamless.”

At its new Swift Blue Line station and southern terminus for Community Transit at Shoreline North Transit Station located at 18510 7th Ave NE, CEO Ric Ilgenfritz shared that Light rail is creating new transit options for both Snohomish and King County transit agencies.

“Our job here is to make life easier for people,” Ilgenfritz said. “These changes are allowing us to take a huge step forward in that regard.”

Community Transit will be pulling virtually all bus services out of King County and redeploying these throughout Snohomish County to support more frequent and reliable service.

For example, the Community Transit buses on the University of Washington/ Downtown Seattle route will have been redeploying to Snohomish.

Ilgenfritz shared that Community Transit is investing in a more robust Express Service aligning Edmonds/Mountlake Terrace and Mukilteo/Lynnwood routes with Ferry schedules and connecting these with Light rail stations, that begin on September 14.

The transit agency will now offer direct service from Stanwood, Marysville, and Lake Stevens to Lynnwood.

The new Swift bus rapid transit (BRT) system has grown to a record 33,000



King County Metro General Manager Michelle Allison speaking during Wednesday’s presser at Shoreline North Transit Station. (Back) Community Transit CEO Ric Ilgenfritz. Lynnwood Times | Mario Lotmore.

ELIMINATED ROUTES	NEW ROUTE OPTIONS
105	103', 106, 120, Swift Green Line, Zip Alderwood Shuttle
107, 113	103', 117'
227, 247	905', 907'
402	Link 1 Line, 515
405	102, 119, Swift Blue Line, Link 1 Line
410	201/202, Link 1 Line
412	901', Link 1 Line, Zip Alderwood Shuttle
413, 415	103', 112, 166, 201/202, 512, 513, 515, Swift Orange Line, Link 1 Line
416	909', Swift Blue Line, Link 1 Line
417	117', Link 1 Line
421	904', 905', Link 1 Line
422	905', Link 1 Line
425	106, 515, 903', Link 1 Line
435	120, 201/202, 515, 535, Swift Green Line, Swift Orange Line, Link 1 Line
810, 860	119, 130, 201/202, 901', Swift Orange Line, Link 1 Line
821	904', 905', Link 1 Line
871	102, 119, 130, Swift Blue Line, Link 1 Line
880	103', 112, 117', 201/202, Swift Orange Line, Link 1 Line, Zip Alderwood Shuttle

ROUTE CHANGES	NEW ROUTE OPTIONS
106 (between Canyon Park and UW Bothell/Cascadia College)	106, 120, 121'
130 (in Edmonds)	130, 909

EXTENDED ROUTES	DETAILS
120	Extends to UW Bothell/Cascadia College
Swift Blue Line	Extends to Shoreline North/185th St station

Upcoming maps for each new route. SOURCE: Community Transit.

weekly riders, Ilgenfritz told the Lynnwood Times; on the first Tuesday after Lynnwood City Light Rail opened, Swift carried approximately 12,500 riders that day alone.

He added that the day light rail opened, the Swift Orange Line saw a 59% increase to 3,100 daily riders. However, commuter routes are now down 40% since the light rail system opened as ridership shifts from Community Transit’s I-5 commuter bus to light rail.

John Gallagher, spokesperson for Sound Transit, shared with the Lynnwood Times that on the official opening day of Lynnwood Link on August 30, boardings at the four light rail stations were 31,900. The total for the Labor Day weekend (August 30 through September 2) was 72,000.

“Zip is continuing to kill it,” Ilgenfritz replied when asked about its performance.

The Lynnwood Zip ride share service that launched on October 20, 2022. Since then, the fleet has expanded from three vehicles to five and clocked ap-

proximately 23,000 trips, gaining 20 to 30 new passengers every week. This fall, Community Transit will be expanding this micro transit service option to North County in Arlington, Darrington, and Lake Stevens.

When pressed on if the transit agency is considering offering Zip in Mukilteo, Ilgenfritz replied, “Stay tune!”

Currently, Community Transit is piloting an all-electric and a hydrogen powered bus for the emergence of a future zero-emission fleet to reduce its carbon footprint in servicing residents. Allison shared that King County Metro is at the preliminary stages of developing its zero-emission fleet and is awaiting performance data from Community Transit to aide in determining “diverse transit options.”

“Communicating and coordinating with Sound Transit has been central to our ability to building this new network,” Ilgenfritz said, also thanking WSDOT, the Federal Transit Administration, and federal partners who collectively provided billions of dollars to the new multimodal transit system in Snohomish

County that began on August 30 with Light rail and now commence with transit bussing on September 14.

## REGIONAL CONNECTIONS

Commuter bus routes from Snohomish County to Northgate and Seattle are being replaced with local and express routes that connect to Sound Transit Link 1 Line and other major transit hubs for easy travel between counties. Some of these routes will provide an increase in all-day, bi-directional service, including some with weekend service. Swift Blue Line bus rapid transit is also extending south to connect to the Shoreline North/185th Link station. There are also local routes that connect to light rail at Lynnwood City Center Station and Mountlake Terrace Freeway Station.

## NEW DESTINATIONS

Several new routes will help people get to key locations in Snohomish County. Here are a few highlights:

- Route 909 will provide all-day service between the Edmonds ferry and Mountlake Terrace Freeway Station seven days a week. This provides an easy connection to light rail for Seattle-bound travelers from Kingston.
- Route 117 will provide all-day service between the Mukilteo ferry and Lynnwood City Center Station seven days a week. This provides an easy connection to light rail for Seattle-bound travelers from Whidbey Island.
- Route 121 will serve new areas along North Rd and Hwy 524, including Lynnwood High School and UW Bothell/Cascadia College.
- Riders from King County looking for a new shopping experience can combine a ride on Link 1 Line to Lynnwood with a quick trip on Swift Orange Line or Zip Shuttle to Alderwood Mall.
- Route 905 will provide all-day, weekday service between Stanwood and Lynnwood City Center Station.
- Several new express routes will serve South Everett Freeway Station, so that people traveling from Everett have more options to connect with light rail.
- community transit

## SIMPLE BUS FARE

Community Transit has made bus fares simple. It’s \$2.50 for all adult fares, \$1.25 discounted fares for those who qualify, and kids 18 and under ride free. Using an ORCA card is the easiest way to pay and you get a two-hour transfer window so you can apply your fare to rides on other transit systems.

Here’s more information so riders can get ready for Sept. 14:

- Check Maps & Schedules on Community Transit’s website to view the Sept. 14 preview schedules.
- Use the Plan My Trip tool to build a customized trip plan any time. Be sure to set the arrival or departure date to on or after Sept. 14.

# A New Era: Snohomish County Embraces Expanded Community Transit Service

By **COMMUNITY TRANSIT**

Local transit service in Snohomish County just got a major upgrade. Major changes to Community Transit's service change, which marks a historic milestone for local transportation, launched on Sept. 14. This change comes just two weeks after the opening of four new light rail stations — one in Lynnwood, another in Mountlake Terrace, and two new stations in Shoreline.

The new network refocuses resources locally. Riders across the county are already experiencing the benefits of faster, more frequent local bus routes, more connections to light rail, and simplified

fares. The popular Swift Blue Line now extends to the Shoreline North/185th light rail station, providing a seamless link between bus and rail. Additionally, six new express routes have been added, offering a quicker and more efficient travel option when more people are taking the bus. These changes come on the heels of the new Swift Orange Line, which launched in March. Swift Orange runs through Lynnwood on an east-west route between McCollum Park and Edmonds College.

Simplified fares, including a \$2.50 adult fare, \$1.25 discounted fare for eligible riders, and free rides for youths 18 and under, have made it even easier for more riders to choose transit. When riders pay with an ORCA card, their fare transfers between bus and light rail for two hours, providing added convenience and value.

Edmonds resident Mark Tucci shared his experience taking the bus to the light rail station in Lynnwood to celebrate its opening on Aug. 30.

"Taking the bus to Lynnwood City Center was the smart thing to do on opening day of the light rail. It was a super-easy ride from downtown Edmonds on Route 166 and it made getting to the event much easier, as it was very heavily attended."

Tucci says the excitement about expanded transit options was palpable at



the event.

"Riding the Link 1 line for the first time from Lynnwood down to Shoreline was great fun. The trains were full, and a lot of the trip was standing room only, but there was a great energy from everyone around us. People were genuinely excited to have this new transportation option now available to them. Light rail has made exploring other neighborhoods easier than ever. And with Community Transit's expanded bus service, there are so many new places we will be able to explore without having to drive."

The impact of the service expansion extends beyond convenience. Pub-

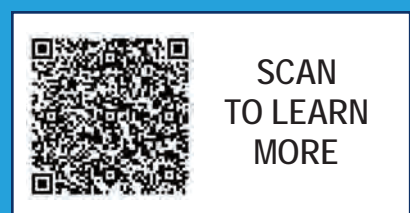
lic transportation plays a vital role in fostering equity and opportunity, and Community Transit is committed to making it accessible to all. Riders have praised the increased frequency of service, improved reliability, and the ease of transferring between bus and light rail. The expansion has also made it easier for residents who rely on transit to access jobs, education, and health-care opportunities.

As Snohomish County continues to grow and evolve, Community Transit is poised to meet the transportation needs of its residents and help foster a more vibrant and connected community. Learn more at [ctgo.org/transit4you](http://ctgo.org/transit4you).

from page 6 **COMMUNITY TRANSIT**

- Sign up for Rider Alerts.
- Visit the Service Change web page to see maps and videos for changing routes.
- Contact Customer Care at [riders@commtrans.org](mailto:riders@commtrans.org) or (425) 353-RIDE (7433) for personalized trip planning or printed materials, now open on Saturdays.

Community Transit provides bus and paratransit service, vanpool, and innovative transit options in Snohomish County. The agency is expanding the Swift bus rapid transit network to connect people to light rail and provide fast, frequent service throughout the county.



**New connections.**  
**More trips.**  
**Shorter waits.**

See where transit can take you.

[ctgo.org/transit4you](http://ctgo.org/transit4you)



from page 6 **BOEING FURLOUGHS**

as little as 19 days in 1965 to as long as 69 days in 1995, with the exception being 20 weeks in 1948, King 5 reported.

With Boeing’s CEO announcing furloughs to preserve cashflows, hopes for a timely agreement with IAM are now in question. According to an article in HR Digest, Boeing is losing an estimated \$100 million per day because of the strike.

On Tuesday, September 17, the IAM Negotiating Committee met with Boeing and the Federal Mediation and Conciliation Service (FMCS) to resume contract discussions. In a statement on its website to striking workers regarding the progress of Tuesday’s meeting, the union alleged that Boeing “was not prepared and was unwilling to address the issues you’ve made clear are essential for ending this strike: Wages and Pension.”

“We will not mince words - after a full day of mediation, we are frustrated,” the union stated.

Throughout negotiations prior to the high-stakes strike, the key demand by the union was for a 40% increase in wages over a three-year period, modifications to retirement contributions and healthcare plans, and a guarantee to keep production in the Pacific Northwest. Most of the employees represented by IAM live in the Greater Seattle Area.

On Sunday, September 8, IAM and Boeing reached a tentative agreement for a 25% wage increase – the largest ever wage increase for Boeing production workers in Washington and Oregon.

That tentative agreement also included:

- \$3,000 lump sum payment within 30 days if the bargaining agreement is ratified by 11:59 p.m. on September 12, 2024, with the ability to defer all or part to your Boeing 401(k).
- New Boeing contribution of up to

\$4,160 per employee per year to the union’s 401(k) plan.

- Paid parental leave would begin Jan. 1, 2025. At that time, you can also use this benefit if you welcomed a new child between Sept. 13 and Dec. 31, 2024.
- A lower cost share for health care, plus plan improvements such as a new free primary care benefit and a new company-paid long-term disability plan.
- Effective January 1, 2025, and each January 1 thereafter, employees would receive one annual floating holiday to be used in a full day increment. Employees can use it on a holiday or any other day they choose with advance scheduling. It must be used before the end of each year.

However, with a vote of 94.6%, IAM 751 and W24 union members rejected the latest Collective Bargaining Agreement with Boeing on September 12 and also agreed to strike with a vote of 96% that began at 12:01 a.m., Friday, September 13.

Striking employees are generally not eligible for unemployment benefits in Washington and will not receive any pay from Boeing. Striking employees will not be allowed to charge vacation time nor sick leave during the strike. If a new contract is not put in place by the end of September, company-paid health care benefits will end for striking employees and their covered family members effective the end of day on September 30, 2024.

Senate Bill 5632 that was sponsored by Senator Keiser (D-Des Moines) and passed during the 2024 legislative session, allows workers who lose health care coverage due to a strike or labor dispute may apply for health and dental insurance through the Washington Health Benefit Exchange. Applicants have a 60-day special enrollment period before and after employer coverage ends to shop for a health or dental plan on Washington Healthplanfinder.

from page 6 **WIL JOHNSON**

ership and Master in Teaching. He’s also been a consultant on education, equity, and communication.

Johnson is a seven-year U.S. Army Veteran and nationally registered EMT. His military achievements include being named Solder of the Cycle and Soldier of the Month while serving in Alaska, as well as earning several Army Achievement medals and Army Commendation medals.

Though Johnson loved his work within the Snohomish School District, it quickly became evident that the work of diversity, equity, and inclusion is something school districts could not tackle on their own. He became more involved with his community, attending Chamber of Commerce meetings, meeting with community organizations, and forming connections with neighboring jurisdictions to learn more about how the issue of DEI was being addressed. Transitioning from these efforts to a county-wide program was a natural fit, he said.

“When I think about the larger conversation of DEI, and how it’s been represented, I really treasure the opportunity. I may not have been a government official but [as an educator] it’s how can I come in and educate and communicate what this work is, and also listening in order to move this work forward,” Johnson told the Lynnwood Times. “I’m honored and humbled to be in this position.”

Johnson was asked recently how he identifies himself. He replied: a father, son, and community servant first and foremost, whether that be serving our country as a medic in the U.S. Army, assisting neurodiverse students as Manager of Edmonds School District’s Special Education Programs, or as a Teacher and Behavior Interventionist in the Tukwilla school system.

“I’m just that guy that shows up and I help people get to where they want to be,” Johnson told the Lynnwood Times.

Snohomish County Executive Dave Somers established the Office of Social Justice in 2020 to address a need for change and for a stronger commitment to ensuring Snohomish County government is welcoming of people from diverse backgrounds. The office seeks to increase equity and inclusion across its community, addressing ethnicity, race, gender, neurodivergence, and other aspects of identity.

Now, four years strong, the Office has an active grant program, a website, and several projects currently in the works. Johnson informed the Lynnwood Times his first steps as Officer will be to meet with his team, hold conversations, and gain an understanding of how things are going and where the Office is headed. His initial priorities will ultimately be to understand the culture and climate of the county, learn how service providers are supporting these community members, and connecting with people,

According to an article by Labor Notes, starting the third week of the strike, the union will provide striking employees \$250 per week to relieve some of the financial stress to their decision to strike. The article also mentions that striking workers are picking up outside work such as Doordash or Uber.

**ECONOMIC IMPACT OF THE STRIKE**

Aerospace is a \$71 billion industry in Washington state supporting some 194,000 jobs according to a 2024 report by the Seattle Metropolitan Chamber of Commerce and delivered \$19.4 billion in labor income to Washington employees in 2023. In 2022, Boeing paid more than \$200 million in taxes to Washington state.

The 2008 strike resulted in a loss of about \$2.5 billion which, adjusted for inflation, would equal about \$3 billion today. Since 2019 Boeing has lost about \$32 billion, made worse by its 5,600 backlog of commercial jet orders valued at approximately \$529 billion.

In 2020 when Boeing halted its production of the 737 MAX, economists estimated a 0.5- to 0.6-percent drop in GDP growth for the entire U.S. There is no doubt that today’s strike will impact hundreds of local suppliers, vendors, restaurants, charities, retailers and other businesses not only in Snohomish County but throughout the region. In the Lynnwood-Everett region alone, aerospace workers spent nearly \$36.5 million on automobile purchases in 2023.

Boeing is the nation’s largest exporter and has a global workforce of 170,000 with approximately 66,000 employed in Washington state—there is a total of 77,000 aerospace workers in the state. It has contracts with at least 12,000 suppliers around the world of which over 1,000 are in Washington state.

According to the Seattle Metropolitan Chamber of Commerce’s report, in 2023, Boeing supported 82% of indus-

trywide business revenues, 80% of total jobs, and 77% of total labor income generated by the aerospace industry.

whether they live in urban or rural areas. “I am thankful for this opportunity to support and serve this community which I call home,” Johnson said. “When I reflect on awareness and conversations around social justice, it all comes down to ensuring that people and communities have access to what they need to enjoy life, feel safe, and know they are not alone.”

Johnson believes there can often be a disconnect between government agencies and members of the community. Often there’s a stigma of having to dress your best or watch your words carefully while in the presence of a government official, he shared, but one of the benefits of meeting with community members and actively learning what their needs are is to convey the message that they can be whoever they authentically are. It starts with building those relationships, then it’s exploring which policies the county either currently has in place, or needs to have in place, in order to ensure community members’ concerns and needs are being met.

During Johnson’s four years living in Snohomish County, his biggest observation regarding diversity, equity, and inclusion is that there is plenty of work to be done but that it’s still a beautiful place full of caring people and opportunities. His biggest goal, as DEI Officer, is to put Snohomish County on the map where anyone and everyone can feel like they can live and enjoy life.

**Lynnwood Times Online Poll**

If you are IAM member, will you vote to approve the tentative agreement with Boeing to prevent a strike? Poll ends 11 p.m., Sept 10, 2024.

YES - 32.21% (533 votes)

NO - 76.79% (1,763 votes)

Total Poll Votes: 2,296

This poll is unscientific and was taken by readers on [lynnwoodtimes.com](http://lynnwoodtimes.com) from Sept 3 to Sept 8.

trywide business revenues, 80% of total jobs, and 77% of total labor income generated by the aerospace industry.

With S&P Global and Moody’s lowering the aircraft manufacturer’s creditworthiness in April, the FAA capping 737 Max production to 38 planes per month, delays in 777X production, and setbacks meeting mandated international “greener” emission standards for its 767 aircrafts, the company may soon face a cash crunch as it burns through billions of dollars more than projected.

Boeing stock has taken a 9.8% hit since Tuesday, September 3, after Wells Fargo analyst Matthew Akers downgraded the company’s stock valuation stating a problem with free cash flow.

“Boeing carries about \$45 billion net debt and (it) must address this before it kicks off the next aircraft development cycle,” Akers said, adding that cutting the debt would consume its cash flow through 2030, Reuters reports.

Johnson also hosts his own podcast called At-homish which focuses on creating spaces where people feel like they belong.

Originally from Atlanta, George, when Johnson moved to Mukilteo in 2021, his seemingly tireless engagement with community events around the county prompted someone to ask “I see you everywhere, you must be from here.” Johnson replied “I’m not from here, but it feels At-homish”—hence the title.

At-homish releases episodes monthly and is available wherever podcasts are found.

**WHAT MATTERS TO YOU?**

The Lynnwood Times wants to know what issues you would like us investigate Email [editorial@lynnwoodtimes.com](mailto:editorial@lynnwoodtimes.com).

**More Transit to Move You**  
Coming Sept. 14  
[Learn More](#)  
community transit



from page 5 **PORT GRANT**

- million for shore power planning).
- Port of Anacortes (\$1.03 million for shore power and zero emission equipment).
- Port of Bellingham (\$2.8 million for shore power).
- Port of Benton (\$ 2.7 million for shore power).
- Port of Edmonds (\$1.5 million for shore power).
- Port of Everett (\$4.3 million for shore power, electric trucks and cleaner generators).
- Port of Friday Harbor (\$7 million for shore power and electric trucks).
- Port of Kalama (\$1.4 million for an electric boat dock).
- Port of Port Angeles (\$525,408 for shore power and electric cargo equipment).
- Port of Ridgefield (\$1.2 million for electric vehicle chargers).
- Port of Seattle (\$1 million for shore power).

The projects identified below were funded directly by the Legislature in the 2023-2025 state transportation budget. They are separate from the competitive grant program outlined above.

- Northwest Seaport Alliance – \$6.3 million to fund a zero-emission drayage truck demonstration project
- Northwest Seaport Alliance – \$28 million to fund a zero-emission shore power infrastructure project
- Port of Bremerton – \$2 million for port electrification
- Port of Anacortes – \$2 million for port electrification
- Puyallup Tribe port properties – \$20 million for port electrification
- Tacoma Rail – \$5 million to fund the replacement of two diesel-electric switcher locomotives with zero emission battery-electric switcher locomotives and to install on-site charging equipment

“This investment will help the Port of Everett green the region’s supply chain, increasing our global competitiveness while sustaining jobs and the environment,” said Washington State Representative Julio Cortes.

For the past several months Gov. Inslee has been touring Washington state highlighting benefits of the CCA. One such need, Inslee told the Lynnwood Times, was monies for electric ferry boats to relieve disruptions in operations and to meet capacity.

“We need new ferry boats desperately and the CCA is where the money is coming from to build the next five ferry boats,” Governor Inslee told the Lynnwood Times during his visit to Marysville for the ribbon-cutting ceremony for Echandia in July. “So, if you want ferry boats, we have to have the Climate Commitment Act, it is the only

revenue source we have.”

Initiative 2117 (I-2117), an initiative that if passed by voters this November, would prohibit carbon tax credit trading, also known as “cap-and-invest,” which would gut Washington’s Climate Commitment Act, funds that are paying for projects like those at the Port of Everett.

The CCA sets a declining cap on greenhouse gas emissions and requires the state’s largest emitters to purchase allowances for “planet-warming pollution.” The law requires the Legislature to invest revenue from this cap-and-invest program to projects that reduce greenhouse emissions.

Critics of the CCA have pointed to its contribution for Washington state having one of the highest gas prices in the United States, calling it a defacto “gas tax.”

“As soon as 2023 arrived, and the CCA took full effect, fuel prices immediately began to rise in our state,” Washington State Senate Minority, Senator John Braun wrote in a commentary to the Lynnwood Times. “By that summer, Washington had the highest gasoline prices in the nation. They topped even California, the other cap-and-tax state in the nation, and Hawaii, which has to have all its fuel shipped in at additional cost.”

He further argued that the CCA disproportionately impacts low-income residents.

“Costs that hit lower-income people harder than those with higher incomes are called regressive,” wrote Braun. “A wealthy person may not even notice that 9 or 10 cents tax on each dollar spent, but a poor person does.”

Brian Heywood, founder of the Let’s Go Washington PAC and who is advocating for the I-2117, shared Brauns sentiments with political commentator Brandi Kruse on her podcast, unDivided.

“People are just mad.... not because they don’t like it; it’s because they are making a choice between groceries and gas,” Brian Heywood said.

“First of all you see it in the gas prices [at the pump]... Then if you go and buy groceries, every single thing in a grocery store came on a truck that had to pay this hidden gas tax. Now your eggs, your milk and your cheese prices are up. And then we have the hidden increase in your home heating costs with PSE,” Heywood added.

There has not been an Initiative to the Legislature on the ballot in Washington since 2019, when voters approved Initiative 976, which limited vehicle registration renewal fees to \$30. The

Washington Supreme Court blocked that initiative from taking effect.

On August 9, the Washington State Supreme Court justices unanimously rejected two cases by progressive groups—Defend Washington and Washington Conservation Action Education Fund—against Secretary of State Steve Hobbs that aimed to invalidate I-2117 along with the other citizen-initiated initiatives of which three were passed by the legislature into law earlier this year in March, and four to be voted on by residents this November.

However, criticism surrounded the Attorney General’s Office in the handling of the case.

Heywood and his team were blindsided by the case the day it was being heard, August 9, which the Secretary of State and Attorney General offices knew about for months as they defended these in lower courts, but did not inform the Let’s Go Washington team, as they had standing.

“I can assure you that if any other attorney general had been in that spot, and absolutely and positively wanted to make sure the will of the Washington voter was properly defended, they would have got Let’s Go Washington involved in it,” Washington Gun Law President, William Kirk stated on his podcast of the incident.

Kirk’s sentiment was echoed by Jackson Maynard, executive director and counsel of the Citizen Action Defense Fund, in a statement to The Center Square.

“In 22 years of legal practice, I’ve never seen a case progress this far without all

necessary parties being before the court or at least being given the courtesy of a phone call about litigation as important as this,” he told The Center Square. “Participation in the initiative process is a fundamental right, and the idea that the state Supreme Court with the stroke of a pen could’ve eliminated the voices of the millions who signed the petitions in this case without even hearing from all impacted parties is really troubling.”

Brionna Aho, Communications Director at the Washington State Attorney General’s Office, shared with the Lynnwood Times that “generally, the party bringing the motion [Defend Washington] has the responsibility to notify the relevant parties [Let’s Go Washington].”

“Because Defend Washington failed to provide reasonable notice of its requests to affected persons (such as the sponsor of the initiatives), this Court should decline to consider Defend Washington’s emergency motion,” she wrote.

Aho, in her statement to the Lynnwood Times, also stated that the AG’s Office successfully argued that the signatures are valid, and that I-2117 and the other three initiatives should remain on the ballot for the November General Election.

Heywood, given the history of the state Supreme Court’s overturning of I-976, is dubious that this was a simple “oversight.”

“I am concerned however, that to my knowledge, neither he [Secretary Hobbs] nor anyone from his staff ever reached out to me or anyone at Let’s Go Washington... Why this huuuuuge oversight?”

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# Interactive map now available showcasing Climate Commitment Act projects at risk if I-2117 passes

By KIENAN BRISCOE

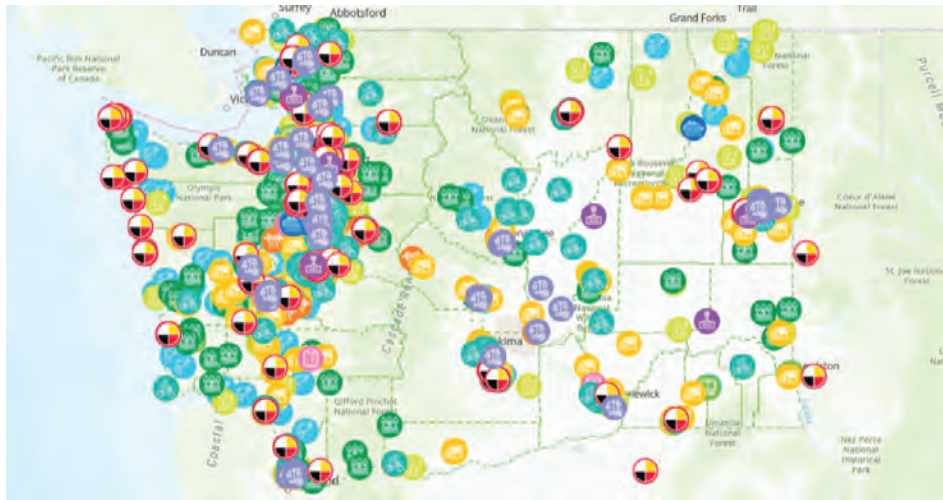
SEATTLE—The Clean & Prosperous Institute, a fiscally sponsored project of the Washington Business Alliance Fund set on reducing greenhouse emissions in Washington, launched a risk of repeal map intended to showcase how Climate Commitment Act (CCA) funds are used for community-based projects statewide and what's at risk if the funds from the act are removed this November with Initiative 2117.

The interactive map spans more than 500 projects throughout all 39 counties, totaling \$9 billion which are reliant on the Climate Commitment Act to continue, the institute says.

Users can access the map tool to see where and how CCA revenues are being invested in different projects from restoring salmon habitats; to electrifying ferry fleets; to community electric vehicle charging sites; to on-farm greenhouse gas reduction grants; and then some. The tool also categorizes which projects are most at risk if the CCA were to be repealed.

“The Climate Commitment Act is less than two years old and as you know it's been threatened with weakening or repeal since its inception, whether by legislative proposals, current campaign positions, and also ballot initiatives,” said Michael Mann, Executive Director of the Clean & Prosperous Institute. “Meanwhile more than three billion that has already been appropriated by the legislature and the projected none billion dollars in Climate Commitment Act funding, is beginning to show up in communities across the state. They're literally turning smokestack emissions into neighborhood projects, to create healthy communities in every county in the state.”

Back in November of last year, Let's



Clean & Prosperous Institute interactive map of CCA funded projects.

Go Washington gathered approximately 469,000 signatures to get Initiative 2117 on the November, 2024 ballot. If passed by voters, the initiative would repeal the 2021 Climate Commitment Act which establishes the state's cap and invest program to reduce greenhouse gas emissions by 95% by 2050.

The CCA sets a declining cap on greenhouse gas emissions and requires the state's largest emitters to purchase allowances for “planet-warming pollution.” The law requires the Legislature to invest revenue from this cap-and-invest program to projects that reduce greenhouse emissions.

Let's Go Washington says the Climate Commitment Act imposes a so-called “hidden gas tax,” prohibiting state agencies from imposing any type of carbon tax credit trading, including “cap and trade” or “cap and tax” programs, regardless of whether the resulting increased costs are imposed on fuel recipients or fuel suppliers. The Brian Haywood-founded conservative group also says the act is driving up general costs for general consumers.

On the other hand over 400 organizations, including medical professionals

and first responders, as well as Tribal Nations, joined together last month to voice their opposition to Initiative 2117 arguing that it would devastate Washington's transportation and infrastructure programs by taking away billions in funding, jeopardizing efforts to fix roads and bridges and reduce traffic congestion. It would also threaten clean water, lead to more toxic air pollution and wildfires, and result in more kids and adults with asthma and illness, the organizations argued.

The Clean & Prosperous Institutes new map tool is intended to be an educational resource for the public, as well as stakeholders, to understand the current scope of investments and potential risk if the act is repealed.

“The Climate Commitment Act faces many challenges that could significantly weaken or fully repeal it, whether by Legislative or Executive action or at the ballot box,” said Kevin Tempest, Research Director at the Clean and Prosperous Institute. “With this map tool, Clean & Prosperous Institute is shining a critical spotlight on the investments that CCA dollars are making into communities spanning every county in the state.”

“Investments enabled by the Climate Commitment Act are growing every month and in every county,” continued Tempest. “They are lowering the cost of clean energy for households and businesses, protecting key forest and fish habitat, catalyzing innovation, and providing an economic engine to power our communities toward a clean energy future.”

Lee Keller, Strategic Communications for Clean & Prosperous Institute, led a media briefing Friday, September 13, walking through how the map works. The institute also has various other resources on its website and adds project “one-pagers” weekly.

“Our goal is to ensure that these investments are visible and accurately tracked,” said Tempest. “This interactive mapping tool is a vital resource for all Washingtonians to understand that Climate Commitment Act investments are increasingly putting shovels in the ground to deliver benefits to communities in every county across the state.”

## MORE ABOUT CLEAN & PROSPEROUS INSTITUTE

The Clean & Prosperous Institute (formerly the Low Carbon Prosperity Institute) works to responsibly tackle climate change and carbon reduction at the state level. We leverage resources, prioritize truth-telling, and strive for improved government and private-sector collaboration. Our core focus is system design, delivering technically accurate, long-term greenhouse gas reduction strategies that guide policy decisions. We thoroughly explore opportunities and complex risk factors associated with crafting climate policy from the state level upward. We strongly believe in the power of business leadership, bipartisan problem-solving, and data-driven public policy.

## from page 1 REZONING

Monday public hearing.

Mukilteo resident Mark Daryl criticized City Councilman Tom Jordal for thanking city staff for doing a “great job” when he pointed out that if the staff had done a great job the city wouldn't be entangled in a lawsuit and would have been able to vote Monday.

“I'm worried because all of this is going to sit, and all of our passionate comments—we may not be here for it again,” said Daryl. “I'm very disappointed in the staff tonight—horrible job! There is no big, horrid thing that's going to happen if that building stays. That building was there before we got there, we have no problem with it...I'm getting fed up and I'm this close to selling my house and leaving Mukilteo. So, let's try and make the right decision and get the next meeting right.”

The City's attorney clarified with the Lynnwood Times that residents who addressed the council on Monday's Public Hearing will be allowed to testify again on October 7. The duration of a speaker is 5 minutes of Public Hearing testimony per person.

Councilman Steve Schmalz asked the City Attorney what the “ramifications” could be if the city decided to vote



Over one hundred residents attended Mukilteo City Council's Regular Meeting on September 16, to voice opposition to the rezoning the Harbor Pointe Tech Center property for a 200-unit multifamily residential project. SOURCE: Dan Murnan.

Monday, and her response was that the city could face litigation.

It was also revealed during the meeting that the developer, Tri Pointe, is willing to reduce the number of units from 222 to 200 in a letter to the City sent late last week. The multifamily rezoning would allow up to 600 units on the property, however the developer originally pro-

posed a 275-unit project which they then reduced to 222 units, to now 200. The Planning Commission approved a cap of 180 units for the development.

The public hearing dealt with incorporating land acknowledgement language into the comprehensive plan and three rezones, two of which are city initiated—the Cannon Property rezone from

residential to open space, and the Hawthorne Hall rezone from residential to downtown business. The third is a private application rezone for 6500 Harbor Heights which brought most of the attendees to Monday's meeting.

The meeting largely consisted of public

Continued PAGE 11

from page 10 **REZONING**

testimony spanning roughly two hours of the meeting's three-hour runtime. To streamline the approximately 100 attendees' agreement or opposition to points made, different colored cards were distributed to be held up indicating where attendees stood with what was being said at the podium. Green cards represented agreement with the speaker's comment, whereas red disagreement.

Byron Wright, who's residence overlooks the 5200 Harbor Heights property, said that the City needs to preserve view lines, preserve appropriate setbacks and buffer zones, and "get density right." His main point, however, was the process the city and developer took.

"My issue tonight is how many of the parties, especially the applicant, seem to view the whole public notice, comment, and review process as a merely perfunctory, pro forma, check-the-list, set of chores that are required of them and not use it as designed to actively receive and respond to public input," said Wright.

Wright gave the example of a meeting held at the Rosehill Community Center on August 1 when the public were invited to discuss the 6500 Harbor Heights development but when the public tried to ask questions "they were basically told by the company that they were holding this meeting because they were told they had to have this meeting, and they were not here to answer any questions tonight."

Some residents speaking against the Harbour Heights rezone brought up the point that the city was using "net density" in their calculations when they should have been using "gross density." The proposed 222-unit project would equal about a 65% increase in density to the neighborhood which some residents said is not conducive with Mukilteo's comprehensive plan, specifically where it states that rezoning should be "compatible with character of existing neighborhoods". As it stands the surrounding neighborhoods are affluent, upper-middle class, suburbs mostly single family.

"If you start out at Waterton and work your way up the hill, look at all of the neighborhoods on both sides, take survey level data, measuring everything exactly, spend a couple hundred hours' worth of work which some people here did, you'll find out that on average, looking at all of those neighborhoods surrounding 6500 it's real simple. In one acre there's four homes and the green belt is about 47%," said Mark Daryl, 30-year Mukilteo resident. "So, if you want to hold up to your own policies, it's quite simple. If this has to be rezoned, it's a really simple number—136 in order to match our own policies, and you need 40% green space."

Kim Nelson, Harbour Pointe homeowner since 1985, also made the point that by rezoning the Harbour Heights property would not preserve the existing character of the surrounding neighborhoods, inconsistent with the City's current Comprehensive Plan mission as stated under its Land Use and Policies section.

Rick Harper, Mukilteo resident, spoke against the "notion of the greater good as rational for approving the application" stating that the developer has yet to present any amenities that would benefit the citizens of Mukilteo while proposing actions that would create environmental damage—including a mass regrading.



**Aerial map of Harbour Heights subdivision in relation to the Harbour Pointe Tech Center in Mukilteo. Source: Google Maps.**

"How in the world can that be concluded as the greater good?" asked Harper.

Other concerns brought up for the rezone included being no benefit to the community "other than monetary," a misleading and questionable due process by city staff, an incomplete traffic analysis, capping the number of units to 136, and environmental concerns.

Out of the approximately 20 speakers most voiced their opposition to rezoning the Harbour Heights property with only one speaking in favor—the owner of the property Tom Prenzlou. One Mukilteo resident also spoke in opposition to Hawthorne Hall while a couple others spoke in opposition to the land acknowledgement statement citing historical inaccuracies in its language.

When the council returned from Executive Session, Councilman Schmalz had some words about Harbor Grove, a "seven lot subdivision on 2.43 acres of land" southwest of Nelson's Corner in Mukilteo, of which the city is currently in litigation.

"It seems like the city is siding with the developers on all of this," said Councilman Schmalz. "It just seems like the residents don't really have a say in this and it's kind of like a one-way street. I think we need to change the code language to help appeal to residents, to be able to be heard, especially when a permit is issued in their neighborhood, they should at least be given a timeline on when construction is going to start."

David Tyler, Mukilteo resident who is also a plaintiff in the lawsuit against the City over permits issued in error for the Harbor Grove project, echoed Councilman Schmalz's concerns stating:

"For Harbor Grove planning staff received a lot of public comments during project review and the response was to basically ignore it," said Tyler. "The result was that the land use decision did not adequately address issues raised by the public or environmental impacts of the project... So there's a lesson through the city's flawed review process that may be applied to tonight's proceedings that inviting public input but then ignoring it undermines public trust and makes citizens feel disenfranchised."

#### HARBOR HEIGHTS BACKGROUND

At the end of Harbour Heights Parkway in Mukilteo lies the Harbour Pointe Tech Center, where the property may soon be rezoned for a proposed Multifamily Residential housing project.

However, in keeping with the Mukilteo tradition of opposing high-density, some residents have concerns.

The Harbour Pointe Tech Center property is currently zoned as a Business Park and designated as "Industrial" on the City of Mukilteo's current Comprehensive Plan. The surrounding land is currently zoned as MR22 which allows for up to 22 homes per acre.

It is owned by HPTC Property, LLC which is owned by Tom Prenzlou, the former owner of Systima Technologies, Inc., a current tenant in the business center. Prenzlou purchased Harbour Pointe Tech Center and property, for \$46.75 million in September of 2020—adjusting for inflation this would equate to \$56.8 million in 2024. A year later, Karman Space & Defense acquired Systima where Prenzlou remained as an equity holder.

Karman, headquartered in Los Angeles, was created in January of 2021 with financial backing from Trive Capital, a Dallas-based private equity firm, which still lists the company in its asset portfolio.

According to the Prescott Group, former asset managing firm of the site, "Harbour Pointe Tech Center is a 335,000 square-foot, four-story office and research facility in North Seattle (Mukilteo). Formerly a torpedo testing facility for Raytheon, the building was purchased by Prescott in 2000 due to its substantial floor loading, extensive power and its unique design for \$72 per square foot. An additional 20 acres of land was also acquired adjacent to the building for future development or sale."

Nevada-based Tri Pointe Homes applied to rezone the Harbour Pointe Tech Center from Business Park to Multifamily Residential-High Density/Multiple Residential (MR) on April 4, 2024, which would amend the City of Mukilteo's current Comprehensive Plan.

Tri Pointe Homes has been subject to a number of lawsuits over the years—Arianto v. Tri Pointe in 2021, Burgos v. Tri Pointe in 2020, to name a couple—in addition to eliciting several complaints by customers.

On Better Business Bureau, customers have complained about Tri Pointe allowing their builders to drink on the job, constantly postponing closing dates and delaying construction times, incorrectly installing drainage that resulted in flooding damage, and drainage systems overflowing during rainy weather.

Tri Pointe customers have even voiced their concerns on a subreddit where a user said the builder incorrectly installed the wrong kitchen countertops, and delayed completion due to a "communication error" regarding the installation of cabinets. Other users, on the other hand, applauded Tri Pointe's work as a "solid build" and commended their swift purchasing process.

The Lynnwood Times reached out to Tri Pointe Homes for comment on these criticisms but did not receive a response as of the publication of this article.

As it stands Mukilteo Mayor Joe Marine is in favor of the development. Some residents have criticized him for his current stance, as one priority of his 2021 mayoral campaign platform was against high density. Both Harris and Emery voted in favor of the controversial Housing Action Plan (HAP) on July 19, 2021.

Though Mayor Marine won't get a vote Monday, he informed the Lynnwood Times that his support for the rezoning is consistent with his stance against density in the long term.

Joe Marine

"It makes sense to do something sooner rather than later. If you look at the legislature, they're getting into more of our local control in regard to housing. They won't even allow land now to be zoned single family residential," Mayor Marine told the Lynnwood Times. "My concern is that if we delay this by five to ten years what more changes would there be? Would it be even more density than what's allowed now? And we have a developer who's willing to come in and do a much lower density than they could do considering the zoning. I think this is one of the best deals we can get."

Mukilteo City Councilman Mike Dixon, who typically supports density in Mukilteo, informed the Lynnwood Times that he will be voting in opposition to the rezoning proposal adding that it's simply the wrong location for a multifamily complex.

"We should have density along traffic arteries," Mukilteo Councilman Mike Dixon, told the Lynnwood Times. "I don't think it makes any sense putting it down there, it doesn't match the neighborhood, it's not the type of density we need, and people don't want it."

Mukilteo Councilman Steve Schmalz also informed the Lynnwood Times he stands against the rezone proposal simply because "the residents are opposed to it."

"There was an advisory vote by the public in 2021 and 81% voted that they didn't want high density housing in the city anymore, and that's exactly what this is calling for" Schmalz told the Lynnwood Times.

To get a different perspective, the Lynnwood Times reached out to Mukilteo City Council President Harris and , who in the past have advocated for high-density. Councilman Emery. Council President Harris declined to comment, and Councilman Emery did not respond before the publication of this article.

#### LEGAL CONCERNS

A letter was sent by Telegin Law to the Mukilteo City Council members and the City Clerk on Friday, September 13, urging the council to postpone its September 16 meeting until the City has "complied with all applicable proce-

from page 11 **REZONING**

dural rules for comprehensive plan map amendment and rezones.”

Telegin Law, representing the Sundance at Harbour Pointe Condominium Owners Association, alleged that the City has not followed the applicable rules for public hearings on proposed comprehensive plan map amendments and rezones, pursuant of the Mukilteo Municipal Code (MMC) 17.72, specifically as it relates to requiring a review of all proposed comprehensive plan map amendments with the City’s Planning Commission during a Public Hearing prior to a vote.

Based on that required review, the Planning Commission is to present its findings of fact and recommendations, per the MMC, the Mayor is to acknowledge as receipt of these findings, and the City Council is then required to consider the proposed comprehensive plan map amendment at a public meeting. It is during this meeting where the Council can then vote to adopt the comprehensive plan map changes, approve with changes, defer the proposal back to the Planning Commission, or disapprove of the proposal all together.

The City did, in fact, review the proposal with the Planning Commission on April 18, 2024. There were four docket items reviewed during that meeting, three of which were city-started projects, and the fourth was the application submitted by Tri Pointe. All four of those docket items were compiled into a single comprehensive plan update discussion. The Planning Commission’s recommendations for the proposal was to approve the rezone to Multifamily Residential but with a cap of 180 units.

Still, Telegin Law argued that the City has not made public any written evidence of the Planning Commission’s findings and recommendations as no such written findings and recommendations have been posted on the City’s website nor transmitted to parties of record.

Attorney Bryan Telegin, Council for Sundance at Harbour Pointe Condominium Homeowners Association, raised concerns that the lack of written findings and recommendations by the Planning Commission could result in Tri Pointe raising the unit cap.

Lastly, Telegin argued that there was simply not enough notice issued concerning the public hearing date.

Rear entrance to Harbour Pointe Tech Center in Mukilteo. Lynnwood Times | Mario Lotmore.

On September 10 the city issued notice of the September 16 public hearing, sent by email to parties of record, and posted its agenda publicly on September 11, just five days before the scheduled meeting on the City’s website—despite the email sent on September 10 stating “information about this meeting can be found on the City’s website.”

According to the Mukilteo Municipal Code, 17.72.030.C.2.b, the City is required to issue a notice of public hearing ten days before the hearing’s date.

However, Mukilteo City Clerk Asea Sandine informed the Lynnwood Times that the city sent notice of the September 16 meeting to a local newspaper on August 30 with a September 3 publication date in mind—well within the 10 days required by law.

Telegin Law concluded its letter recommending the unit cap be set at 136 units, which is consistent with the Planning Commission’s recommendations – a calculation based on the average gross density of the surrounding area being 4.44 units per acre.

#### TRAFFIC CONGESTION CONCERNS

Mukilteo residents have historically been vocal about their opposition to what they call “high density” to preserve the “small town feel” of Mukilteo that attracted many to move there in the first place. Perhaps the best example of this is the staunch opposition to the city’s proposed Housing Action Plan in 2021 which stirred protests and brought a record-breaking turnout to City Council meetings, the majority of which voicing their concerns.

But separate to risking that small town feel, both residents and some Mukilteo City Council members have raised concerns about “density”, specifically how this project would effect traffic congestion, given the Harbour Heights project utilizes a single road—Harbour Heights Parkway—for demolition, construction, and residential usage. Additional concerns surround the strain on sewage, and access for emergency services.

“It’s going to strain everything because that’s a huge amount of households for that area,” said Julia Shemesh, Mukilteo resident. “What the residents want is a single-family housing development that is in character of Waterton.”

Waterton is a gated nearby upper-middle class to affluent suburb with houses ranging from \$1 million to nearly \$2 million according to Upgrade Realty.

“Mukilteo only has so much room. We don’t have room to build more roads. We don’t have room to build more schools. We don’t have room for it. What happens in Mukilteo if one of those houses catches fire out there or there’s an earthquake? How are you going to get masses amounts of people out on one road – you won’t,” said a Mukilteo resident who lives nearby but preferred to remain anonymous.

When Tri Pointe homes applied for a comprehensive plan change and rezone with the city on behalf of the property owner, they provided an initial traffic analysis in support of that application which was reviewed by the city. This analysis was conducted under the assumption that the proposed development would have 275 housing units, which has since been reduced to 222.

Though Tri Pointe agreed to reduce the unit cap of 222 housing units, some residents shared that they still have concerns that the developer could back out and transfer the project to another developer in the future that is more set on building more units on the property, echoing a concern raised by Teligan Law.

In the traffic analysis by Transportation Engineering Northwest (TENW) and paid for by Tri Pointe Homes, it states that rezoning the current business park to multifamily residential in Mukilteo would reduce traffic on Harbour Heights Parkway from 3,376 weekday trips to 2,248, while also reducing a.m. peak hours from 481 to 155 and p.m. peak hours from 460 to 192. The analysis based its calculation on the Institute of Traffic Engineers’ Land Use Code (LUC) 710 General Office Building standard.

However, the traffic analysis in the study is highly misleading or incomplete at best.

According to ITE Land Use Code (LUC) 710 General Office Building, the calculated weekday trip estimated value (not a value from physical traffic on the road) is based on a fully occupied property of 341,299 square feet (sq-ft). The current property is 334,090 square feet, not 341,299 used in the analysis, and has 169,838 square feet of available (unused) office space; meaning the traffic analysis should have assessed a scenario with a weekday traffic value based on 164,252 square feet of currently utilized office space and not only the total 341,299 square feet (sq-ft). Ever since Boeing pulled out years ago, Systima is now the only tenant in Harbour Pointe Tech Center.

Using the calculation formula provided in TENW’s analysis, the estimate for weekday trips for a scenario of current occupancy would be 1,787 far from the 3,376 used in TENW’s analysis. On Thursday, September 12, around 1 p.m., the Lynnwood Times counted 163 parking spots with a parked vehicle, which would equate to 1,630 weekday trips (arriving and leaving work) assuming no vehicles leave for lunch and return, and no customers visit the site.

In other words, the traffic analysis provided by TENW should have included a scenario comparing the estimated weekday trips of current occupancy which equates to an estimate of 1,787 to the proposed 275 residential units of 2,248 estimated weekday trips.

Based on a 222-unit development (22 single-family detached housing units and 200 attached single-family dwellings) the estimated weekday trips equates to 1,725, similar to the estimated current traffic volume based on building occupancy.

The TENW analysis also showed that the area had a high level of transportation infrastructure, but this was a high-level review without a detailed development plan. According to Andy Galuska, Community Development Director with the City of Mukilteo, if a development application is received, the city would review the proposal to ensure the traffic impacts would comply with its adopted standards.

Local fire and police departments also reviewed the proposal, Galuska said, and believe they could adequately serve the subject property if it were rezoned and redeveloped with the current road system; however, a more detailed re-

view would be conducted in conjunction with an official development application.

#### DISRUPTING BALD EAGLE NESTS

Some Mukilteo residents who live near the proposed Harbour Heights project have raised concerns that the future site would also disrupt a Bald Eagle nest known to exist there.

“The residents who live here see the Bald Eagles all the time. Bald Eagles are a national symbol. They are no longer an endangered species, but they are protected by federal and state law,” Julia Shemesh, Mukilteo resident, told the Lynnwood Times. “We want them to observe the law and adjust what they’re doing, or would like to do, to reflect this issue because if they’re not going to be honest and law abiding about something like this how can anyone trust whatever they say about anything else – particularly the density and protected green spaces?”

Shemesh continued that she suggests the City take into consideration the photographs she, and some of her neighbors, have submitted of the eagles and interview the residents in the area about their frequent sightings.

Wetland Resources Environmental Consulting sent out a notice to Tri Pointe on August 7, 2024, notifying the developer that, during a SEPA review of the project property, a Bald Eagle nest was spotted within the vicinity. Wetland Resources Inc. (WRI) conducted an investigation of the site, and nearby areas, on August 7, and a Bald Eagle nest was found during that investigation, but it was reported to be adjacent to the property on St. Andrews Place to the north – about 520 feet from the proposed development.

Per the United States Fish and Wildlife Services (USFWS) guidelines regarding developing within the vicinity of a known bald eagle nest, if a development occurs outside of Bald Eagle breeding season (January to August), and are located 330 to 660 feet from a nest the issuance of an Eagle Disturbance Take is typically not required. Within those same guidelines an Eagle Disturbance Take may also not be required if the development takes place during Bald Eagle breeding season, is located 330 to 660 feet from the nest, but the Bald Eagles seem tolerant of past disturbances.

However, per the Mukilteo Municipal Code, 17B.52C.130, if activities are proposed within 800 feet within a Bald Eagle site a habitat management plan may be required.

“We have received comments about Bald Eagles nesting in the area. Wildlife are an element of SEPA review and under SEPA review of a development application we would take a closer look at the potential impacts to wildlife as well as proposed or required mitigation,” said Andy Galuska, Community Development Director for the City of Mukilteo. “Any development activity would require compliance with the federal and state laws that apply to eagle habitat which may include limiting some development activities near the nesting site.”



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