

## OOP FOI PREM:EX

---

**From:** Hewitt, Jeremy ENV:EX  
**Sent:** December 4, 2018 12:54 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** Yuma Morisho, Okenge PSA:EX; Maranda, Pierrette IGRS:EX  
**Subject:** Fwd: As requested: Washington State

Hi Sage -

Okenge has asked me to forward this to you directly.

Thanks,

Jeremy

Begin forwarded message:

**From:** "Hewitt, Jeremy IGRS:EX" <[Jeremy.Hewitt@gov.bc.ca](mailto:Jeremy.Hewitt@gov.bc.ca)>  
**Date:** November 27, 2018 at 4:25:44 PM PST  
**To:** "Yuma Morisho, Okenge PREM:EX" <[Okenge.YumaMorisho@gov.bc.ca](mailto:Okenge.YumaMorisho@gov.bc.ca)>  
**Cc:** "Maranda, Pierrette IGRS:EX" <[Pierrette.Maranda@gov.bc.ca](mailto:Pierrette.Maranda@gov.bc.ca)>  
**Subject:** As requested: Washington State

Okenge –

As discussed:

s.13;s.16

Please let me know if you'd like more information, a different format, etc.

Jeremy

## OOP FOI PREM:EX

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** October 25, 2018 9:47 AM  
**To:** Aaron, Sage PREM:EX; s.17  
**Cc:** Hockin, Amber PREM:EX  
**Subject:** RE: For review: weekly op ed

Sage, s.13

“Tens of thousands of British Columbians are finding work in new sectors of our economy, creating the green, clean technology the world needs to tackle climate change. Global firms are coming to BC because they know they can find the highly-trained workers and creative economy . . .

Or

Float planes, once a key link for BC’s traditional mining and forestry sectors, are now providing a key link between Seattle and Victoria, reinforcing the incredible growth of our tech sector . . .

s.22

---

Geoff

**rom:** Aaron, Sage PREM:EX  
**Sent:** Thursday, October 25, 2018 9:11 AM  
**To:** s.17 Meggs, Geoff PREM:EX  
**Cc:** Hockin, Amber PREM:EX  
**Subject:** For review: weekly op ed

Hello all,

This op ed centres on the Cascadia conference, tech and good jobs. This was to go last week but we opted to underline our housing message and spec tax instead.

### **Working together, to create good jobs and grow B.C.’s potential**

By John Horgan

Earlier this month, I met with Washington state Governor Jay Inslee at the Cascadia Innovation Corridor Conference in Vancouver. It was the third time we met over the last year to strengthen our regional partnership.

We’re working together to tackle shared challenges and seize the opportunity and potential in our region. That includes acting jointly to grow the innovation economy, protect our shared environment, combat climate change, promote trade, and improve transportation connectivity.

Gov. Inslee and I are both determined to protect what makes this part of the world so special, while making sure people have the opportunities they need to succeed in the communities they call home.

By working together, we can deliver strong, sustainable economic development, create good jobs, and build a better future for people on both sides of the border. Both regions stand to benefit from enhanced cooperation. Some

examples include the new seaplane service between Seattle and Vancouver, the possibility of ultra-high-speed rail corridor, and protecting coastal communities, shared marine ecosystems and endangered southern resident killer whales.

We are also committed to working together to make our region a global hub of innovation and connectivity. The tech sector in B.C. is one of the fastest growing sectors of our economy, supporting over 106,000 good-paying jobs. We are home to more than 10,200 tech-related businesses throughout the province.

Earlier this month, I toured the interactive lab at SAP Canada's Vancouver location. They created 300 new jobs over the past two years alone. Success stories like SAP are growing in every part of B.C., and innovation is growing in every sector of the economy.

Our government is investing in K-12 tech education, tech-based research and advanced training opportunities throughout the province. We're also investing to help companies across sectors innovate, grow and create good jobs in B.C.

As a government, our job is to help fix problems. We will continue to work collaboratively to remove the barriers to economic growth in B.C. That means working in partnership with the tech sector to deliver the supports they need. It also means tackling the housing crisis and investing services people need, like health care, skills-training and education, and child care. To make B.C. a better place to live and work.

We're investing in people, taking action to make life more affordable, and improving the services people count on. Because that's what we need to do to grow a strong, sustainable economy that works for people. The challenges facing B.C. didn't appear overnight, and they won't be fixed overnight. We're going to keep working hard to fix problems and make sure B.C. is a leader now, and in the economy of the future. It's part of building a brighter future for B.C., with more opportunity for the people who live here.

**Sage Aaron, Communications Director**  
Office of the Premier | Government of BC  
501 Belleville St, Victoria, BC V8V 2L8 | 778-678-0832



## OOP FOI PREM:EX

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** July 18, 2018 10:03 AM  
**To:** Aaron, Sage PREM:EX  
**Cc:** s.17  
**Subject:** Re: High speed train release - quote

Good tnx

Sent from my iPhone

On Jul 18, 2018, at 2:02 PM, Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)> wrote:

Hello – submitting this quote for the high speed train study release:

“High-speed rail would cut travel times between Vancouver and Seattle and bring huge benefits to British Columbia,” said Premier John Horgan. “We’re excited about this next step and look forward to the findings of Washington’s in-depth study.”

The draft release is below & attached. We’re asking for our \$300k contribution to be broken out from the total.

### **DRAFT**

#### **Washington State Department of Transportation – NEWS**

Headquarters – 310 Maple Park Ave. - Olympia, WA 98504-7370 – 360-705-7000

### **FOR IMMEDIATE RELEASE**

July 19, 2018

Contact: [Janet Matkin](#), WSDOT Communications, 360-705-7966

### **New study to consider potential for one-hour trips from Seattle to Vancouver, BC and Portland**

s.13

This new study builds on a [preliminary analysis](#) conducted in 2017 for a new 250 mph transportation system in the Pacific Northwest.s.13

s.13

Through a competitive process, WSDOT selected WSP to complete this business case study. WSP, formerly Parsons Brinckerhoff, s.13

s.13 has worked on high-speed rail projects in the United States and around the world, including in California, the United Kingdom, and southeast Asia. Other members of the team include Steer Davies Gleave, EnviroIssues, Paladin Partners, and Transportation Solutions.

A new advisory committee, representing both public and private sectors, will provide input during the year-long technical analysis.

The study will identify potential corridors for ultra-high-speed ground transportation, estimate potential ridership, refine cost estimates, and analyze both international and United States high-speed rail infrastructure projects to identify lessons learned. It is expected the \$1.5 million study will be completed by July 2019.

**Hyperlinks within the news release:**

- Ultra-high-speed ground transportation study: [www.wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study](http://www.wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study)

###

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to [www.wsdot.wa.gov/news](http://www.wsdot.wa.gov/news) for pictures, videos, news and blogs. Real time traffic information is available at [wsdot.com/traffic](http://wsdot.com/traffic) or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

<2018\_07\_HSR\_Media\_Release\_draft 3.docx>

## OOP FOI PREM:EX

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** July 17, 2018 5:55 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** S.17 McConnell, Sheena PREM:EX  
**Subject:** Re: a couple updates

Tnx

Sent from my iPhone

On Jul 17, 2018, at 8:46 PM, Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)> wrote:

Two FYIs:

Melissa Sanderson let me know that the BCUC is likely to approve the sale of the Waneta dam tomorrow. Likely just a local story but with BC Hydro you never know. Minister Ralston and Minister Conroy will both be involved in news releases supporting the sale if it goes.

A proponent has been selected for the Cascadia Corridor high speed rail corridor study. WA is preparing a NR update, scheduled for this Thursday. I've accepted their offer of a quote in the NR, which will be based off PJH's public comments to date.

**Sage Aaron, Communications Director**  
Office of the Premier | Government of BC  
501 Belleville St, Victoria, BC V8V 2L8 | 778-678-0832

## OOP FOI PREM:EX

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** May 10, 2018 1:31 PM  
**To:** Aaron, Sage PREM:EX  
**Subject:** Fwd: Microsoft Announcement

SageS.13

Geoff

Sent from my iPhone

Begin forwarded message:

**From:** "Yuma Morisho, Okenge PREM:EX" <[Okenge.YumaMorisho@gov.bc.ca](mailto:Okenge.YumaMorisho@gov.bc.ca)>  
**Date:** May 10, 2018 at 1:25:35 PM PDT  
**To:** "Meggs, Geoff PREM:EX" <[Geoff.Meggs@gov.bc.ca](mailto:Geoff.Meggs@gov.bc.ca)>, "Aaron, Sage PREM:EX" <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>, "Wright, Don J. PREM:EX" <[Don.J.Wright@gov.bc.ca](mailto:Don.J.Wright@gov.bc.ca)>  
**Subject:** Microsoft Announcement

Is out now: <https://blogs.microsoft.com/on-the-issues/2018/05/10/next-generation-washington-spring-2018-update/>

For ease of reference please see the relevant section below.

### ***"Advancing the Cascadia Corridor***

Copyright



## NEWS RELEASE

**DRAFT** -For Immediate Release  
[release number]  
[Date]

Office of the Premier

### **B.C. and Washington State recommit to strengthening regional partnership, building sustainable future**

**Vancouver** –B.C. Premier John Horgan and Washington State Gov. Jay Inslee met today for a bilateral meeting and signed a Memorandum of Understanding (MOU) to act jointly to grow the region’s innovation economy, protect the environment and combat climate change, promote trade, and improve transportation connectivity.

“Gov. Inslee and I are working together to tackle challenges, and seize the opportunities and potential in our region,” said Premier Horgan. “Today’s memorandum builds on work already underway to deliver strong, sustainable economic development, create good jobs, and build a better future for people on both sides of the border.”

The new MOU details numerous areas of collaboration including protecting the endangered southern resident killer whales and examining the possibility of a new multi-jurisdictional Ultra High Speed Rail Corridor authority that could help lead the project in any agreed-upon subsequent phases.

“BC and Washington state share so much more than just a border,” Inslee said. “Our people and our businesses recognize the benefits of collaboration and partnership, and we recognize that investing in our workers and protecting our environment goes hand-in-hand with building a strong economy. We’re already seeing results from our partnership and I look forward to continuing to make our region a global hub of innovation and connectivity.”

During their bilateral meeting, the two leaders talked **about the new seaplane service between** Seattle and Vancouver and the latest business case analysis for a 250 mph (400 km/h) ultra high speed rail corridor. Both leaders also discussed the regional effort to prevent and treat opioid use disorder, and highlighted the need to protect coastal communities and shared marine ecosystems, and committed to work jointly to protect Southern Resident killer whales amid growing concerns about risks to the waters the whales travel in and to the salmon they eat.

“Our job is to make sure people have opportunities they need to succeed and can afford to live here, while we work together to meet our climate action goals and transition to the low-carbon

## NEWS RELEASE

economy of the future,” said Horgan. “We’re also committing to work together, with Indigenous Peoples, and with the Canadian and U.S. federal governments, to protect our shared clean air, land and water, and the iconic and endangered Southern Resident Killer Whales.”

The MOU was signed at the 2018 Cascadia Innovation Corridor Conference in Vancouver, BC that brings together business, academic, and government leaders from both sides of the border to explore regional collaboration.

### Quick Facts:

- Total Canada-Washington goods trade is valued at approximately C\$26.4 billion.
- In November 2017, Gov. Inslee travelled to Victoria where the two leaders committed to building stronger bonds between B.C. and Washington State.
- In March of this year, B.C. contributed \$300,000 toward a Washington state-led study of potential ultra-high-speed corridor service connecting Vancouver with Seattle, Portland and beyond.
- The results of the business case analysis for Ultra High Speed Rail are anticipated by June 2019.
- In April, the leaders welcomed downtown-to-downtown seaplane service between Seattle and Vancouver.
- During the meeting, Gov. Inslee and Premier Horgan discussed steps to create more opportunities for growth and good-paying jobs throughout the region and the importance of mutually beneficial trade between jurisdictions.
- The leader’s affirmed their ongoing support for the Cascadia Innovation Corridor that brings together governments with the tech sector to increase linkages and collaboration between Vancouver, B.C. and Seattle.
- Premier Horgan and Gov. Inslee also discussed work with other West Coast partners to act collectively to fight climate change, including ongoing work with the Pacific Coast Collaborative.
- West Coast government leaders are building more sustainable economies by stepping up efforts to get more electric vehicles on roads, make buildings more energy efficient, advance renewable energy technology to help spur innovation, attract investment, create jobs, and make our communities more resilient for the future.
- Joint cooperation on the opioid crisis, agreed to in March, is moving forward with ministerial discussions taking place later this month.
- Through the MOU, B.C. and Washington agreed to work to advance the Innovation economy. Partnerships will focus on life sciences, financial and retail innovation and transformative technologies like artificial intelligence, blockchain and cloud computing.

### Learn More:



## NEWS RELEASE

Pacific Coast Collaborative: <http://pacificcoastcollaborative.org/>

Cascadia Innovation Corridor: <http://cascadiaconference.com/>



## **Provincial Issues Scan - Supplement**

**October 10, 2018**

### **Contents**

Gas Pipeline Incident and Possible Shortage .....	2
UN Panel Report on Climate Change (Implications for Natural Gas) .....	4
Washington High-Speed Rail Study .....	5
Orca Poll on Secret Ballots .....	6
Wait Times for Autism Assessments .....	7
Penticton Child Care Denied Funding Grant .....	8
Old Fort Landslide .....	8

## **Gas Pipeline Incident and Possible Shortage**

### Background:

- The Enbridge 36" mainline (regulated by the National Energy Board [NEB]) experienced a catastrophic line failure around 5:30 p.m. on Oct. 9, 2018 approximately 13 kilometers north of Prince George.
- Enbridge depressurized an adjacent 30" natural gas pipeline as a precaution and a nearby Pembina light oil pipeline was not flowing at the time of the incident but was also shut down.
- The RCMP and first responders attended the scene and there have been no reports of injuries or deaths.
- Approximately 100 Lheidli T'enneh First Nation residents were evacuated as a precaution and stayed in hotels in Prince George.
- The cause of the incident has not been determined and full investigation will be undertaken by the RCMP, the NEB, the Oil and Gas Commission and other provincial staff.
- The two Enbridge pipelines are the supply lines to the Province of BC. Fortis has expressed concerns about a potential loss of gas supply to the lower mainland and other parts of the province.
- If pressure is lost, Fortis estimates that re-lights will take several months to complete. Loss of service would be likely today (Oct 10) unless the 30" line can be partially restored.
- Fortis has asked people to conserve gas by turning down thermostats and refraining from non-essential uses of natural gas like fireplaces.

### Message:

- I'm glad that we have seen no reported injuries or damage to property, and I'm thankful for the emergency personnel that responded last night.
- We don't yet know what caused the incident and provincial regulators have begun a full investigation in cooperation with RCMP, and federal regulators.
- This sort of incident is exceptionally rare so we will need to determine the cause.
- Of immediate concern is the potential impact on gas supply for the lower mainland and other parts of the province.
- Fortis has asked British Columbians to conserve gas by turning down their thermostats and limiting use of appliances.
- I encourage everyone to do their part as we work to address the situation.

*[continued...]*

*What about impact on gas supply? Will we see shortages?*

- There is a very real risk and Fortis has notified customers, asking them to curtail their use.
- Crews are working with federal regulators to see if they can restart, at least partially, the second pipeline to restore some supply.
- I would ask people to please heed Fortis' call and do whatever you can to reduce your consumption.

*What does this mean for LNG Canada building a new pipeline?*

- We have hundreds of kilometers of natural gas pipeline in the province and incidents like this are very rare.
- We don't yet know what caused this particular accident and we're focussed on a full investigation in cooperation with RCMP and federal regulators.
- Our government takes the safety of British Columbians and of our environment very seriously and are committed to ensuring the highest standards are in place.

## UN Panel Report on Climate Change (Implications for Natural Gas)

- The UN's Intergovernmental Panel on Climate Change released a new report warning urgent action is needed to prevent global warming beyond 1.5 degrees Celsius.
- The commitment made by world leaders under the Paris Accord was to limit warming to 2 degrees Celsius above pre-industrial levels.
- The report authors conclude it is possible to keep warming below 1.5 degrees but to do so would take unprecedented political commitment to slash the use of fossil fuels including coal, oil and natural gas.
- In most modelled pathways to 1.5 degrees change, natural gas use between 2020 and 2050 decreases between 16% and 60%. However in some pathways, natural gas use increases but with use of carbon capture and storage technology.
- A BC scientist who co-authored the report said that decisions in Canada like approving LNG Canada, and pushing to build the Trans Mountain pipeline expansion are going in the opposite direction.

### Message:

- Our government is committed to living up to our obligations to combat climate change.
- We legislated new greenhouse gas reduction targets earlier this year and we are developing a strategy to meet those targets while growing our economy.
- We have already begun predictable, staged increases to the Carbon Tax and will be bringing in measures to help individuals and businesses cut their emissions and green our economy.
- This report is a reminder that we all have a responsibility to act on climate change. Our government is committed to doing our part.

### *Are you concerned about the impact of LNG in light of the report?*

- BC is actually a clear leader when it comes to climate action in Canada.
- We are committed to doing our part and we have already taken important steps.
- We are developing a strategy to meet our climate targets and look forward to sharing the first details with British Columbians in the coming months.

## **Washington High-Speed Rail Study**

### Background:

- On March 16th, 2018, Premier Horgan announced that B.C. will contribute \$300,000 toward a business case study on ultra-high speed rail.
- The Washington state legislature has approved up to \$1.2 million US for this study, to be completed by June 2019. Washington is leading the study.

### Message:

- We are interested in exploring clean and efficient transportation solutions that improve travel and tourism, expand economic opportunity and strengthen trade relations with our U.S. partners.
- Further cost-benefit analysis will need to be undertaken over the coming months and years before we have a clearer picture of just how feasible this service will be.
- We support the work Governor Inslee is doing and will continue to be a part of the discussions with Washington State on the future potential of this service.

## Orca Poll on Secret Ballots

### Background:

- According to a poll done exclusively for The Orca by One Persuasion Inc., only 9% of British Columbians support getting rid of the secret ballot and returning to card check.
- Among those who identified themselves as having voted for the NDP in 2017, 78% support the secret ballot, with 12% wanting card check.
- Under B.C. law, all certification votes – whether to unionize, change unions, or get out of a union – must be done with a secret ballot, overseen by the Labour Relations Board.
- B.C. has experience using both systems, using a secret ballot from 1984 to 1993, when the NDP government reintroduced card check. In 2001, the new BC Liberal government restored the secret ballot.
- On August 31, the Labour Relations Code review panel submitted its report with recommendations to the Ministry of Labour.

### Message:

- Every worker has the right to join a union of their choice without interference, intimidation or coercion.
- It must be a fair and timely process — both for employers and employees.

s.13

### *If asked about the Labour Relations Code Review Panel Report:*

- We received the panel's full report with recommendations and are taking time to fully review it.
- Minister Bains is working with his colleagues in government and the Green caucus and will make the report public with our next steps, which will likely include some consultation, in a few weeks.

## **Wait Times for Autism Assessments**

### Background:

- On Oct. 9, media reported that wait times for autism assessments for children is now at 55.5 weeks according to the Provincial Health Services Authority - more than double what it was five years ago.
- Minister Dix was briefly clipped agreeing with a reporter that the current wait-times aren't acceptable.
- Advocates are urging government to increase resources to get children diagnosed faster so interventions can occur earlier.
- Government has increased the BC Autism Assessment Network's budget by \$1.2 million this year. BCAAN has also transitioned to a new funding model, which has resulted in more assessments being completed.
- The Provincial Health Services Authority just completed a round of provincial assessor training with representatives from a variety of health authorities. There were about 10 representatives present for the first session and the same number are expected at the planned spring session.

### Message:

- I can appreciate the stress and frustration this causes families trying to get supports for their kids.
- Any wait is difficult and the current wait-times are too long. We know early intervention is critical.
- This year, our government boosted the budget for the B.C. Autism Assessment Network by \$1.2 million, and a provincial training session for assessors just wrapped up, with another round of training to come in the spring.
- We're going to keep working to increase capacity and bring the wait times down so so that kids can get the supports they need sooner.

## **Penticton Child Care Denied Funding Grant**

### Background:

- On Oct 9, Global aired a story about a Penticton child care centre that was denied a grant under the Childcare BC New Spaces Fund.
- The provider has suggested to media that it is because the application form changed.
- We cannot comment on the specifics of individual applications due to privacy, however the Ministry says the changes to the form were minor and would not affect an application.

### Message:

- We are investing \$221 million over the next three years to create new spaces and help people find affordable, quality child care.
- Each application to the Childcare BC New Spaces Fund is scored against a number of evaluation criteria to ensure that government is funding high-quality projects that reflect the priorities established under the ChildCare BC plan.
- Unsuccessful applicants are encouraged to discuss with application with Ministry staff and re-apply.

## **Old Fort Landslide**

### Background:

- A landslide occurred on the Old Fort Road in the early hours of September 30.
- It is situated approximately one kilometre west of the Old Fort community, which is just south of Fort St John.
- The Old Fort Road has been damaged and the road to the community is closed until the site can be determined to be safe to allow crews to enter to start the repairs.
- There is an evacuation order in effect for all residents in the area – an Emergency Social Services Reception Centre has been activated in Fort St. John at the Pomeroy Sports Centre. (200 residents, 62 properties)

### Message:

- This is a difficult and uncertain time for residents in the area.
- Minister Farnworth is in the area today to see the situation firsthand.
- An Emergency Services Reception Centre has been activated in Fort St. John.
- 24 hour traffic control is in place and staff are monitoring the slide by air.
- We will keep the community updated every step of the way as more information becomes available.



## NEWS RELEASE

DRAFT -For Immediate Release  
[release number]  
[Date]

Office of the Premier

### **B.C. and Washington State recommit to strengthening regional partnership, building sustainable future**

**Vancouver** –B.C. Premier John Horgan and Washington State Gov. Jay Inslee met today for a bilateral meeting and signed a Memorandum of Understanding (MOU) to act jointly to grow the region’s innovation economy, protect the environment and combat climate change, promote trade, and improve transportation connectivity.

“Gov. Inslee and I are working together to tackle challenges, and seize the opportunities and potential in our region,” said Premier Horgan. “Today’s memorandum builds on work already underway to deliver strong, sustainable economic development, create good jobs, and build a better future for people on both sides of the border.”

The new MOU details numerous areas of collaboration including protecting the endangered southern resident killer whales and examining the possibility of a new multi-jurisdictional Ultra High Speed Rail Corridor authority that could help lead the project in any agreed-upon subsequent phases.

“BC and Washington state share so much more than just a border,” Inslee said. “Our people and our businesses recognize the benefits of collaboration and partnership, and we recognize that investing in our workers and protecting our environment goes hand-in-hand with building a strong economy. We’re already seeing results from our partnership and I look forward to continuing to make our region a global hub of innovation and connectivity.”

During their bilateral meeting, the two leaders talked about the success of the new seaplane service between Seattle and Vancouver and the latest business case analysis for a 250 mph (400 km/h) ultra high speed rail corridor. Both leaders also discussed the regional effort to prevent and treat opioid use disorder, and highlighted the need to protect coastal communities and shared marine ecosystems, and committed to work jointly to protect Southern Resident killer whales amid growing concerns about risks to the waters the whales travel in and to the salmon they eat.

“Our job is to make sure people have opportunities they need to succeed and can afford to live here, while we work together to meet our climate action goals and transition to the low-carbon

## NEWS RELEASE

economy of the future,” said Horgan. “We’re also committing to work together, with Indigenous Peoples, and with the Canadian and U.S. federal governments, to protect our shared clean air, land and water, and the iconic and endangered Southern Resident Killer Whales.”

The MOU was signed at the 2018 Cascadia Innovation Corridor Conference in Vancouver, BC that brings together business, academic, and government leaders from both sides of the border to explore regional collaboration.

### Quick Facts:

- Total Canada-Washington goods trade is valued at approximately C\$26.4 billion.
- In November 2017, Gov. Inslee travelled to Victoria where the two leaders committed to building stronger bonds between B.C. and Washington State.
- In March of this year, B.C. contributed \$300,000 toward a Washington state-led study of potential ultra-high-speed corridor service connecting Vancouver with Seattle, Portland and beyond.
- The results of the business case analysis for Ultra High Speed Rail are anticipated by June 2019.
- In April, the leaders welcomed downtown-to-downtown seaplane service between Seattle and Vancouver.
- During the meeting, Gov. Inslee and Premier Horgan discussed steps to create more opportunities for growth and good-paying jobs throughout the region and the importance of mutually beneficial trade between jurisdictions.
- The leader’s affirmed their ongoing support for the Cascadia Innovation Corridor that brings together governments with the tech sector to increase linkages and collaboration between Vancouver, B.C. and Seattle.
- Premier Horgan and Gov. Inslee also discussed work with other West Coast partners to act collectively to fight climate change, including ongoing work with the Pacific Coast Collaborative.
- West Coast government leaders are building more sustainable economies by stepping up efforts to get more electric vehicles on roads, make buildings more energy efficient, advance renewable energy technology to help spur innovation, attract investment, create jobs, and make our communities more resilient for the future.
- Joint cooperation on the opioid crisis, agreed to in March, is moving forward with ministerial discussions taking place later this month.
- Through the MOU, B.C. and Washington agreed to work to advance the Innovation economy. Partnerships will focus on life sciences, financial and retail innovation and transformative technologies like artificial intelligence, blockchain and cloud computing.

### Learn More:



## NEWS RELEASE

Pacific Coast Collaborative: <http://pacificcoastcollaborative.org/>

Cascadia Innovation Corridor: <http://cascadiaconference.com/>

## OOP FOI PREM:EX

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** October 4, 2018 12:37 PM  
**To:** Finn, Heather GCPE:EX; Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Cc:** Richards, Erin GCPE:EX; McGregor, Cara GCPE:EX; Hewitt, Jeremy ENV:EX; Emerson, Kim GCPE:EX  
**Subject:** RE: FOR APPROVAL - Cascadia Media Avail Products  
**Attachments:** 20181002\_NR\_Join BC WS\_Cascadia\_V6\_DRAFT.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Updated release attached with changes from Washington State. IGRS has this for version for the briefing.

We changed some of their changes, so it will go back to them now for a final approval.

Sage, can you call me when you get a chance?

Thank you!

Danielle

---

**From:** Finn, Heather GCPE:EX  
**Sent:** Wednesday, October 3, 2018 3:27 PM  
**To:** Dalzell, Danielle GCPE:EX <Danielle.Dalzell@gov.bc.ca>; Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>; Van Meer-Mass, Kate PREM:EX <Kate.VanMeer-Mass@gov.bc.ca>  
**Cc:** Richards, Erin PREM:EX <Erin.Richards@gov.bc.ca>; McGregor, Cara GCPE:EX <Cara.McGregor@gov.bc.ca>; Hewitt, Jeremy IGRS:EX <Jeremy.Hewitt@gov.bc.ca>; Emerson, Kim GCPE:EX <Kim.Emerson@gov.bc.ca>  
**Subject:** RE: FOR APPROVAL - Cascadia Media Avail Products

Corrected a few small typos in the release. New version attached.

**Heather Finn**  
778-679-2104

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** October 3, 2018 3:11 PM  
**To:** Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>; Van Meer-Mass, Kate PREM:EX <Kate.VanMeer-Mass@gov.bc.ca>  
**Cc:** Richards, Erin PREM:EX <Erin.Richards@gov.bc.ca>; McGregor, Cara GCPE:EX <Cara.McGregor@gov.bc.ca>; Hewitt, Jeremy IGRS:EX <Jeremy.Hewitt@gov.bc.ca>; Finn, Heather GCPE:EX <Heather.Finn@gov.bc.ca>; Emerson, Kim GCPE:EX <Kim.Emerson@gov.bc.ca>  
**Subject:** FOR APPROVAL - Cascadia Media Avail Products

Hello Sage and Kate,

Attached for your approval are the Cascadia Joint Media Avail Products

- 1) NR, still awaiting input from Inslee folks
- 2) Media Avail Speaking Notes
- 3) QA for Media Avail (Tim H has edited for issues)

4) MoU for your reference.

The discussion QA and speaking notes will be sent shortly. IGRS has also prepared a meeting note that will be included in the briefing.

Please let me know if you have any changes or if need anything else.

I will send the finalized news release as soon as we get input and sign-off from Washington State.

Thank you,  
Danielle

Danielle Dalzell  
Director of Writing and Content Strategy | Cabinet Priorities | Government Communications and Public Engagement  
[Danielle.Dalzell@gov.bc.ca](mailto:Danielle.Dalzell@gov.bc.ca) | 250-893-2096

---

## NEWS RELEASE

DRAFT -For Immediate Release  
[release number]  
[Date]

Office of the Premier

### **B.C. and Washington State recommit to strengthening regional partnership, building sustainable future**

**Vancouver** –B.C. Premier John Horgan and Washington State Gov. Jay Inslee met today for a bilateral meeting and signed a Memorandum of Understanding (MOU) to act jointly to grow the region's innovation economy, protect the environment and combat climate change, promote trade, and improve transportation connectivity.

"Gov. Inslee and I are working together to tackle challenges, seize opportunities, and the potential in our region," said Premier Horgan. "Today's memorandum builds on work already underway to deliver strong, sustainable economic development, create good jobs, and build a better future for people on both sides of the border." NOT APPROVED

The new MOU details numerous areas of collaboration including protecting the endangered southern resident killer whales and examining the possibility of a new multi-jurisdictional Ultra High Speed Rail Corridor authority that could help lead the project in any agreed-upon subsequent phases.

"BC and Washington state share so much more than just a border," Inslee said. "Our people and our businesses recognize the benefits of collaboration and partnership, and we recognize that investing in our workers and protecting our environment goes hand-in-hand with building a strong economy. We're already seeing results from our partnership and I look forward to continuing to make our region a global hub of innovation and connectivity."

During their bilateral meeting, the two leaders talked about the success of the new seaplane service between Seattle and Vancouver and the latest business case analysis for a 250 mph (400 km/h) ultra high speed rail corridor. Both leaders also highlighted the need to protect coastal communities and shared marine ecosystems, and committed to work jointly to protect Southern Resident killer whales amid growing concerns about risks to the waters the whales travel in and to the salmon they eat.

"Our job is to make sure people have opportunities they need to succeed and can afford to live here, while we work together to meet our climate action goals and transition to the low-carbon economy of the future," said Horgan. "We're also committing to work together, with Indigenous Peoples, and with the Canadian and U.S. federal governments, to protect our shared clean air, land and water, and the iconic and endangered Southern Resident Killer Whales."

The MOU was signed at the 2018 Cascadia Innovation Corridor Conference in Vancouver, BC that brings together business, academic, and government leaders from both sides of the border to explore regional collaboration.

**Quick Facts:**

- Total Canada-Washington goods trade is valued at approximately C\$26.4 billion.
- In November 2017, Gov. Inslee travelled to Victoria where the two leaders committed to building stronger bonds between B.C. and Washington State.
- In March of this year, B.C. contributed \$300,000 toward a Washington state-led study of potential ultra-high-speed corridor service connecting Vancouver with Seattle, Portland and beyond.
- The results of the business case analysis for Ultra High Speed Rail are anticipated by June 2019.
- In April, the leaders welcomed downtown-to-downtown seaplane service between Seattle and Vancouver.
- During the meeting, Gov. Inslee and Premier Horgan discussed steps to create more opportunities for growth and good-paying jobs throughout the region and the importance of mutually beneficial trade between jurisdictions.
- The leader's affirmed their ongoing support for the Cascadia Innovation Corridor that brings together governments with the tech sector to increase linkages and collaboration between Vancouver, B.C. and Seattle.
- Premier Horgan and Gov. Inslee also discussed work with other West Coast partners to act collectively to fight climate change, including ongoing work with the Pacific Coast Collaborative.
- West Coast government leaders are building more sustainable economies by stepping up efforts to get more electric vehicles on roads, make buildings more energy efficient, advance renewable energy technology to help spur innovation, attract investment, create jobs, and make our communities more resilient for the future.
- Joint cooperation on the opioid crisis, agreed to in March, is moving forward with ministerial discussions taking place later this month.
- Through the MOU, B.C. and Washington agreed to work to advance the Innovation economy. Partnerships will focus on life sciences, financial and retail innovation and transformative technologies like artificial intelligence, blockchain and cloud computing.

**Learn More:**

Pacific Coast Collaborative: <http://pacificcoastcollaborative.org/>

Cascadia Innovation Corridor: <http://cascadiaconference.com/>

## OOP FOI PREM:EX

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** October 3, 2018 5:32 PM  
**To:** Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Cc:** Richards, Erin GCPE:EX; Hewitt, Jeremy ENV:EX; Emerson, Kim GCPE:EX; Finn, Heather GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** DRAFT - FOR REVIEW - 3 201810\_SN + QA Moderated\_PJH Gov Inslee Moderated Discussion\_DRAFT\_V1  
**Attachments:** 201810\_SN + QA Moderated\_PJH Gov Inslee Moderated Discussion\_DRAFT\_V2.docx  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello,

Attached is a draft QA for the moderated discussion with Gov. Inslee and PJH at the Cascadia conference.

Please note that these have not been signed off by IGRS, but I thought I would get them up to you so you have a draft on-hand.

Please let me know if you would like any changes to this.

We will send an updated version with changes from IGRS tomorrow.

Many thanks,  
Danielle

Danielle Dalzell  
Director of Writing and Content Strategy | Cabinet Priorities | Government Communications and Public Engagement  
[Danielle.Dalzell@gov.bc.ca](mailto:Danielle.Dalzell@gov.bc.ca) | 250-893-2096





## **Moderated Q&A with Premier Horgan and Gov. Inslee**

### **Cascadia Innovation Corridor Convention**

#### **Vancouver**

**October 10, 2018**

#### **Premier Horgan and Governor Inslee Discussion**

Cascadia Innovation Corridor Conference

#### **Tone**

Positive, optimistic for the future, collaborative, forward thinking, working together to seize opportunities and make life better for people in our region.

#### **Territorial Acknowledgement:**

Territory of the Musqueam, Squamish and Tsleil-Waututh First Nations.

#### **Frame**

- B.C. and Washington State have a lot in common, we are stronger when we work together.
- We can protect our shared environment, connect our economies and make life better for people on both sides of the border.

#### **Special Mentions:**

- Moderator Sue Paish
- Washington State Gov. Jay Inslee
- Cascadia Innovation Corridor initiative

#### **Format:**

- Questions from moderator, with discussion



## **Moderator's Questions with Responses**

**1. This is the third time the two of you have met formally since the Premier was elected just over a year ago. Why is the B.C.-Washington relationship so important now?**

- Washington state and British Columbia share an important history. Our people share an innovative spirit and a great pride in the natural beauty of this region.
- We share a lot in common, not just geographically, demographically and economically, but also the shared values and vision of our governments.
- This past March, when Gov. Inslee and I met with leaders from Oregon and California to mark the 10<sup>th</sup> anniversary of the Pacific Coast Collaborative (PCC), we discussed how carbon pricing can effectively, efficiently, and fairly reduce carbon pollution.
- On April 1, 2018, the carbon tax increased by \$5 a tonne and will continue to increase by this amount annually, until 2022.
- B.C. has also committed to meet legislated emission reduction targets of 40% below 2007 levels by 2030, 60% by 2040 and 80% by 2050.
- Having supportive partners like Gov. Inslee, make the transition to a low-carbon economy, helps us advance and achieve these goals.
- Our job is ultimately to make life better for the people of this region, we are stronger and more successful when working together.

**2. Picking up on environment and climate change... It's a global issue, but what does it mean for B.C. and WA?**

- It is critical to work beyond borders to protect our shared environment, and we have a true partner in Gov. Inslee in the fight against climate change.
- It is the greatest challenge of our time. But we both see the tremendous opportunities in the low-carbon economy of the future.



- Working together and coordinating efforts will be central to our success, on everything from additional electrical vehicle charging stations, to advancing innovation in every sector of the economy.
- We are continuing this collaboration today in making the environment a key part of the MOU we are signing, including our commitment to work jointly to protect endangered Southern Resident killer whales and foster healthy salmon runs.
- Later this year, the B.C. government will launch our strategy to integrate the Province's goals for climate action, clean energy and sustainable economic growth.

**3. Today's conference is about the Cascadia Innovation Corridor which aims to bring the two jurisdictions closer together. But aren't Seattle and Vancouver competitors for global investment and talent? What do both sides have to gain from cooperating?**

- We are creating a competitive advantage for the region from which we all benefit.
- Innovation and growth in the tech sector isn't isolated. B.C. is powered by mining, gas and timber. It's also powered by quantum computing, film, tourism, manufacturing, trade and innovation. It's not resources or technology - it's resources and technology, together.
- We have more to gain by cooperating.
- Our strengths and opportunities complement each other.
- B.C., Washington, and Oregon are growing an innovation ecosystem that will produce tremendous benefits for the region. The focus is on growing the pie, not on competing over a single slice.



**5. Let's talk about high-tech. What are Washington and B.C. doing to strengthen this sector?**

- The average wages of technology jobs are around 85% higher than B.C.'s average wage – those are good jobs we want in Vancouver, and around the province.
- In B.C. side we're supporting tech education and talent development in schools and post-secondary institutions to build the future generation of tech leaders.
- We're also providing incentives for venture capital and investments in B.C. start-ups.
- Just yesterday, I toured the SAP Lab in Vancouver. In the past two years they have added 300 jobs in the lower mainland.
- Better and transportation links will also aid in the continued expansion of innovative industries.
- The Nerd Bird is up and running, and we'll continue to pursue other potential transportation links, like high-speed rail.

**4. You mentioned High Speed Rail...what's the latest there? Is this a real possibility?**

- The convenience of a one-hour trip between Vancouver and Seattle would create countless opportunities for people in both B.C. and Washington, from sports or concert getaways for families, to untold economic growth potential for businesses and tourism.
- We aren't the only ones who think so. Since Governor Inslee was last here, Microsoft has pledged \$300K to the study.
- Exploring the possibility of creating a clean, efficient high-speed corridor is particularly important as the Pacific Northwest grows in economic importance, and we look to reduce barriers to expansion across our borders.



- Right now, we are building other types of clean infrastructure, like the addition of 11 new public electric vehicle (EV) charging stations added to highway rest areas throughout the province.
- We are on track to complete the first six in November, including two sites close to the US border: Hope Slide (Hwy3 east of Hope) and Anarchist Summit (Hwy 3 east of Osoyoos)

**6. And finally, on a lighter note ... Premier Horgan, Governor Inslee has been to B.C. three times since you were elected. When will you head to Washington State?**

- Announce Premier's upcoming address to the WA Legislature

Commented [DDG1]: [has Washington confirmed yet?]

## OOP FOI PREM:EX

---

**From:** Emerson, Kim GCPE:EX  
**Sent:** July 25, 2018 12:46 PM  
**To:** Aaron, Sage PREM:EX; Holmwood, Jen PREM:EX  
**Subject:** FW: Ultra High Speed news release  
**Attachments:** 2018\_07\_HSR\_Media\_Release\_draft 7.docx

Hello

Looking for advice here. Should we be distributing this news release tomorrow to media province-wide?  
Let me know when you can.

Thank you,

**Kim Emerson**

Communications Manager  
Intergovernmental Relations Secretariat  
(Cell) 250-812-8768

---

**From:** Matkin, Janet [mailto:MatkinJ@wsdot.wa.gov]  
**Sent:** July 25, 2018 12:09 PM  
**To:** Emerson, Kim GCPE:EX <Kim.Emerson@gov.bc.ca>  
**Cc:** Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>  
**Subject:** FW: Ultra High Speed news release

Hello Kim,

The news release regarding our Ultra High Speed Ground Transportation study that was sent to you for review last week has undergone some edits. Attached is the final version that will be sent to media tomorrow (Thursday) morning. Please let me know if there are any changes that absolutely need to be made before it is released via WSDOT's media distribution lists.

Microsoft's communications team has developed a plan to push this release out through its media channels and we also are encouraging other partners to do likewise.

I will send all of you the distribution email tomorrow morning after it is sent to media. Feel free to forward it through your own channels tomorrow as you see appropriate.

Please let me know if you have any questions.

Thank you,

**Janet Matkin**

Communications Manager  
WSDOT Rail, Freight and Ports Division  
360.705.7966  
MatkinJ@wsdot.wa.gov

**Washington State Department of Transportation – NEWS**

Headquarters – 310 Maple Park Ave. - Olympia, WA 98504-7370 – 360-705-7000

**FOR IMMEDIATE RELEASE**

July 26, 2018

Contact: [Janet Matkin](#), communications, 360-705-7966

**New study to consider potential for one-hour trips  
from Seattle to Vancouver, BC and Portland**

*WSDOT, ODOT, Province of British Columbia and Microsoft contribute  
\$1.5 million to Cascadia Innovation Corridor efforts*

Copyright

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to [www.wsdot.wa.gov/news](http://www.wsdot.wa.gov/news) for pictures, videos, news and blogs. Real time traffic information is available at [wsdot.com/traffic](http://wsdot.com/traffic) or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.



**From:** [Dalzell, Danielle GCPE:EX](#)  
**To:** [Aaron, Sage PREM:EX](#)  
**Cc:** [Van Meer-Mass, Kate PREM:EX](#); [Richards, Erin GCPE:EX](#); [McGregor, Cara GCPE:EX](#); [Nash, Amber PREM:EX](#)  
**Subject:** FOR APPROVAL - Washington Trip Drafts  
**Date:** January 31, 2019 4:28:27 PM  
**Attachments:** [20190207 KM-QA CleanTech Alliance Breakfast V3 DRAFT.DOCX](#)  
[20190207 QA PJH Gov Inslee ChamberQA DRAFTV4.docx](#)  
[20190208 NR PJH Seattle High Speed Corridor V10.docx](#)  
[20190208 SN PJH Seattle High Speed Corridor V2.docx](#)  
[20190207 KM-QA High-Speed Rail V3.docx](#)  
[20190208 SN PJH WAleg V5 DRAFT.DOCX](#)  
[20190208 NR Climate Statement Speech to Legislature DRAFT V2.docx](#)  
[181217 Statement on Stepping Up Ambition v1.6.pdf](#)  
[20190208 SN PJH Olympia Joint Media Avail V3 DRAFT.DOCX](#)  
[20190208 KMQA PJH SteppingUpClimate Statement V4.docx](#)  
[20190207 QA PJH GeneralKMWA DraftV4.docx](#)

---

Hello,

Attached for your approval are the following products for the Washington trip:

Day 1 – Seattle:

1. Clean tech Breakfast KM/QA
2. SN/QA – Chamber of Commerce event
3. News Release –Seattle High Speed Corridor Announcement\*\*
4. Speaking Notes – Seattle High Speed Corridor Announcement
5. KM/QA – Seattle High Speed Corridor Announcement

Day 2 – Olympia:

6. Speaking Notes - Address to the Legislature – 10 mins
7. News Release –Climate Cooperation\*\*
8. Statement on Stepping Up Ambition
9. Speaking Notes –Olympia Media Avail
10. QA – Olympia Media Avail
11. General QA for the trip – (to be used in conjunction with the

\*\*Please note that we are still awaiting feedback can input on the News Releases from Insee's team. We aren't sure how long that will take.

IGRS will include the documents attached in the binder tomorrow.

Just for your info, IGRS will also provide the documents listed below in the briefing binder. Please that scenario notes are the equivalent of our normal BGs for events.

Jeremy and I have worked to ensure that there is as little duplication as possible between IGRS documents and GCPE documents.

Thank you,

Danielle

## Scenario Notes

### Day 1

- a. Clean Tech Roundtable
- b. Clean Energy Testbeds Visit
- c. Seattle Metropolitan Chamber of Commerce
- d. Microsoft Visit

### Day 2

- e. Informal Breakfast with Governor Inslee
- f. Ultra High-Speed Rail Advisory Committee Meeting
- g. Bilateral Meeting – Premier John Horgan and Governor Jay Inslee
- h. Legislative Leadership Meeting
- i. Address to Washington State Senate

## Issues Notes

- a. Southern Resident Killer Whales
- b. Logging and associated activities in the Upper Skagit watershed
- c. Cascadia Innovation Corridor
- d. Vancouver-Seattle-Portland Ultra High-Speed Ground Transportation
- e. Other B.C.-Washington Transportation Linkages
- f. Climate Action
- g. Summary of fisheries and aquaculture issues
- h. U.S. Trade Issues and Irritants
  - i. Collaboration with California, Oregon, and Washington State on the response to the overdose crisis
- j. Cannabis Legalization
- k. Immigration and Asylum Seekers
- l. Columbia River Treaty

## **SPEAKING NOTES - DRAFT**

### **Seattle High-speed Corridor Announcement**

**February 7, 2019**

#### **Headline**

*B.C. Premier Horgan announces that B.C. will back the next phase of the High-speed corridor study to connect Washington State and B.C.*

#### **Quote**

"Gov. Inslee and I recognize the enormous potential for growth in our region, to deliver strong, sustainable economic development, create good jobs and a better future for people on both sides of the border. Improving transportation connectivity is a critically important part of the path forward. We're going to keep working together to seize opportunities and strengthen the relationship between Washington state and B.C."

#### **Tone**

Positive, optimistic for the future, collaborative, forward thinking.

#### **Special Mentions:**

- Washington State Gov. Jay Inslee

#### **Format:**

- 3-minute speech at podium followed by scrum

#### **Sequence:**

- Gov. Inslee speaks (3 minutes)
- Premier speaks (3 minutes)
- Take questions from media

*Speaking notes begin on the next page*

- Thank you to Governor Inslee for the kind words.
- It's great to be here today in beautiful Seattle.
- I've been Premier of British Columbia for about 18 months.
- Today is the fourth time Gov. Inslee and I have met in that time.
- Each time we've taken steps forward to strengthen our partnership and seize the opportunities and potential across our region.
- We're working together to protect our shared environment, connect our economies, create good jobs, and make life better for people on both sides of the border.
- In March of last year, I announced that B.C. would contribute \$300,000 to study an ultra-high-speed corridor service that would connect Vancouver, Seattle and Portland.
- Today, I'm proud to announce that British Columbia will contribute an additional \$300,00 to help fund the next proposed phase of the study.
- In October, the Governor and I signed a memorandum of understanding to act jointly to:
  - fight climate change
  - increase connectivity and transportation links
  - grow the innovation economy and tech sector
  - and grow mutually beneficial trade
- We also agreed to work together with Indigenous Peoples, and with the Canadian and U.S. federal governments, to protect endangered Southern Resident Killer Whales and foster healthy salmon runs.
- The Governor and I are going to keep working on all of these fronts.
- We understand the incredible untapped potential we have here.
- And we're both determined to do everything we can to build a better future for people in B.C. and Washington State.
- I'm excited for what we can accomplish together.
- Thank you and I'll hand it back to Governor Inslee.

## **QA and Key Messages**

### **Press Conference**

### **Vancouver-Seattle-Portland Ultra-High-Speed Transportation Corridor Seattle**

## **Key Messages**

- **Premier Horgan and Washington State Governor Inslee are working together to make life better for people, tackle common challenges, and leverage economic opportunities on both sides of the border.**
- **Last fall the two leaders signed a memorandum of understanding (MOU) pledging a partnership approach to promoting trade, growing the region's innovation economy, protecting the environment and combating climate change. Improving transportation connectivity is one item in that MOU.**
- **A project of the magnitude of ultra-high-speed transportation requires a multi-phased, in-depth business case analysis, examining factors such as system development, stakeholder consultation, delivery methods, ridership, cost and financing.**
- **We've contributed \$300,000 toward the study currently underway and expected to be completed by July 2019.**
- **Now we're contributing an additional \$300,000 to explore the feasibility of establishing a new multi-jurisdictional authority that would lead a community engagement process and preliminary environmental review.**
- **The strong relationship between B.C. and Washington State has already brought benefits including helping establish direct downtown-to-downtown seaplane service between Vancouver and Seattle.**
- **Premier Horgan and Governor Inslee continue to support the Cascadia Innovation Corridor, a private sector-led initiative that aims to facilitate linkages and collaboration in the Cascadia region.**

## Questions and Answers

### **Q1: What is being announced today?**

- Premier Horgan and Washington State Governor Inslee are working together to make life better for people, tackle common challenges, and leverage economic opportunities on both sides of the border.
- A project of the magnitude of ultra-high-speed transportation requires a multi-phased, in-depth business case analysis, examining factors such as system development, stakeholder consultation, delivery methods, ridership, cost and financing.
- We've contributed \$300,000 toward some of this work and we're now contributing another \$300,000 to explore the feasibility of establishing a new multi-jurisdictional transportation authority that would lead a community engagement process and preliminary environmental review.

### **Q2: Didn't you announce a study into this concept a while ago?**

- The study currently underway is part of the necessary work that's being done to give us a clearer picture of the feasibility of a potential ultra-high-speed transportation service.
- Building on preliminary work, the study is addressing factors such as ridership levels, system development, stakeholder consultation, delivery methods and financing.
- The next proposed phase of work will build on all previous analysis to develop a multi-jurisdictional partnership and explore options for establishing a new authority that would lead a community engagement process and preliminary environmental review.
- A project of the magnitude of ultra-high-speed transportation requires a multi-phased, in-depth business case analysis, examining factors such as system development, stakeholder consultation, delivery methods, ridership, cost and financing.

- We look forward to being part of the continuing discussions with the State of Washington and other partners.

**Q3: What will this study look at?**

- The next proposed phase of work will build on all previous preliminary analysis to develop a multi-jurisdictional partnership and explore options for establishing a new authority that would lead a community engagement process and preliminary environmental review.
- It will include the involvement of key representatives from all levels of government, communities and stakeholders from the public and private sectors.
- This study is part of the necessary, and good work that's being done to give us a clearer picture of just how feasible this service will be.
- We look forward to being part of the continuing discussions with the State of Washington and other partners.

**Q4: But what is the difference between this part of the study and the previous study?**

- The current study is further examining two scenarios for possible train destinations:
  - Vancouver-Seattle-Portland downtowns, and
  - Surrey-Bellevue-Redmond-Portland
- This work is very preliminary and significant additional design work would still be required after the June 2019 study in order to determine right-of-way requirements and more accurate cost estimates.
- The next phase of the study will build on all previous preliminary analysis to develop a model for a multi-jurisdictional authority that would address general outreach, a community engagement process, and preliminary environmental review.

**Q5: Why is B.C. contributing more money to this study?**

- B.C. recognizes the vast potential for growth in the Cascadia region and has a long-standing, special relationship with our neighbour, the State of Washington.
- This study is a part of important work already underway to deliver strong, sustainable economic development, create well-paying jobs and build a better future for people on both sides of the border.
- It is our hope this study will help us to gain a greater understanding of what is possible and what issues to consider going forward.

s.13

**Q6:**

s.13

- We recognize that too many British Columbians are finding themselves stuck in traffic gridlock in major urban areas, and they're not able to get home to their family quick enough.
- We know that transportation planning must keep pace with changing needs and growing populations and we need to build transportation solutions for right now, as well as into the future.
- That said, we recognize the vast potential for job and economic growth and stronger trade relations in the Cascadia region, between B.C., Washington State and Oregon.
- We're considering the potential of opening this potential transportation corridor even wider, and this study is part of important work already underway to deliver strong, sustainable economic development, create



well-paying jobs and build a better future for people on both sides of the border.

**Q7: How much is each jurisdiction contributing to the study?**

- Funding partners for the current, first phase of the \$1.5 million study are:
  - \$750,000 from the Washington State Department of Transportation,
  - \$300,000 (Can\$) from BC,
  - \$200,000 from the Oregon Department of Transportation, and
  - \$300,000 from Microsoft
- B.C. is now contributing another \$300,000 for further work on developing a model for a multi-jurisdictional authority that would lead a community engagement process and preliminary environmental review.

**Q8: When can we expect the results of the current study to be made public?**

- The results of the current study into the feasibility of an ultra-high-speed transportation are expected by July 2019.

**Q9: Is this the last phase and last financial contribution from B.C. for this study, or will there be more funds put towards this study?**

- The study currently underway is part of the necessary work that's being done to give us a clearer picture of just how feasible a potential ultra-high-speed transportation service will be.
- It should be emphasized that this work is very preliminary: significant additional design work would still be required after the June 2019 study in order to examine many details including right-of-way requirements and more accurate cost estimates.
- The results of the current study into the feasibility of an ultra-high-speed transportation are expected by July 2019.

**Q10: What are the benefits of ultra-high-speed rail service between Vancouver, Seattle and Portland?**

- A high-speed rail service would reduce the travel time between Vancouver and Seattle to about one hour from three hours.
- This would be a boon to our tourism sector and result in more economic opportunities and stronger trade relations between B.C., Washington State and Oregon.
- Funding partners for the current \$1.5 million study include Microsoft, which is a clear demonstration that the tech sector understands the benefit of giving employees the ability to travel quickly and easily between Vancouver, Seattle and Portland.
- Washington State's earlier economic benefits analysis found that within a few years of operation, ridership could be as high as 1.8 million per year. It also forecast a reduction of 40,000 tonnes of greenhouse gas emissions, and the creation of up to 200,000 jobs.
- We are very interested in exploring clean, efficient transportation solutions to improve travel and tourism in the region, expand economic opportunity and strengthen trade relations with our U.S. partners.

**Q11: How much would a project of this magnitude cost?**

- The Washington study estimated that it would cost between \$24 billion and \$42 billion US, and would attract about 1.8 million riders annually.
- The current study is looking at possible funding models to deliver this project. For instance, it might be expected that this project would be cost shared between different levels of government in B.C. and in Washington State and in part by the private sector.

**Q12: What is the projected economic impact of this proposed rail system?**

- Washington State’s study estimates that this project could create up to 200,000 jobs for Canadian and U.S. workers, and billions of dollars in economic benefits for the entire corridor.
- The study also forecast a reduction of 40,000 tonnes of greenhouse gas emissions.

**Q13: What kind of ultra-high-speed rail technology is being considered?**

- Washington State’s preliminary analysis focused primarily on ultra-high-speed rail and magnetic levitation (maglev) technology.
- Maglev technology uses magnets to lift a train off its tracks and move it along a guideway at high speeds. This technology is in use in many places around the world, including Germany and Japan.
- Washington State also considered hyperloop technology, which involves capsules travelling through tubes at high speeds, but research is still too premature to be given serious consideration.

## **Moderated Q&A with Premier Horgan and Gov. Inslee**

### **Seattle Chamber of Commerce Q&A**

**Seattle, WA**

**February 7, 2019**

**Premier Horgan and Governor Inslee Discussion**

**Seattle Chamber of Commerce**

### **Quote**

“We are stronger and more successful when we work together. We know that it’s possible to create prosperity in our region now, while meeting the challenges of the future. To make sure everyone has the opportunity to build a better life and a better future for themselves and their families.”

### **Tone**

Positive, optimistic for the future, collaborative, forward thinking, working together to seize opportunities and make life better for people in our region.

### **Frame**

- B.C. and Washington State have a lot in common and we are stronger when we work together.
- We can protect our shared environment, connect our economies and make life better for people on both sides of the border.

**Special Mentions:**

- Washington State Gov. Jay Inslee
- Marilyn Strickland, CEO, Seattle Metropolitan Chamber of Commerce (Event Moderator)
- Heather Redman, Managing Partner, Flying Fish Partners (MC, introduces speakers)
- Others TBC

**Format:**

- A moderated, “fireside chat” style discussion with Governor Inslee, similar in format to the Oct. 2018 Vancouver Cascadia Conference.
- MC welcomes guests and introduces speakers.
- Moderator provides overview of program and invites brief remarks from Premier and Governor.
- Questions from moderator, followed by audience Q&A.

*Speaking notes begin on the next page*

## Introductory Remarks

- Thank you, Heather and Marilyn, and thank you to the Seattle Chamber of Commerce for welcoming me and putting on this great event.
- I'm really glad to be here in Seattle. We share so much as a region, and it's great to be here to discuss the issues that matter to us in the Pacific Northwest.
- I look forward to our discussion today.

## Moderator's Questions with Responses

### 1. Why is the BC-WA relationship so important now?

- Washington State and British Columbia share an important history. Our people share an innovative spirit and a great pride in the natural beauty of this region. We share a lot in common, not just geographically, demographically and economically, but also in the shared values and vision of our governments.
- Governor Inslee and I have been working together to strengthen the relationship between Washington State and British Columbia. By working together, we can create more, good jobs for people on both sides of the border.
- Our job is to make sure people have the opportunities they need to succeed and to afford to live here, while we work together to meet our climate action goals and transition to the low-carbon economy of the future.
- We're also committing to work together, with Indigenous peoples, and with the Canadian and U.S. federal governments, to

protect our shared clean air, land and water and the iconic and endangered southern resident killer whales.

- We are stronger and more successful when we work together. We know that it's possible to create prosperity in our region now, while meeting the challenges of the future. To make sure everyone has the opportunity to build a better life and a better future for themselves and their families.

**2. Both Washington State and B.C. have made significant climate change announcements recently. What opportunities does climate action bring for B.C. and Washington?**

- It is critical to work beyond borders to protect our shared environment, and we have a true partner in Governor Inslee in the fight against climate change. It is the greatest challenge of our time. But we both see the tremendous opportunities in the low-carbon economy of the future.
- In December, the B.C. government introduced the CleanBC climate action plan to put B.C. on the path to a cleaner, better future. The plan will help our province rise to the challenge of climate change, while investing in a strong, sustainable, low-carbon economy that reduces climate pollution. First Nations governments, local governments and businesses are all partners on the path forward.
- BC and Washington share the same goals.
- Working together and coordinating efforts will be central to our success, on everything from additional electrical vehicle charging stations, to advancing innovation in every sector of the economy.

**3. You are both big supporters of research, innovation and technology. How can cooperation on these fronts create opportunities in our region?**

- We share an incredible potential for our region to be a global hub of innovation and connectivity. The potential for growth in tech and innovation is massive in B.C. and Washington.
- With the creation of the Cascadia Innovation Corridor, the entire region has demonstrated a deep, collaborative commitment to transforming itself into a global technology powerhouse.
- The Cascadia Innovation Corridor will help innovators exchange information and resources, and drive the development of emerging technologies by leveraging strengths across the region. We're creating a competitive advantage for the region from which we all benefit.
- Better transportation links will also aid in the continued expansion of innovative industries. The Nerd Bird is up and running - a daily seaplane service between Vancouver and Seattle that will further strengthen BC's connection with Washington State, opening up new business opportunities and investment.
- We'll continue to pursue other potential transportation links, like Ultra High Speed rail. This high-speed corridor service promises to cut travel times between Vancouver and Seattle from about three hours to just 60 minutes – a boost to trade, investment and tourism.

**4. What is your vision for the Ultra High-Speed Corridor?**

- It's an incredible opportunity for our region. It ticks all the boxes – transportation, tourism, innovation, technology, climate action.



- The convenience of a one-hour trip between Vancouver and Seattle would create countless opportunities for people in both B.C. and Washington, from sports or concert getaways for families, to untold economic growth potential for businesses and tourism.
- B.C. has committed to meet legislated emission reduction targets of 40% below 2007 levels by 2030, 60% by 2040 and 80% by 2050. High speed rail service could make a significant difference in emission reduction.
- An economic analysis released last year by Washington State estimated that a high-speed corridor link could create up to 200,000 jobs for B.C. and U.S. workers, and generate billions of dollars in economic benefits for the Cascadia Innovation Corridor between B.C., Washington and Oregon.
- Exploring the possibility of creating a clean, efficient high-speed corridor is particularly important as the Pacific Northwest grows in economic importance, and we look to reduce barriers to expansion across our borders.

**5. There are some trade challenges on the national level. How do you overcome those and maximize regional trade opportunities?**

- BC welcomes the announcement that Canada, the United States and Mexico have signed the new Canada-United States-Mexico Agreement (CUSMA). This is an important step toward providing greater stability for the economy, as the Agreement now enters the ratification phase in each country's legislature.
- While the signing of the agreement is a positive step forward for trade relations between Canada and the U.S., serious trade issues

remain, with tariffs still in place on Canadian softwood, steel and aluminum.

- These tariffs are bad for workers, businesses, and families on both sides of the border, and we will continue to advocate for their removal.
- B.C. and Washington State share a lot in common, not just geographically, demographically and economically, but also in the shared values and vision of our governments.
- Governor Inslee and I have been working together to strengthen the relationship between Washington State and British Columbia. By working together, we can create more, good jobs for people on both sides of the border.

**6. What is in the future for your relationship, and the relationship between B.C. and Washington?** I'm very optimistic about what we can accomplish. B.C. and Washington State have a lot in common, and we know we're stronger when we work together.

- We've committed to act jointly to fight climate change, increase connectivity and transportation links, grow the innovation economy and tech sector, grow mutually beneficial trade, and work to make life more affordable for people.
- I believe the future holds more innovation, more collaboration, and more prosperity. The opportunities are truly unlimited for our region. We're lucky to live in such a remarkable place, with incredible people and unlimited potential.
- We're investing in people, tackling the challenges in front of us, and putting B.C. and Washington State on a more sustainable path.

- And of course, congratulations are in order, because in the time since Governor Inslee and I last met, Seattle's NHL expansion application was formally approved. The Governor and I are looking forward to a proper rivalry, and to the benefits the franchise will bring to both Vancouver and Seattle.

**QA and Key Messages - General**  
**Seattle and Olympia Media Availabilities**  
**February 7/8, 2019**

**Key Messages**

- **Gov. Inslee and I are working together to strengthen our partnership and seize the opportunities and potential across our region.**
- **Together, we can better protect our shared environment, connect our economies, create good jobs, and make life better for people on both sides of the border.**
- **In March of last year, a few months after our first meeting, we announced we were collaborating to study ultra-high-speed corridor service that would connect Vancouver, Seattle and Portland. Our government has committed - on this trip - to fund the proposed second phase of that study.**
- **In October of last year, we signed a memorandum of understanding that builds on work we have been doing together. We committed to act jointly to fight climate change, increase connectivity and transportation links, grow the innovation economy and tech sector, grow mutually beneficial trade, and work to make life more affordable for people.**
- **We also agreed to work together with Indigenous Peoples, and with the Canadian and U.S. federal governments, to protect endangered Southern Resident Killer Whales and foster healthy salmon runs.**
- **B.C. and Washington State have a lot in common, and we know we are stronger when we work together.**

## Questions and Answers

**Q: What is the current status of the Trans Mountain Pipeline project?**

- There was a court decision last year which said that the National Energy Board had not done enough to consult with First Nations. The federal government has since instructed the NEB to reconsider its recommendations, taking into account the effects of project-related marine shipping. The federal government gave the NEB a tight timeline on that, wanting a report by February 22nd.
- Our government will be participating as an intervenor to stand up for the interests of British Columbians and express our concerns about the risks of increased heavy oil tankers to our economy and environment.
- The Province of B.C. has submitted a reference question to the B.C. Court of Appeal to affirm its right to protect B.C.'s coast and inland waters from the threat of a diluted bitumen spill.
- BC remains concerned that a diluted bitumen spill will present a threat to our coast and the tens of thousands of jobs that rely on our coastal waters. Our intention is to continue to defend B.C.'s interests.

**Q: Will the LNG Canada project lead to more tanker traffic in waters near the border with Washington?**

- No. The LNG Canada project will be built in Kitimat, in Northern British Columbia and shipping routes will cross the northern Pacific Ocean destined for Asia. Further, LNG tankers do not pose anywhere near the risks of diluted bitumen tankers. LNG is not a persistent pollutant and doesn't result in the sort of serious marine impacts we are concerned about with bitumen.

**Q: What is your government going to do to protect the Southern Resident Killer Whale population?**

- In Canada, the federal government has jurisdiction over Southern Resident Killer Whales, and we are pleased to see they are taking

action under the federal Oceans Protection Plan to protect this iconic species.

- We are impressed by Governor Inslee's commitment to this issue and look forward to continuing to work with Washington State.
- These creatures are part of the B.C and coastal identity and the possibility of their numbers diminishing even further or disappearing altogether is very concerning to those who live on the coast.
- We will continue to work on this issue with the federal government and welcome them putting even more funding towards protecting Southern Resident Killer Whales.

**Q: In a related question to killer whales, what are your plans going forward to enhance salmon populations in our shared waters?**

- B.C. is actively working towards new initiatives to assist salmon recovery, specifically through the development of a made-in-B.C. Wild Salmon Strategy.
- The Wild Salmon Advisory Council's report was recently released as the first step in this strategy development process. The Council met with residents in coastal communities and completed an online engagement process aimed at gathering ideas from all British Columbians.
- We've introduced a new coast-wide aquaculture policy with rigorous new requirements to protect wild salmon.
- Our historic, government-to-government talks with First Nations in the Broughton have produced important recommendations to address Nations' longstanding concerns and protect and restore wild salmon stocks.

**If asked about the Pacific Salmon Treaty:**

- B.C. actively participated in the treaty negotiation process in order to reach a new agreement with the United States.
- I have discussed the importance of this agreement with the Governors of Washington and Oregon.

- B.C. supports the Government of Canada's ratification of the new agreement because it addresses conservation concerns, provides more certainty to First Nations, recreational and commercial fisheries, and supports the Southern Resident Killer Whales.
- Both Canada and the U.S. have also committed to increasing funding for salmon stock assessment, something critical to the long-term sustainable management of these species.

**Q: How do you respond to concerns about the Skagit Valley Watershed?**

- B.C. values its relationship with Seattle and Washington State. We've been meeting with the Skagit Environmental Endowment Commission since learning of their concerns.
- The cutting happening right now was auctioned in 2015.
- Future logging plans are on hold pending consultations with the Skagit Environmental Endowment Commission, First Nations and public stakeholders.
- We want to ensure we are supporting good forestry jobs while protecting our natural spaces.

**Q: Where does BC stand on the Columbia River Treaty?**

- The Columbia River Treaty is an example of the strong bilateral cooperation that exists between our two countries. For more than 50 years, this agreement has reliably reduced flood risk in the U.S. portion of the Columbia River Basin. It has helped manage water flows to generate carbon-free electricity, and provided favourable water levels for irrigation, shipping and recreational use across the U.S. Pacific Northwest.
- The fundamental principle of the treaty is maximizing benefits for Canada and the U.S. and sharing them equitably. This must continue to be the foundation of the treaty.

- We are committed to working with the U.S. to modernize the Columbia River Treaty to ensure that benefits created are equitably shared in both countries.

**Q: Both Washington State and BC have made significant climate change announcements recently. What opportunities does climate action bring for BC and Washington?**

- It is critical to work beyond borders to protect our shared environment, and we have a true partner in Governor Inslee in the fight against climate change.
- BC and Washington share the same goals. B.C. has been working closely with west coast states on climate action for over 10 years. We want to do everything we can to seize new, clean economy opportunities, and help communities adapt to the impacts of climate change.

**Q: How is BC implementing a carbon tax?**

- We are gradually phasing in the federally mandated carbon price, starting with a \$5 per tonne increase announced in Budget 2018.
- The Province is investing \$40 million per year to support British Columbians by enhancing the Low-Income Climate Action Tax Credit.
- The higher price on carbon will help to put the province on a path towards meeting B.C.'s legislated 2050 greenhouse gas emission (GHG) reduction target of 80% below 2007 levels. We have set new interim targets of a 40% reduction in carbon emissions from 2007 levels by 2030, and a 60% reduction from 2007 levels by 2040.
- We will provide certainty for businesses to stimulate investment, as well as supporting the competitiveness of trade exposed industries.
- Government will consult on a new clean growth incentive program for large industrial emitters in B.C. The program is designed to keep industries competitive as they innovate to cut emissions.

**Q: What other work is underway in BC to tackle climate change?**



- In December, our government introduced the CleanBC climate action plan to put B.C. on the path to a cleaner, better future.
- The plan will help our province rise to the challenge of climate change, while investing in a strong, sustainable, low-carbon economy that reduces climate pollution. First Nations governments, local governments and businesses are all partners on the path forward.
- CleanBC will make cleaner options more convenient, available, and affordable.
- That's why we're helping with the upfront costs that come with home improvements and zero emission vehicles – so people can benefit from the lower gas and heating bills over the long run.

**Q: Like Washington, BC has dealt with escalating wildfire seasons – how are you managing the wildfire threat?**

- Over the past two years in B.C., we've seen two record-breaking wildfire seasons, and as always, our key priority is to protect communities, infrastructure and natural resources.
- We appreciate the assistance that Washington State firefighters and officials have provided to us in the past, and British Columbia stands ready to help Washington whenever we are able to do so.
- Following the 2017 fire season, our government commissioned an independent review to examine the province's emergency management procedures. We're addressing the report's 108 recommendations.
- BC has several funding programs in place to assist with fire prevention, including the new, \$50-million Community Resiliency Investment program. Under that program, First Nations and local governments can apply for funding up to \$100,000 for activities that will help reduce wildfire threats.

**Q: What results have we seen from the establishment of the Cascadia Innovation Corridor?**

- The Cascadia Innovation Corridor is helping innovators exchange information and resources, and will drive the development of emerging technologies by leveraging strengths across the region.
- This initiative will help strengthen our economic ties and enhance the collaboration between Vancouver, Seattle and the entire Cascadia region. We're creating a competitive advantage for the region from which we all benefit.
- There have been many success stories so far. For instance, a cancer research partnership between B.C. and Washington research centres. We've opened a B.C. Trade Office in Seattle, and we've seen academic partnerships between US and Canadian universities and polytechnic institutes.
- We share an incredible potential for our region to be a global hub of innovation and connectivity. The potential for growth in tech and innovation is nearly untapped in BC and Washington, and I look forward to a shared future of collaboration.

**Q: What is your vision for the Ultra High Speed Corridor?**

- It's an incredible opportunity for our region. It ticks all the boxes – transportation, tourism, innovation, technology, climate action.
- We support the work Governor Inslee is doing on the feasibility of a Vancouver-Seattle-Portland ultra-high-speed corridor and will continue to be a part of the discussions with Washington State on the future potential of this service.
- The convenience of a one-hour trip between Vancouver and Seattle would create countless opportunities for people in both B.C. and Washington, from sports or concert getaways for families, to untold economic growth potential for businesses and tourism.
- An economic analysis released last year by Washington State estimated that a high-speed corridor link could create up to 200,000 jobs for B.C. and U.S. workers, and generate billions of dollars in economic benefits for the Cascadia Innovation Corridor between B.C., Washington and Oregon.

- Exploring the possibility of creating a clean, efficient high-speed corridor is particularly important as the Pacific Northwest grows in economic importance, and we look to reduce barriers to expansion across our borders.

**Q: How are you addressing capacity and usability issues with the Belleville Ferry Terminal?**

- The Belleville Ferry Terminal is outdated and has capacity issues – and is not built to serve the increase in tourism and economic development we expect to see in the coming years.
- The terminal welcomes thousands of tourists into Victoria’s harbour every year from the U.S. and generates millions in economic activity for the Capital Region.
- That’s why we’re exploring the potential for this critical piece of infrastructure to be upgraded – to ensure the first entry point into Canada is a positive one from a tourism perspective.
- Right now, we’re in the conceptual design phase for the potential redevelopment and revitalization of the Belleville Ferry Terminal.

**If asked when a decision will be made:**

- There are numerous stakeholders who have a role and an interest in this project, and it’s important we take the time to consult with all stakeholders as part of the conceptual design phase.
- It’s also critical that we have a clear understanding about how new border security measures may impact any potential redevelopment. That’s why we are working with both ferry operators and U.S. and Canadian border agencies and looking for space efficiencies where possible.
- We must complete all due diligence related to the potential scope and cost of this project before the Province and any funding partners can commit to its undertaking.

**Q: There are some trade challenges on the national level, how do you overcome those and maximize regional trade opportunities?**

- BC and Washington State share a lot in common, not just geographically, demographically and economically, but also in the shared values and vision of our governments.
- Governor Inslee and I have been working together to strengthen the relationship between Washington State and British Columbia. By working together, we can create more, good jobs for people on both sides of the border.
- BC welcomes the announcement that Canada, the United States and Mexico have signed the new Canada-United States-Mexico Agreement (CUSMA). This is an important step toward providing greater stability for the economy as the Agreement now enters the ratification phase in each country's legislature.
- While the signing of the agreement is a positive step forward for trade relations between Canada and the U.S., serious trade issues remain, with tariffs still in place on Canadian softwood, steel and aluminum.
- These tariffs are bad for workers, businesses, and families on both sides of the border, and we will continue to advocate for their removal.

**Q: Direct float plane service between downtown Vancouver and Seattle - is it what you expected?**

- The service is up and running, and is further strengthening BC's connection with Washington State, opening up new business opportunities and investment.
- There is a lot of cooperation between governments and businesses in our two jurisdictions. There are tech components like artificial intelligence, cloud computing and virtual/mixed reality. There are shared educational programs looking to increase access to innovation jobs across B.C. and Washington. Those ventures require direct access to Vancouver and Seattle, and the Nerd Bird, as the float plane service has been called, makes that a reality.

**Q: The opioid crisis is affecting both sides of the border. What are you doing to reduce the harms caused by opioids?**

- We're in the midst of the worst public health emergency in decades. In March 2018, I signed a statement of cooperation with the Governors of Washington State, Oregon and California to share best practices and develop a regional approach to combating the crisis.
- Each life lost is a tragedy, but we must also acknowledge that as estimated by the BC Centre for Disease Control, over 3,000 more overdose deaths would have occurred without important life-saving supports that are now in place.
- We're working to save lives through harm reduction, further increasing access to naloxone, addressing the unsafe drug supply and connecting people to life-saving supports, including treatment and recovery.

**Q: Non-medical cannabis was legalized in Canada last October, and is legal in Washington State as well. What has been BC's experience so far?**

- The BC government is focused on responsibly managing this significant change in public policy.
- Our provincial legislation provides a sound foundation for the regulation and safe implementation of legalized cannabis and reflects our government's goals of prioritizing public health and safety.
- We know that the cannabis sector can be a driver of economic growth and employment in BC, as it has been in other jurisdiction, and one of our goals for cannabis regulation is to develop a sustainable cannabis industry that generates jobs and economic growth throughout our province.

**If asked about border issues:**

- We're pleased US Customs and Border Protection has indicated that Canadian citizens working in the legal cannabis industry in Canada,

who are crossing the border for reasons unrelated to the cannabis industry, will generally be allowed into the United States.

- It is important for individuals who use, work with, or invest in cannabis to educate themselves about the US position on these activities and the potential implications for future travel to the US.
- Despite legalization on non-medical cannabis in some states, cannabis remains an illegal substance federally in the United States, and it is important for Canadians to be aware they cannot take cannabis into the US.
- There are new signs located before entering federal border crossings, reminding people not to travel with cannabis so that they will have an opportunity to turn around if they have cannabis with them.

**Q: Last October, you and Governor Inslee signed a Memorandum of Understanding between B.C. and Washington State. Why was that necessary?**

- While we have a terrific working relationship, it is important to formalize the relationship through an MOU. This agreement - on how we will look at and share plans for the economy, environmental protection, transportation and more - will be in place for five years.
- There is so much innovation going on in both of our jurisdictions, it's important to find a way to collaborate and harvest that innovation in ways that will help to push innovation but also to create jobs for those who are most in need.
- We have a shared environment through air, water and land. It is our goal and our duty to do everything we can to protect that environment. We have to work together, with indigenous peoples, to protect our salmon and killer whale populations.
- We have already shown how connecting cross-border through transportation can lead to great things.

**Q: How is BC impacted by immigration issues?**

- British Columbia's strength is its diversity and we will continue to welcome newcomers to help build our strong, sustainable economy.
- Our government is making life better for people by increasing funding in 2018 to a total of \$12 million to improve settlement and employment supports for newcomers, including expanded services for asylum seekers.
- Nearly half of this investment will help eligible newcomers – including asylum seekers – get access to key community resources, language training, and employment services through the BC Settlement and Integration Services program, making it easier to accelerate their settlement, integration and economic contribution to communities in B.C.
- BC also has a Provincial Nominee Program, which offers a dedicated immigration pathway for international workers in high-demand occupations to apply for permanent residency for themselves and their dependents.

## Questions and Answers

### Signing of Statement on Stepping Up Climate Ambition

February 8, 2019

#### Key Messages

- **BC has signed on to the High Ambition Coalition's Statement on Stepping Up Climate Ambition.**
- **In doing so, we've joined the Government of Canada, the states of Washington and California, and other governments and agencies from around the world, to press for urgency on climate action.**
- **In joining the State of Washington as signatories to this Statement, we are continuing to deepen our partnership with Washington and take further coordinated action on climate change.**
- **In December, we announced CleanBC – a plan that puts our province on the path to a cleaner, better future - with a low-carbon economy that creates opportunities for all while protecting our air, land and water.**
- **We know that cooperation between sub-national governments is an important part of this process. That's why we've added our voice to help drive the efforts needed to achieve the long-term goals of the Paris Agreement.**



## Questions and Answers

### **Q: What has British Columbia signed?**

- B.C. has signed the Statement on Stepping Up Climate Ambition, which allows signatories to emphasize their support for, and commitment to, increasing ambition and strengthening efforts to tackle climate change.

### **Q: What's the purpose of this statement?**

- The Statement is in response to an important report by the United Nations' Intergovernmental Panel on Climate Change (IPCC) on the impacts of global warming of 1.5 degrees Celsius.
- It reflects signatories' determination to step up climate ambition in order to achieve the long-term goal of the Paris Agreement of holding global warming to below 2 degrees Celsius, and pursuing efforts to limit the temperature increase to 1.5 degrees Celsius.
- The Statement emphasizes that enhanced ambition is only possible when it is built on broad coalitions of governments and other stakeholders.

### **Q: What is BC committing to in regards to climate change?**

- B.C. is committed to working together across Canada and around the globe on tackling climate change and building a clean, healthy environment that provides opportunities for all.
- Together with committed partners like the State of Washington, with whom B.C. works closely through the Pacific Coast Collaborative, we are demonstrating that collaboration on climate change can go a long way to enhancing ambition and taking decisive action on climate change.
- The Statement also emphasizes the need to respond to the risks and impacts of climate change experienced around the globe.
  - B.C. has committed to developing an Adaptation Strategy by 2020.

- B.C. will work in collaboration with Indigenous people to seize new clean economy opportunities and help communities adapt to the impacts of climate change.

**Q: What is the High Ambition Coalition?**

- The High Ambition Coalition is a broad coalition of developed and developing countries around the world that are committed to a high level of ambition in tackling climate change.
- The Statement on Stepping up Climate Action is a strong message put forward by the Coalition that allows both members and non-members of the Coalition to emphasize their support for and commitment to increasing ambition and strengthening efforts to tackle climate change.

**Q: Why is it important that our Province be a signatory?**

- The findings of the IPCC's recent report are an urgent warning that the impacts of increased global warming will have challenging effects on ecosystems, human health, and well-being around the globe.
- The Statement that B.C. is signing today emphasizes the need to avoid these impacts by increasing ambition and strengthening our collective efforts to tackle climate change.
- CleanBC puts our province on the path to a cleaner, better future, with a low-carbon economy that creates opportunities for all while protecting our air, land, and water
- This signing of the Statement underscores our determination to increase action on climate change, while encouraging other jurisdictions around the world to similarly increase their ambition and strengthen their efforts to tackle climate change.

**Q: Does this bind B.C. to any action?**

- Our commitments through CleanBC are consistent with our signature on this Statement, which commits us to increasing short-term action

and to continue to strengthen our efforts over time to meet our long-term climate targets and economic development goals.

- The actions outlined in CleanBC get us 75% of the way to our 2030 climate targets, and as we continue to update CleanBC in the coming months we will continue to increase our ambition and strengthen our efforts to exceed the remaining 25% of our 2030 goals.

**Q: Will B.C. commit to support and investment for developing countries as noted in this statement?**

- B.C. is a fellow signatory to this Statement alongside Canada and other developed nations around the world.
- Support and investment for developing countries is an important part of the global effort to mitigate and adapt to climate change, and we applaud the support of countries in supporting these efforts, including from our federal government.
- B.C. will continue to work collaboratively with its partners around the world to strengthen efforts to tackle climate change.
- This includes by working with developing country partners through initiatives such as the Under2 Coalition to share the B.C. experience and innovative actions that have allowed us to build our economy while tackling climate change.

**Q: How does this align with B.C.'s CO2 reduction goals?**

- Our signing of this Statement underscores our determination to increase action on climate change under CleanBC, while encouraging other jurisdictions around the world to similarly increase their ambition and strengthen their efforts to tackle climate change
- CleanBC provides an effective blueprint to build our economy while forging a pathway to a more prosperous, balanced, and sustainable future.

- Over the next decade and beyond, actions under CleanBC will work to make things better and more affordable for people while working towards our GHG reduction targets

**Q: How does B.C. collaborate with Washington on climate change?**

- B.C. and the State of Washington enjoy a close relationship, particularly on climate change.
- In addition to this Statement on Stepping up Climate Ambition, our two jurisdictions are signatories to:
  - The Pacific Coast Collaborative (PCC) agreement (2008)
  - Pacific Coast Action Plan on Climate and Energy (2013)
  - Pacific Coast Climate Leadership Action Plan (2016)
  - Pacific North America Climate Leadership Agreement (2016)
  - Declaration on Climate Resilience (2018)
- Together with the states of Oregon and California, as well as in collaboration with the cities of Vancouver, Seattle, Portland, San Francisco, Oakland, and Los Angeles, members of the Pacific Coast Collaborative are committed to reducing greenhouse gas emissions to create a vibrant, low carbon economy of the future by transforming energy systems, buildings, transportation, and food waste management.

---

## NEWS RELEASE

---

For Immediate Release

Office of the Premier

[release number]

Feb. 7, 2019

### **B.C. and Washington strengthen ties as B.C. backs next phase of high-speed corridor study**

SEATTLE, WA – As part of ongoing work to improve connectivity and strengthen ties between British Columbia and Washington state, B.C. Premier John Horgan joined Washington Gov. Jay Inslee to announce that B.C. will help fund the next proposed phase of a study of a potential ultra-high-speed corridor service linking British Columbia, Washington state and Oregon.

“Gov. Inslee and I recognize the enormous potential for growth in our region, to deliver strong, sustainable economic development, create good jobs and a better future for people on both sides of the border,” said Premier Horgan. “Improving transportation connectivity is a critically important part of the path forward, and we’re going to keep working together to seize opportunities and strengthen the relationship between Washington state and B.C.”

The two leaders have been working jointly to grow the region’s innovation and tech economy, combat climate change, protect the environment, and promote trade and improve transportation connectivity. Collaboration on the corridor study is another step towards realizing those shared goals.

[QUOTE – Gov. Jay Inslee]

### **INSERT SENTENCE ABOUT WASHINGTON CLIMATE PLAN**

B.C. contributed \$300,000 for the first phase of the study in March 2018. B.C. will contribute an additional \$300,000 for the proposed second phase of an in-depth business case analysis that would explore models for a multi-jurisdictional authority to lead a community engagement process and preliminary environmental review.

On Jan. 16, 2019, a bill was introduced to the Washington Legislature to allocate USD\$3.25 million towards developing a new ultra-high-speed ground transportation corridor authority for British Columbia, Washington state and Oregon. This will include funding for the second phase of the study and will be reviewed by the state legislature before the end of March 2019.

The initial phase of the study is looking at factors such as ridership levels, project delivery methods, cost and financing. The full results of the first phase of the study are expected in summer 2019.

Premier Horgan is in Washington State on February 7-8, 2019. The two-day trip with Gov. Inslee includes speaking engagements and meetings with government and business leaders in Seattle and Olympia, including Microsoft and the Seattle Chamber of Commerce. Premier Horgan will be giving a formal address to the Washington State Legislature on February 8<sup>th</sup>.

#### Quick Facts:

- On Oct. 10, 2018, Premier Horgan and Gov. Jay Inslee signed a Memorandum of Understanding (MOU) to act jointly to grow the region's innovation economy, protect the environment and combat climate change, promote trade and improve transportation connectivity.
- Funding partners have contributed a total of USD\$1.5 million toward the current study [Washington state (\$750,000), B.C. (CDN \$300,000), Oregon (\$200,000) and Microsoft (\$300,000)].
- Washington state released an economic analysis in 2018 that estimated a high-speed corridor link could create up to 200,000 jobs for people in B.C. and the U.S. and generate billions of dollars in economic benefits for the Cascadia Corridor between B.C., Washington and Oregon. The analysis also estimated that within a few years of operation, ridership could reach 1.8 million annually.
- A high-speed transportation corridor could reduce the travel time between Vancouver and Seattle to about one hour from three hours. High-speed trains travel up to 400 km/h.
- Total Canada-Washington goods trade is valued at approximately \$26.4 billion.

Commented [MMG1]: Cdn or US?

#### Learn More:

Cascadia Innovation Corridor: <https://news.gov.bc.ca/releases/2018PREM0126-001970>

#### Media Contacts:

Jen Holmwood  
Deputy Communications Director  
Office of the Premier  
250 818-4881

[Name]  
[title]  
Office of Governor Jay Inslee  
xxx-xxx-xxxx

Government Communications and Public Engagement  
Ministry of Jobs, Trade and Technology  
778 698-2892

Connect with the Province of B.C. at [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)

## **SPEAKING NOTES - DRAFT**

### **Olympia Joint Media Availability February 8, 2019**

#### **Headline**

*B.C. and Washington State united on climate action, building sustainable future*

#### **Quote**

“B.C. and Washington State are taking important steps forward together to fight climate change, grow the innovation economy, and build a sustainable future. I’m very optimistic about what we can achieve to make life better for the people who live in the Pacific Northwest.”

#### **Tone**

Positive, optimistic for the future, collaborative, forward thinking

#### **Special Mentions:**

- Washington State Gov. Jay Inslee

#### **Format:**

- 3 minute speech at podium followed by scrum

#### **Sequence:**

- Gov. Inslee speaks (3 minutes)
- Premier speaks (3 minutes)
- Take questions from media

*Speaking notes begin on the next page*

- Thank you, Governor Inslee.
- It is a true honour to be here, and to be invited to speak in the state legislature.
- As many of you know, Governor Inslee and I have been working together to fight climate change, grow the innovation economy, and build a sustainable future for our region.
- It is critical to work beyond borders to protect our shared environment, and we have a true partner in Governor Inslee in the fight against climate change.
- In recognition of that, our government is signing on to the Statement on Stepping Up Climate Ambition here today.
- The statement is in response to a report by the United Nations' Intergovernmental Panel on Climate Change (IPCC) on the impacts of global warming of 1.5 degrees Celsius.
- It expresses determination to increase ambition, cooperation, and strengthen efforts to tackle climate change.
- Washington and California, the government of Canada and other governments and agencies from around the world are already signatories.
- Climate change is the greatest challenge of our time. But we both see the tremendous opportunities in the low-carbon economy of the future.
- In December, the B.C. government introduced the CleanBC climate action plan to put B.C. on the path to a cleaner, better future.
- The plan will help our province rise to the challenge of climate change, while investing in a strong, sustainable, low-carbon economy that reduces climate pollution.



- BC and Washington share the same goals.
- We want to do everything we can to seize new, clean economy opportunities, and help communities adapt to the impacts of climate change.
- I'm proud of the progress Governor Inslee and I are making in this – and in so many other important areas.
- There is so much more that unites us than divides us.
- Thank you, and I'll hand it back to Governor Inslee.

## **SPEAKING NOTE OUTLINE - DRAFT**

Address to the Washington State Legislature  
Feb. 8, 2019

### **Headline**

*B.C. recommits to strengthening partnership with Washington State, building sustainable future for the region.*

### **Quote**

"B.C. and Washington State have a lot in common, and we know we are stronger when we work together. We are committed to act jointly together to fight climate change, increase connectivity and transportation links, grow the innovation economy and tech sector, grow mutually beneficial trade, and work to make life more affordable for people."

### **Tone**

Positive, optimistic for the future, collaborative, forward thinking, working together to seize opportunities and make life better for people.

### **Special Mentions:**

- Washington State Gov. Jay Inslee
- BC invitees (TBC)

### **Format:**

- 10-minute speech at dais

### **Sequence:**

- Premier is led by Governor Inslee to the Senate Chamber. Select Legislators (TBC) join in the procession.
- Premier is introduced when procession arrives on the Senate Floor.
- Premier and Governor walk to dais and are seated behind.
- Lieutenant Governor introduces the Governor, who makes two minutes of introductory remarks and is seated.
- Lieutenant Governor introduces Premier

## Speech Outline

### Introduction

- Thank you to the President of the Senate and Lt. Governor Cyrus Habib for the kind introduction.
- I'd like to acknowledge the HOUSE PRESIDING OFFICER (NAME TBC)
- Statewide Elected Officials
- Members of the Judiciary
- Members of the House and Senate
- Former Governor Chris Gregoire
- Distinguished Guests
- Thank you all of you for your time and for the opportunity to speak with you today in this legislature.
- And thank you to Governor Inslee for the invitation to the great State of Washington.

### Unique Place in the World

- Governor Inslee and I have been working together to strengthen the relationship between Washington State and British Columbia.
- Our region is unique in the world.
- British Columbia and Washington State possess unmatched natural beauty and resources.
- People brimming with talent and ingenuity, and economies that are thriving.
- Potential that is virtually limitless.
- We also share challenges.
- To protect our shared environment, protect endangered Southern Resident Killer Whales and foster healthy salmon runs.
- To tackle the overdose crisis that has taken so many of our loved ones.
- To make sure people have housing they can afford.
- And to build economies that work for everyone, not just the few.
- We know that it's possible to create prosperity in our region now, while meeting the challenges of the future.

- By working together, we can create good jobs for people on both sides of the border.
- To make sure everyone has the opportunity to build a better future for themselves and their families.

### **Strengthening Ties**

- And while we've been working together, the governor and I have become real friends.
- I became Premier of B.C. in July of 2017, he came to visit in November.
- Then he came to visit in March of 2018, and again in October.
- And I'm here today – so that's four meetings in roughly 18 months.
- On each visit, as we endeavoured to strengthen the relationship between Washington State and British Columbia -
- Based on everything our jurisdictions have in common –
- We discovered that we have a lot in common.
- We're tall, we like blue suits and basketball, we enjoy a good team rivalry.
- But most of all, we love that the place we live.
- And we want to do everything we can to make life better for the people who live here.

### **Climate Action and Announcement**

- One of the greatest challenges that we face is climate change.
- I am pleased to announce that today, here in Olympia,
- British Columbia has signed on to the High Ambition Coalition's Statement on Stepping Up Climate Ambition.
- In doing so, we've joined the Government of Canada, the states of Washington and California,
- And other governments and agencies from around the world, to step up to the call for urgent climate action.
- British Columbia is aligned with West Coast governments in our climate action goals.

- Governor Inslee, we applaud the plan that you announced in December.
- It's an impressive plan.
- In your State of the State last month, you said that there is no greater job opportunity than the opportunity of clean energy.
- I couldn't agree more.
- In December, we introduced the CleanBC climate action plan to put B.C. on the path to a cleaner, better future.
- The plan will help our province rise to the challenge of climate change, while investing in a strong, sustainable, low-carbon economy that reduces climate pollution.
- First Nations governments, local governments and businesses are all partners on the path forward.
- We share the same goals.
- Like you, we want to do everything we can to seize new, clean economy opportunities, and help communities adapt to the impacts of climate change.
- By moving together to clean, renewable energy, we will power our growing economies into the future.

### **Protecting shared environment, salmon and orcas**

- Our salmon, orcas, rivers and oceans don't know borders.
- We have a responsibility to work together to protect our shared environment and these iconic species.
- Governor, we are grateful for your steadfast commitment to save our Southern Resident killer whales.
- We will continue to work with Washington State, the Canadian and U.S. federal governments
- - and with the Indigenous Peoples who have lived on this land since time immemorial—
- to protect endangered killer whales and foster healthy salmon runs.
- To that end, BC has introduced a new coast-wide aquaculture policy with rigorous new requirements to protect wild salmon.

- The policy will require fish farm operators to ensure that their operations will not adversely impact wild salmon.
- They will also be required to have negotiated agreements with First Nations in whose territory they propose to operate, in order to be granted a new or renewed Land Act tenure.
- B.C. is actively working towards new initiatives to assist salmon recovery, specifically through the development of a made-in-B.C. Wild Salmon Strategy.
- Both Canada and the US have also committed to increasing funding for salmon stock assessment, something critical to the long term sustainable management of the Southern Resident Killer Whales.

### **Overcoming Challenges Together**

- With renewed cooperation, we can face challenges and find solutions together.
- For more than 50 years, the Columbia River Treaty has been an example of the deep interconnectedness and strong cooperation between our two countries.
- As we continue to work together to modernize this treaty, I'm confident that we will find a positive path forward.
- With the understanding that what connects us is greater than what divides us.
- Similarly, our government recognizes the concerns regarding timber harvesting in the Skagit Valley.
- We have paused further timber sales as we work toward a solution.

### **Jobs, tech and innovation**

- Governor Inslee and I also recognize incredible potential for our region to be a global hub of connectivity and innovation.
- We understand that borders open to mutually beneficial trade and immigration - also open up opportunity.
- Walls and barriers will only limit our ability to build a better future.
- I'm proud to work with Governor Inslee to build bridges.

- Last year, we announced collaboration to study a ultra-high-speed corridor service to connect Vancouver, Seattle and Portland.
- I'm pleased to have announced yesterday that B.C. is committing to contribute an additional \$300, 000 to the proposed second phase of this study.
- The service will improve connectivity between for our region – boost tourism, and connect businesses.
- The tech sector is one of the fastest growing sectors of our economy.
- More than 10,200 tech-related businesses throughout BC support over 106,000 good-paying jobs.
- And technology and innovation are embedded in every industry.
- From natural resources to agri-foods, construction, and the creative sectors -
- Every sector needs a strong research, development and tech component to ensure competitiveness, productivity and success.
- So when we encourage connectivity and growth in tech and innovation – we are encouraging growth in every part of the economy
- We have even more to gain by working together.
- The potential for growth in tech and innovation is nearly untapped in BC and Washington, and I look forward to a shared future of collaboration.

### **Better future for our region**

- We are lucky to live in such a remarkable place, with incredible people and unlimited potential.
- We're investing in people, tackling the challenges in front of us, and putting B.C. and Washington State on a more sustainable path.
- By working together, we can chart a course for a better future for everyone in our region.
- To fight climate change, increase connectivity, grow the innovation economy and tech sector, grow mutually beneficial trade, and make life better for the people who live here.

- B.C. and Washington State have a lot in common, and we know we are stronger when we work together.
- I'm very optimistic about what we can accomplish.
- Thank you again for the opportunity to speak here, in your legislative assembly today.



## OOP FOI PREM:EX

---

**From:** Howlett, Tim GCPE:EX  
**Sent:** February 6, 2019 2:40 PM  
**To:** Nash, Amber PREM:EX; McConnell, Sheena PREM:EX; Aaron, Sage PREM:EX; Brown, Evan PREM:EX  
**Subject:** Community & Issues Scan  
**Attachments:** 2019.02.06 Community & Issues Scan Washington.docx

Tim Howlett  
Director of Issues Management  
250.208.4828

## **Community and Issues Scan**

**Washington Trip  
Seattle and Olympia  
February 7-8, 2019**

### **Contents**

Community Overview .....	2
Recent Announcements .....	3
News (Canadian Media) .....	4
News (U.S. Media) .....	6
Issues Scan .....	9
Ultra High Speed Rail Corridor .....	9
Logging in Silverdaisy (near Skagit and Manning Parks) .....	10
2018 Coroner's Overdose Death Report .....	11
USMCA / NAFTA .....	12
Softwood Lumber .....	13
Steel and Aluminum Tariffs .....	14
Vancouver Housing Market .....	15
CleanBC .....	16
TransMountain .....	17
Protecting Wild Salmon .....	18
Southern Resident Killer Whales .....	19
LNG Canada Project .....	20
BC-China Relations in light of Huawei CFO Arrest .....	21

## **Community Overview**

### **British Columbia and Washington:**

- Total Canada-Washington goods trade is valued at approximately C\$26.4 billion<sup>1</sup>
- In March 2018, B.C. contributed \$300,000 toward a Washington state-led study of potential ultra-high-speed corridor service connecting Vancouver with Seattle, Portland, and beyond. The results of the business case analysis for Ultra High Speed Rail are anticipated by June 2019<sup>2</sup>
- Inslee and Horgan also have discussed work with other West Coast partners to act collectively to fight climate change, including ongoing work with the Pacific Coast Collaborative<sup>3</sup>

### **Seattle:**

- With 688,245 people, Seattle is the 1st most populated city in the state of Washington out of 619 cities<sup>4</sup>

#### **Mayor**

- Jenny Durkan

### **Olympia**

- Population of 51,609 (city)<sup>5</sup>, 269,885 (metro)<sup>6</sup>
- Home to the Lushootseed-speaking peoples known as the Steh-Chass
- Top employers include Washington State Government, Local Government, Providence St. Peter Hospital, Tribal Government

#### **Mayor**

- Cheryl Selby

---

<sup>1</sup> Governor Inslee Washington State Release, Oct 2018: <https://medium.com/wagovernor/washington-state-and-british-columbia-recommit-to-strengthening-regional-partnership-building-1972f94fbe97>

<sup>2</sup> Governor Inslee Washington State Release, Oct 2018

<sup>3</sup> Governor Inslee Washington State Release, Oct 2018

<sup>4</sup> Census' American Community Survey 2017 5-year estimates and the Census' 2017 Population Estimates

<sup>5</sup> Population Estimates - Olympia, WA: United States Census Bureau

<sup>6</sup> Population count of Olympia Metro Area, 2017: Open Data Network

## Recent Announcements

- **Feb. 4, 2019 IB: Premier to travel to Washington state for speaking engagements, meetings (PREM):** Speaking engagements/meetings with government/business, i.e. Microsoft and the Seattle Chamber of Commerce.
- **Nov. 11, 2018 Event: PS Glumac participates in three-day Pacific NorthWest Economic Region visit to Salem, Oregon and Olympia (JTT):** Enhances Pacific Northwest's economy. Semi Annual Economic Forum attended by B.C., Alberta, NWT, Sask., Yukon, Alaska, Idaho, Montana, Oregon, and Washington.
- **Oct. 10, 2018 Event & NR: Cascadia Innovation Corridor Conference: B.C., Washington state recommit to strengthening regional partnership, building sustainable future (PREM):** Premier Horgan and Washington Gov. Inslee met for bilateral meeting and signed MOU to act jointly to grow the region's innovation economy, protect the environment, combat climate change, promote trade and improve transportation connectivity.
- **Sept. 23, 2018 Speech: PS Rick Glumac, on behalf of Minister Ralston, spoke at Pacific Northwest Economic Region summit (JTT):** Session on proposed high-speed rail link between Vancouver, Seattle and Portland to which B.C. is contributing \$300,000 for a feasibility study by the State of Washington.
- **May 10, 2018 STMT: Minister's statement on high-speed corridor study funding (JTT):** Minister Ralston issued statement in response to Microsoft's contribution to an in-depth study into a potential ultrahigh-speed corridor service connecting Vancouver, Washington state and Oregon.
- **April 25, 2018 Fed Event: Inaugural direct flight linking Vancouver's Coal Harbour with Lake Union in downtown Seattle (JTT):** Innovation Commissioner Alan Winter attended event with Washington State Governor Jay Inslee, Seattle Mayor Jenny Durkan and Mayor Gregor Robertson.
- **March 16, 2018 Event & NR: B.C. backs high-speed corridor study connecting Vancouver to Seattle (PREM):** B.C. contributed \$300,000 toward an in-depth study with Washington state on the concept of a corridor service that would cut travel times between Vancouver and Seattle.
- **March 16, 2018 Event: Premier John Horgan participated in visit of Pacific Coast Collaborative Governors of Washington, Oregon and California (rep. by Secretary Rodriquez) (PREM):** Coincided with GLOBE Conference 2018, where 2,000 business and government leaders network and advance global business and sustainability agendas.
- **Nov. 11, 2017 Event & NR: Premier John Horgan holds his first official bilateral meeting with Washington Governor Jay Inslee (PREM, IGRS):** Resolved to strengthen partnership between B.C. and Washington state, and act jointly to fight climate change, grow tech sector and create good jobs across the region.

## **News (Canadian Media)**

Copyright

### **Wolves doing better than previously thought in Washington state**

Copyright

Copyright

” (Vancouver Sun, Feb. 4,

2019)

### **'We make our decisions based on science': Minister brushes off call to close herring roe fishery**

Copyright

Copyright

Copyright

(Comox Valley Record, Feb. 3, 2019)

### **Indigenous groups call for study on health of Salish Sea “**

Copyright

Copyright

(Vancouver Sun, Feb. 1, 2019)

h

Measles prompt state of emergency in Washington

Copyright

Copyright

Copyright

' (Jan.

28, 2019)

British Columbians relate more to Washington (54%), California than Alberta: poll

Copyright

Copyright

(City News, Vancouver News 1130, Jan 23,

2019)

Washington state 'allied' with B.C. on Trans Mountain pipeline concerns

Copyright

Copyright

[The Canadian Press, Mar. 19, 2018)

## **News (U.S. Media)**

Copyright

### **The next stop for Cascadia high-speed rail “**

Copyright

;

Copyright

(The Lens, Feb. 04)

### **King County Council to consider 6-month moratorium on major fossil-fuel facilities Monday**

Copyright

Copyright

The Seattle Times, Jan. 25)

## Eyeing 2020, Jay Inslee pitches himself as climate candidate “...

Copyright

Copyright

Jan. 24)

(The Associated Press,

## Oregon begins killing sea lions after relocation fails ‘

Copyright

Copyright

Copyright

(The Associated Press, Jan. 10)



**Gov. Jay Inslee wants \$1.1B to help save Puget Sound’s critically endangered orcas “**

Copyright

Copyright

’ (The Seattle Times, Dec. 19, 2018)

**Thurston County leaders declare homelessness, opioid epidemic public health crises**

Copyright

Copyright

(The Olympian, Jun. 14, 2018)

## Issues Scan

### Ultra High Speed Rail Corridor

#### Background:

- A study is underway on the feasibility of an ultra-high-speed transportation service connecting Vancouver, Seattle and Portland. Results are expected by July 2019.
- A high-speed rail service would reduce the travel time between Vancouver and Seattle to about one hour from three hours.
- Washington State's preliminary study estimates the project could create up to 200,000 jobs and billions of dollars in economic benefits for the entire corridor, ridership could be as high as 1.8 million and forecasts a reduction of 40,000 tonnes of GHG emissions.
- Partners for the first phase of the \$1.5 million study (announced March/June 2018):
  - \$750,000 Washington State Department of Transportation
  - \$300,000 (Can\$) BC
  - \$200,000 Oregon Department of Transportation
  - \$300,000 Microsoft
- In Jan, B.C. contributed another \$300,000 to develop a model for a multi-jurisdictional authority to lead community engagement and an environmental review.
- These are early days, and further cost-benefit analysis will need to be undertaken over the coming months/years to develop a clearer picture of feasibility.
- In October 2018 BC and Washington signed an MOU on Advancing the Innovation Economy, Environmental Protection and Transportation Connectivity.

#### Message:

- We're working with Governor Inslee to make life better for people, tackle common challenges, and leverage economic opportunities on both sides of the border.
- We are very interested in exploring clean, efficient transportation solutions to improve travel and tourism, expand economic opportunity and strengthen trade relations with our neighbours.
- We support the work Governor Inslee is doing on the feasibility of a Vancouver-Seattle-Portland ultra-high-speed corridor and will continue to be a part of the discussions on the future potential of this service.
- Our strong relationship has already brought benefits like helping establish direct downtown-to-downtown seaplane service between Vancouver and Seattle.
- We also continue to support the Cascadia Innovation Corridor, a private sector-led initiative to facilitate linkages and collaboration in the Cascadia region.

## **Logging in Silverdaisy (near Skagit and Manning Parks)**

### Background:

- In 2015, BC Timber Sales auctioned a timber sale licence for part of the Silverdaisy area to Interwest Timber Ltd and they logged it in 2018.
- The Skagit Environmental Endowment Commission (SEEC) expressed concerns about the logging. It is made up of commissioners from BC and Washington State and was formed under an agreement between the BC and Seattle in 1984 and is in effect until 2064.
- In August 2018, Seattle Mayor Jenny Durkan wrote to the Premier saying the logging goes against the goals of SEEC and the Wilderness Committee launched a campaign against the current and planned logging.
- BC Timber Sales' plans for its future timber sales licences in Silverdaisy are on hold pending further consultations with First Nations and public stakeholders including SEEC.
- SEEC has been trying to acquire mining claims within the area so that it can be incorporated into the provincial parks.

### Message:

- B.C. values its relationship with Seattle and Washington State. We've been meeting with the Skagit Environmental Endowment Commission since they raised their concerns.
- The cutting that happened this past fall was auctioned in 2015.
- Future logging plans are on hold pending consultations with the Skagit Environmental Endowment Commission, First Nations and public stakeholders.
- We want to ensure we are supporting good forestry jobs while protecting our natural spaces.

## **2018 Coroner's Overdose Death Report**

### Background:

- On Feb. 7 at 10AM, the Coroner will release their report on overdose deaths in 2018.
- There were 1,489 suspected drug overdose deaths in 2018, approximately the same as in 2017 (1,487).
- However, data from the B.C. Centre for Disease shows that over the past year and a half more overdoses are being reversed per month in B.C.
  - July 2017 - June 2018: 227 deaths averted per month on average
  - May 2016 - June 2017: 126 deaths averted per month on average
- The proportion of deaths where fentanyl was detected was up in 2018 (85%, compared to 82% in 2017) – evidence of an increasingly toxic illegal drug supply.

### Message:

- My heart goes out to everyone who has lost a loved one to overdose. We're facing an increasingly toxic illegal drug supply on both sides of the border.
- At the same time, I want to acknowledge that the work people are doing on the frontlines of this crisis is making a difference in B.C.
- Over the past year and a half, we are reversing more overdoses, saving more lives in B.C., even as the illegal drug supply has become increasingly toxic.
- There would've been 2.5X as many fatal overdoses without the interventions our government has scaled up.
- We're going to keep working with all of our partners in B.C. and on both sides of the border until we turn the tide on this terrible crisis.

## USMCA / NAFTA

### Background:

- Canada, the US and Mexico signed USMCA on Nov 30 at the G20. Before it comes into effect it must be passed by each country's legislature.
- Canada has work to do to establish the legislative and regulatory measures needed to implement what they call "CUSMA" and aims to advance these this Winter/Spring.
- President Trump is urging legislators to pass the updated version but Democrats now control the House of Representatives and are unsure they will vote for it.
- Canada has said they are not interfering in the US' ratification process and there is no direct communication between Canadian officials and Democrats.
- Washington State has a significant dairy sector which stands to potentially gain from the increased access to Canadian markets under the new deal.

### Message:

- I'm not going to speculate about the outcome of the US ratification vote.
- What I will say is that in light of threats of further unfair US tariffs, a new agreement will bring greater certainty for BC businesses.
- We worked closely with the Canadian government throughout the negotiation process to advocate on behalf of B.C. workers.
- Our Minister of Jobs, Trade and Technology proactively met with trade officials in Ottawa and B.C. sent a provincial official to every negotiating round to represent our province.
- We're pleased the new agreement will preserve the independent dispute resolution process which has been essential in challenging US tariffs on softwood lumber and other exports.

## **Softwood Lumber**

### Background:

- Minister Donaldson was quoted in a Nov 2018 news story about the challenge for BC lumber producers in dealing with the US softwood lumber tariff now that the buffer of high lumber prices is eroding.
- On November 28, 2018 a binational panel was formed to review the trade dispute over softwood lumber between Canada and the U.S. NAFTA rules state that the panel will issue an initial report within 90 days of selection of the last panelist.
- Once the initial report is given to Canada and the U.S., either of them can dispute parts of it. The panel then issues its final report 30 days after the release of the initial report. The parties are then expected to implement the findings of the panel.

### Message:

- We are committed to resolving the softwood lumber dispute, and defending our industry against these unfair and illegal tariffs.
- We support the federal decision to fight these unfair duties through the World Trade Organization dispute resolution mechanism and NAFTA.
- When the US has imposed these unfair tariffs in the past, the courts have sided with BC, and I am confident that they will do so again.
- These tariffs are making housing even more unaffordable for American families, as high prices and increased American demand has allowed softwood producers to pass on the increased costs of tariffs to consumers.

## **Steel and Aluminum Tariffs**

### **Background:**

- On Feb. 4, 2019, the American Institute of Steel Construction filed a petition with the U.S. Department of Commerce and the U.S. International Trade Commission to investigate a countervailing and anti-dumping case on certain steel products from Canada, Mexico and China. DOC will determine by Feb. 25, 2019 whether to proceed with the investigations.
- On Feb. 5, 2019, JTT staff spoke with Government of Canada staff, and are working to contact the five B.C. companies cited in the petition to ensure they are aware.
- The new USMCA (formerly NAFTA) did not remove the tariffs on steel and aluminum.

### **Message:**

- We will continue to fight to protect workers in BC who rely on the good jobs in the aluminum and steel industries.
- The US tariffs remain in place; however, we continue to urge the federal government to resolve this issue now that USMCA is in place.
- It is unfortunate the Trump Administration refuses to listen to its own industry associations and elected officials who oppose these irresponsible tariffs.
- These tariffs are inconsistent with US trade obligations, and we support the federal government's challenges under NAFTA and the WTO.
- Minister Ralston met with the US Consul General to raise BC's concerns directly.
- We will continue to work with the federal government to defend our steel and aluminum industries against these unjustified tariffs.

## **Vancouver Housing Market**

### Background:

- The latest statistics from the Real Estate Board of Greater Vancouver show prices are moderating across all home types in the region and sales are slowing.
- In the last 6 months, the benchmark price for a single family home decreased 8.3%, while the price for a condo has decreased by 6.6% over the same time frame.
- Compared to January 2018, sales for single family homes have decreased by 30% and sales for condos have dipped by 45%.
- Media reports point to the various measures taken by the federal and provincial governments to cool the market and note that while prices are dipping, housing affordability continues to be a challenge for many people.

### Message:

- The old government's choices left our province with the near zero-vacancy rate and the most unaffordable housing prices in Canada.
- Now we have a crisis where working and middle class British Columbians can't afford a home and businesses can't find the workers they need.
- Our government is tackling the housing crisis head-on.
- We've increased the foreign buyers tax, introduced the speculation and vacancy tax and taken steps to close loopholes, end hidden ownership and crack down on money laundering.
- The moderation in Vancouver's housing market over the last six months are signs that our plan is working.
- The actions we are taking on housing affordability are to target people who treat our housing market as a stock market. We want affordable housing for people to live in.



## CleanBC

### Background:

- CleanBC provides a pathway to achieve the province's legislated targets of reducing greenhouse gas emissions by 40% by the year 2030, based on 2007 levels.
- The plan identifies measures that will eliminate 18.9 megatonnes (75%) of BC's 2030 target. Remaining reduction initiatives for the 6.1 megatonnes (25%) will be quantified over the next 18 to 24 months.
- CleanBC is supported by the federal government, the governors of Washington, Oregon and California, climate experts, business leaders, Indigenous leaders, labour leaders and local governments.
- In December 2018, Governor Inslee released a climate plan aimed at reducing Washington's carbon emissions, decreasing the use of fossil fuels and promoting electric vehicles.

### Message:

- I'm proud to say that Governor Inslee and myself are both dedicated to protecting the places we call home - for now and for our kids and grandkids.
- That's what guided our government to develop our climate plan, CleanBC.
- Our CleanBC plan puts our province on the path to a cleaner, better future – with a low-carbon economy that creates opportunities for all while protecting our clean air, land and water.
- Over time, it will change how we get around, how we work, and how we heat our homes – making things better and more affordable for people while reducing air pollution.
- Our strength is our people. We believe everyone in British Columbia will come together to create a better, more balanced, and cleaner province for today and tomorrow.

## TransMountain

### Background:

- On January 22, the government of BC submitted its final argument to the National Energy Board (NEB), arguing against the expansion of the pipeline project.
- BC's submission focused on concerns related to the impact an oil spill would have on the environment and the coast, the federal government's current inability to effectively respond to a spill and the potential impacts oil tanker traffic would have on southern resident killer whales.
- While BC argued against expanding the project, the submission also included a number of conditions that should be imposed in the event that the project receives federal approval. These conditions are related to improving oil spill response times, reducing underwater noise and stricter reporting and transparency.
- Earlier this month the NEB released their draft recommendations for the project, and their final recommendations will be submitted to federal government in February 2019.

### Message:

- Our government has been clear that we are concerned by the risk that an oil spill poses to our environment and the tens of thousands of jobs that depend on it.
- We have a responsibility to defend the interests of British Columbians and that is exactly what we have been consistent in doing.
- We will continue standing up for British Columbians through the ongoing NEB review and with our reference case on spill regulations.

## Protecting Wild Salmon

### Background:

- Washington State media continues to report extensively on Governor Inslee's efforts to protect wild salmon.
- On Jan. 4, the Canadian Federal Court ruled against the Department and Fisheries and Oceans, requiring they change their policy to require testing piscine orthoreovirus (PRV) before issuing licences for the transfer or release of fish into open net pen fish farms.
- On Jan. 30, Washington State launched a public consultation on proposed new regulations on federal dams on the Columbia and Snake Rivers. The regulations would require federal dams be compliant with state standards to cool the temperature of the rivers to support salmon runs.
- In January 2018, the Governor's Salmon Recovery Office released their 2018 State of the Salmon report. Media reported that despite almost \$1 billion spent over 20 years, most salmon are still in decline as habitat is destroyed faster than it is restored.
- Both Canada and the U.S. are in the process of ratifying the Pacific Salmon Treaty.

### Message:

- We're all deeply concerned about the health of our wild salmon.
- Thousands of jobs in B.C. and Washington depend on them - they are critical to the health of our Southern Resident populations and the health of our communities.
- Our government is taking action on our end with a historic government-to-government agreement in the Broughton Archipelago, rigorous new requirements for salmon farming tenures, and our work to develop a made-in-B.C. Wild Salmon Strategy.
- But our waters are deeply interconnected. I'm grateful to Governor Inslee for his work to protect wild salmon. We all have to work together to protect our coastal ecosystems.

### *On the Pacific Salmon Treaty:*

- B.C. was active during negotiations and we're very supportive of the Treaty's ratification at the federal levels.
- The Treaty addresses conservation, provides more certainty to First Nations, recreational and commercial fisheries, and supports our Southern Resident Killer Whales.

## Southern Resident Killer Whales

### Background:

- Media continues to report on the health of the Southern Resident Killer Whales. On January 11, Seattle media reported a new calf was seen swimming with K and L pods.
- There is currently a bill before the Washington State Legislature that would restrict whale watching tours. Governor Inslee supports the bill.
- If passed, the bill would establish a specific whale watching licence, thus limiting the number of touring boats. It would also introduce speed limits for tour boats and minimum distances.

### Message:

- Governor Inslee and myself are both deeply concerned with the state of our Southern Resident Killer Whales.
- Our government is taking action on our end to protect wild salmon with our new Wild Salmon Advisory Council and rigorous new requirements for salmon farming tenures.
- We are also active participants on a number of federal committees under the Oceans Protection Plan.
- But our waters are deeply interconnected. I'm grateful to Governor Inslee for his work to protect our Southern Resident Killer Whales.
- We all have to work together - B.C., the federal government, Washington and Indigenous peoples - to protect our wild salmon and Southern Resident populations.

### *Is your government considering restricting whale watching off BC's coast?*

- For BC, regulating the whale watching industry is done by the federal government.
- We all want to make sure Southern Resident Killer Whales are protected.
- I know the industry takes environmental stewardship very seriously and we will continue to work with them to make sure we find a solution.

## **LNG Canada Project**

### Background:

- The RCMP arrests of protestors at the Gidumt'en checkpoint received widespread media coverage, as well as opening up public discussion on elected and hereditary leadership, and how industry and governments work with Indigenous governments on resource development projects.
- The Office of the Wet'suwet'en has recently filed a number of formal complaints relating to Coastal GasLink's compliance with a number of permits.
- The Oil and Gas Commission has since found Coastal GasLink to be in compliance on one issue, while others continue to be reviewed by the appropriate agency.
- On February 4, some of the people who were arrested at the Gidumt'en checkpoint were in court for their hearing. At that time, the judge requested the BC Prosecution Service (BCPS) take over the case to determine if charges will be made. The BCPS has until April 15 to decide if they will take over the case.

### Message:

- LNG Canada has shown they understand the importance of consultation and meaningful reconciliation with First Nations and that's why they've signed agreements with every First Nation along the pipeline corridor.
- This project represents great opportunities for all people in British Columbia, and it also recognizes and highlights the challenges of reconciliation.
- As I've said before, there's no quick fix to resolving issues that go back hundreds of years. But our government remains committed to the hard work of reconciliation.
- We continue to engage with the Wet'suwet'en hereditary chiefs in broader discussions on advancing reconciliation.

## **BC-China Relations in light of Huawei CFO Arrest**

### Background:

- On Jan. 28, the US announced 23 charges against Meng and two Huawei subsidiaries.
- Meng's next court appearance has moved to March 6, 2019, now that the U.S. has formally filed for her extradition. The Canadian justice minister has 30 days to decide whether to hand the matter to the B.C. Supreme Court for an extradition hearing.
- Chinese government officials are calling for the immediate release of Meng.
- On Jan. 14, Canada officially updated its travel advisory for China, suggesting exercising a high degree of caution "due to the risk of arbitrary enforcement of local laws."
- We have not received any indication that B.C. companies who are exporting to China are experiencing issues.

### Message:

- B.C. values its relationship with China.
- China is our second-largest trading partner, with \$6.7 billion in exports last year.
- We also share deep family and cultural ties, with almost 465,000 people of Chinese descent living in B.C.
- We are committed to continuing our strong relationships across a variety of sectors, including clean technology, agriculture, energy and forestry.
- I'm confident in the strength of these relationships and our ability to continue the important work of promoting trade and investment between China and B.C.
- Ministry staff in B.C. and Asia continue to support trade and investment activities in China.

### *If asked about Meng Wanzhou's arrest:*

- This is a federal Department of Justice matter and it would be inappropriate for me to comment. What I can say is B.C. values its relationship with China.
- I'm confident in the strength of our relationships and our ability to continue the important work of promoting trade and investment between China and B.C.

## OOP FOI PREM:EX

---

**From:** Van Meer-Mass, Kate PREM:EX  
**Sent:** January 31, 2019 5:59 PM  
**To:** Dalzell, Danielle GCPE:EX  
**Cc:** Aaron, Sage PREM:EX; Richards, Erin GCPE:EX; McGregor, Cara GCPE:EX; Nash, Amber PREM:EX  
**Subject:** Re: FOR APPROVAL - Washington Trip Drafts

Phew. That's a lot of documents. I've read through them and from my perspective they are good. Sage may have thoughts on messaging.

K

Sent from my iPhone

On Jan 31, 2019, at 4:28 PM, Dalzell, Danielle GCPE:EX <[Danielle.Dalzell@gov.bc.ca](mailto:Danielle.Dalzell@gov.bc.ca)> wrote:

Hello,

Attached for your approval are the following products for the Washington trip:

Day 1 – Seattle:

- 1) Clean tech Breakfast KM/QA
- 2) SN/QA – Chamber of Commerce event
- 3) News Release –Seattle High Speed Corridor Announcement\*\*
- 4) Speaking Notes – Seattle High Speed Corridor Announcement
- 5) KM/QA – Seattle High Speed Corridor Announcement

Day 2 – Olympia:

- 6) Speaking Notes - Address to the Legislature – 10 mins
- 7) News Release –Climate Cooperation\*\*
- 8) Statement on Stepping Up Ambition
- 9) Speaking Notes –Olympia Media Avail
- 10) QA – Olympia Media Avail
- 11) General QA for the trip – (to be used in conjunction with the

\*\*Please note that we are still awaiting feedback can input on the News Releases from Inlsee's team. We aren't sure how long that will take.

IGRS will include the documents attached in the binder tomorrow.

Just for your info, IGRS will also provide the documents listed below in the briefing binder. Please that scenario notes are the equivalent of our normal BGs for events.

Jeremy and I have worked to ensure that there is as little duplication as possible between IGRS documents and GCPE documents.

Thank you,

Danielle

## Scenario Notes

### Day 1

- a. Clean Tech Roundtable
- b. Clean Energy Testbeds Visit
- c. Seattle Metropolitan Chamber of Commerce
- d. Microsoft Visit

### Day 2

- e. Informal Breakfast with Governor Inslee
- f. Ultra High-Speed Rail Advisory Committee Meeting
- g. Bilateral Meeting – Premier John Horgan and Governor Jay Inslee
- h. Legislative Leadership Meeting
- i. Address to Washington State Senate

## Issues Notes

- a. Southern Resident Killer Whales
- b. Logging and associated activities in the Upper Skagit watershed
- c. Cascadia Innovation Corridor
- d. Vancouver-Seattle-Portland Ultra High-Speed Ground Transportation
- e. Other B.C.-Washington Transportation Linkages
- f. Climate Action
- g. Summary of fisheries and aquaculture issues
- h. U.S. Trade Issues and Irritants
- i. Collaboration with California, Oregon, and Washington State on the response to the overdose crisis
- j. Cannabis Legalization
- k. Immigration and Asylum Seekers
- l. Columbia River Treaty

<20190207\_KM-QA\_CleanTech Alliance Breakfast\_V3\_DRAFT.DOCX>

<20190207\_QA\_PJH Gov Inslee\_ChamberQA\_DRAFTV4.docx>

<20190208\_NR\_PJH\_Seattle High Speed Corridor\_V10.docx>

<20190208\_SN\_PJH\_Seattle High Speed Corridor\_V2.docx>

<20190207\_KM-QA\_High-Speed Rail\_V3.docx>

<20190208\_SN\_PJH\_WALeg\_V5\_DRAFT.DOCX>

<20190208\_NR\_Climate Statement \_Speech to Legislature\_ DRAFT\_V2.docx>

<181217 Statement on Stepping Up Ambition v1.6.pdf>

<20190208\_SN\_PJH\_Olympia Joint Media Avail\_V3\_DRAFT.DOCX>

<20190208\_KMQA\_PJH\_SteppingUpClimate Statement\_V4.docx>

<20190207\_QA\_PJH\_GeneralKMWA\_DraftV4.docx>



## OOP FOI PREM:EX

---

**From:** Yuma Morisho, Okenge PSA:EX  
**Sent:** December 14, 2018 4:19 PM  
**To:** Meggs, Geoff PREM:EX; Van Meer-Mass, Kate PREM:EX; Hockin, Amber PREM:EX  
**Cc:** Nash, Amber PREM:EX; Aaron, Sage PREM:EX; Wade, Debbie PREM:EX; Hewitt, Jeremy ENV:EX  
**Subject:** RE: FOR APPROVAL: PJH Visit to WA

Geoff: as requested.

### Governor Inslee's Recent Announcement:

- Governor Inslee has stated that ultra high-speed rail is one of his top three priorities (see: <https://crosscut.com/2018/12/gov-inslee-calls-electric-cars-high-speed-rail-no-climate-tax>) and has proposed an appropriation of \$3.25m in the budget he tabled on December 13, 2018. This will go to the legislative session being held January 14 – March 31, 2019.
- The Washington state funding is proposed to “develop an ultra high-speed ground transportation corridor authority with participation from Washington, Oregon and British Columbia”. This authority would conduct outreach/community engagement and preliminary environmental review. Full description from the budget proviso is at the bottom of this email.
- While the Governor is requesting \$3.25m, s.13;s.16  
s.13;s.16

### Update on the work B.C. has participate in so far:

- The Province contributed \$300,000 to a \$1.5m feasibility study/business case analysis now underway. Provincial representatives from JTT, IGRS and MoTI attend both bi-weekly steering committee and quarterly advisory group meetings.
- The study is tracking to be completed by June 30, 2019. It is addressing economic impact, examining traffic and routing options, and developing governance models and proposed public consultation strategies.
- This work follows a preliminary study done in 2017-18 that examined conceptual corridors, technology options and economic benefits. It found that the concept has merit and recommended further study, which is what is underway now.

s.13;s.16

### Regarding MoTI's work on Right-of-Way:

s.13;s.16

- The previous study identified three conceptual corridors (with conceptual station locations), with each of the conceptual corridors having only one stop in BC: YVR, Pacific Central Station, King George Station (Surrey)

- Further work on conceptual corridors is being undertaken as part of the current ultra-high-speed rail study due in June 2019.
- Significant additional work would still be required after the June 2019 study (if agreed to by the partners), to undertake preliminary and then detailed design, in order to determine right-of-way requirements.

s.13;s.16

**Text from budget proviso regarding ultra high speed ground transportation corridor authority:**

The corridor authority development must abide by the Memorandum of Understanding signed by the Governor of Washington and the Premier of the Province of British Columbia in October 2018. It must also abide by any additional Partnership Agreement established by the States of Washington and Oregon and British Columbia. The corridor authority development shall strengthen regional collaboration and analyze and develop a bi-state and bi-national structure that addresses, but is not limited to: ultra high-speed corridor governance, general powers, operating structure, legal instruments and contracting requirements. It must also build on the results of the 2018 Washington State Ultra High-Speed Ground Transportation business case analysis. The corridor authority development must conduct outreach and preliminary environmental review. It must include a robust community engagement process to refine the alignment for communities and businesses relevant to the ultra high-speed corridor between Portland, Oregon and Vancouver, British Columbia. It must also develop recommendations towards establishing the appropriate level of authorization to advance the development, including environmental analysis of an ultra high speed ground transportation corridor.

---

**From:** Meggs, Geoff PREM:EX

**Sent:** December 14, 2018 11:19 AM

**To:** Yuma Morisho, Okenge PREM:EX <Okenge.YumaMorisho@gov.bc.ca>; Van Meer-Mass, Kate PREM:EX <Kate.VanMeer-Mass@gov.bc.ca>; Hockin, Amber PREM:EX <Amber.Hockin@gov.bc.ca>

**Cc:** Nash, Amber PREM:EX <Amber.Nash@gov.bc.ca>; Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>; Wade, Debbie PREM:EX <Debbie.Wade@gov.bc.ca>; Maranda, Pierrette IGRS:EX <Pierrette.Maranda@gov.bc.ca>

**Subject:** Re: FOR APPROVAL: PJH Visit to WA

Okenge, I understand Governor Inslee is deepening his commitment to high speed rail. Please get an update on the work we have participated in so far and s.13;s.16

s.13;s.16

Geoff

**From:** Yuma Morisho, Okenge PREM:EX  
**Sent:** Tuesday, December 11, 2018 5:26 PM  
**To:** Van Meer-Mass, Kate PREM:EX; Hockin, Amber PREM:EX  
**Cc:** Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Aaron, Sage PREM:EX; Wade, Debbie PREM:EX; Maranda, Pierrette IGRS:EX  
**Subject:** RE: FOR APPROVAL: PJH Visit to WA

Thanks Kate. We are on it. oym

---

**From:** Van Meer-Mass, Kate PREM:EX  
**Sent:** Tuesday, December 11, 2018 4:47 PM  
**To:** Yuma Morisho, Okenge PREM:EX; Hockin, Amber PREM:EX  
**Cc:** Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Aaron, Sage PREM:EX; Wade, Debbie PREM:EX; Maranda, Pierrette IGRS:EX  
**Subject:** RE: FOR APPROVAL: PJH Visit to WA

Spoke with PJH and he is good with the trip as described.

---

**From:** Yuma Morisho, Okenge PREM:EX  
**Sent:** Friday, December 7, 2018 10:59 AM  
**To:** Hockin, Amber PREM:EX  
**Cc:** Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Van Meer-Mass, Kate PREM:EX; Aaron, Sage PREM:EX; Wade, Debbie PREM:EX; Maranda, Pierrette IGRS:EX  
**Subject:** Re: FOR APPROVAL: PJH Visit to WA

Appreciated. Thanks, oym

---

**From:** Hockin, Amber PREM:EX  
**Sent:** Friday, December 7, 2018 1:54 PM  
**To:** Yuma Morisho, Okenge PREM:EX  
**Cc:** Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Van Meer-Mass, Kate PREM:EX; Aaron, Sage PREM:EX; Wade, Debbie PREM:EX; Maranda, Pierrette IGRS:EX  
**Subject:** Re: FOR APPROVAL: PJH Visit to WA

Okenge I checked with Kate on the process and Kate will put this in front of the Premier for feedback Monday. Thanks.  
Amber Hockin.

Amber Hockin  
Deputy Chief of Staff

s.17

[Amber.hockin@gov.bc.ca](mailto:Amber.hockin@gov.bc.ca)  
Sent from my iPhone

On Dec 4, 2018, at 2:28 PM, Yuma Morisho, Okenge PREM:EX <[Okenge.YumaMorisho@gov.bc.ca](mailto:Okenge.YumaMorisho@gov.bc.ca)> wrote:

Geoff: please find attached a proposed program for PJH's visit to WA in January. Grateful if we could secure your approval (or receive your feedback) by Dec 10.

Many thanks, oym

<PJH Visit to WA Program Concepts Draft (4).docx>

## OOP FOI PREM:EX

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** February 1, 2019 1:18 PM  
**To:** Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Cc:** Kristianson, Eric PREM:EX; Nash, Amber PREM:EX  
**Subject:** FW: Governor Inslee/Premier Horgan Conference Transcript  
**Attachments:** 20190201\_Partial Trasncript - Insee Horgan October 2018 Press Conference.docx

Hello,

Attached and below is a partial transcript of the news conference when Inslee was here in October.

This is all we could find.

Eric mentioned that the Premier would want to see it.

It might be good to include in his package.

Thanks,  
Danielle

---

Media Availability, 10-Oct-2018

3

## Horgan/Inslee - Cascadia Innovation Corridor Conference

### By Horgan/Inslee - Cascadia Innovation Corridor Conference

Jay Inslee: [In progress] river, and I'm appreciative of his assurances in that regard for any permitting activity going forward. I also offered the consideration of Washington. We have been fairly successful in wrapping protocols to prevent logging from damaging our rivers, and we're happy to share any expertise in that regard.

Now, as far as Chinook, you asked, is BC doing enough? Well, I'll tell you what. They, under this Premier's leadership, have tackled what I consider the most overriding challenge ultimately to the survival of chinook or orcas [inaudible] and acidifying the water, which are now 30% more acidic than they were in pre-industrial times and will be 100% more acidic if we don't change our practices. And I think the Premier and BC have supplied an example of the ability to tackle that problem and grow your economy. I talk a lot about this. The number one economy in Canada right now is BC, at the same time that they are working to defeat climate change [inaudible] on carbon, and it's going up over time, I'm told, in the near term. This is an example of what you can do to restore chinook and every other species on the planet. And given the UN report, it is doubly important.

There's a host of other local decision-making. You mentioned LNG. I have generally commented on other jurisdictions and things that directly impact my state. That's why I joined the Premier in opposition to the other pipeline, and we'll see what happens in litigation. We're party to that. You know our position on that. But that'll be enough of my comments about local decision.

Reporter: I wanted to ask about the pipeline explosion in Prince George. Climate activists are saying that this is even further proof that we should not go towards natural gas and LNG. What's your reaction to that? John Horgan: Certainly

there's a whole bunch of challenges, as the Governor just said, with respect to climate action, and we're working diligently on a range of issues, setting targets, working on a plan that will meet those targets to be delivered later this fall. This is a unique situation. We rarely have a horrific explosion as we've had north of Prince George. Investigators are on the scene, RCMP, NEB, as well as the Oil and Gas Commission. And we'll await to hear what the cause of this horrific accident was. But it certainly gives pause. The Governor and I talked about safety and issues that were present in Bellingham not that long ago, so we're very much concerned [inaudible].

[Inaudible] the NEB to make sure that we can reopen the supply as quickly as possible, but we don't know when that's going to be at this point.

Reporter: What happened to the hydrogen highway which was announced by BC and the three west coast states before the Olympics? And Ballard Power is moving its manufacturing facility to China and partnering up with Weichai to create the biggest fuel cell power pack in the world, but nothing is happening along the west coast.

Horgan: I was in Guangzhou to see the Ballard fuel cells in action there in large numbers, and now manufacturing, so that's good news for Ballard. It's good news for the Chinese airshed and for their drive to reduce emissions as well. We're looking in BC, and the Governor will speak for himself, at a range of issues to electrify our highways, to make sure that we're moving towards electric vehicles as rapidly as possible. We have an abundance of clean, green energy in BC, and we believe that we need to put that to effect to reduce emissions in the transportation sector, and also when we're looking at passive housing and a whole range of other issues regulating how we build our homes to make sure that they're as clean and efficient as possible. There's a whole host of issues outside of the industrial basket of emissions that we need to work on, and transportation's a significant one. But the decisions that were made prior to the Olympics on hydrogen didn't pan out. There's no doubt about that. The Ballard fuel cells have been proven successful and will be mass produced in China. That's good news. And I'm hopeful they'll migrate back to North America sometime soon.

Inslee: This we know for a scientific certainty, and the UN report makes this clear. We need to decarbonize our transportation systems over the next several decades. It is the only option. We ought to, at least in my view, be alert to every potential way to electrify our transportation system. We're having success in our state doing that. We have the highest percentage of electric buses in the US per capita in Wenatchee, Washington. We're building our electric charging stations up and down the I-5 and 405 and I-90 corridors. We're having the highest penetration of electric cars in any state government in the US, which is the state of Washington. Fifty percent of all our cars we buy for the state will be all electric, starting next year. So we're having success in this regard.

There is one thing I just want to alert you to, just so you know Washington is a good partner in this effort. We will be advancing this cause in the next year in the state of Washington, perhaps as soon as three weeks from now. Washington voters will be voting on an initiative to essentially create a billion-dollar fund to help advance all kinds of electrification systems, which could include fuel cells as well. I'm not stating a position on that today. I'm just telling you that it is on the ballot. So the voters may make a decision to move forward on that that could help fuel cells, lithium ion, and everything else.

Reporter: Canada's going to legalize marijuana next week. You're a few years ahead of us, Governor. [Inaudible.]

Inslee: First off, I would say that the decriminalization of marijuana by all ways of judging it, I believe, largely has been a success, in the sense that the fears of those who were not supportive of our efforts really have not been realized. We have not had crime associated with it. We've not had adverse health effects. There is not evidence of significant increase by youth usage, and that's in part because we've been talking to youth about that issue. At the moment, the one thing that we have more research we need to do is about traffic-related issues. We have not seen any specific increase in usage that's tied to increased traffic accidents. We have seen increased usage in general of people who have had some chemical in their blood -- principally, alcohol, barbiturates, amphetamines, heroin. That has happened, but we haven't seen it necessarily tied to marijuana. At the moment, what I would advise people is this has largely been a success from a health, safety and revenues to the government standpoint.

Advice on how to do it. I would suggest, number one, really having a well-regulated system is the most important thing to do. We have had, I think, considerable success doing that, regulating the industry in multiple senses. Number two, we've had, I wouldn't describe it as a take it slow, but I would say take it appropriate level of the number of outlets that you license. We took a different approach than another state that had unlimited number of those, and it was a bit of a Wild West situation that could not be appropriately regulated. We picked numbers that we thought we could handle in the regulatory system, and that has proven to be effective. I would say that you need to look at issues, and we are continuing to look at issues around the edibles issue and children's usage, and to make sure that you regulate the edibles so that the consumers know exactly what they're getting. We've been fairly successful in that, but we're continuing to refine the situation.

Horgan: I would add to the Governor's comments that the issues that he raised are the very issues that we've tried to address as we've moved into this decriminalized re-regulated environment, and it's been a challenge. We've followed Washington's example in terms of restricting the number of outlets, but you'll know that we have a number of existing dispensaries, largely in our urban centres, but not exclusively, and we need to re-license those. Many are very well along the way to being recertified or re-established, but that's going to take some time. I think that I would appeal to the public for patience, and also to the providers for patience as we work our way through this.

On the edibles question, we're also concerned. Other jurisdictions have had significant challenges. We've been monitoring that closely. When it comes to impaired driving, that's been an issue right across the country. When I talk to other Premiers, that's the highest priority. Law enforcement's concerned about it, but they're focusing on that, and I'm hopeful they'll have good answers for the public. And public safety is paramount for us, as well as ensuring that children are as far away from this as they can be.

Inslee: I want to add something, too, because it was an issue in my state. There was concern when there was decriminalization that people would lose their access to medically prescribed marijuana, and there was concern that the new regulatory system would impair them. That has not been the case. We've been successful. People have been able to have access to quality product for their medical conditions because we've done it in the right way.

Reporter: Just a quick follow-up on the pipeline rupture, since it's also affecting refineries in Washington. Have either of you been given any sort of a timeline on repair? Are we talking hours, days, weeks?

Horgan: I'm not sure this would have an effect on refineries in Washington. This is natural gas pipe. There is a Pembina oil pipe that had just delivered to the Husky refinery in Prince George. It's been stopped but not closed. The natural gas is the issue for us, and I've not been given any indication by officials when the ruptured pipe will be re-established or when the second pipe, which is also closed as a precaution, will be reopened to move the product into the lower mainland.

Reporter: [inaudible] high speed rail project. Presumably that's a project that would require federal funding from both governments. Given that, is it likely that this is going to go ahead any time while President Trump is in office?

Inslee: We will have a new president quite soon. And a new vision for the nation. Listen, our state has been in van for building infrastructure. We've got \$70b right now of infrastructure improvements in the State of Washington while Washington, D.C. can't build a birdhouse. I think that the vision of Washington state is one that is based on optimism and a can-do spirit and a recognition that we're building, you know, sort of mega communities here that the world is looking to with envy of our economic success. And to serve that, you 've got to be able to invest in your infrastructure -- particularly high-capacity infrastructure. We're doing that in spades and I look forward to joining the federal government when the bright day arises again over Pennsylvania Avenue.

There will be a new president. We're confident about that. You mentioned your pipeline. This is an important issue. I've been told by not totally viable sources if there is some interruption to supply at the refineries with the consumers, I'll be briefed on that in the next couple hours and we'll have more to say to that later.

Reporter: We're going to do CBC, CTV, and then end with Ming Pao.

Reporter: Going about the next president in the White House since the mid-term elections November 6 (inaudible) 200,000 emergencies in British Columbia (inaudible).

Inslee: I have one method that I can deliver which we are eager to count your ballots. And we are very looking forward to 100% participation of people who live here who have the right to vote in the State of Washington. Voting is such a right and the importance of that right has been given more crystallization by looking at the voter suppression that has gone on, unfortunately, in some places in the United States. In places where they've closed polling places in predominantly African American communities in Georgia and Ohio where minority folks had to wait two hours in line to speak in the effort to decrease our census. There's efforts by our federal government to decrease the ability of people to participate in our census. When you see the attacks on voting, it makes the right to vote even a more precious thing. We hope people who are residing here in British Columbia will exercise their right to vote. I do have an opinion about how we should cast those ballots but I must reserve that for a private space here.

Reporter: And also (inaudible) a pipeline explosion. We touched about the risk of (inaudible).

Inslee: Well, again, I'm not going to have my formal briefing for a couple hours so I have to reserve statements about that. What I can say about the pipeline is, number one, we're all glad that apparently there haven't been injuries and that's our first priority. Second, while the province and the federal government is going through this, we are confident that they are going to do a very very sophisticated analysis of what happened here.

And I can tell you that when you do that, you can learn things to improve your pipeline's safety protocols. We did that in the United States when we had a tragedy in Bellingham years ago. As a result of that tragedy, we have improved the ability to monitor the corrosion of these pipelines. There's processes called pigs. Pigs are these machines you run through a pipeline and it looks through the integrity of the wells and the (inaudible) corrosion system. Very important to have an inspection protocol that is appropriate to the risk. We improved ours following a failure. Whether you do that or not will depend on what the timings are. But we know you have a premier who is a adept at these things. I'm very confident he is going to do all he can do in that regard.

Reporter: Premier, what's your reaction to the new UBC study that found there's been more accidents since the highway speed limits went up four years ago? (inaudible)

Horgan: Well certainly a profound increase. Not just an increase, a profound increase in fatalities in the areas where speed limits were rapidly increased by the previous government. I know the Minister of Transportation is awaiting that report. She's going to look at that and make recommendations to cabinet and we'll go from there. I was shocked to see. I had news coverage of that. We see that as individuals in our homes all the time. But the increase in fatalities in areas where the speed limits were increased shocked me, quite frankly. And we're going to take a good hard look at that and again, focusing on public safety. That's the fundamental job of elected officials wherever their jurisdiction is, whatever level they're at. And I think we have an obligation to protect the public and if speed limits are a factor in fatalities, we need to reduce them.

Reporter: (inaudible) Ming Pao.

Reporter: I have a question regarding marijuana legalization. As we're approaching, I just want to know our province is ready to prepare everything. I also have the same question to the Governor Inslee about the, in the future, that stockholders (sp) or some worker related with the cannabis industry have enough (inaudible)

Horgan: Sure, well personally, we're doing everything we can to prepare for the date that was set by the federal government, the 17th of October. Minister Mike Farnworth is responsible for implementing the cannabis strategy. We have passed a number of bills last Spring and this Fall to ensure there's a seamless transition to a regulated legal marketplace. Now it will take some time to get up to supply for those who are seeking cannabis and the diversity of

supply is another issue but as Governor Inslee said, they are a few years ahead of us. It takes time to go from something that has been barred and illegal for 100 years or so to legally distribute it as it would be any other controlled substance.

We're mindful of the expectations the public has but we also appeal to the public to allow this to take some time to follow through. It is not going to happen overnight and we've been saying that from the beginning. With respect to the movements across borders, this is an interesting point and the governor and I were talking about it. Washington state has legal cannabis. BC will have legal cannabis but individuals crossing the federal border between our two jurisdictions may be barred entry. That seems odd to both of us, certainly odd to me. Those are federal issues at both levels. We're going to work, I'm going to work with the Prime Minister and the governor says that he stands ready to assist should there be a requirement with the federal government of the United States which I believe is the main obstacle of this point.

But from my perspective, when you have two jurisdictions side by side that has so much in common and so much traffic back and forth -- the Nerd Bird which was just established, Kenmore Air flying from Seattle to Vancouver -- the prospect of high speed rail, if we're stopping at the border with high speed rail for extended periods of time to throw people off the train, it's not going to be moving very quickly. We have a whole bunch of trans-border issues we need to address outside of the cannabis question to make sure we have seamless movements of (inaudible) people.

Inslee: Two comments. First off, we do want to make sure our citizens are aware -- don't try to bring marijuana across the border right now. We don't want people getting an unnecessary difficulty. It's important for the public to understand that. We hope you can help spread that message. Second, I believe this problem will get resolved over time. The length of time it takes is largely dependent on the election results in the next three weeks in our federal government and in the year 2020. I would anticipate there's going to be significant changes in federal policy in this realm relatively rapidly. And when that happens, this issue ought to be resolved in one way or another.

Reporter: Okay, I lied, there's actually Marcella (sp) who was hiding behind the speaker.

Reporter: Just a question for both of you about quickly can we expect to see high speed rail linking these two jurisdictions considering that we've been told that it might 2035 before it's actually done.

Inslee: Well, the Seattle Sockeyes will win the Stanley Cup over the Canucks before this is completed. I can say that with some assurance. I can say that with some assurance. I don't have a date to give you. I can tell you that I've been pleasantly surprised at the rate of the decision making so far. In the business case analysis that's being done right now, there's no showstopper. So we're confident it's enough to continue this. I would not be doing a service by giving a date right now. But what I know is the sooner you get started, the sooner you'll get finished. And that means we've got to get started looking at this.

Horgan: And from my perspective, as we start developing rapid transit options in Surrey, rapid transit options out towards UBC, again the opportunities to bring people back and forth across the border for economic developments in both jurisdictions can't happen soon enough. But as the government says, the sooner you start, the sooner you're going to be finished. We're participating with the governor and (inaudible). There's business interests, private sector investors that are ready to go. As they say, no show stoppers yet but due diligence recorded. We're going to be talking public dollars. At the end of the day, we want to make sure we're making wise improvement investments on behalf of people of both jurisdictions.

Reporter: Okay, that is the question portion so I'm going to leave it to closing comments.

Horgan: Yeah, I have, my closing comment is that I heard something about Sockeyes. I thought they were going to be Chinooks but you're not going to have a hockey team for at least two years. So I thought you might want to cheer on the southern residents.

Inslee: Alright, the southern residents. I like it.



Horgan: Around here, that would be your Vancouver Canucks. That would be an orca there Jay from Jay (inaudible). It does say Inslee 20 on the back. I'd like to correct the record, that's where my hockey team is coming. There's no other message here. But Jay I hope you'll (inaudible).

Inslee: It's beautiful. It's a beautiful orca and we're working for all of them by the way.

Horgan: Thank you very much.

Inslee: And we have a response. I don't have the official (inaudible). I am not authorized to name the team the Sockeyes. That's just (inaudible). So we have a good NHL which has the same date. We'll look forward to getting you down here. How about you get on the Nerd Bird or however you get there, I'll come give you a ride.

Horgan: Sounds good (inaudible). Thanks very much.

Reporter: Thank you very much. [sss, tran, env, pssg, agg, hlth, jtst, embc, tnf, empr, zpz]

# Horgan/Inslee - Cascadia Innovation Corridor Conference

## By Horgan/Inslee - Cascadia Innovation Corridor Conference

Jay Inslee: [In progress] river, and I'm appreciative of his assurances in that regard for any permitting activity going forward. I also offered the consideration of Washington. We have been fairly successful in wrapping protocols to prevent logging from damaging our rivers, and we're happy to share any expertise in that regard.

Now, as far as Chinook, you asked, is BC doing enough? Well, I'll tell you what. They, under this Premier's leadership, have tackled what I consider the most overriding challenge ultimately to the survival of chinook or orcas [inaudible] and acidifying the water, which are now 30% more acidic than they were in pre-industrial times and will be 100% more acidic if we don't change our practices. And I think the Premier and BC have supplied an example of the ability to tackle that problem and grow your economy. I talk a lot about this. The number one economy in Canada right now is BC, at the same time that they are working to defeat climate change [inaudible] on carbon, and it's going up over time, I'm told, in the near term. This is an example of what you can do to restore chinook and every other species on the planet. And given the UN report, it is doubly important.

There's a host of other local decision-making. You mentioned LNG. I have generally commented on other jurisdictions and things that directly impact my state. That's why I joined the Premier in opposition to the other pipeline, and we'll see what happens in litigation. We're party to that. You know our position on that. But that'll be enough of my comments about local decision.

Reporter: I wanted to ask about the pipeline explosion in Prince George. Climate activists are saying that this is even further proof that we should not go towards natural gas and LNG. What's your reaction to that? John Horgan: Certainly there's a whole bunch of challenges, as the Governor just said, with respect to climate action, and we're working diligently on a range of issues, setting targets, working on a plan that will meet those targets to be delivered later this fall. This is a unique situation. We rarely have a horrific explosion as we've had north of Prince George. Investigators are on the scene, RCMP, NEB, as well as the Oil and Gas Commission. And we'll await to hear what the cause of this horrific accident was. But it certainly gives pause. The Governor and I talked about safety and issues that were present in Bellingham not that long ago, so we're very much concerned [inaudible].

[Inaudible] the NEB to make sure that we can reopen the supply as quickly as possible, but we don't know when that's going to be at this point.

Reporter: What happened to the hydrogen highway which was announced by BC and the three west coast states before the Olympics? And Ballard Power is moving its manufacturing facility to China and partnering up with Weichai to create the biggest fuel cell power pack in the world, but nothing is happening along the west coast.

Horgan: I was in Guangzhou to see the Ballard fuel cells in action there in large numbers, and now manufacturing, so that's good news for Ballard. It's good news for the Chinese airshed and for their drive to reduce emissions as well. We're looking in BC, and the Governor will speak for himself, at a range of issues to electrify our highways, to make sure that we're moving towards electric vehicles as rapidly as possible. We have an abundance of clean, green energy in BC, and we believe that we need to put that

to effect to reduce emissions in the transportation sector, and also when we're looking at passive housing and a whole range of other issues regulating how we build our homes to make sure that they're as clean and efficient as possible. There's a whole host of issues outside of the industrial basket of emissions that we need to work on, and transportation's a significant one. But the decisions that were made prior to the Olympics on hydrogen didn't pan out. There's no doubt about that. The Ballard fuel cells have been proven successful and will be mass produced in China. That's good news. And I'm hopeful they'll migrate back to North America sometime soon.

Inslee: This we know for a scientific certainty, and the UN report makes this clear. We need to decarbonize our transportation systems over the next several decades. It is the only option. We ought to, at least in my view, be alert to every potential way to electrify our transportation system. We're having success in our state doing that. We have the highest percentage of electric buses in the US per capita in Wenatchee, Washington. We're building our electric charging stations up and down the I-5 and 405 and I-90 corridors. We're having the highest penetration of electric cars in any state government in the US, which is the state of Washington. Fifty percent of all our cars we buy for the state will be all electric, starting next year. So we're having success in this regard.

There is one thing I just want to alert you to, just so you know Washington is a good partner in this effort. We will be advancing this cause in the next year in the state of Washington, perhaps as soon as three weeks from now. Washington voters will be voting on an initiative to essentially create a billion-dollar fund to help advance all kinds of electrification systems, which could include fuel cells as well. I'm not stating a position on that today. I'm just telling you that it is on the ballot. So the voters may make a decision to move forward on that that could help fuel cells, lithium ion, and everything else.

Reporter: Canada's going to legalize marijuana next week. You're a few years ahead of us, Governor. [Inaudible.]

Inslee: First off, I would say that the decriminalization of marijuana by all ways of judging it, I believe, largely has been a success, in the sense that the fears of those who were not supportive of our efforts really have not been realized. We have not had crime associated with it. We've not had adverse health effects. There is not evidence of significant increase by youth usage, and that's in part because we've been talking to youth about that issue. At the moment, the one thing that we have more research we need to do is about traffic-related issues. We have not seen any specific increase in usage that's tied to increased traffic accidents. We have seen increased usage in general of people who have had some chemical in their blood -- principally, alcohol, barbiturates, amphetamines, heroin. That has happened, but we haven't seen it necessarily tied to marijuana. At the moment, what I would advise people is this has largely been a success from a health, safety and revenues to the government standpoint.

Advice on how to do it. I would suggest, number one, really having a well-regulated system is the most important thing to do. We have had, I think, considerable success doing that, regulating the industry in multiple senses. Number two, we've had, I wouldn't describe it as a take it slow, but I would say take it appropriate level of the number of outlets that you license. We took a different approach than another state that had unlimited number of those, and it was a bit of a Wild West situation that could not be appropriately regulated. We picked numbers that we thought we could handle in the regulatory system, and that has proven to be effective. I would say that you need to look at issues, and we are continuing to look at issues around the edibles issue and children's usage, and to make sure that you regulate the edibles so that the consumers know exactly what they're getting. We've been fairly successful in that, but we're continuing to refine the situation.

Horgan: I would add to the Governor's comments that the issues that he raised are the very issues that we've tried to address as we've moved into this decriminalized re-regulated environment, and it's been a challenge. We've followed Washington's example in terms of restricting the number of outlets, but you'll know that we have a number of existing dispensaries, largely in our urban centres, but not exclusively, and we need to re-license those. Many are very well along the way to being recertified or re-established, but that's going to take some time. I think that I would appeal to the public for patience, and also to the providers for patience as we work our way through this.

On the edibles question, we're also concerned. Other jurisdictions have had significant challenges. We've been monitoring that closely. When it comes to impaired driving, that's been an issue right across the country. When I talk to other Premiers, that's the highest priority. Law enforcement's concerned about it, but they're focusing on that, and I'm hopeful they'll have good answers for the public. And public safety is paramount for us, as well as ensuring that children are as far away from this as they can be.

Inslee: I want to add something, too, because it was an issue in my state. There was concern when there was decriminalization that people would lose their access to medically prescribed marijuana, and there was concern that the new regulatory system would impair them. That has not been the case. We've been successful. People have been able to have access to quality product for their medical conditions because we've done it in the right way.

Reporter: Just a quick follow-up on the pipeline rupture, since it's also affecting refineries in Washington. Have either of you been given any sort of a timeline on repair? Are we talking hours, days, weeks?

Horgan: I'm not sure this would have an effect on refineries in Washington. This is natural gas pipe. There is a Pembina oil pipe that had just delivered to the Husky refinery in Prince George. It's been stopped but not closed. The natural gas is the issue for us, and I've not been given any indication by officials when the ruptured pipe will be re-established or when the second pipe, which is also closed as a precaution, will be reopened to move the product into the lower mainland.

Reporter: [inaudible] high speed rail project. Presumably that's a project that would require federal funding from both governments. Given that, is it likely that this is going to go ahead any time while President Trump is in office?

Inslee: We will have a new president quite soon. And a new vision for the nation. Listen, our state has been in van for building infrastructure. We've got \$70b right now of infrastructure improvements in the State of Washington while Washington, D.C. can't build a birdhouse. I think that the vision of Washington state is one that is based on optimism and a can-do spirit and a recognition that we're building, you know, sort of mega communities here that the world is looking to with envy of our economic success. And to serve that, you 've got to be able to invest in your infrastructure -- particularly high-capacity infrastructure. We're doing that in spades and I look forward to joining the federal government when the bright day arises again over Pennsylvania Avenue.

There will be a new president. We're confident about that. You mentioned your pipeline. This is an important issue. I've been told by not totally viable sources if there is some interruption to supply at the

refineries with the consumers, I'll be briefed on that in the next couple hours and we'll have more to say to that later.

Reporter: We're going to do CBC, CTV, and then end with Ming Pao.

Reporter: Going about the next president in the White House since the mid-term elections November 6 (inaudible) 200,000 emergencies in British Columbia (inaudible).

Inslee: I have one method that I can deliver which we are eager to count your ballots. And we are very looking forward to 100% participation of people who live here who have the right to vote in the State of Washington. Voting is such a right and the importance of that right has been given more crystallization by looking at the voter suppression that has gone on, unfortunately, in some places in the United States. In places where they've closed polling places in predominantly African American communities in Georgia and Ohio where minority folks had to wait two hours in line to speak in the effort to decrease our census. There's efforts by our federal government to decrease the ability of people to participate in our census. When you see the attacks on voting, it makes the right to vote even a more precious thing. We hope people who are residing here in British Columbia will exercise their right to vote. I do have an opinion about how we should cast those ballots but I must reserve that for a private space here.

Reporter: And also (inaudible) a pipeline explosion. We touched about the risk of (inaudible).

Inslee: Well, again, I'm not going to have my formal briefing for a couple hours so I have to reserve statements about that. What I can say about the pipeline is, number one, we're all glad that apparently there haven't been injuries and that's our first priority. Second, while the province and the federal government is going through this, we are confident that they are going to do a very very sophisticated analysis of what happened here.

And I can tell you that when you do that, you can learn things to improve your pipeline's safety protocols. We did that in the United States when we had a tragedy in Bellingham years ago. As a result of that tragedy, we have improved the ability to monitor the corrosion of these pipelines. There's processes called pigs. Pigs are these machines you run through a pipeline and it looks through the integrity of the wells and the (inaudible) corrosion system. Very important to have an inspection protocol that is appropriate to the risk. We improved ours following a failure. Whether you do that or not will depend on what the timings are. But we know you have a premier who is a adept at these things. I'm very confident he is going to do all he can do in that regard.

Reporter: Premier, what's your reaction to the new UBC study that found there's been more accidents since the highway speed limits went up four years ago? (inaudible)

Horgan: Well certainly a profound increase. Not just an increase, a profound increase in fatalities in the areas where speed limits were rapidly increased by the previous government. I know the Minister of Transportation is awaiting that report. She's going to look at that and make recommendations to cabinet and we'll go from there. I was shocked to see. I had news coverage of that. We see that as individuals in our homes all the time. But the increase in fatalities in areas where the speed limits were increased shocked me, quite frankly. And we're going to take a good hard look at that and again, focusing on public safety. That's the fundamental job of elected officials wherever their jurisdiction is, whatever

level they're at. And I think we have an obligation to protect the public and if speed limits are a factor in fatalities, we need to reduce them.

Reporter: (inaudible) Ming Pao.

Reporter: I have a question regarding marijuana legalization. As we're approaching, I just want to know our province is ready to prepare everything. I also have the same question to the Governor Inslee about the, in the future, that stockholders (sp) or some worker related with the cannabis industry have enough (inaudible)

Horgan: Sure, well personally, we're doing everything we can to prepare for the date that was set by the federal government, the 17th of October. Minister Mike Farnworth is responsible for implementing the cannabis strategy. We have passed a number of bills last Spring and this Fall to ensure there's a seamless transition to a regulated legal marketplace. Now it will take some time to get up to supply for those who are seeking cannabis and the diversity of supply is another issue but as Governor Inslee said, they are a few years ahead of us. It takes time to go from something that has been barred and illegal for 100 years or so to legally distribute it as it would be any other controlled substance.

We're mindful of the expectations the public has but we also appeal to the public to allow this to take some time to follow through. It is not going to happen overnight and we've been saying that from the beginning. With respect to the movements across borders, this is an interesting point and the governor and I were talking about it. Washington state has legal cannabis. BC will have legal cannabis but individuals crossing the federal border between our two jurisdictions may be barred entry. That seems odd to both of us, certainly odd to me. Those are federal issues at both levels. We're going to work, I'm going to work with the Prime Minister and the governor says that he stands ready to assist should there be a requirement with the federal government of the United States which I believe is the main obstacle of this point.

But from my perspective, when you have two jurisdictions side by side that has so much in common and so much traffic back and forth -- the Nerd Bird which was just established, Kenmore Air flying from Seattle to Vancouver -- the prospect of high speed rail, if we're stopping at the border with high speed rail for extended periods of time to throw people off the train, it's not going to be moving very quickly. We have a whole bunch of trans-border issues we need to address outside of the cannabis question to make sure we have seamless movements of (inaudible) people.

Inslee: Two comments. First off, we do want to make sure our citizens are aware -- don't try to bring marijuana across the border right now. We don't want people getting an unnecessary difficulty. It's important for the public to understand that. We hope you can help spread that message. Second, I believe this problem will get resolved over time. The length of time it takes is largely dependent on the election results in the next three weeks in our federal government and in the year 2020. I would anticipate there's going to be significant changes in federal policy in this realm relatively rapidly. And when that happens, this issue ought to be resolved in one way or another.

Reporter: Okay, I lied, there's actually Marcella (sp) who was hiding behind the speaker.

Reporter: Just a question for both of you about quickly can we expect to see high speed rail linking these two jurisdictions considering that we've been told that it might 2035 before it's actually done.

Inslee: Well, the Seattle Sockeyes will win the Stanley Cup over the Canucks before this is completed. I can say that with some assurance. I can say that with some assurance. I don't have a date to give you. I can tell you that I've been pleasantly surprised at the rate of the decision making so far. In the business case analysis that's being done right now, there's no showstopper. So we're confident it's enough to continue this. I would not be doing a service by giving a date right now. But what I know is the sooner you get started, the sooner you'll get finished. And that means we've got to get started looking at this.

Horgan: And from my perspective, as we start developing rapid transit options in Surrey, rapid transit options out towards UBC, again the opportunities to bring people back and forth across the border for economic developments in both jurisdictions can't happen soon enough. But as the government says, the sooner you start, the sooner you're going to be finished. We're participating with the governor and (inaudible). There's business interests, private sector investors that are ready to go. As they say, no show stoppers yet but due diligence recorded. We're going to be talking public dollars. At the end of the day, we want to make sure we're making wise improvement investments on behalf of people of both jurisdictions.

Reporter: Okay, that is the question portion so I'm going to leave it to closing comments.

Horgan: Yeah, I have, my closing comment is that I heard something about Sockeyes. I thought they were going to be Chinooks but you're not going to have a hockey team for at least two years. So I thought you might want to cheer on the southern residents.

Inslee: Alright, the southern residents. I like it.

Horgan: Around here, that would be your Vancouver Canucks. That would be an orca there Jay from Jay (inaudible). It does say Inslee 20 on the back. I'd like to correct the record, that's where my hockey team is coming. There's no other message here. But Jay I hope you'll (inaudible).

Inslee: It's beautiful. It's a beautiful orca and we're working for all of them by the way.

Horgan: Thank you very much.

Inslee: And we have a response. I don't have the official (inaudible). I am not authorized to name the team the Sockeyes. That's just (inaudible). So we have a good NHL which has the same date. We'll look forward to getting you down here. How about you get on the Nerd Bird or however you get there, I'll come give you a ride.

Horgan: Sounds good (inaudible). Thanks very much.

Reporter: Thank you very much. [sss, tran, env, pssg, agg, hlth, jtst, embc, tnf, empr, zpz]

## OOP FOI PREM:EX

---

**From:** Devereux, Rick GCPE:EX  
**Sent:** January 18, 2019 4:30 PM  
**To:** McConnell, Sheena PREM:EX  
**Cc:** Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX; Holmwood, Jen PREM:EX; Nash, Amber PREM:EX; Dalzell, Danielle GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** Inslee Op-Ed from yesterday

Hi Sheena and everyone,

Just in terms of promoting the Washington Trip to media here. Here is an op-ed that Inslee published in the Washington Post yesterday. I will draw your attention to the headline and a choice quote.

[https://www.washingtonpost.com/opinions/2019/01/17/next-president-must-make-climate-change-top-priority/?noredirect=on&utm\\_term=.9f2bba1e17d8](https://www.washingtonpost.com/opinions/2019/01/17/next-president-must-make-climate-change-top-priority/?noredirect=on&utm_term=.9f2bba1e17d8)

Headline: **The next president must make climate change the top priority**

Quote: **"The Democratic Party must nominate a candidate who will put fighting climate change at the top of the agenda. And that's why I'm seriously considering running for president."**

This could be helpful to encourage someone to "book now" before flights fill up, which has the virtue of being true. If he announces next week or the week after and they don't already have travel booked, they could be out of luck. (not just because he would be running, but because there just aren't a lot of flights).

Thanks  
Rick

---

**From:** McConnell, Sheena PREM:EX  
**Sent:** Thursday, January 17, 2019 9:23 AM  
**To:** Devereux, Rick GCPE:EX  
**Cc:** Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX; Holmwood, Jen PREM:EX; Nash, Amber PREM:EX; Dalzell, Danielle GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** Re: Washington Decisions and Advance Notes

Hi Rick,

Sorry I am replying late to this<sup>s.22</sup>. So far I have Global potentially interested in tagging along. Once the itinerary is completely confirmed I may be able to chat with more. The big draw for them is that it is Governor Inslee and his future run for presidency, along with the bromance him and the Premier have.

On Jan 14, 2019, at 6:20 PM, Devereux, Rick GCPE:EX <[Rick.Devereux@gov.bc.ca](mailto:Rick.Devereux@gov.bc.ca)> wrote:

Hi All,

Just wanted to send this out in advance of our meeting tomorrow about Washington. No need to reply before that, just wanted to give you all of the up to date information from the advance. I also have a lot of photos I can show you in person rather than emailing and clogging your inbox. This is again really long, but no need to reply and we can use it as an agenda to go through for our meeting.

Going chronologically through the two days here are the things we need to decide upon:



THURSDAY FEB 7 IN SEATTLE

1. **Clean Tech Breakfast. 8:30 AM**

- We need sign off on guest list. I have circulated the recommendations from our JTT trade guy. In terms of products, the Premier would kick it off and welcome people, along with Tom Ranken, the lead of the Cleantech alliance. After that we would go around the room and everyone would get to speak for a minute or two – it would be conversational. The venue is a standard 14-18 person boardroom table at the Fairmont in Seattle. **s.15**

**s.15**

The Governor will not be participating. Media potential here is that the Premier could witness a signing of an agreement between the Cleantech Alliance (Washington based clean energy group) and Foresight (BC Based clean energy group) to facilitate more business to business interaction across the border. We can also just do this and tweet it or promote it afterwards, and not make it a media focus.

2. **Visit/Tour of University of Washington Clean Energy Test Beds. 10:15 AM**

- This is pretty straight up. We will do a tour and it will make for some nice photos. No Governor here either. There is a bunch of cool stuff that I think the premier will like from an energy perspective. Coolest visual for a video will be that they can show us a machine that tests solar panels. In short, it is a big flat thing the size of a large table. You put the solar panel on top of it face down, and it blasts a beam of light up at it for one tenth of a second that is a close simulation of the power of sunlight. Apparently it looks really cool. They couldn't show me because they almost never show it in demos, as it is a huge power drain. Either way, lots of good visuals here. **s.13**

**s.13**

**s.13**

The test labs' business model is having other schools and companies make use of their site as they have highly specialized materials and tools that are very rare and hard to access. This includes the best 3d circuit board printer in the western hemisphere, and the solar testing thing mentioned above.

3. **Fireside Chat with Governor hosted by the Seattle Chamber. 12:10 PM**

- This is a lunch time event based very closely off of the event that the Governor and Premier did in Vancouver in October. Obviously the Governor will be there. We have a meeting this Thursday afternoon to discuss the questions with the moderator. They are suggesting that the moderator be Marilyn Strickland, **s.22**

**s.22**

who is the president and CEO of the Chamber who served as the Mayor of Tacoma from 2010-2017 (about Marilyn:

<https://www.seattlechamber.com/home/about/people/president-ceo>). A few things about this: the chamber and the Governor's office are suggesting that the fireside chat be closed to the media. We can discuss it and while the chamber and the governor's office would be open to a discussion about it, it might be worth considering. We could also have a joint media avail following the lunch. We have a green room for before the lunch and after the lunch/before the media avail. The venue for the luncheon chat is the Rainier Club, a fancy club that people pay to be a member of. We could do the media avail here, but it would be a non-descript meeting room. We could also look for a nice outside/other location to do the avail at but A- that would require securing AV, which is easily on offer at the Rainier Club, and B – will be tight for time. A possible media hook for the scrum and the chat that precedes it is that JTT is prepared to make an investment of phase two of the study Washington is leading to investigate a high speed light rail corridor to connect Oregon, Washington and BC. We announced an investment to support phase one in March of 2018 when the Governor came to Vancouver for GLOBE. WA is going ahead with phase two either way, but we can invest to support it and make a story out of it. It also connects to

the next day in Olympia (more on that below). Our JTT folks and the Canadian Consulate have suggested specific folks to invite who we can review if you want.

**4. Tour of Microsoft HW Complex in Redmond (A Seattle Suburb) 2:00 PM**  
s.13;s.21

s.13;s.21

The

President of Microsoft cannot be present on the day of. This is still to be fleshed out. Microsoft has a building on their campus that is specifically dedicated to hosting tours for visiting dignitaries, and we toured it, but they don't normally have these visits confirmed a month out, so many of the details are yet to be determined. The Province's trade officer in Seattle says that the visit will be impressive. There are two parts. A tour of an interactive site that essentially is Microsoft's brainstorming of what the office and home of the future (5-10 years from now) will look like. Second, a meeting with a couple of execs during which they will talk about the work that they do with a focus on BC. They will be getting us details, but it is not confirmed yet. That was kind of disappointing but our trade folks say that they are totally accustomed to doing these for VIP's and always deliver. Of note, former NJ Gov Chris Christie will be doing a speech and book signing one floor down from where will do all of the things mentioned above. It is unlikely that he will cross paths with the Premier but we are checking. Christie's talk is only for Microsoft staff, not the media. Governor Inslee will not be joining us at this.

We would then drive to Olympia. At this time of day the traffic will be quite bad. It will give the Premier a chance to go over his address to the legislature for the next day.

**5. Washington Wildlife and Recreation Reception. 6:00 PM (approx.)**

- This is at the Governor's Mansion in Olympia. We just need to decide whether or not to go. The Premier can just attend or the Governor's office is open to him making short remarks. The governor will be making short remarks. We can discuss tomorrow.

**FRIDAY FEB 8 IN OLYMPIA**

This day takes place entirely at the State Legislature and the Governor's residence, which are across the street from each other, about 100 feet apart.

**1. Breakfast at Governor's Mansion. 9:00 AM**

- This is being suggested just for the Premier, Governor, and their chiefs of staff. I know that Geoff is not yet 100% confirmed so we should figure that out. If not Geoff, Okenge or Sheena could join. Casual conversation. There will be a briefing from JTT/IGRS, but it will be casual and low key. It will take place at a nice indoor patio/solarium room at the Governor's mansion.

**2. Drop in to Ultra High Speed Rail Advisory Committee meeting, 9:45 AM**

- This is also taking place at the Governor's mansion. This is a group of key leaders from various sectors and Government in Oregon, Washington and BC who are discussing what needs to be done to connect the three of us by high speed rail. The Premier and Gov would drop into the meeting after it had begun. It is about 25-30 people. They would be able to mingle and would be expected to give brief remarks from a podium. If we announced support for phase two of the feasibility study that Washington is doing, the focus of the brief informal remarks could be that.

The Governor and Premier will then walk across the street to the Legislature. Nice opportunity for photos.

**3. Bilateral meeting between WA and BC. 10:30 AM**

- This would take place in the Governor's office. They are suggesting that their Secretaries of Transportation and also of Ecology be invited. The attached agenda has 90 minutes set aside for this, but we would shorten it to an hour. Standard bilateral meeting.

The Premier would then have 20-30 minutes to go over his speech if he wanted to do so, privately, in the Governor's office boardroom.

**4. Meeting with Legislative Leadership in Lieutenant Governor's Office. 11:55 AM**

- Quick 15 minute courtesy meeting with Senate and house Leaders from both the Democratic and Republican side. Just a courtesy. We will have a briefing on the participants. The Lieutenant Governor's office is a 1 minute walk from the Governor's office.

**5. Address to a Joint Session of the House and Senate in the Senate Chambers of the State Legislature. 12:15 PM**

- There are a lot of details around movements, but the Premier and Governor will go from the Lt. Gov's office upstairs to the Senate Chambers. There will be about 80-90 State Senators and House Representatives in attendance. As this is the Senate and only has seats for the Senators, they will have extra seating brought in and it will be very full. There will be a formal procession in and out of the Chamber.

**6. Possible Media Avail following the Speech AND/OR Joint interview. 12:50 PM**

- This would only be an option if we have anyone travelling from our press gallery to cover it, or we wanted to facebook live it somehow. The Olympia Press Gallery is not very big at all. We could do a joint presser in the Governor's Boardroom or in front of the legislature, or they are also suggesting a joint sit down for just one journalist and a camera, or one each from Washington and BC if we can convince someone to make the trip.

The Premier and delegation will then have to leave for the airport. There is reference to a possible reception in the attached itin, but there will not be time for that given the timing of the departure flight.

Other things of note:

- Do we want to try to convince one or more members of the pPress Gallery from BC to come to the visit or part of it?
- There are other possible things we could do in Seattle if we wanted to pass on Microsoft, we can discuss tomorrow.

We can discuss in detail tomorrow.

Thanks  
Rick

---

**From:** Devereux, Rick GCPE:EX

**Sent:** Wednesday, January 9, 2019 9:36 AM

**To:** Aaron, Sage PREM:EX; Holmwood, Jen PREM:EX; McConnell, Sheena PREM:EX; Van Meer-Mass, Kate PREM:EX; Dalzell, Danielle GCPE:EX

**Subject:** Washington Media and Comms Options

Hi All,

Danielle and I had a great meeting with a group of people from IGRS & JTT about the Washington trip yesterday. I wanted to email you about media options for the two days. There is no urgent need to reply now, but I wanted to send this to you today as I will be doing an advance visit to all of these places tomorrow and Friday so in case you have questions or flags, etc for while I am there I wanted to give you the opportunity. This is long as there are a bunch of details. We should discuss in person next week but I just wanted to give you a chance to comment before the advance trip.

Quickly:

- The entire current draft agenda is attached.
- The trip is Thursday Feb 7 in Seattle, and Friday Feb 8 in Olympia. The main focus for media on Friday will be the Premier's speech to the Legislature in Olympia. We have a few options for Thursday in Seattle.

For Thursday in SEATTLE, there are two major options:

- LUNCH TIME SEATTLE CHAMBER FIRESIDE CHAT: The Premier and the Governor will do a lunch time chat at an event with the Seattle Chamber of Commerce. This will be much like the event in Vancouver in October that they did. The suggestion from IGRS for the focus of the chat, completely subject to our modification, is: Climate Action and Clean Energy (main theme); transportation connectivity; economic development; environmental protection; tech. **There is also a chance to focus on further investment in high speed rail, and there are more details below on that in the Friday content.** This chat could be the media event , BUT

s.13;s.21

After this the Premier will visit Microsoft

HQ. s.13;s.21

s.13;s.21

s.13 and if not make the lunch chat the media focus for Seattle on Thursday.

- LUNCH CHAT THEME: Either way, the lunch chat will still happen and still needs to be figured out, and **we need to settle on broad themes to tell the chamber soon for the invitation**
- AND the visit to Microsoft will still happen,s.13;s.21

s.13;s.21

And as you will see in the agenda, there are other things happening, so if you think one of them should be the media focus let us know.

For Friday, as mentioned, the main focus is the speech. A few things to highlight from a comms/media perspective

- The Premier will have breakfast with the Governor at his mansion, and afterwards, will be able to drop in to a meeting of the Ultra High Speed Rail Advisory committee, which has representatives from Washington, Oregon and BC. This meeting is also at the Mansion. Washington is prepared to announce a second phase of the high speed rail study that we pitched in to last spring (\$300,000) and they are now going ahead with the second phase of the study, and we could announce another investment of a similar size if we wanted to. This could potentially be part of the hook for the Thursday chat in seattle s.13;s.21

s.13;s.21

or we could make it a hook for the speech at the Leg given he will also meet with the advisory committee. We are finding out who is on it from BC.

- They have a very small press gallery in Olympia so rather than a scrum post speech at the Leg, they are suggesting that the Premier and Governor sit down for a joint interview with a journalist each from here and there, essentially "60-minutes" style (the interview would only last 10-15 minutes).

We will obviously have many many discussions with our Washington counterparts between now and the trip so nothing here is set in stone, we have time to change/add/remove stuff, but let us know what you think.

One thing to consider very soon though is what we may do to encourage one/some of our press gallery to go. In addition to all the cool stuff mentioned above, Inslee has taken formal steps to initiate a campaign for President in 2020(not yet an announcement, but some steps), so I feel that there should be interest, and the trip is not far or very expensive. But we can discuss whether that is feasible and/or a good idea.

Thanks  
Rick

---

**From:** Hana Doubrava (CELA) [<mailto:hadoub@microsoft.com>]  
**Sent:** Tuesday, January 8, 2019 10:13 AM  
**To:** Hewitt, Jeremy IGRS:EX  
**Subject:** s.21

Jeremy,

s.21

Hope this helps.

Hana

<20190207 - PJH WA Visit Draft Program v3.docx>

s.13

## OOP FOI PREM:EX

---

**From:** McConnell, Sheena PREM:EX  
**Sent:** February 6, 2019 9:59 AM  
**To:** Devereux, Rick GCPE:EX  
**Cc:** Aaron, Sage PREM:EX  
**Subject:** Re: Seattle media Joel Connelly

Yep that's fine

On Feb 6, 2019, at 9:58 AM, Devereux, Rick GCPE:EX <[Rick.Devereux@gov.bc.ca](mailto:Rick.Devereux@gov.bc.ca)> wrote:

Before I call Joel back, are these topics ok? I assume they are:

Subjects for talk: High speed rail, TransMountain pipeline expansion, the climate compact of West Coast governors and the premier. What can West Coast demonstrate/teach far off national governments?

Begin forwarded message:

**From:** "Connelly, Joel" <[JoelConnelly@seattlepi.com](mailto:JoelConnelly@seattlepi.com)>  
**Date:** February 6, 2019 at 9:50:17 AM PST  
**To:** "Devereux, Rick GCPE:EX" <[Rick.Devereux@gov.bc.ca](mailto:Rick.Devereux@gov.bc.ca)>  
**Subject:** Re: Chat with John Horgan

Rick:

Aside from a 10 a.m. coffee, I am totally free on Thursday. I can meet the premier, take a call or make a call.

My cell number is 604.222.2222. Home number, up early, us 604.222.2222

Our newsroom is on lower Queen Anne Hill, with easy downtown access.

Subjects for talk: High speed rail, TransMountain pipeline expansion, the climate compact of West Coast governors and the premier. What can West Coast demonstrate/teach far off national governments?

Thanks:

Jc

[Joelconnelly@seattlepi.com](mailto:Joelconnelly@seattlepi.com)

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

Original Message

From: Devereux, Rick GCPE:EX  
Sent: Wednesday, February 6, 2019 8:19 AM  
To: Connelly, Joel  
Subject: Chat with John Horgan

Hello Mr. Connelly

I work on Events for Premier John Horgan and the Province of BC.

Evan Lloyd and others in Premier Horgan's office have asked me to get in touch with you about the possibility of an interview while he is in Seattle this week. The best time for the Premier would be tomorrow, late afternoon (thursday). But it is probably best for us to talk. My cell is 250-812-1207, and i am in Seattle now. I'll be advancing the Premier's trip this morning but i should be able to talk pretty much any time. If you can call please do.

If i miss you I will try to call back right away. If you can email me your number as well that would be great.

Thanks

Rick

Rick Devereux  
Executive Director, Events & Corporate Planning  
Government Communications and Public Engagement  
[rick.devereux@gov.bc.ca](mailto:rick.devereux@gov.bc.ca) <<mailto:rick.devereux@gov.bc.ca>> | cell: 250-812-1207



## OOP FOI PREM:EX

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** February 4, 2019 4:46 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** Van Meer-Mass, Kate PREM:EX; Richards, Erin GCPE:EX; McGregor, Cara GCPE:EX; Nash, Amber PREM:EX  
**Subject:** UPDATED - UPDATED NR FOR APPROVAL - Washington Trip Drafts  
**Attachments:** 20190208\_NR\_PJH\_Seattle High Speed Corridor\_V11.docx

Updated NR\* for the corridor study announcement for your approval.

With thanks!  
Danielle

Danielle Dalzell  
Director of Writing and Content Strategy | Strategic Communications | Government Communications and Public Engagement  
[Danielle.Dalzell@gov.bc.ca](mailto:Danielle.Dalzell@gov.bc.ca) | 250-893-2096

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** Friday, February 1, 2019 4:45 PM  
**To:** Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>  
**Cc:** Van Meer-Mass, Kate PREM:EX <[Kate.VanMeer-Mass@gov.bc.ca](mailto:Kate.VanMeer-Mass@gov.bc.ca)>; Richards, Erin GCPE:EX <[Erin.Richards@gov.bc.ca](mailto:Erin.Richards@gov.bc.ca)>; McGregor, Cara GCPE:EX <[Cara.McGregor@gov.bc.ca](mailto:Cara.McGregor@gov.bc.ca)>; Nash, Amber PREM:EX <[Amber.Nash@gov.bc.ca](mailto:Amber.Nash@gov.bc.ca)>  
**Subject:** UPDATED NR FOR APPROVAL - Washington Trip Drafts

\*\*UDPATED News Release on Climate Cooperation attached for approval.

With input from Insee's folks including Inslee quote.

Danielle

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** Thursday, January 31, 2019 4:28 PM  
**To:** Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>  
**Cc:** Van Meer-Mass, Kate PREM:EX <[Kate.VanMeer-Mass@gov.bc.ca](mailto:Kate.VanMeer-Mass@gov.bc.ca)>; Richards, Erin GCPE:EX <[Erin.Richards@gov.bc.ca](mailto:Erin.Richards@gov.bc.ca)>; McGregor, Cara GCPE:EX <[Cara.McGregor@gov.bc.ca](mailto:Cara.McGregor@gov.bc.ca)>; Nash, Amber PREM:EX <[Amber.Nash@gov.bc.ca](mailto:Amber.Nash@gov.bc.ca)>  
**Subject:** FOR APPROVAL - Washington Trip Drafts

Hello,

Attached for your approval are the following products for the Washington trip:

Day 1 – Seattle:

- 1) Clean tech Breakfast KM/QA
- 2) SN/QA – Chamber of Commerce event
- 3) News Release –Seattle High Speed Corridor Announcement\*\*

- 4) Speaking Notes – Seattle High Speed Corridor Announcement
- 5) KM/QA – Seattle High Speed Corridor Announcement

Day 2 – Olympia:

- 6) Speaking Notes - Address to the Legislature – 10 mins
- 7) News Release –Climate Cooperation\*\*
- 8) Statement on Stepping Up Ambition
- 9) Speaking Notes –Olympia Media Avail
- 10) QA – Olympia Media Avail
- 11) General QA for the trip – (to be used in conjunction with the

\*\*Please note that we are still awaiting feedback can input on the News Releases from Insee's team. We aren't sure how long that will take.

IGRS will include the documents attached in the binder tomorrow.

Just for your info, IGRS will also provide the documents listed below in the briefing binder. Please that scenario notes are the equivalent of our normal BGs for events.

Jeremy and I have worked to ensure that there is as little duplication as possible between IGRS documents and GCPE documents.

Thank you,

Danielle

Scenario Notes

Day 1

- a. Clean Tech Roundtable
- b. Clean Energy Testbeds Visit
- c. Seattle Metropolitan Chamber of Commerce
- d. Microsoft Visit

Day 2

- e. Informal Breakfast with Governor Inslee
- f. Ultra High-Speed Rail Advisory Committee Meeting
- g. Bilateral Meeting – Premier John Horgan and Governor Jay Inslee
- h. Legislative Leadership Meeting
- i. Address to Washington State Senate

Issues Notes

- a. Southern Resident Killer Whales
- b. Logging and associated activities in the Upper Skagit watershed
- c. Cascadia Innovation Corridor
- d. Vancouver-Seattle-Portland Ultra High-Speed Ground Transportation
- e. Other B.C.-Washington Transportation Linkages
- f. Climate Action
- g. Summary of fisheries and aquaculture issues
- h. U.S. Trade Issues and Irritants

- i. Collaboration with California, Oregon, and Washington State on the response to the overdose crisis
- j. Cannabis Legalization
- k. Immigration and Asylum Seekers
- l. Columbia River Treaty

---

## NEWS RELEASE

For Immediate Release

Office of the Premier

[release number]

Feb. 7, 2019

### **B.C. and Washington strengthen ties as B.C. backs next phase of high-speed corridor study**

SEATTLE, WA – As part of ongoing work to improve connectivity and strengthen ties between British Columbia and Washington state, B.C. Premier John Horgan joined Washington Gov. Jay Inslee to announce that B.C. will help fund the next proposed phase of a study of a potential ultra-high-speed corridor service linking British Columbia, Washington state and Oregon.

“Gov. Inslee and I recognize the enormous potential for growth in our region, to deliver strong, sustainable economic development, create good jobs and a better future for people on both sides of the border,” said Premier Horgan. “Improving transportation connectivity is a critically important part of the path forward, and we’re going to keep working together to seize opportunities and strengthen the relationship between Washington state and B.C.”

The two leaders have been working jointly to grow the region’s innovation and tech economy, combat climate change, protect the environment, and promote trade and improve transportation connectivity. Collaboration on the corridor study is another step towards realizing those shared goals.

“I want to thank Premier Horgan for his generous contributions to the Ultra High Speed Corridor project,” said Gov. Inslee. “Our Cascadia region has the critical mass of a growing population, the muscle mass of a strong economy and the traffic problems to justify ultra high speed connections, and this investment will help move the project to the next level.”

In March 2018, B.C. contributed \$300,000 for a business case analysis to explore ridership levels, project delivery methods, cost and financing. The full results of this analysis are expected in summer 2019.

Today, B.C. is contributing an additional \$300,000 for the proposed next phase of the project that will explore models for a multi-jurisdictional authority to lead a community engagement process and preliminary environmental review.

On December 10, 2018, Governor Inslee [announced](#) that he is including USD \$3.25 million in his budget for the development of a new ultra high-speed corridor authority for Washington, British Columbia and Oregon. It’s part of his broader [clean energy strategy](#) which advances electric transportation and helps achieve Washington state’s climate action goals.

Premier Horgan is in Washington State on February 7-8, 2019. The two-day trip with Gov. Inslee includes speaking engagements and meetings with government and business leaders in Seattle and Olympia, including Microsoft and the Seattle Chamber of Commerce. Premier Horgan will be giving a formal address to the Washington State Legislature on February 8<sup>th</sup>.

#### **Quick Facts:**

- On Oct. 10, 2018, Premier Horgan and Gov. Jay Inslee signed a Memorandum of Understanding (MOU) to act jointly to grow the region's innovation economy, protect the environment and combat climate change, promote trade and improve transportation connectivity.
- Funding partners have contributed a total of USD\$1.5 million toward the current study [Washington state (\$750,000), B.C. (CDN \$300,000), Oregon (\$200,000) and Microsoft (\$300,000)].
- Washington state released an economic analysis in 2018 that estimated a high-speed corridor link could create up to 200,000 jobs for people in B.C. and the U.S. and generate billions of dollars in economic benefits for the Cascadia Corridor between B.C., Washington and Oregon. The analysis also estimated that within a few years of operation, ridership could reach 1.8 million annually.
- A high-speed transportation corridor could reduce the travel time between Vancouver and Seattle to about one hour from three hours. High-speed trains travel up to 400 km/h.
- Total Canada-Washington goods trade is valued at approximately \$26.4 billion.

#### **Learn More:**

Cascadia Innovation Corridor: <https://news.gov.bc.ca/releases/2018PREM0126-001970>

#### **Media Contacts:**

Jen Holmwood  
Deputy Communications Director  
Office of the Premier  
250 818-4881

[Name]  
[title]  
Office of Governor Jay Inslee  
xxx-xxx-xxxx

Government Communications and Public Engagement  
Ministry of Jobs, Trade and Technology  
778 698-2892

Connect with the Province of B.C. at [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)

## OOP FOI PREM:EX

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** February 1, 2019 4:45 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** Van Meer-Mass, Kate PREM:EX; Richards, Erin GCPE:EX; McGregor, Cara GCPE:EX; Nash, Amber PREM:EX  
**Subject:** UPDATED NR FOR APPROVAL - Washington Trip Drafts  
**Attachments:** 20190208\_NR\_Climate Statement \_Speech to Legislature\_ DRAFT\_V3.docx

\*\*UPDATED News Release on Climate Cooperation attached for approval.

With input from Insee's folks including Inslee quote.

Danielle

---

**From:** Dalzell, Danielle GCPE:EX  
**Sent:** Thursday, January 31, 2019 4:28 PM  
**To:** Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>  
**Cc:** Van Meer-Mass, Kate PREM:EX <Kate.VanMeer-Mass@gov.bc.ca>; Richards, Erin GCPE:EX <Erin.Richards@gov.bc.ca>; McGregor, Cara GCPE:EX <Cara.McGregor@gov.bc.ca>; Nash, Amber PREM:EX <Amber.Nash@gov.bc.ca>  
**Subject:** FOR APPROVAL - Washington Trip Drafts

Hello,

Attached for your approval are the following products for the Washington trip:

Day 1 – Seattle:

- 1) Clean tech Breakfast KM/QA
- 2) SN/QA – Chamber of Commerce event
- 3) News Release –Seattle High Speech Corridor Announcement\*\*
- 4) Speaking Notes – Seattle High Speech Corridor Announcement
- 5) KM/QA – Seattle High Speech Corridor Announcement

Day 2 – Olympia:

- 6) Speaking Notes - Address to the Legislature – 10 mins
- 7) News Release –Climate Cooperation\*\*
- 8) Statement on Stepping Up Ambition
- 9) Speaking Notes –Olympia Media Avail
- 10) QA – Olympia Media Avail
- 11) General QA for the trip – (to be used in conjunction with the

\*\*Please note that we are still awaiting feedback can input on the News Releases from Insee's team. We aren't sure how long that will take.

IGRS will include the documents attached in the binder tomorrow.

Just for your info, IGRS will also provide the documents listed below in the briefing binder. Please that scenario notes are the equivalent of our normal BGs for events.

Jeremy and I have worked to ensure that there is as little duplication as possible between IGRS documents and GCPE documents.

Thank you,

Danielle

## Scenario Notes

### Day 1

- a. Clean Tech Roundtable
- b. Clean Energy Testbeds Visit
- c. Seattle Metropolitan Chamber of Commerce
- d. Microsoft Visit

### Day 2

- e. Informal Breakfast with Governor Inslee
- f. Ultra High-Speed Rail Advisory Committee Meeting
- g. Bilateral Meeting – Premier John Horgan and Governor Jay Inslee
- h. Legislative Leadership Meeting
- i. Address to Washington State Senate

## Issues Notes

- a. Southern Resident Killer Whales
- b. Logging and associated activities in the Upper Skagit watershed
- c. Cascadia Innovation Corridor
- d. Vancouver-Seattle-Portland Ultra High-Speed Ground Transportation
- e. Other B.C.-Washington Transportation Linkages
- f. Climate Action
- g. Summary of fisheries and aquaculture issues
- h. U.S. Trade Issues and Irritants
- i. Collaboration with California, Oregon, and Washington State on the response to the overdose crisis
- j. Cannabis Legalization
- k. Immigration and Asylum Seekers
- l. Columbia River Treaty



## NEWS RELEASE

For Immediate Release

[release number]

Feb. 8, 2019

Office of the Premier

### B.C. and Washington State united on climate action, building sustainable future

OLYMPIA, WA –Washington Gov. Jay Inslee and B.C. Premier John Horgan advance work together to rise to the challenge of climate change, while investing in a sustainable, low-carbon economy.

"We are honoured to have Premier Horgan visit Washington state. This meeting will build on the important work we've done together over the past few years," Inslee said. "Washington and British Columbia share so much from our natural beauty to our innovative economies. This visit is a great opportunity to for us to come together to advance substantive and concrete proposals to advance our common interests. "

"INSERT INSLEE QUOTE."

Gov. Inslee joined Premier Horgan as he signed on to the Statement on Stepping Up Climate Ambition before giving an address to the Washington State legislature.

The states of Washington and California, the Government of Canada and other governments and agencies from around the world have supported the statement, which emphasizes the need to increase ambition and strengthen efforts to tackle climate change.

"B.C. and Washington State are taking important steps forward together to fight climate change, grow the innovation economy, and build a sustainable future," said Premier Horgan. "I'm very optimistic about what we can achieve to make life better for the people who live in the Pacific Northwest."

Both B.C. and Washington State introduced climate action plans in December of 2018.

INSERT SENTENCE ABOUT WASHINGTON CLIMATE PLAN

Inslee has proposed a plan to the state legislature that would accelerate the innovation and efforts already underway across the economy to transition to 100% clean energy, construct ultra-efficient buildings, establish a clean fuel standard, electrify the state's transportation system and phase down super-pollutants in certain products.

The CleanBC climate action plan is designed to help B.C. reduce climate pollution while creating more jobs and economic opportunities for people, businesses, and communities.

**Formatted:** Default Paragraph Font, Font: (Default) Times New Roman, Not Expanded by / Condensed by , Pattern: Clear

**Formatted:** Font: (Default) +Body (Calibri), 12 pt

**Commented [LT(1):** Danielle – this may be longer than you need. We can trim it, if necessary.

**Formatted:** Font: (Default) +Body (Calibri)





---

## NEWS RELEASE

On Oct. 10, 2018, Premier Horgan and Gov. Jay Inslee signed a Memorandum of Understanding (MOU) to act jointly to grow the region's innovation economy, protect the environment and combat climate change, promote trade, and improve transportation connectivity.

Premier Horgan and Gov. Inslee are also working with West Coast partners to create opportunity and grow prosperity in the region while fighting climate change through the Cascadia Corridor Innovation Corridor and the Pacific Coast Collaborative.

Premier Horgan is in Washington State on February 7-8, 2019. The two-day trip with Gov. Inslee includes speaking engagements and meetings with government and business leaders in Seattle and Olympia, including Microsoft and the Seattle Chamber of Commerce. Premier Horgan gave a formal address to the Washington State Legislature on February 8th.

### Quick Facts:

- The Statement on Stepping up Climate Ambition is in response to a report by the United Nations' Intergovernmental Panel on Climate Change (IPCC) on the impacts of global warming of 1.5 degrees Celsius.
- It reflects signatories' determination to step up climate ambition in order to achieve the long-term goal of the Paris Agreement of holding global warming to below 2 degrees Celsius, and pursuing efforts to limit the temperature increase to 1.5 degrees Celsius.
- **INSERT BULLET ABOUT WASHINGTON CLIMATE PLAN**
- CleanBC was launched by the B.C. government on December 5, 2018. The plan is designed to help B.C. lower GHG emissions and seize new, clean-economy opportunities. CleanBC helps British Columbians use more clean and renewable energy in how they get around, heat their homes, and fuel our industry — setting them on the path to a cleaner, brighter future.

### Learn More:

Read the Stepping Up Climate Ambition statement here:

**\*INSERT PDF LINK\***

**INSERT LINK TO WASHINGTON CLIMATE PLAN**

<https://medium.com/wagovernor/clean-electricity-clean-buildings-and-clean-transportation-inslee-plan-would-launch-19d789c99334>



---

## NEWS RELEASE

For more information Clean BC Plan go to: <https://cleanbc.gov.bc.ca/>

Pacific Coast Collaborative: <http://pacificcoastcollaborative.org/>

Cascadia Innovation Corridor: <http://connectcascadia.ca/>

### Media Contacts:

[Name]

[title]

~~Office of Governor~~ Tara Lee, Deputy

Communications Director

Office of Gov. Jay Inslee

360.688.3061

[Tara.lee@gov.wa.gov](mailto:Tara.lee@gov.wa.gov)

xxx-xxx-xxxx

Jen Holmwood  
Deputy Communications Director  
Office of the Premier  
250 818-4881

Connect with the Province of B.C. at [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)

## OOP FOI PREM:EX

---

**From:** Devereux, Rick GCPE:EX  
**Sent:** January 22, 2019 8:49 AM  
**To:** Meggs, Geoff PREM:EX; Van Meer-Mass, Kate PREM:EX; Aaron, Sage PREM:EX; Dalzell, Danielle GCPE:EX; Holmwood, Jen PREM:EX  
**Subject:** RE: URGENT WASHINGTON CHANGE Microsoft President

Hi All,

s.13

Let me know what you think.  
Thanks  
Rick

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** Thursday, January 17, 2019 4:14 PM  
**To:** Van Meer-Mass, Kate PREM:EX; Devereux, Rick GCPE:EX; Aaron, Sage PREM:EX; Dalzell, Danielle GCPE:EX; Holmwood, Jen PREM:EX  
**Subject:** RE: URGENT WASHINGTON CHANGE Microsoft President

Seems good if PJH is interested.

G

---

**From:** Van Meer-Mass, Kate PREM:EX  
**Sent:** January 17, 2019 12:57 PM  
**To:** Devereux, Rick GCPE:EX <Rick.Devereux@gov.bc.ca>; Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>; Dalzell, Danielle GCPE:EX <Danielle.Dalzell@gov.bc.ca>; Holmwood, Jen PREM:EX <Jen.Holmwood@gov.bc.ca>  
**Cc:** Meggs, Geoff PREM:EX <Geoff.Meggs@gov.bc.ca>  
**Subject:** RE: URGENT WASHINGTON CHANGE Microsoft President

Geoff,

What do you think of this change?

---

**From:** Devereux, Rick GCPE:EX

**Sent:** January 17, 2019 12:56 PM

**To:** Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>; Van Meer-Mass, Kate PREM:EX <[Kate.VanMeer-Mass@gov.bc.ca](mailto:Kate.VanMeer-Mass@gov.bc.ca)>; Dalzell, Danielle GCPE:EX <[Danielle.Dalzell@gov.bc.ca](mailto:Danielle.Dalzell@gov.bc.ca)>; Holmwood, Jen PREM:EX <[Jen.Holmwood@gov.bc.ca](mailto:Jen.Holmwood@gov.bc.ca)>

**Subject:** URGENT WASHINGTON CHANGE Microsoft President

**Importance:** High

Hi All,

At our meeting just now about the Washington Trip, we have a late breaking development we will need to act on quickly if we want to pursue.

**The President of Microsoft, Brad Smith has offered to meet with the Premier Friday Morning, Feb 8.**

This is almost confirmed from the Microsoft side, and we'll need to decide quickly to make it happen. It will require some changes to our program.

- We would sleep in Seattle Thursday night as well.
- The meeting with Smith would be at the Premier's Hotel at 7:30 AM on Friday.
- We would then drive to Olympia at 8/8:15, arriving around 9:30/9:45.
- The day in Olympia was to start with a private breakfast with the Gov, then a drop in to a high speed rail advisory committee, then a larger bilateral meeting.
- We would miss the breakfast, arrive just in time for the high speed rail meeting, cancel the bilateral and replace it with a private early lunch with the Governor, then proceed as planned.

If you are on board with this we can make sure it is ok with Washington folks and proceed.

Both because of the President's time and because we'll need 10 rooms for a second night at our Seattle Hotel, we need to confirm ASAP if we want to do it.

Thanks  
Rick

## OOP FOI PREM:EX

---

**From:** Devereux, Rick GCPE:EX  
**Sent:** January 17, 2019 10:06 AM  
**To:** Aaron, Sage PREM:EX; McConnell, Sheena PREM:EX  
**Cc:** Van Meer-Mass, Kate PREM:EX; Holmwood, Jen PREM:EX; Nash, Amber PREM:EX; Dalzell, Danielle GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** RE: Washington Decisions and Advance Notes

I'll draft it with a sentence or two selling each event, for all of your review and edits, so it will be simple and short but also hopefully sell them on the trip.

---

**From:** Aaron, Sage PREM:EX  
**Sent:** Thursday, January 17, 2019 9:48 AM  
**To:** Devereux, Rick GCPE:EX; McConnell, Sheena PREM:EX  
**Cc:** Van Meer-Mass, Kate PREM:EX; Holmwood, Jen PREM:EX; Nash, Amber PREM:EX; Dalzell, Danielle GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** RE: Washington Decisions and Advance Notes

That would be helpful I think – draft, embargoed etc.

---

**From:** Devereux, Rick GCPE:EX  
**Sent:** January 17, 2019 9:37 AM  
**To:** McConnell, Sheena PREM:EX <Sheena.McConnell@gov.bc.ca>  
**Cc:** Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>; Van Meer-Mass, Kate PREM:EX <Kate.VanMeer-Mass@gov.bc.ca>; Holmwood, Jen PREM:EX <Jen.Holmwood@gov.bc.ca>; Nash, Amber PREM:EX <Amber.Nash@gov.bc.ca>; Dalzell, Danielle GCPE:EX <Danielle.Dalzell@gov.bc.ca>; McGregor, Cara GCPE:EX <Cara.McGregor@gov.bc.ca>  
**Subject:** RE: Washington Decisions and Advance Notes

Thanks Sheena.

If it would be helpful, I can draft a basic itinerary for you. Barring anything unforeseen occurring, the itinerary will unfold as below, all of the events below are confirmed, and it is just very specific details that are still up in the air, nothing that the media needs to know or that would affect their decision to come or not. I'll have that for you later today – we have a meeting with all of the JTT & IGRS staff at 11 and after that I can send you an itin that could be shared with Global and others, if you want – I assume that would be on background, but obviously up to you.

Thanks  
Rick

---

**From:** McConnell, Sheena PREM:EX  
**Sent:** Thursday, January 17, 2019 9:23 AM  
**To:** Devereux, Rick GCPE:EX  
**Cc:** Aaron, Sage PREM:EX; Van Meer-Mass, Kate PREM:EX; Holmwood, Jen PREM:EX; Nash, Amber PREM:EX; Dalzell, Danielle GCPE:EX; McGregor, Cara GCPE:EX  
**Subject:** Re: Washington Decisions and Advance Notes

Hi Rick,

Sorry I am replying late to this, s.22

So far I have Global potentially interested in tagging along. Once the itinerary is completely confirmed I may be able to chat with more. The big draw for them is that it is Governor Inslee and his future run for presidency, along with the bromance him and the Premier have.

On Jan 14, 2019, at 6:20 PM, Devereux, Rick GCPE:EX <[Rick.Devereux@gov.bc.ca](mailto:Rick.Devereux@gov.bc.ca)> wrote:

Hi All,

Just wanted to send this out in advance of our meeting tomorrow about Washington. No need to reply before that, just wanted to give you all of the up to date information from the advance. I also have a lot of photos I can show you in person rather than emailing and clogging your inbox. This is again really long, but no need to reply and we can use it as an agenda to go through for our meeting.

Going chronologically through the two days here are the things we need to decide upon:

#### THURSDAY FEB 7 IN SEATTLE

##### 1. **Clean Tech Breakfast. 8:30 AM**

- We need sign off on guest list. I have circulated the recommendations from our JTT trade guy. In terms of products, the Premier would kick it off and welcome people, along with Tom Ranken, the lead of the Cleantech alliance. After that we would go around the room and everyone would get to speak for a minute or two – it would be conversational. The venue is a standard 14-18 person boardroom table at the Fairmont in Seattle, s.15

s.15

The Governor will not be participating. Media potential here is that the Premier could witness a signing of an agreement between the Cleantech Alliance (Washington based clean energy group) and Foresight (BC Based clean energy group) to facilitate more business to business interaction across the border. We can also just do this and tweet it or promote it afterwards, and not make it a media focus.

##### 2. **Visit/Tour of University of Washington Clean Energy Test Beds. 10:15 AM**

- This is pretty straight up. We will do a tour and it will make for some nice photos. No Governor here either. There is a bunch of cool stuff that I think the premier will like from an energy perspective. Coolest visual for a video will be that they can show us a machine that tests solar panels. In short, it is a big flat thing the size of a large table. You put the solar panel on top of it face down, and it blasts a beam of light up at it for one tenth of a second that is a close simulation of the power of sunlight. Apparently it looks really cool. They couldn't show me because they almost never show it in demos, as it is a huge power drain. Either way, lots of good visuals here. s.13

s.13

s.13

The test labs' business model is having other schools and companies make use of their site as they have highly specialized materials and tools that are very rare and hard to access. This includes the best 3d circuit board printer in the western hemisphere, and the solar testing thing mentioned above.

##### 3. **Fireside Chat with Governor hosted by the Seattle Chamber. 12:10 PM**

- This is a lunch time event based very closely off of the event that the Governor and Premier did in Vancouver in October. Obviously the Governor will be there. We have a meeting this Thursday afternoon to discuss the questions with the moderator. They are suggesting that the moderator be Marilyn Strickland, s.22

s.22

who is the president and CEO of the Chamber who served as the Mayor of Tacoma from 2010-2017 (about Marilyn:

<https://www.seattlechamber.com/home/about/people/president-ceo>). A few things about this: the chamber and the Governor's office are suggesting that the fireside chat be closed

to the media. We can discuss it and while the chamber and the governor's office would be open to a discussion about it, it might be worth considering. We could also have a joint media avail following the lunch. We have a green room for before the lunch and after the lunch/before the media avail. The venue for the luncheon chat is the Rainier Club, a fancy club that people pay to be a member of. We could do the media avail here, but it would be a non-descript meeting room. We could also look for a nice outside/other location to do the avail at but A- that would require securing AV, which is easily on offer at the Rainier Club, and B – will be tight for time. A possible media hook for the scrum and the chat that precedes it is that JTT is prepared to make an investment of phase two of the study Washington is leading to investigate a high speed light rail corridor to connect Oregon, Washington and BC. We announced an investment to support phase one in March of 2018 when the Governor came to Vancouver for GLOBE. WA is going ahead with phase two either way, but we can invest to support it and make a story out of it. It also connects to the next day in Olympia (more on that below). Our JTT folks and the Canadian Consulate have suggested specific folks to invite who we can review if you want.

#### **4. Tour of Microsoft HW Complex in Redmond (A Seattle Suburb) 2:00 PM**

s.13;s.21

s.13;s.21

The

President of Microsoft cannot be present on the day of. This is still to be fleshed out. Microsoft has a building on their campus that is specifically dedicated to hosting tours for visiting dignitaries, and we toured it, but they don't normally have these visits confirmed a month out, so many of the details are yet to be determined. The Province's trade officer in Seattle says that the visit will be impressive. There are two parts. A tour of an interactive site that essentially is Microsoft's brainstorming of what the office and home of the future (5-10 years from now) will look like. Second, a meeting with a couple of execs during which they will talk about the work that they do with a focus on BC. They will be getting us details, but it is not confirmed yet. That was kind of disappointing but our trade folks say that they are totally accustomed to doing these for VIP's and always deliver. Of note, former NJ Gov Chris Christie will be doing a speech and book signing one floor down from where will do all of the things mentioned above. It is unlikely that he will cross paths with the Premier but we are checking. Christie's talk is only for Microsoft staff, not the media. Governor Inslee will not be joining us at this.

We would then drive to Olympia. At this time of day the traffic will be quite bad. It will give the Premier a chance to go over his address to the legislature for the next day.

#### **5. Washington Wildlife and Recreation Reception. 6:00 PM (approx.)**

- This is at the Governor's Mansion in Olympia. We just need to decide whether or not to go. The Premier can just attend or the Governor's office is open to him making short remarks. The governor will be making short remarks. We can discuss tomorrow.

#### **FRIDAY FEB 8 IN OLYMPIA**

This day takes place entirely at the State Legislature and the Governor's residence, which are across the street from each other, about 100 feet apart.

#### **1. Breakfast at Governor's Mansion. 9:00 AM**

- This is being suggested just for the Premier, Governor, and their chiefs of staff. I know that Geoff is not yet 100% confirmed so we should figure that out. If not Geoff, Okenge or

Sheena could join. Casual conversation. There will be a briefing from JTT/IGRS, but it will be casual and low key. It will take place at a nice indoor patio/solarium room at the Governor's mansion.

**2. Drop in to Ultra High Speed Rail Advisory Committee meeting, 9:45 AM**

- This is also taking place at the Governor's mansion. This is a group of key leaders from various sectors and Government in Oregon, Washington and BC who are discussing what needs to be done to connect the three of us by high speed rail. The Premier and Gov would drop into the meeting after it had begun. It is about 25-30 people. They would be able to mingle and would be expected to give brief remarks from a podium. If we announced support for phase two of the feasibility study that Washington is doing, the focus of the brief informal remarks could be that.

The Governor and Premier will then walk across the street to the Legislature. Nice opportunity for photos.

**3. Bilateral meeting between WA and BC. 10:30 AM**

- This would take place in the Governor's office. They are suggesting that their Secretaries of Transportation and also of Ecology be invited. The attached agenda has 90 minutes set aside for this, but we would shorten it to an hour. Standard bilateral meeting.

The Premier would then have 20-30 minutes to go over his speech if he wanted to do so, privately, in the Governor's office boardroom.

**4. Meeting with Legislative Leadership in Lieutenant Governor's Office. 11:55 AM**

- Quick 15 minute courtesy meeting with Senate and house Leaders from both the Democratic and Republican side. Just a courtesy. We will have a briefing on the participants. The Lieutenant Governor's office is a 1 minute walk from the Governor's office.

**5. Address to a Joint Session of the House and Senate in the Senate Chambers of the State Legislature. 12:15 PM**

- There are a lot of details around movements, but the Premier and Governor will go from the Lt. Gov's office upstairs to the Senate Chambers. There will be about 80-90 State Senators and House Representatives in attendance. As this is the Senate and only has seats for the Senators, they will have extra seating brought in and it will be very full. There will be a formal procession in and out of the Chamber.

**6. Possible Media Avail following the Speech AND/OR Joint interview. 12:50 PM**

- This would only be an option if we have anyone travelling from our press gallery to cover it, or we wanted to facebook live it somehow. The Olympia Press Gallery is not very big at all. We could do a joint presser in the Governor's Boardroom or in front of the legislature, or they are also suggesting a joint sit down for just one journalist and a camera, or one each from Washington and BC if we can convince someone to make the trip.

The Premier and delegation will then have to leave for the airport. There is reference to a possible reception in the attached itin, but there will not be time for that given the timing of the departure flight.

Other things of note:

- Do we want to try to convince one or more members of the pPress Gallery from BC to come to the visit or part of it?



- There are other possible things we could do in Seattle if we wanted to pass on Microsoft, we can discuss tomorrow.

We can discuss in detail tomorrow.

Thanks  
Rick

---

**From:** Devereux, Rick GCPE:EX  
**Sent:** Wednesday, January 9, 2019 9:36 AM  
**To:** Aaron, Sage PREM:EX; Holmwood, Jen PREM:EX; McConnell, Sheena PREM:EX; Van Meer-Mass, Kate PREM:EX; Dalzell, Danielle GCPE:EX  
**Subject:** Washington Media and Comms Options

Hi All,

Danielle and I had a great meeting with a group of people from IGRS & JTT about the Washington trip yesterday. I wanted to email you about media options for the two days. There is no urgent need to reply now, but I wanted to send this to you today as I will be doing an advance visit to all of these places tomorrow and Friday so in case you have questions or flags, etc for while I am there I wanted to give you the opportunity. This is long as there are a bunch of details. We should discuss in person next week but I just wanted to give you a chance to comment before the advance trip.

Quickly:

- The entire current draft agenda is attached.
- The trip is Thursday Feb 7 in Seattle, and Friday Feb 8 in Olympia. The main focus for media on Friday will be the Premier's speech to the Legislature in Olympia. We have a few options for Thursday in Seattle.

For Thursday in SEATTLE, there are two major options:

- LUNCH TIME SEATTLE CHAMBER FIRESIDE CHAT: The Premier and the Governor will do a lunch time chat at an event with the Seattle Chamber of Commerce. This will be much like the event in Vancouver in October that they did. The suggestion from IGRS for the focus of the chat, completely subject to our modification, is: Climate Action and Clean Energy (main theme); transportation connectivity; economic development; environmental protection; tech. **There is also a chance to focus on further investment in high speed rail, and there are more details below on that in the Friday content.** This chat could be the media event , BUT

s.13;s.21

After this the Premier will visit Microsoft

HQ. s.13;s.21

s.13;s.21

s.13

and if not make the lunch chat the media focus for Seattle on Thursday.

- LUNCH CHAT THEME: Either way, the lunch chat will still happen and still needs to be figured out, and **we need to settle on broad themes to tell the chamber soon for the invitation**
- AND the visit to Microsoft will still happen, s.13;s.21

s.13;s.21

And as you will see in the agenda, there are other things happening, so if you think one of them should be the media focus let us know.

For Friday, as mentioned, the main focus is the speech. A few things to highlight from a comms/media perspective

- The Premier will have breakfast with the Governor at his mansion, and afterwards, will be able to drop in to a meeting of the Ultra High Speed Rail Advisory committee, which has representatives from Washington, Oregon and BC. This meeting is also at the Mansion. Washington is prepared to announce a second phase of the high speed rail study that we pitched in to last spring (\$300,000) and they are now going ahead with the second phase of the study, and we could announce another investment of a similar size if we wanted to. This could potentially be part of the hook for the Thursday chat in seattle s.13;s.21  
s.13;s.21 or we could make it a hook for the speech at the Leg given he will also meet with the advisory committee. We are finding out who is on it from BC.
- They have a very small press gallery in Olympia so rather than a scrum post speech at the Leg, they are suggesting that the Premier and Governor sit down for a joint interview with a journalist each from here and there, essentially "60-minutes" style (the interview would only last 10-15 minutes).

We will obviously have many many discussions with our Washington counterparts between now and the trip so nothing here is set in stone, we have time to change/add/remove stuff, but let us know what you think.

One thing to consider very soon though is what we may do to encourage one/some of our press gallery to go. In addition to all the cool stuff mentioned above, Inslee has taken formal steps to initiate a campaign for President in 2020(not yet an announcement, but some steps), so I feel that there should be interest, and the trip is not far or very expensive. But we can discuss whether that is feasible and/or a good idea.

Thanks  
Rick

---

**From:** Hana Doubrava (CELA) [<mailto:hadoub@microsoft.com>]  
**Sent:** Tuesday, January 8, 2019 10:13 AM  
**To:** Hewitt, Jeremy IGRS:EX  
**Subject:** s.21

Jeremy,

s.21

s.21

Hope this helps.

Hana

<20190207 - PJH WA Visit Draft Program v3.docx>

s.13

## OOP FOI PREM:EX

---

**From:** Holmwood, Jen PREM:EX  
**Sent:** February 8, 2019 3:59 PM  
**To:** Leyne, Les (Times-Colonist)  
**Subject:** RE: \$\$\$ for Inslee's rail project?

Canadian \$

---

**From:** Leyne, Les (Times-Colonist) <LLeyne@timescolonist.com>  
**Sent:** Friday, February 8, 2019 3:48 PM  
**To:** Holmwood, Jen PREM:EX <Jen.Holmwood@gov.bc.ca>  
**Subject:** \$\$\$ for Inslee's rail project?

Hi Jen:  
Is B.C. \$300,000 contribution measured in Can or US \$\$\$?  
thanks

**Les Leyne**  
Victoria Times Colonist  
Legislature Bureau  
Twitter: LeyneLes

## OOP FOI PREM:EX

---

**From:** Holmwood, Jen PREM:EX  
**Sent:** February 12, 2019 4:37 PM  
**To:** jon.woodward@bellmedia.ca  
**Subject:** Transcript of Premier Horgan today

For your reading pleasure...

Scrum  
Horgan - throne speech press conference  
12-Feb-2019 15:00

Quoted: Reporter, John Horgan

John Horgan: Thanks everyone. Although I appreciate it doesn't feel like the opening of the spring session of the Legislature with a foot of snow out on the front lawn, it is really exciting to be back here in the Legislature after a brief break over the Christmas holidays. We have an exciting agenda that we laid out many of the elements today, focusing on making life better and more affordable for BCers.

Continuing on many of the initiatives that we started in our first year -- child care, affordability of housing, the largest middle class tax cut in generations with the elimination of the medical services premium, which will be completed by January first of the coming year. I think those are exciting issues for people. We're going to focus on a whole host of other economic activities.

But when we invest in schools, when we invest in hospitals, and when we invest in our kids, we are making investments in our economy. When I talk to employers I hear over and over again the biggest challenge they have is recruiting and retaining skilled workers, or recruiting and retaining any workers that they can provide training for. Those are the challenges that we face. Those are the challenges that we are going to take on.

And fundamental to that is reconciliation with indigenous peoples here in BC. For too long the social justice elements of reconciliation have been ignored, and the economic benefits to everyone have been long forgotten. I'm excited about UNDRIP legislation coming forward. I am excited about the prospect of building a better BC. And I look forward to many probing and detailed questions from those assembled here today.

Reporter: First on the throne speech, can you tell me what jurisdiction your government actually has over cell phone pricing, and how you can possibly ensure a way for BCers to get the best cell phone package possible?

Horgan: We are certainly going to be working with the federal government on this. But for us, it's the consume protection issue. We want to make sure that cell phone providers here in BC are open and transparent about the packages that they are putting forward. It's a significant cost for families, and a significant cost particularly for young people. And we want to make sure that we can do everything we can as a province to make sure that the contracts and the issues that are front and centre on rising costs are transparent, and open, and well understood by the public. I think the federal government shares that concern, and we want to work with them to make sure that BC can lead the way on reducing costs for cell coverage.

Reporter: To those people allude to what has been going on in the Legislature in that last paragraph. We heard last week from the speaker saying that there are MLAs who have broken the law. And we also heard from the chief of staff

that people are going to go to jail for this. Are people going to go to jail for this? And are there MLAs who have broken the law?

Horgan: I have no knowledge of any investigation of any MLAs at the Legislature. I have no knowledge of any special prosecutors being imposed to ensure that any investigation was appropriate and transparent. You will have to ask the speaker and his assistant where they came up with the allegations that they made. My concern is that we get to the bottom of the initial allegations with respect to the Clerk and the Sergeant-at-Arms. That is the scope that I understand, that is the scope that I have seen a report on. These other issues are speculation, and you will have to take it up with the speaker.

Reporter: Premier, there is a mention in the throne speech of moving towards full implementation of your child care plan. Is that full implementation of \$10 a day child care? Or a continuation of the current system, which is subsidies, and then pilot projects. What does the year mean for child care?

Horgan: The year is going to be exciting. The past 18 months have been very good for families who have been having difficulty finding affordable, accessible, quality child care. We are going to continue on with the work that we have been doing, and make sure that we are imposing on the broader system regulations and rules that will allow the public to have confidence that their kids are safe, their kids are being cared for by educated early childhood educators, and that the subsidies or the benefits of child care are well known to all the people in the province. We have made great progress, but we have got much more to do, and we will legislate towards that.

Reporter: So it's not \$10 a day child care for everyone this year?

Horgan: We have a \$10 a day pilot that we announced last fall, and we are going to take a look at the success of that. Then we are going to be moving forward as quickly as we can to reduce costs for BCers.

Reporter: Your party and the Greens have both raised some concerns about Linda Reid continuing on in apposition related to the speaker's role. She has now been removed from that post. Can you just tell me what your thoughts are on that? Is that a good thing?

Horgan: The assistant deputy speaker is apposition that is nominated by the official opposition. Mr Campbell and his party chose to not put forward Ms Reid. They put forward Joan Isaacs from Coquitlam-Burke Mountain, and the House unanimously supported that.

Reporter: Do you mean Mr Wilkinson? I do that all the time.

Horgan: What did I say?

Reporter: Campbell.

Horgan: Campbell? I do that a lot. I don't know why. They've been together for so long, it's hard to separate.

Reporter: Are you relieved that she is not in that post? It sounded like your party had some doubts about her ability to continue on, given what was in the Plecas report?

Horgan: Again, the position is an opposition position. The opposition party brought forward a different nominee. That individual was embraced unanimously by the Legislature. I will have to leave any questions about Ms Reid's appropriateness to those who would have nominated her.

Reporter: Premier, you passed anti-poverty legislation last year. The throne speech says you're going to be rolling it out. Can you say how it can be rolled out, and actually how much the government is going to be spending on that?

Horgan: Certainly the throne speech is a roadmap, the aspirational road map for the government for the year ahead. The budget will be where you will find the resources, the funds, and the initiatives that we talked about. When we brought forward legislation on poverty reduction plan, and when we brought forward our CleanBC plan, it was with the view of funding those initiatives in the coming budget. And I know Carole James is very excited to tell you about that herself a week from now.

Reporter: Premier, I'm going to try not to fall down as I read the questions from my colleague. W5 video showed exactly what money laundering looks like in BC. Do you think we might need a public inquiry now?

Horgan: We have two individuals already in the field investigating money laundering in the housing sector, autos, and horseracing. We had Mr German's report on the activity in casinos, which I believe was highlighted by your station's report. Clearly, there is a problem. We had hoped that the federal government would be successful with the prosecution. We want to see, and I think BCers want to see, consequences from money laundering. They haven't seen that yet.

But before we hear from Mr German and Ms Maloney, former deputy attorney general, I think it's premature to talk about a public inquiry. We already have two capable people that did not have to hire a battery of lawyers to get to the bottom of the challenges in the housing market. When we hear back from them, we will be in a position to decide where to go forward with a more comprehensive inquiry, or to take direct action based on the findings of those two individuals.

Reporter: And would your party give back any money received from casino companies connected to Silver International, which is that alleged underground.

Horgan: That's the first time I have heard that question. I don't know if my party has received any money. But you probably do. Oh, you don't either? I don't know. I do know that we did... One of the first acts of our government was to take big money out of politics, so that these types of things could not taint the work of legislators and governments. So if there is movement to address that issue that you raised, I'm happy to take a look at it. But I'm not aware of any money that came to my political party from that particular company.

Reporter: Premier, this morning the Governor of California ended plans for a high-speed rail between Los Angeles and San Francisco. He said it was just way too expensive, and would take too long. Is there any reason to think that a link between Vancouver, Seattle, and possibly Portland is more feasible, and that we could afford it?

Horgan: Well when I met with Governor Inslee back here in this place, in fact we had a press conference here, we engaged in the idea of connecting our jurisdictions. We already have the Anacortes ferry. We already have the Black Ball, the Coho that goes back and forth. Nineteen fifty-nine, the year I was born was the year that service started. And I think it has missed one day in that time beyond routine maintenance.

So building more connections between our two jurisdictions, I believe, is in the interest of our economy. And in the interest of establishing relationships on the issues that we need to work on together, like salmon, like orcas, and making sure that we are doing everything we can to address climate change. Those are the things that bring us together.

The governments of Oregon and Washington are working on connecting their two major metropolitan centres with high-speed rail. I think it's appropriate that BC participate in that discussion. We put \$300,000 Canadian -- I had to keep correcting that for the American audience, that you could get a few cups of Starbucks for that in Seattle. But we are making a financial commitment so that we can be part of the discussion. But it is way premature for me to determine whether decision in California mirrors the decisions in Washington, Oregon and BC.

Reporter: Is it fair to ask if California, which is much bigger can't afford it, can BC, Washington and Oregon?

Horgan: California has a whole host of challenges. First of all, everything they do requires a referendum, and that's not the case here. That's not necessarily the case in Oregon. Washington has some referenda challenges as well. But I think whenever we can have jurisdictions working together, particularly with the climate we've had with our US trading partners, certainly since I was sworn in -- the softwood lumber deal, onerous tariffs on steel and aluminum, the constant hectoring back and forth about somehow our dairy sector is cheating milk drinkers across North America -- these types of things diminish our ability to work together. By having a relationship with Washington and Oregon and California, as well as Alaska, it provides us with an opportunity to have a dialogue with our neighbours that don't necessarily have to be filtered through the Washington DC lens.

Reporter: Back to money laundering, some people think a public inquiry is an automatic magic wand and everything is solved [inaudible]. What are your concerns about what a public inquiry might not accomplish? And what are the problems with it?

Horgan: There's a whole bunch of things I'd like to have answers to. I've been here for 14 years as a member of the Legislature. I think of the BC Rail scandal, when we had police officers walking out of this building with file boxes and hard drives. We never did really find out what that was all about. There's been talk that a public inquiry would help us get to the bottom of that. I'm not convinced that the cost of finding that is worth the expense that we would have to make when we have demands for resources for health care, for education, for child care -- the things that matter to people. As curious as I am to find out about BC Rail, I think that's good money after bad.

When it comes to money laundering, this is a real and present danger to our economy and to our people. That's why Mr German's work initially was started by us back in 2017 and we've asked him to continue on that work in the housing market and we've added the heft of a former deputy attorney general, in Maureen Maloney. I believe that we have good, capable people that have experience in this area, that are working without fear of requiring numerous lawyers and years and years of hearings that may lead to no results.

Having said that, this is an issue that the public will not let go, and that's to the good work of many reporters. Everyone knows the one individual who's been doing a particularly stellar job on this. I don't need to mention him. But that is exposing to the public the depth of this problem, and maybe a public inquiry is warranted, but let's see what we get back from the two eminent people that we have already looking at this before we dive into years and years of hearings and mountains and mountains of legal bills.

Reporter: Of course, more questions about money laundering. Some of the strongest calls for a public inquiry have come from people within your own party. There's the BCGEU campaign. There's the mayor of Port Coquitlam, who's in the NDP. There have also been suggestions that you're reluctant to call a public inquiry because you did some consulting work way back when in the industry with regard to the Hastings race course proposal, and also your own chief of staff comes from a political party which has some questionable ties, did some questionable fundraising and very questionable policy in the city of Vancouver. There would have to be questions. Maybe Geoff Meggs himself, if there was a public inquiry, would have to go on the stand. Are those some of the reasons why you're not going to [inaudible] a public inquiry -- that some in your own party would have to come under that microscope?

Horgan: Again, the former government oversaw the bulk of this. I tend to go to incompetence before I jump right to conspiracy. You're welcome to do that, but I usually find that conspiracy takes a lot of organizational skills, and quite often that's not apparent in these situations.

My personal view on gambling is I don't support it. What I did as consultant 15 years ago has no bearing whatsoever on the situation today. I'm committed to making sure we get to the bottom of this. That's why we took this on right away. That's why we're not shy about unearthing these issues in the public mind. But again, you've covered enough public inquiries to know that they are long, they are costly, and oftentimes don't lead to a result. We want to see consequences for this action, and I believe we're on the right track for that. If we find in Mr German and Ms Maloney's reports that there's more work to be done and the public inquiry will help us with that, I have zero problem with going in that direction, nor does the attorney general.



Reporter: The UNDRIP legislation. The federal government originally talked about doing this, and they seem to have backed away from enshrining it in legislation. Apparently, they have reservations about the legal implications. Can you give some indication? Are we talking about rewriting provincial laws to incorporate all 46 UNDRIP principles into provincial law, or is this more of a symbolic commitment? Is it a substantive rewrite of provincial law?

Horgan: There will be.... Leg counsel's working right now on a package of initiatives that will go before the Legislature. I don't want to prejudge that at this point. As you know, Leg counsel oftentimes goes in directions that weren't contemplated when the initial request for legislation goes forward. So I can't say definitely, Vaughn, whether it will be a rewrite of many pieces of legislation. I know it will be more than symbolic. We need to address reconciliation in BC not just for social justice, as I said, but for economic equality for all citizens, indigenous and non-indigenous.

You've been covering this place as long as anyone. For too long, uncertainty on the land base has led to investment decisions being foregone. I believe that that hurts indigenous people and it hurts other British Columbians. We need to find a way forward. We're working with the leadership council. We're working nation by nation to make progress. And I think it's in the public interest to do that.

Reporter: Does the fact that Ottawa has backed off give you any pause or concern?

Horgan: Ottawa, certainly when Minister Raybould was in the attorney general's chair, I had more confidence that we would be able to get there. I've not met the new attorney general. I don't want to diminish him in any way. But I do know Jody Wilson-Raybould. She's a strong voice for BC. She's a strong voice for indigenous peoples. And to have her in such a significant position was comforting to me and to those of us who want to make progress on reconciliation. How we go forward with the federal government is really up to them. We're proceeding regardless. We have within our jurisdiction a whole host of areas where we can take action. We're going to do that. [sss, pjjh, adv, edu, jtst, tnf, pssg, zpz, mcfd, mjag]

**Jen Holmwood, Deputy Communications Director**

Office of the Premier | Government of BC

British Columbia Parliament Buildings | 501 Belleville St, Victoria, BC V8V 2L8 | 250-818-4881

## OOP FOI PREM:EX

---

**From:** Palmer, Vaughn <vpalmer@postmedia.com>  
**Sent:** February 12, 2019 4:36 PM  
**To:** Holmwood, Jen PREM:EX  
**Subject:** Re: me again....

Thank you so much.

**Vaughn Palmer**  
Columnist  
The Vancouver Sun  
Office: 250-953-5936  
Cell: 250-920-6677  
Email: [vpalmer@vancouversun.com](mailto:vpalmer@vancouversun.com)

**THE VANCOUVER SUN**  
**VANCOUVERSUN.COM**

The information contained in this email is strictly confidential and is only intended for the party to whom it is addressed. Any other use, dissemination, distribution, disclosure or copying is prohibited. If you have received this email in error please so inform by reply email. Thank you.

---

**From:** <Holmwood>, "Holmwood, Jen PREM:EX" <[Jen.Holmwood@gov.bc.ca](mailto:Jen.Holmwood@gov.bc.ca)>  
**Date:** Tuesday, February 12, 2019 at 4:34 PM  
**To:** "Vaughn (Vancouver Sun) Palmer" <[VPalmer@postmedia.com](mailto:VPalmer@postmedia.com)>  
**Subject:** RE: me again....

Hot off the transcriber:

Scrum  
Horgan - throne speech press conference  
12-Feb-2019 15:00

Quoted: Reporter, John Horgan

John Horgan: Thanks everyone. Although I appreciate it doesn't feel like the opening of the spring session of the Legislature with a foot of snow out on the front lawn, it is really exciting to be back here in the Legislature after a brief break over the Christmas holidays. We have an exciting agenda that we laid out many of the elements today, focusing on making life better and more affordable for BCers.

Continuing on many of the initiatives that we started in our first year -- child care, affordability of housing, the largest middle class tax cut in generations with the elimination of the medical services premium, which will be completed by January first of the coming year. I think those are exciting issues for people. We're going to focus on a whole host of other economic activities.

But when we invest in schools, when we invest in hospitals, and when we invest in our kids, we are making investments in our economy. When I talk to employers I hear over and over again the biggest challenge they have is recruiting and retaining skilled workers, or recruiting and retaining any workers that they can provide training for. Those are the challenges that we face. Those are the challenges that we are going to take on.

And fundamental to that is reconciliation with indigenous peoples here in BC. For too long the social justice elements of reconciliation have been ignored, and the economic benefits to everyone have been long forgotten. I'm excited about UNDRIP legislation coming forward. I am excited about the prospect of building a better BC. And I look forward to many probing and detailed questions from those assembled here today.

Reporter: First on the throne speech, can you tell me what jurisdiction your government actually has over cell phone pricing, and how you can possibly ensure a way for BCers to get the best cell phone package possible?

Horgan: We are certainly going to be working with the federal government on this. But for us, it's the consume protection issue. We want to make sure that cell phone providers here in BC are open and transparent about the packages that they are putting forward. It's a significant cost for families, and a significant cost particularly for young people. And we want to make sure that we can do everything we can as a province to make sure that the contracts and the issues that are front and centre on rising costs are transparent, and open, and well understood by the public. I think the federal government shares that concern, and we want to work with them to make sure that BC can lead the way on reducing costs for cell coverage.

Reporter: To those people allude to what has been going on in the Legislature in that last paragraph. We heard last week from the speaker saying that there are MLAs who have broken the law. And we also heard from the chief of staff that people are going to go to jail for this. Are people going to go to jail for this? And are there MLAs who have broken the law?

Horgan: I have no knowledge of any investigation of any MLAs at the Legislature. I have no knowledge of any special prosecutors being imposed to ensure that any investigation was appropriate and transparent. You will have to ask the speaker and his assistant where they came up with the allegations that they made. My concern is that we get to the bottom of the initial allegations with respect to the Clerk and the Sergeant-at-Arms. That is the scope that I understand, that is the scope that I have seen a report on. These other issues are speculation, and you will have to take it up with the speaker.

Reporter: Premier, there is a mention in the throne speech of moving towards full implementation of your child care plan. Is that full implementation of \$10 a day child care? Or a continuation of the current system, which is subsidies, and then pilot projects. What does the year mean for child care?

Horgan: The year is going to be exciting. The past 18 months have been very good for families who have been having difficulty finding affordable, accessible, quality child care. We are going to continue on with the work that we have been doing, and make sure that we are imposing on the broader system regulations and rules that will allow the public to have confidence that their kids are safe, their kids are being cared for by educated early childhood educators, and that the subsidies or the benefits of child care are well known to all the people in the province. We have made great progress, but we have got much more to do, and we will legislate towards that.

Reporter: So it's not \$10 a day child care for everyone this year?

Horgan: We have a \$10 a day pilot that we announced last fall, and we are going to take a look at the success of that. Then we are going to be moving forward as quickly as we can to reduce costs for BCers.

Reporter: Your party and the Greens have both raised some concerns about Linda Reid continuing on in apposition related to the speaker's role. She has now been removed from that post. Can you just tell me what your thoughts are on that? Is that a good thing?

Horgan: The assistant deputy speaker is apposition that is nominated by the official opposition. Mr Campbell and his party chose to not put forward Ms Reid. They put forward Joan Isaacs from Coquitlam-Burke Mountain, and the House unanimously supported that.

Reporter: Do you mean Mr Wilkinson? I do that all the time.

Horgan: What did I say?

Reporter: Campbell.

Horgan: Campbell? I do that a lot. I don't know why. They've been together for so long, it's hard to separate.

Reporter: Are you relieved that she is not in that post? It sounded like your party had some doubts about her ability to continue on, given what was in the Plecas report?

Horgan: Again, the position is an opposition position. The opposition party brought forward a different nominee. That individual was embraced unanimously by the Legislature. I will have to leave any questions about Ms Reid's appropriateness to those who would have nominated her.

Reporter: Premier, you passed anti-poverty legislation last year. The throne speech says you're going to be rolling it out. Can you say how it can be rolled out, and actually how much the government is going to be spending on that?

Horgan: Certainly the throne speech is a roadmap, the aspirational road map for the government for the year ahead. The budget will be where you will find the resources, the funds, and the initiatives that we talked about. When we brought forward legislation on poverty reduction plan, and when we brought forward our CleanBC plan, it was with the view of funding those initiatives in the coming budget. And I know Carole James is very excited to tell you about that herself a week from now.

Reporter: Premier, I'm going to try not to fall down as I read the questions from my colleague. W5 video showed exactly what money laundering looks like in BC. Do you think we might need a public inquiry now?

Horgan: We have two individuals already in the field investigating money laundering in the housing sector, autos, and horseracing. We had Mr German's report on the activity in casinos, which I believe was highlighted by your station's report. Clearly, there is a problem. We had hoped that the federal government would be successful with the prosecution. We want to see, and I think BCers want to see, consequences from money laundering. They haven't seen that yet.

But before we hear from Mr German and Ms Maloney, former deputy attorney general, I think it's premature to talk about a public inquiry. We already have two capable people that did not have to hire a battery of lawyers to get to the bottom of the challenges in the housing market. When we hear back from them, we will be in a position to decide where to go forward with a more comprehensive inquiry, or to take direct action based on the findings of those two individuals.

Reporter: And would your party give back any money received from casino companies connected to Silver International, which is that alleged underground.

Horgan: That's the first time I have heard that question. I don't know if my party has received any money. But you probably do. Oh, you don't either? I don't know. I do know that we did... One of the first acts of our government was to take big money out of politics, so that these types of things could not taint the work of legislators and governments. So if there is movement to address that issue that you raised, I'm happy to take a look at it. But I'm not aware of any money that came to my political party from that particular company.

Reporter: Premier, this morning the Governor of California ended plans for a high-speed rail between Los Angeles and San Francisco. He said it was just way too expensive, and would take too long. Is there any reason to think that a link between Vancouver, Seattle, and possibly Portland is more feasible, and that we could afford it?

Horgan: Well when I met with Governor Inslee back here in this place, in fact we had a press conference here, we engaged in the idea of connecting our jurisdictions. We already have the Anacortes ferry. We already have the Black Ball, the Coho that

goes back and forth. Nineteen fifty-nine, the year I was born was the year that service started. And I think it has missed one day in that time beyond routine maintenance.

So building more connections between our two jurisdictions, I believe, is in the interest of our economy. And in the interest of establishing relationships on the issues that we need to work on together, like salmon, like orcas, and making sure that we are doing everything we can to address climate change. Those are the things that bring us together.

The governments of Oregon and Washington are working on connecting their two major metropolitan centres with high-speed rail. I think it's appropriate that BC participate in that discussion. We put \$300,000 Canadian -- I had to keep correcting that for the American audience, that you could get a few cups of Starbucks for that in Seattle. But we are making a financial commitment so that we can be part of the discussion. But it is way premature for me to determine whether decision in California mirrors the decisions in Washington, Oregon and BC.

Reporter: Is it fair to ask if California, which is much bigger can't afford it, can BC, Washington and Oregon?

Horgan: California has a whole host of challenges. First of all, everything they do requires a referendum, and that's not the case here. That's not necessarily the case in Oregon. Washington has some referenda challenges as well. But I think whenever we can have jurisdictions working together, particularly with the climate we've had with our US trading partners, certainly since I was sworn in -- the softwood lumber deal, onerous tariffs on steel and aluminum, the constant hectoring back and forth about somehow our dairy sector is cheating milk drinkers across North America -- these types of things diminish our ability to work together. By having a relationship with Washington and Oregon and California, as well as Alaska, it provides us with an opportunity to have a dialogue with our neighbours that don't necessarily have to be filtered through the Washington DC lens.

Reporter: Back to money laundering, some people think a public inquiry is an automatic magic wand and everything is solved [inaudible]. What are your concerns about what a public inquiry might not accomplish? And what are the problems with it?

Horgan: There's a whole bunch of things I'd like to have answers to. I've been here for 14 years as a member of the Legislature. I think of the BC Rail scandal, when we had police officers walking out of this building with file boxes and hard drives. We never did really find out what that was all about. There's been talk that a public inquiry would help us get to the bottom of that. I'm not convinced that the cost of finding that is worth the expense that we would have to make when we have demands for resources for health care, for education, for child care -- the things that matter to people. As curious as I am to find out about BC Rail, I think that's good money after bad.

When it comes to money laundering, this is a real and present danger to our economy and to our people. That's why Mr German's work initially was started by us back in 2017 and we've asked him to continue on that work in the housing market and we've added the heft of a former deputy attorney general, in Maureen Maloney. I believe that we have good, capable people that have experience in this area, that are working without fear of requiring numerous lawyers and years and years of hearings that may lead to no results.

Having said that, this is an issue that the public will not let go, and that's to the good work of many reporters. Everyone knows the one individual who's been doing a particularly stellar job on this. I don't need to mention him. But that is exposing to the public the depth of this problem, and maybe a public inquiry is warranted, but let's see what we get back from the two eminent people that we have already looking at this before we dive into years and years of hearings and mountains and mountains of legal bills.

Reporter: Of course, more questions about money laundering. Some of the strongest calls for a public inquiry have come from people within your own party. There's the BCGEU campaign. There's the mayor of Port Coquitlam, who's in the NDP. There have also been suggestions that you're reluctant to call a public inquiry because you did some consulting work way back when in the industry with regard to the Hastings race course proposal, and also your own chief of staff comes from a political party which has some questionable ties, did some questionable fundraising and very questionable policy in the city of Vancouver. There would have to be questions. Maybe Geoff Meggs himself, if there was a public inquiry, would have to go on the stand. Are those some of the reasons why you're not going to [inaudible] a public inquiry -- that some in your own party would have to come under that microscope?

Horgan: Again, the former government oversaw the bulk of this. I tend to go to incompetence before I jump right to conspiracy. You're welcome to do that, but I usually find that conspiracy takes a lot of organizational skills, and quite often that's not apparent in these situations.

My personal view on gambling is I don't support it. What I did as consultant 15 years ago has no bearing whatsoever on the situation today. I'm committed to making sure we get to the bottom of this. That's why we took this on right away. That's why we're not shy about unearthing these issues in the public mind. But again, you've covered enough public inquiries to know that they are long, they are costly, and oftentimes don't lead to a result. We want to see consequences for this action, and I believe we're on the right track for that. If we find in Mr German and Ms Maloney's reports that there's more work to be done and the public inquiry will help us with that, I have zero problem with going in that direction, nor does the attorney general.

Reporter: The UNDRIP legislation. The federal government originally talked about doing this, and they seem to have backed away from enshrining it in legislation. Apparently, they have reservations about the legal implications. Can you give some indication? Are we talking about rewriting provincial laws to incorporate all 46 UNDRIP principles into provincial law, or is this more of a symbolic commitment? Is it a substantive rewrite of provincial law?

Horgan: There will be.... Leg counsel's working right now on a package of initiatives that will go before the Legislature. I don't want to prejudge that at this point. As you know, Leg counsel oftentimes goes in directions that weren't contemplated when the initial request for legislation goes forward. So I can't say definitely, Vaughn, whether it will be a rewrite of many pieces of legislation. I know it will be more than symbolic. We need to address reconciliation in BC not just for social justice, as I said, but for economic equality for all citizens, indigenous and non-indigenous.

You've been covering this place as long as anyone. For too long, uncertainty on the land base has led to investment decisions being foregone. I believe that that hurts indigenous people and it hurts other British Columbians. We need to find a way forward. We're working with the leadership council. We're working nation by nation to make progress. And I think it's in the public interest to do that.

Reporter: Does the fact that Ottawa has backed off give you any pause or concern?

Horgan: Ottawa, certainly when Minister Raybould was in the attorney general's chair, I had more confidence that we would be able to get there. I've not met the new attorney general. I don't want to diminish him in any way. But I do know Jody Wilson-Raybould. She's a strong voice for BC. She's a strong voice for indigenous peoples. And to have her in such a significant position was comforting to me and to those of us who want to make progress on reconciliation. How we go forward with the federal government is really up to them. We're proceeding regardless. We have within our jurisdiction a whole host of areas where we can take action. We're going to do that. [sss, pjjh, adv, edu, jtst, tn timer, pssg, zpz, mcfd, mjag]

---

**From:** Palmer, Vaughn <vpalmer@postmedia.com>  
**Sent:** Tuesday, February 12, 2019 4:33 PM  
**To:** Holmwood, Jen PREM:EX <Jen.Holmwood@gov.bc.ca>  
**Subject:** me again....

If there is a transcript of the premier at the golden gates, I would appreciate getting that as well please.

Thank you.

-vaughn

## OOP FOI PREM:EX

---

**From:** Holmwood, Jen PREM:EX  
**Sent:** February 12, 2019 4:38 PM  
**To:** Hunter, Justine  
**Subject:** Horgan transcript

Scrum  
Horgan - throne speech press conference  
12-Feb-2019 15:00

Quoted: Reporter, John Horgan

John Horgan: Thanks everyone. Although I appreciate it doesn't feel like the opening of the spring session of the Legislature with a foot of snow out on the front lawn, it is really exciting to be back here in the Legislature after a brief break over the Christmas holidays. We have an exciting agenda that we laid out many of the elements today, focusing on making life better and more affordable for BCers.

Continuing on many of the initiatives that we started in our first year -- child care, affordability of housing, the largest middle class tax cut in generations with the elimination of the medical services premium, which will be completed by January first of the coming year. I think those are exciting issues for people. We're going to focus on a whole host of other economic activities.

But when we invest in schools, when we invest in hospitals, and when we invest in our kids, we are making investments in our economy. When I talk to employers I hear over and over again the biggest challenge they have is recruiting and retaining skilled workers, or recruiting and retaining any workers that they can provide training for. Those are the challenges that we face. Those are the challenges that we are going to take on.

And fundamental to that is reconciliation with indigenous peoples here in BC. For too long the social justice elements of reconciliation have been ignored, and the economic benefits to everyone have been long forgotten. I'm excited about UNDRIP legislation coming forward. I am excited about the prospect of building a better BC. And I look forward to many probing and detailed questions from those assembled here today.

Reporter: First on the throne speech, can you tell me what jurisdiction your government actually has over cell phone pricing, and how you can possibly ensure a way for BCers to get the best cell phone package possible?

Horgan: We are certainly going to be working with the federal government on this. But for us, it's the consume protection issue. We want to make sure that cell phone providers here in BC are open and transparent about the packages that they are putting forward. It's a significant cost for families, and a significant cost particularly for young people. And we want to make sure that we can do everything we can as a province to make sure that the contracts and the issues that are front and centre on rising costs are transparent, and open, and well understood by the public. I think the federal government shares that concern, and we want to work with them to make sure that BC can lead the way on reducing costs for cell coverage.

Reporter: To those people allude to what has been going on in the Legislature in that last paragraph. We heard last week from the speaker saying that there are MLAs who have broken the law. And we also heard from the chief of staff that people are going to go to jail for this. Are people going to go to jail for this? And are there MLAs who have broken the law?

Horgan: I have no knowledge of any investigation of any MLAs at the Legislature. I have no knowledge of any special prosecutors being imposed to ensure that any investigation was appropriate and transparent. You will have to ask the speaker and his assistant where they came up with the allegations that they made. My concern is that we get to the bottom of the initial allegations with respect to the Clerk and the Sergeant-at-Arms. That is the scope that I understand, that is the scope that I have seen a report on. These other issues are speculation, and you will have to take it up with the speaker.

Reporter: Premier, there is a mention in the throne speech of moving towards full implementation of your child care plan. Is that full implementation of \$10 a day child care? Or a continuation of the current system, which is subsidies, and then pilot projects. What does the year mean for child care?

Horgan: The year is going to be exciting. The past 18 months have been very good for families who have been having difficulty finding affordable, accessible, quality child care. We are going to continue on with the work that we have been doing, and make sure that we are imposing on the broader system regulations and rules that will allow the public to have confidence that their kids are safe, their kids are being cared for by educated early childhood educators, and that the subsidies or the benefits of child care are well known to all the people in the province. We have made great progress, but we have got much more to do, and we will legislate towards that.

Reporter: So it's not \$10 a day child care for everyone this year?

Horgan: We have a \$10 a day pilot that we announced last fall, and we are going to take a look at the success of that. Then we are going to be moving forward as quickly as we can to reduce costs for BCers.

Reporter: Your party and the Greens have both raised some concerns about Linda Reid continuing on in apposition related to the speaker's role. She has now been removed from that post. Can you just tell me what your thoughts are on that? Is that a good thing?

Horgan: The assistant deputy speaker is apposition that is nominated by the official opposition. Mr Campbell and his party chose to not put forward Ms Reid. They put forward Joan Isaacs from Coquitlam-Burke Mountain, and the House unanimously supported that.

Reporter: Do you mean Mr Wilkinson? I do that all the time.

Horgan: What did I say?

Reporter: Campbell.

Horgan: Campbell? I do that a lot. I don't know why. They've been together for so long, it's hard to separate.

Reporter: Are you relieved that she is not in that post? It sounded like your party had some doubts about her ability to continue on, given what was in the Plecas report?

Horgan: Again, the position is an opposition position. The opposition party brought forward a different nominee. That individual was embraced unanimously by the Legislature. I will have to leave any questions about Ms Reid's appropriateness to those who would have nominated her.

Reporter: Premier, you passed anti-poverty legislation last year. The throne speech says you're going to be rolling it out. Can you say how it can be rolled out, and actually how much the government is going to be spending on that?

Horgan: Certainly the throne speech is a roadmap, the aspirational road map for the government for the year ahead. The budget will be where you will find the resources, the funds, and the initiatives that we talked about. When we brought forward legislation on poverty reduction plan, and when we brought forward our CleanBC plan, it was with the



view of funding those initiatives in the coming budget. And I know Carole James is very excited to tell you about that herself a week from now.

Reporter: Premier, I'm going to try not to fall down as I read the questions from my colleague. W5 video showed exactly what money laundering looks like in BC. Do you think we might need a public inquiry now?

Horgan: We have two individuals already in the field investigating money laundering in the housing sector, autos, and horseracing. We had Mr German's report on the activity in casinos, which I believe was highlighted by your station's report. Clearly, there is a problem. We had hoped that the federal government would be successful with the prosecution. We want to see, and I think BCers want to see, consequences from money laundering. They haven't seen that yet.

But before we hear from Mr German and Ms Maloney, former deputy attorney general, I think it's premature to talk about a public inquiry. We already have two capable people that did not have to hire a battery of lawyers to get to the bottom of the challenges in the housing market. When we hear back from them, we will be in a position to decide where to go forward with a more comprehensive inquiry, or to take direct action based on the findings of those two individuals.

Reporter: And would your party give back any money received from casino companies connected to Silver International, which is that alleged underground.

Horgan: That's the first time I have heard that question. I don't know if my party has received any money. But you probably do. Oh, you don't either? I don't know. I do know that we did... One of the first acts of our government was to take big money out of politics, so that these types of things could not taint the work of legislators and governments. So if there is movement to address that issue that you raised, I'm happy to take a look at it. But I'm not aware of any money that came to my political party from that particular company.

Reporter: Premier, this morning the Governor of California ended plans for a high-speed rail between Los Angeles and San Francisco. He said it was just way too expensive, and would take too long. Is there any reason to think that a link between Vancouver, Seattle, and possibly Portland is more feasible, and that we could afford it?

Horgan: Well when I met with Governor Inslee back here in this place, in fact we had a press conference here, we engaged in the idea of connecting our jurisdictions. We already have the Anacortes ferry. We already have the Black Ball, the Coho that goes back and forth. Nineteen fifty-nine, the year I was born was the year that service started. And I think it has missed one day in that time beyond routine maintenance.

So building more connections between our two jurisdictions, I believe, is in the interest of our economy. And in the interest of establishing relationships on the issues that we need to work on together, like salmon, like orcas, and making sure that we are doing everything we can to address climate change. Those are the things that bring us together.

The governments of Oregon and Washington are working on connecting their two major metropolitan centres with high-speed rail. I think it's appropriate that BC participate in that discussion. We put \$300,000 Canadian -- I had to keep correcting that for the American audience, that you could get a few cups of Starbucks for that in Seattle. But we are making a financial commitment so that we can be part of the discussion. But it is way premature for me to determine whether decision in California mirrors the decisions in Washington, Oregon and BC.

Reporter: Is it fair to ask if California, which is much bigger can't afford it, can BC, Washington and Oregon?

Horgan: California has a whole host of challenges. First of all, everything they do requires a referendum, and that's not the case here. That's not necessarily the case in Oregon. Washington has some referenda challenges as well. But I think whenever we can have jurisdictions working together, particularly with the climate we've had with our US trading partners, certainly since I was sworn in -- the softwood lumber deal, onerous tariffs on steel and aluminum, the

constant hectoring back and forth about somehow our dairy sector is cheating milk drinkers across North America -- these types of things diminish our ability to work together. By having a relationship with Washington and Oregon and California, as well as Alaska, it provides us with an opportunity to have a dialogue with our neighbours that don't necessarily have to be filtered through the Washington DC lens.

Reporter: Back to money laundering, some people think a public inquiry is an automatic magic wand and everything is solved [inaudible]. What are your concerns about what a public inquiry might not accomplish? And what are the problems with it?

Horgan: There's a whole bunch of things I'd like to have answers to. I've been here for 14 years as a member of the Legislature. I think of the BC Rail scandal, when we had police officers walking out of this building with file boxes and hard drives. We never did really find out what that was all about. There's been talk that a public inquiry would help us get to the bottom of that. I'm not convinced that the cost of finding that is worth the expense that we would have to make when we have demands for resources for health care, for education, for child care -- the things that matter to people. As curious as I am to find out about BC Rail, I think that's good money after bad.

When it comes to money laundering, this is a real and present danger to our economy and to our people. That's why Mr German's work initially was started by us back in 2017 and we've asked him to continue on that work in the housing market and we've added the heft of a former deputy attorney general, in Maureen Maloney. I believe that we have good, capable people that have experience in this area, that are working without fear of requiring numerous lawyers and years and years of hearings that may lead to no results.

Having said that, this is an issue that the public will not let go, and that's to the good work of many reporters. Everyone knows the one individual who's been doing a particularly stellar job on this. I don't need to mention him. But that is exposing to the public the depth of this problem, and maybe a public inquiry is warranted, but let's see what we get back from the two eminent people that we have already looking at this before we dive into years and years of hearings and mountains and mountains of legal bills.

Reporter: Of course, more questions about money laundering. Some of the strongest calls for a public inquiry have come from people within your own party. There's the BCGEU campaign. There's the mayor of Port Coquitlam, who's in the NDP. There have also been suggestions that you're reluctant to call a public inquiry because you did some consulting work way back when in the industry with regard to the Hastings race course proposal, and also your own chief of staff comes from a political party which has some questionable ties, did some questionable fundraising and very questionable policy in the city of Vancouver. There would have to be questions. Maybe Geoff Meggs himself, if there was a public inquiry, would have to go on the stand. Are those some of the reasons why you're not going to [inaudible] a public inquiry -- that some in your own party would have to come under that microscope?

Horgan: Again, the former government oversaw the bulk of this. I tend to go to incompetence before I jump right to conspiracy. You're welcome to do that, but I usually find that conspiracy takes a lot of organizational skills, and quite often that's not apparent in these situations.

My personal view on gambling is I don't support it. What I did as consultant 15 years ago has no bearing whatsoever on the situation today. I'm committed to making sure we get to the bottom of this. That's why we took this on right away. That's why we're not shy about unearthing these issues in the public mind. But again, you've covered enough public inquiries to know that they are long, they are costly, and oftentimes don't lead to a result. We want to see consequences for this action, and I believe we're on the right track for that. If we find in Mr German and Ms Maloney's reports that there's more work to be done and the public inquiry will help us with that, I have zero problem with going in that direction, nor does the attorney general.

Reporter: The UNDRIP legislation. The federal government originally talked about doing this, and they seem to have backed away from enshrining it in legislation. Apparently, they have reservations about the legal implications. Can you

give some indication? Are we talking about rewriting provincial laws to incorporate all 46 UNDRIP principles into provincial law, or is this more of a symbolic commitment? Is it a substantive rewrite of provincial law?

Horgan: There will be.... Leg counsel's working right now on a package of initiatives that will go before the Legislature. I don't want to prejudge that at this point. As you know, Leg counsel oftentimes goes in directions that weren't contemplated when the initial request for legislation goes forward. So I can't say definitely, Vaughn, whether it will be a rewrite of many pieces of legislation. I know it will be more than symbolic. We need to address reconciliation in BC not just for social justice, as I said, but for economic equality for all citizens, indigenous and non-indigenous.

You've been covering this place as long as anyone. For too long, uncertainty on the land base has led to investment decisions being foregone. I believe that that hurts indigenous people and it hurts other British Columbians. We need to find a way forward. We're working with the leadership council. We're working nation by nation to make progress. And I think it's in the public interest to do that.

Reporter: Does the fact that Ottawa has backed off give you any pause or concern?

Horgan: Ottawa, certainly when Minister Raybould was in the attorney general's chair, I had more confidence that we would be able to get there. I've not met the new attorney general. I don't want to diminish him in any way. But I do know Jody Wilson-Raybould. She's a strong voice for BC. She's a strong voice for indigenous peoples. And to have her in such a significant position was comforting to me and to those of us who want to make progress on reconciliation. How we go forward with the federal government is really up to them. We're proceeding regardless. We have within our jurisdiction a whole host of areas where we can take action. We're going to do that. [sss, pjjh, adv, edu, jtst, tnf, pssg, zpz, mcfd, mjag]

**Jen Holmwood, Deputy Communications Director**

Office of the Premier | Government of BC

British Columbia Parliament Buildings | 501 Belleville St, Victoria, BC V8V 2L8 | 250-818-4881

## OOP FOI PREM:EX

---

**From:** Bailey, Ian <IBailey@globeandmail.com>  
**Sent:** February 13, 2019 5:59 PM  
**To:** Holmwood, Jen PREM:EX; Aaron, Sage PREM:EX  
**Cc:** McConnell, Sheena PREM:EX  
**Subject:** RE: Transcript - Premier John Horgan, post - Throne Speech scrum

Thanks.  
Greatly appreciated.  
Regards  
IB

---

**From:** Holmwood, Jen PREM:EX <Jen.Holmwood@gov.bc.ca>  
**Sent:** Wednesday, February 13, 2019 5:58 PM  
**To:** Bailey, Ian <IBailey@globeandmail.com>; Aaron, Sage PREM:EX <Sage.Aaron@gov.bc.ca>  
**Cc:** McConnell, Sheena PREM:EX <Sheena.McConnell@gov.bc.ca>  
**Subject:** RE: Transcript - Premier John Horgan, post - Throne Speech scrum

Hi Ian,  
Please find below. Cheers!

Scrum  
Horgan - throne speech press conference  
12-Feb-2019 15:00

Quoted: Reporter, John Horgan

John Horgan: Thanks everyone. Although I appreciate it doesn't feel like the opening of the spring session of the Legislature with a foot of snow out on the front lawn, it is really exciting to be back here in the Legislature after a brief break over the Christmas holidays. We have an exciting agenda that we laid out many of the elements today, focusing on making life better and more affordable for BCers.

Continuing on many of the initiatives that we started in our first year -- child care, affordability of housing, the largest middle class tax cut in generations with the elimination of the medical services premium, which will be completed by January first of the coming year. I think those are exciting issues for people. We're going to focus on a whole host of other economic activities.

But when we invest in schools, when we invest in hospitals, and when we invest in our kids, we are making investments in our economy. When I talk to employers I hear over and over again the biggest challenge they have is recruiting and retaining skilled workers, or recruiting and retaining any workers that they can provide training for. Those are the challenges that we face. Those are the challenges that we are going to take on.

And fundamental to that is reconciliation with indigenous peoples here in BC. For too long the social justice elements of reconciliation have been ignored, and the economic benefits to everyone have been long forgotten.

I'm excited about UNDRIP legislation coming forward. I am excited about the prospect of building a better BC. And I look forward to many probing and detailed questions from those assembled here today.

Reporter: First on the throne speech, can you tell me what jurisdiction your government actually has over cell phone pricing, and how you can possibly ensure a way for BCers to get the best cell phone package possible?

Horgan: We are certainly going to be working with the federal government on this. But for us, it's the consume protection issue. We want to make sure that cell phone providers here in BC are open and transparent about the packages that they are putting forward. It's a significant cost for families, and a significant cost particularly for young people. And we want to make sure that we can do everything we can as a province to make sure that the contracts and the issues that are front and centre on rising costs are transparent, and open, and well understood by the public. I think the federal government shares that concern, and we want to work with them to make sure that BC can lead the way on reducing costs for cell coverage.

Reporter: To those people allude to what has been going on in the Legislature in that last paragraph. We heard last week from the speaker saying that there are MLAs who have broken the law. And we also heard from the chief of staff that people are going to go to jail for this. Are people going to go to jail for this? And are there MLAs who have broken the law?

Horgan: I have no knowledge of any investigation of any MLAs at the Legislature. I have no knowledge of any special prosecutors being imposed to ensure that any investigation was appropriate and transparent. You will have to ask the speaker and his assistant where they came up with the allegations that they made. My concern is that we get to the bottom of the initial allegations with respect to the Clerk and the Sergeant-at-Arms. That is the scope that I understand, that is the scope that I have seen a report on. These other issues are speculation, and you will have to take it up with the speaker.

Reporter: Premier, there is a mention in the throne speech of moving towards full implementation of your child care plan. Is that full implementation of \$10 a day child care? Or a continuation of the current system, which is subsidies, and then pilot projects. What does the year mean for child care?

Horgan: The year is going to be exciting. The past 18 months have been very good for families who have been having difficulty finding affordable, accessible, quality child care. We are going to continue on with the work that we have been doing, and make sure that we are imposing on the broader system regulations and rules that will allow the public to have confidence that their kids are safe, their kids are being cared for by educated early childhood educators, and that the subsidies or the benefits of child care are well known to all the people in the province. We have made great progress, but we have got much more to do, and we will legislate towards that.

Reporter: So it's not \$10 a day child care for everyone this year?

Horgan: We have a \$10 a day pilot that we announced last fall, and we are going to take a look at the success of that. Then we are going to be moving forward as quickly as we can to reduce costs for BCers.

Reporter: Your party and the Greens have both raised some concerns about Linda Reid continuing on in opposition related to the speaker's role. She has now been removed from that post. Can you just tell me what your thoughts are on that? Is that a good thing?

Horgan: The assistant deputy speaker is apposition that is nominated by the official opposition. Mr Campbell and his party chose to not put forward Ms Reid. They put forward Joan Isaacs from Coquitlam-Burke Mountain, and the House unanimously supported that.

Reporter: Do you mean Mr Wilkinson? I do that all the time.

Horgan: What did I say?

Reporter: Campbell.

Horgan: Campbell? I do that a lot. I don't know why. They've been together for so long, it's hard to separate.

Reporter: Are you relieved that she is not in that post? It sounded like your party had some doubts about her ability to continue on, given what was in the Plecas report?

Horgan: Again, the position is an opposition position. The opposition party brought forward a different nominee. That individual was embraced unanimously by the Legislature. I will have to leave any questions about Ms Reid's appropriateness to those who would have nominated her.

Reporter: Premier, you passed anti-poverty legislation last year. The throne speech says you're going to be rolling it out. Can you say how it can be rolled out, and actually how much the government is going to be spending on that?

Horgan: Certainly the throne speech is a roadmap, the aspirational road map for the government for the year ahead. The budget will be where you will find the resources, the funds, and the initiatives that we talked about. When we brought forward legislation on poverty reduction plan, and when we brought forward our CleanBC plan, it was with the view of funding those initiatives in the coming budget. And I know Carole James is very excited to tell you about that herself a week from now.

Reporter: Premier, I'm going to try not to fall down as I read the questions from my colleague. W5 video showed exactly what money laundering looks like in BC. Do you think we might need a public inquiry now?

Horgan: We have two individuals already in the field investigating money laundering in the housing sector, autos, and horseracing. We had Mr German's report on the activity in casinos, which I believe was highlighted by your station's report. Clearly, there is a problem. We had hoped that the federal government would be successful with the prosecution. We want to see, and I think BCers want to see, consequences from money laundering. They haven't seen that yet.

But before we hear from Mr German and Ms Maloney, former deputy attorney general, I think it's premature to talk about a public inquiry. We already have two capable people that did not have to hire a battery of lawyers to get to the bottom of the challenges in the housing market. When we hear back from them, we will be in a position to decide where to go forward with a more comprehensive inquiry, or to take direct action based on the findings of those two individuals.

Reporter: And would your party give back any money received from casino companies connected to Silver International, which is that alleged underground.

Horgan: That's the first time I have heard that question. I don't know if my party has received any money. But you probably do. Oh, you don't either? I don't know. I do know that we did... One of the first acts of our government was to take big money out of politics, so that these types of things could not taint the work of legislators and governments. So if there is movement to address that issue that you raised, I'm happy to take a look at it. But I'm not aware of any money that came to my political party from that particular company.

Reporter: Premier, this morning the Governor of California ended plans for a high-speed rail between Los Angeles and San Francisco. He said it was just way too expensive, and would take too long. Is there any reason to think that a link between Vancouver, Seattle, and possibly Portland is more feasible, and that we could afford it?

Horgan: Well when I met with Governor Inslee back here in this place, in fact we had a press conference here, we engaged in the idea of connecting our jurisdictions. We already have the Anacortes ferry. We already have the Black Ball, the Coho that goes back and forth. Nineteen fifty-nine, the year I was born was the year that service started. And I think it has missed one day in that time beyond routine maintenance.

So building more connections between our two jurisdictions, I believe, is in the interest of our economy. And in the interest of establishing relationships on the issues that we need to work on together, like salmon, like orcas, and making sure that we are doing everything we can to address climate change. Those are the things that bring us together.

The governments of Oregon and Washington are working on connecting their two major metropolitan centres with high-speed rail. I think it's appropriate that BC participate in that discussion. We put \$300,000 Canadian -- I had to keep correcting that for the American audience, that you could get a few cups of Starbucks for that in Seattle. But we are making a financial commitment so that we can be part of the discussion. But it is way premature for me to determine whether decision in California mirrors the decisions in Washington, Oregon and BC.

Reporter: Is it fair to ask if California, which is much bigger can't afford it, can BC, Washington and Oregon?

Horgan: California has a whole host of challenges. First of all, everything they do requires a referendum, and that's not the case here. That's not necessarily the case in Oregon. Washington has some referenda challenges as well. But I think whenever we can have jurisdictions working together, particularly with the climate we've had with our US trading partners, certainly since I was sworn in -- the softwood lumber deal, onerous tariffs on steel and aluminum, the constant hectoring back and forth about somehow our dairy sector is cheating milk drinkers across North America -- these types of things diminish our ability to work together. By having a relationship with Washington and Oregon and California, as well as Alaska, it provides us with an opportunity to have a dialogue with our neighbours that don't necessarily have to be filtered through the Washington DC lens.

Reporter: Back to money laundering, some people think a public inquiry is an automatic magic wand and everything is solved [inaudible]. What are your concerns about what a public inquiry might not accomplish? And what are the problems with it?

Horgan: There's a whole bunch of things I'd like to have answers to. I've been here for 14 years as a member of the Legislature. I think of the BC Rail scandal, when we had police officers walking out of this building with file boxes and hard drives. We never did really find out what that was all about. There's been talk that a public inquiry would help us get to the bottom of that. I'm not convinced that the cost of finding that is worth the expense that we would have to make when we have demands for resources for health care, for education, for child care -- the things that matter to people. As curious as I am to find out about BC Rail, I think that's good money after bad.

When it comes to money laundering, this is a real and present danger to our economy and to our people. That's why Mr German's work initially was started by us back in 2017 and we've asked him to continue on that work in the housing market and we've added the heft of a former deputy attorney general, in Maureen Maloney. I believe that we have good, capable people that have experience in this area, that are working without fear of requiring numerous lawyers and years and years of hearings that may lead to no results.

Having said that, this is an issue that the public will not let go, and that's to the good work of many reporters. Everyone knows the one individual who's been doing a particularly stellar job on this. I don't need to mention him. But that is exposing to the public the depth of this problem, and maybe a public inquiry is warranted, but let's see what we get back from the two eminent people that we have already looking at this before we dive into years and years of hearings and mountains and mountains of legal bills.



Reporter: Of course, more questions about money laundering. Some of the strongest calls for a public inquiry have come from people within your own party. There's the BCGEU campaign. There's the mayor of Port Coquitlam, who's in the NDP. There have also been suggestions that you're reluctant to call a public inquiry because you did some consulting work way back when in the industry with regard to the Hastings race course proposal, and also your own chief of staff comes from a political party which has some questionable ties, did some questionable fundraising and very questionable policy in the city of Vancouver. There would have to be questions. Maybe Geoff Meggs himself, if there was a public inquiry, would have to go on the stand. Are those some of the reasons why you're not going to [inaudible] a public inquiry -- that some in your own party would have to come under that microscope?

Horgan: Again, the former government oversaw the bulk of this. I tend to go to incompetence before I jump right to conspiracy. You're welcome to do that, but I usually find that conspiracy takes a lot of organizational skills, and quite often that's not apparent in these situations.

My personal view on gambling is I don't support it. What I did as consultant 15 years ago has no bearing whatsoever on the situation today. I'm committed to making sure we get to the bottom of this. That's why we took this on right away. That's why we're not shy about unearthing these issues in the public mind. But again, you've covered enough public inquiries to know that they are long, they are costly, and oftentimes don't lead to a result. We want to see consequences for this action, and I believe we're on the right track for that. If we find in Mr German and Ms Maloney's reports that there's more work to be done and the public inquiry will help us with that, I have zero problem with going in that direction, nor does the attorney general.

Reporter: The UNDRIP legislation. The federal government originally talked about doing this, and they seem to have backed away from enshrining it in legislation. Apparently, they have reservations about the legal implications. Can you give some indication? Are we talking about rewriting provincial laws to incorporate all 46 UNDRIP principles into provincial law, or is this more of a symbolic commitment? Is it a substantive rewrite of provincial law?

Horgan: There will be.... Leg counsel's working right now on a package of initiatives that will go before the Legislature. I don't want to prejudge that at this point. As you know, Leg counsel oftentimes goes in directions that weren't contemplated when the initial request for legislation goes forward. So I can't say definitely, Vaughn, whether it will be a rewrite of many pieces of legislation. I know it will be more than symbolic. We need to address reconciliation in BC not just for social justice, as I said, but for economic equality for all citizens, indigenous and non-indigenous.

You've been covering this place as long as anyone. For too long, uncertainty on the land base has led to investment decisions being foregone. I believe that that hurts indigenous people and it hurts other British Columbians. We need to find a way forward. We're working with the leadership council. We're working nation by nation to make progress. And I think it's in the public interest to do that.

Reporter: Does the fact that Ottawa has backed off give you any pause or concern?

Horgan: Ottawa, certainly when Minister Raybould was in the attorney general's chair, I had more confidence that we would be able to get there. I've not met the new attorney general. I don't want to diminish him in any way. But I do know Jody Wilson-Raybould. She's a strong voice for BC. She's a strong voice for indigenous peoples. And to have her in such a significant position was comforting to me and to those of us who want to make progress on reconciliation. How we go forward with the federal government is really up to them. We're proceeding regardless. We have within our jurisdiction a whole host of areas where we can take action. We're going to do that. [sss, pjhh, adv, edu, jtst, tnf, pssg, zpz, mcfd, mjag]



---

**From:** Bailey, Ian <[IBailey@globeandmail.com](mailto:IBailey@globeandmail.com)>

**Sent:** Wednesday, February 13, 2019 5:55 PM

**To:** Holmwood, Jen PREM:EX <[Jen.Holmwood@gov.bc.ca](mailto:Jen.Holmwood@gov.bc.ca)>; Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>

**Cc:** McConnell, Sheena PREM:EX <[Sheena.McConnell@gov.bc.ca](mailto:Sheena.McConnell@gov.bc.ca)>

**Subject:** Transcript - Premier John Horgan, post - Throne Speech scrum

Hi there,

Is there any possibility of getting the transcript for Premier John Horgan's scrum following the delivery of the throne speech?

It would be helpful for prep/research ahead of next week's BC budget.

Thanks.

Rgds

Ian Bailey



**Ian Bailey** | Reporter B.C. Bureau

p: 604-631-6652 | f: 604-684-7956 | e: [ibailey@globeandmail.com](mailto:ibailey@globeandmail.com)

[@ianabailey](#)

## OOP FOI PREM:EX

---

**From:** Aaron, Sage PREM:EX  
**Sent:** July 25, 2018 6:53 PM  
**To:** McConnell, Sheena PREM:EX; Holmwood, Jen PREM:EX  
**Subject:** FW: Ultra High Speed news release  
**Attachments:** 2018\_07\_HSR\_Media\_Release\_draft 7.docx

Hi folks,

This is going out from the Washington State Department of Transportation tomorrow. We may want to share it with folks who wrote on this when Inslee was here.

Sage  
778-678-0832

(Cell) 250-812-8768

---

**From:** Matkin, Janet [mailto:MatkinJ@wsdot.wa.gov]  
**Sent:** July 25, 2018 12:09 PM  
**To:** Emerson, Kim GCPE:EX <Kim.Emerson@gov.bc.ca>  
**Cc:** Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>  
**Subject:** FW: Ultra High Speed news release

Hello Kim,

The news release regarding our Ultra High Speed Ground Transportation study that was sent to you for review last week has undergone some edits. Attached is the final version that will be sent to media tomorrow (Thursday) morning. Please let me know if there are any changes that absolutely need to be made before it is released via WSDOT's media distribution lists.

Microsoft's communications team has developed a plan to push this release out through its media channels and we also are encouraging other partners to do likewise.

I will send all of you the distribution email tomorrow morning after it is sent to media. Feel free to forward it through your own channels tomorrow as you see appropriate.

Please let me know if you have any questions.

Thank you,

**Janet Matkin**  
Communications Manager  
WSDOT Rail, Freight and Ports Division  
360.705.7966  
[MatkinJ@wsdot.wa.gov](mailto:MatkinJ@wsdot.wa.gov)

**Washington State Department of Transportation – NEWS**

Headquarters – 310 Maple Park Ave. - Olympia, WA 98504-7370 – 360-705-7000

**FOR IMMEDIATE RELEASE**

July 26, 2018

Contact: [Janet Matkin](#), communications, 360-705-7966

**New study to consider potential for one-hour trips  
from Seattle to Vancouver, BC and Portland**

*WSDOT, ODOT, Province of British Columbia and Microsoft contribute  
\$1.5 million to Cascadia Innovation Corridor efforts*

Copyright

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to [www.wsdot.wa.gov/news](http://www.wsdot.wa.gov/news) for pictures, videos, news and blogs. Real time traffic information is available at [wsdot.com/traffic](http://wsdot.com/traffic) or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

## OOP FOI PREM:EX

---

**From:** Meggs, Geoff PREM:EX  
**Sent:** February 7, 2019 12:55 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** s.17 Hockin, Amber PREM:EX  
**Subject:** Re: For review: post-Washington op ed

The lede is too pedestrian - the strongest regional economy in Canada is deepening ties with the strongest economic region in the US - leadership in climate action through burgeoning clean tech sector turning clean energy into jobs - rail project strengthens ties

G

Sent from my iPhone

On Feb 7, 2019, at 11:33 AM, Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)> wrote:

For the usuals.

**Strengthening the relationship between B.C. and Washington state, to seize opportunities and make life better for people**

By Premier John Horgan

Over the past year and half, I've been working collaboratively with Washington state Governor Jay Inslee to strengthen the relationship between Washington state and B.C. and seize opportunities in the Pacific Northwest.

On Thursday in Seattle, I announced that B.C. is backing the next phase of a potential ultra-high-speed corridor service, linking British Columbia, Washington state and Oregon.

There is enormous untapped potential for growth in our region. We're working together to deepen ties, deliver strong, sustainable economic development, and create good jobs for people on both sides of the border.

Improving transportation connectivity is a critically important part of the path forward. In March 2018, B.C. contributed \$300,000 for a business case analysis for a new ultra high-speed corridor.

On December 10, 2018, Governor Inslee announced that he is including USD \$3.25 million in his budget for the development of a new ultra high-speed corridor authority for Washington, British Columbia and Oregon as part of his broader clean energy strategy.

B.C. has now committed to contributing an additional \$300,000 for the proposed next phase of the project that will explore models for a multi-jurisdictional authority to lead a community engagement process and preliminary environmental review.

Our governments have been working jointly to grow the innovation and tech economy, tackle climate change, protect the environment, and promote mutually beneficial trade and improve transportation connectivity. Collaboration on the corridor study is another step towards realizing these shared goals. Both of our governments also introduced innovative climate action plans in December of 2018.

We share the common goal of rising to the challenge of climate change, while investing in a sustainable, low-carbon economies that are ready for the future.

The CleanBC climate action plan is designed to help B.C. reduce climate pollution while creating more jobs and economic opportunities for people, businesses, and communities.

B.C. and Washington State have a lot in common, and we know we are stronger when we work together.

We're going to keep working collaboratively to seize opportunities and build a bright future.

I'm excited about we can accomplish to make life better for people in our region.

---

## MEDIA ADVISORY

Office of the Premier

For Immediate Release  
[release number]  
March 16, 2018

### **MEDIA ADVISORY – Office of the Premier with Washington State Gov. Jay Inslee – Vancouver; teleconference**

VANCOUVER – Premier John Horgan will be joined by Washington State Gov. Jay Inslee to make an announcement regarding ultra-high-speed corridor service connecting Vancouver with Seattle and Portland.

Event Date: Friday, March 16, 2018

Time: 1:00 p.m. \*\*TIME TBC\*\*

Location:  
Vancouver Cabinet Office, Suite 740, 999 Canada Place

#### Dial-in information:

In Vancouver: \*\*INSERT DIAL IN NUMBER\*\*\*\*\*

From elsewhere in Canada and the U.S., toll-free: \*\*INSERT DIAL IN NUMBER\*\*\*\*\*

Passcode: \*\*INSERT PASSCODE\*\*

#### **Contacts:**

Jen Holmwood  
Deputy Communications Director  
Office of the Premier  
250 818-4881

**\*\*INSERT ADDITIONAL MEDIA CONTACT FROM WASHINGTON STATE\*\***

---

Connect with the Province of B.C. at: [news.gov.bc.ca/connect](https://news.gov.bc.ca/connect)

**March 16, 2018 (13:00)**

Speaking Notes – Press conference with Washington Governor Jay Inslee

**Speech Arc:**

- BC will contribute \$300,000 towards an in-depth study of a potential ultra-high-speed corridor service connecting Vancouver with Washington state.
- Communicate the benefits of improving transportation links between Vancouver and Seattle and Portland and beyond.
- Demonstrate government commitment to increased cooperation and strengthened partnership between Washington State and British Columbia.

**Format:**

- 2-3 minutes

**Audience:**

- media

**Special Mentions:**

- Washington State Governor Jay Inslee

**SPEAKING NOTES BEGIN NEXT PAGE**

- Good afternoon.
- First I would like to acknowledge that we are on the territory of the Musqueam, Tsleil Waututh and Squamish Nations.
- Thanks to Governor Jay Inslee for joining us today.
- We first met in November, when Governor Inslee addressed our Legislature.
- Governor Inslee and I have a lot in common, as do our governments.



- We know we are stronger when we work together.
- We can protect our shared environment, connect our economies and make life better for people on both sides of the border.
- We have a once in a generation opportunity to build on that partnership.
- As a step towards that, I'm happy to announce that our government will help fund a study of a potential ultra-high-speed corridor service.

- That could connect Vancouver with Seattle, Portland and beyond.
- Imagine the convenience of a one-hour trip to Seattle from Vancouver.
- High-speed rail would create countless opportunities for people and businesses on both sides of the border,
- The corridor would have huge benefits for the tech industry,
- And would give employees the ability to travel quickly and easily between Vancouver, Seattle and Portland.

- It would also reduce carbon pollution and free up our roadways.
- Governor Inslee is recognized around the world for his leadership in the fight against climate change.
- He's deeply committed to growing the tech sector that is thriving in Washington and B.C.
- I'm excited to work with him to deliver strong, sustainable economic development that works for people.

- We're going to keep working together, this is a first step.
- I'm very optimistic about what we can accomplish.
- Thank you and I'll hand it over to Governor Inslee.

---

## NEWS RELEASE

For Immediate Release  
[release number]  
March 16, 2018

Office of the Premier

### **B.C. backs high-speed corridor study connecting Vancouver to Seattle**

VANCOUVER – As part of ongoing efforts to strengthen the partnership between British Columbia and Washington state, the B.C. government will help fund a study of a potential ultra-high-speed corridor service connecting Vancouver with Seattle and Portland and beyond.

Premier John Horgan was joined by Washington Gov. Jay Inslee to announce that B.C. will contribute \$300,000 toward an in-depth study with Washington state on the concept of a corridor service that would cut travel times between Vancouver and Seattle to about 60 minutes from three hours.

“The convenience of a one-hour trip between Vancouver and Seattle would create countless opportunities for people in both B.C. and Washington, from sports or concert getaways for families, to untold economic growth potential for businesses,” said Horgan. “Exploring the possibility of creating a clean, efficient high-speed corridor is particularly important as the Pacific Northwest grows in economic importance and we look to reduce barriers to expansion across our borders.” NOT APPROVED

An economic analysis released last month by Washington state estimated that a high-speed corridor link could create up to 200,000 jobs for B.C. and U.S. workers and generate billions of dollars in economic benefits for the Cascadia Corridor between B.C., Washington and Oregon.

The Washington state legislature last week approved funding of up to \$1.2 million US toward the new in-depth study.

“The ultra-high-speed corridor is an exciting proposal for both British Columbia and Washington state that aligns with our mutual goals of strengthening our economies through collaboration,” said Washington Gov. Jay Inslee. “The early examination of this concept shows that the corridor would help create jobs, generate affordable housing options, ease freeway traffic and clean our air.” NOT APPROVED

The new study will build on the previous preliminary analysis and will consider the practicality and business case for a high-speed corridor service by addressing factors such as ridership levels, system development, delivery methods and financing. It will include involvement by key community representatives and stakeholders from the public and private sectors.

#### **Quick Facts:**

- High-speed trains travel up to about 400 km/h.

- The consideration of a high-speed corridor is part of B.C., Washington and Oregon’s plan to strengthen the region’s global economic competitiveness and stimulate job creation.
- The Cascadia Innovation Corridor MOU was signed by the B.C. and Washington state governments in 2016 to build regional economic opportunities for innovation in the technology sector.

**Learn More:**

Cascadia Innovation Corridor: <https://news.gov.bc.ca/releases/2016PREM0110-001742>

GLOBE Forum 2018: <https://www.globeseries.com/forum/>

**Media Contact:**

Government Communications and Public Engagement  
Ministry of Jobs, Trade and Technology  
250 889-1121

Connect with the Province of B.C. at [www.gov.bc.ca/connect](http://www.gov.bc.ca/connect)

## **Ministry of Jobs, Trade and Technology**

### **Questions and Answers**

#### **Cascadia high-speed corridor study**

**March 16, 2018**

#### **1. What is being announced today?**

- Our government is contributing \$300,000 toward an in-depth study to be conducted by the State of Washington into the feasibility of an ultra-high-speed transportation corridor between Vancouver, Seattle, Portland and beyond.
- We are making this contribution to strengthen the partnership between B.C. and Washington state and as a show of our support for the concept of a high-speed transportation link through the Cascadia Corridor.

#### **2. What will the study look at?**

- The Washington state government wants to examine the concept in greater detail with an in-depth business case analysis.
- The new study will build on the previous preliminary analysis and will address factors such as ridership levels, system development, delivery methods and financing.
- It will include the involvement of key representatives from communities and stakeholders from the public and private sectors.
- These are very early days however, and further cost-benefit analyses will need to be conducted over the coming months and years before we have a clearer picture of just how feasible this service will be.
- We look forward to being a part of the continuing discussions with the state of Washington.

#### **3. Why is B.C. contributing to this study?**

- B.C. recognizes the vast potential for growth in the Cascadia region and has a long-standing, special relationship with the State of Washington.
- This study is the next important step in advancing a key area of future co-operation that was agreed to in the September 2016 MOU on Advancing the Innovation Economy, to strengthen joint transportation planning efforts focused on improving connectivity and ease of travel and movement.
- It is our hope that through this study we will gain a greater understanding of what is possible and what issues to consider going forward.

#### **4. What are the benefits of such a link?**

- A high-speed transportation corridor would reduce the travel time between Vancouver and Seattle to about one hour from three hours.
- This would be a boon to our tourism sector and result in more economic opportunities and stronger trade relations between B.C., Washington state and Oregon.
- This corridor would also greatly benefit our tech firms by giving employees the ability to travel quickly and easily between Vancouver, Seattle and Portland.
- Washington state's economic benefits analysis also found that within a few years of operation, ridership could be as high as 1.8 million per year. It also forecast a reduction of 40,000 tonnes of greenhouse gas emissions, a removal of up to 17% of freeway trips and the creation of up to 200,000 jobs.
- We are very interested in exploring clean, efficient transportation solutions to improve travel and tourism in the region, expand economic opportunity and strengthen trade relations with our U.S. partners.

#### **5. Has any prior research on the high-speed corridor concept been conducted?**

- Washington state's Department of Transportation conducted a five-month study last year that was released in December. It was paid for with \$300,000 from the Washington state legislature.
- An economic analysis was then conducted by the state's Department of Transportation and released in February. It was funded by Microsoft and trade unions in the state.
- The B.C. government did not contribute funding to either of those studies, but the Province had representatives on an advisory panel from the Intergovernmental Relations Secretariat and the Ministry of Transportation and Infrastructure.

#### **6. What types of technology are being considered?**

- Washington state's preliminary analysis focused primarily on high-speed rail and magnetic levitation (maglev) technology.
- Maglev technology uses magnets to lift a train off its tracks and move it along a guideway at high speeds. This technology is in use in many places around the world, including Germany and Japan.
- Washington state also considered hyperloop technology, which involves capsules travelling through tubes at high speeds, but research is still too premature to be given serious consideration.



**7. Has a cost estimate of a high-speed corridor between Vancouver, Seattle and Portland been established?**

- The Washington study estimated that it would cost between \$24 billion and \$42 billion US, and attract about 1.8 million riders annually.

**8. What is the projected economic impact?**

- Washington state's study estimates that this project could create up to 200,000 jobs for Canadian and U.S. workers, and billions of dollars in economic benefits for the entire corridor.
- The study also forecast a reduction of 40,000 tonnes of greenhouse gas emissions and the removal of up to 17% of freeway trips.

**9. How much money is Washington state putting into this study?**

- Washington State's 2018 budget includes up to \$1.2 million for this more in-depth study (business case analysis). The report will be submitted to the Washington legislature by June 30, 2019.

**10. Will this study be made public?**

- Yes. Timing will be determined by the Washington state government as the study's lead proponent.

**11. The cities of Surrey and White Rock have asked the Ministry of Transportation and Infrastructure for \$300,000 contribution towards a \$900,000 study on the feasibility of realigning the Burlington Northern Santa Fe rail line through their communities because of increasing rail traffic. If you're contributing \$300,000 to help fund a study of high-speed transportation corridor, why can't Surrey and White Rock receive the same amount to help fund their relocation study?**

- We recognize the importance of this issue to White Rock and Surrey and their desire to improve railway safety in their communities and for their local residents.
- The proposal to relocate the Burlington Northern Santa Fe (BNSF) rail corridor is intended to improve rail safety.
- The BNSF is a federally regulated railway that falls under the safety oversight of Transport Canada, and consideration of the railway safety impacts of relocating the corridor resides with Transport Canada.
- B.C.'s Minister of Transportation and Infrastructure has recently met with federal Transport Minister Marc Garneau, and raised this issue.

- The Ministry of Transportation and Infrastructure is prepared to work with Surrey and White Rock to identify other potential provincial and/or federal funding programs that may be available.

**12. Would consideration be given to relocating the BNSF rail line as part of the Ultra-High Speed Corridor Study?**

- Washington State Department of Transportation staff has advised that the proposed ultra-high-speed transportation service could not operate on a shared corridor with freight trains. As such, the proposed relocation of the BNSF rail corridor could not be part of the ultra-high-speed study.

**-END-**

Draft