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FTC, with conditions, clears way for Boeing acquisition of Spirit

SUPPLIER | Decision clears way for purchase of company Boeing spun off in 2005.

By **LAUREN ROSENBLATT**
Seattle Times business reporter

The Federal Trade Commission has cleared Boeing's acquisition of supplier Spirit AeroSystems, clearing the way for the merger to move forward.

Boeing's \$4.7 billion acquisition has been pending since June 2024, when the manufacturer announced

it would fold the troubled supplier back into its company after spinning Spirit off 20 years ago.

The FTC decision Wednesday came with some stipulations to ensure the merger does not affect Boeing's commercial and military competitors. Boeing, Spirit and European manufacturer Airbus,

Boeing's largest rival in the commercial aerospace market, had already planned to take those actions, which include divesting parts of Spirit to Airbus to ensure the supplier can still design and build components for both plane makers. Spirit, based in Wichita, Kan., is

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Hegseth violated protocol, watchdog determines

PENTAGON | Use of Signal on personal device endangered troops, objectives.

By **DAN LAMOTHE, KADIA GOBA AND NOAH ROBERTSON**
The Washington Post

The Pentagon's top independent watchdog has determined that Defense Secretary Pete Hegseth violated security protocols and endangered U.S. troops and objectives by using a personal device to share sensitive operational details on the unclassified messaging app Signal, according to people familiar with the findings in a forthcoming report.

The Defense Department inspector general report, set to be released Thursday, appears certain to reignite an issue that has dogged Hegseth for much of his tenure in office.

The inquiry was requested on a bipartisan basis by top leaders in the Senate Armed Services Committee in March after The Atlantic magazine reported that then-national security adviser Mike Waltz inadvertently added a journalist to a digital discussion in which Vice President J.D.

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PROJECT HOMELESS

Seattle to beef up funding to aid affordable housing providers

By **DAVID KROMAN**
Seattle Times staff reporter

The city of Seattle will soon double what it spent last year to help prop up ailing affordable housing providers, as the ongoing financial challenges within the sector persist.

Nearly \$28 million in funding was announced last month and will be awarded early next year.

This is the second year in a row the city has felt compelled to spend heavily supporting providers who are struggling to stay above water amid rising costs, lagging rental payments and greater-than-expected vacancies. Affordable housing providers have sold or transferred at least 20 buildings since late 2024.

The city last year doled out \$14 million to keep it from being more.

The money will help "address deferred maintenance and repairs, and ensure the continued viability of City-financed affordable housing," the city's request for proposals reads. Recipients

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Return to office mandates aren't the only reason Seattle traffic got worse



KEVIN CLARK / THE SEATTLE TIMES

Traffic moves along both directions of Interstate 405 in Newcastle on Wednesday. The stretch of northbound I-405 between Renton and Interstate 90 was the most congested roadway in the region last year, and the 24th most congested in the country.

By **NICHOLAS DESHAIS**
Seattle Times transportation reporter

Seattle drivers spent more time in traffic this year than they did in 2024, as construction on major corridors continued and remote work ebbed.

Motorists spent nearly three extra days behind the wheel, as the typical driver in the metro region lost 68 hours to traffic congestion in 2025, up 8% from 63 hours last year, and 19 hours more than the national average.

The Seattle region ranks 22nd for worst traffic delays in an analysis of 942 urban

areas worldwide, sandwiched between Izmir, Turkey, and Melbourne, Australia, according to the INRIX Global Traffic Scorecard released this week, which uses congestion data through September, and estimates end-of-year traffic delays based on historical and seasonal trends for each urban area.

Nationwide, Seattle sits in 10th place, behind only a few of the nation's largest and most traffic-clogged cities.

Still, area commuters haven't yet plumbed the depths seen before the pandemic, when drivers lost 74 hours to congestion in 2019.

The primary culprits: work on the inter-

states, and return to office mandates by some of the area's largest employers.

"There's been a decent amount of construction and refurbishing," said Bob Pishue, a transportation analyst at INRIX, pointing to ongoing work to add lanes on I-405 between Renton and Bellevue.

Last week, the Washington State Department of Transportation said the project would not be finished by the end of this year as originally planned. Now, the work won't wrap up until summer 2027, WSDOT said, because "construction has moved slower than planned, and the contractor has not

See > **TRAFFIC, A6**

King County condo prices drop as listings linger

By **ALEXIS WEISEND**
Seattle Times business reporter

It's the most wonderful time of the year — unless you're trying to sell a condo in King County.

In a brutal blow last month, a fall slump hit home sales while they were already sliding. Listings lingered on the market amid economic uncertainty and still-high mortgage rates, dampening prices across the Seattle area.

King County's condo market, which has been suffering for years, took the biggest thrashing. In November, the median condo sale price fell to \$507,880 — a 10% drop compared to a year ago, according to data released by the Northwest Multiple Listing Service on Wednesday.

That's the largest year-over-year drop since February 2023, when the market cooled off significantly after a pandemic buying frenzy.

"It's not a product type you want to own right

See > **HOME SALES, A10**



ELLEN M. BANNER / THE SEATTLE TIMES

Kayakers pass by floating houseboats on Lake Union and condos in Seattle's Queen Anne neighborhood.

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