

TRANSCRIPT: PREMIER WYNNE REMARKS AND AVAIL WITH MAYOR TORY AT GO TRANSIT WILLOWBROOK RAIL MAINTENANCE FACILITY (May 3)

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PREMIER WYNNE REMARKS AND AVAIL WITH MAYOR TORY AT GO TRANSIT WILLOWBROOK RAIL MAINTENANCE FACILITY

Date: May 3, 2018

Length: 36:30 minutes

Speaker(s): Kathleen Wynne, Premier of Ontario; John Tory, Mayor of Toronto; Kathryn McGarry, Minister of Transportation

Premier Wynne Remarks

PREMIER KATHLEEN WYNNE: Thank you very much Kathryn and it's great to be here with all of you. And I particularly want to say to Rob and-- where's Rob, where is he? There he is. Rob and your team, thank you so much for everything that you do every day. And Josh, it's great to be here with you as well. Peter Milczyn who is a local member, it's great to be here with you. You know when I became Premier in 2013 I made a commitment to build Ontario up. I said to the people of Ontario that we need to build, we need to get Ontario moving, we need to continue the infrastructure investments that are so necessary. That's what the people of Ontario elected me to do and building is exactly what we have been doing since that time. The Eglinton Crosstown, the Finch West LRT, the Kipling bus terminal. We're building LRTs in Ottawa, in Mississauga, in Hamilton and investing in bus rapid transit around the province. And we're building GO regional express rail which now includes new GO stations, faster more frequent trips, cheaper fares throughout the region and within Toronto. As we build towards the whole GO regional express rail network we've increased GO Train service by more than 70 percent; more than 70 percent since 2013 and that is adding 800 new trips per week. So, 800 more trips per week have been added since 2013. It's all part of the largest infrastructure investment in Ontario's history which has us building \$79-billion worth of new transit over the next decade; that's 79-billion. That works out to 21-million a day on construction crews, excavation equipment, steel rails, land purchases, new buses, trains and new stations. And a large number of these transit projects are happening in and around Toronto because that is where the need is greatest. And Josh Colle will tell you, he knows how people are asking for more options, more transit options around the city and every time John Tory and I meet, every time the Mayor and I have an opportunity to talk about shared issues, transit is at the top of the list. So we're making progress and this partnership is extremely important to being able to have success.

So, our streetcars, our roads are crowded. People simply don't have enough transit options because for decades we did not spend. And by we I mean government after government. That's not a partisan comment because it doesn't matter whether you're talking about Liberal, NDP or Conservative governments, there was not enough investment in transit in this city and in this region. And so we're playing catch up but we're doing that in a very, very intentional and in a massive way. When I came into office I said that building infrastructure was a priority and I think my experience as the Minister of Transportation in 2010 and 2011 really reinforced for me how important it was that we continue to have a plan. That we have a plan that wasn't just for the next couple of years but

that had an outlook and that kept that building going. So just as I promised in the last election we have made transit building a top priority in Toronto and across Ontario and we're not going to stop. We're going to keep the tunnel machines boring, we're going to keep the shovels in the ground, so that as we complete the billions of dollars' worth of new transit projects that are currently underway we're moving ahead with the next big transit projects for Toronto. You know one of the things that I learned about infrastructure building is that it's very problematic for crews when there's a long gap between projects; that there needs to be overlap in planning so that the equipment and the crews can continue to work. And that means that there are cost savings because you're not stopping and starting.

- John has been a great partner. The Mayor of Toronto has been a great partner and the Memorandum of Understanding that we signed today shows that we have a solid partnership that is about continuing to get results. Working together we're getting SmartTrack built. The station design is already underway and the MOU that we've just signed is another big step forward. It lays out that Toronto will pay for the six new GO Train stops within the City of Toronto and the province will build them as part of the GO RER so that when SmartTrack opens in 2025 a total of 14 SmartTrack stops will offer a fast and frequent way to get across the city. It'll connect Scarborough to Union Station to Mount Dennis in the city's west-end, crossing Lines 1 and 2 at a frequency that actually rivals the subway itself. Because that's the thing, people need convenient options. It needs to be more convenient to get on transit than it is to drive your car in order for people to make that choice.

- So this MOU commits to running SmartTrack trains every five to 10 minutes during peak periods and it will provide immediate relief where we need it the most. We're building another way, a faster way to get downtown from the east or the west of the city. SmartTrack will be a seamless, affordable option because of the work that we're doing to integrate fares. It's that seamlessness that people are looking for. With a Presto card you will be able to ride SmartTrack or any GO Train within the City of Toronto for the same fare that you would pay to ride the TTC. So that cost-- there will not be a cost differential that would be a deterrent. And it's going to work in harmony with the province's GO RER which is the largest rail project in Canada and will increase the number of trips on all GO lines.

- But it isn't enough to move forward on SmartTrack alone. Today I'm also announcing that our 2018 budget allocates the province's share of funding to getting shovels in the ground on the next phase of major transit lines. And that is the subway, the subway relief line, the waterfront LRT, and the Yonge North subway extension. So those are projects that are in our budget.

- [Speaking French] Today I am announcing that Ontario will provide funding to vital public transportation projects, like the relief line, the waterfront LRT, and extension of the Yonge line.

- [Speaking English] So, the provincial funding is now in place and we're going to work with Mayor Tory to secure the federal funding so that we can move forward. I want to thank the mayor for his drive to get this city moving. He has been relentless and that's as it should be. He has worked with us, he has called in the federal government and we will continue to work in partnership. We're building the kind of integrated rapid transit systems that a growing exciting region like this absolutely has to have. And we're moving forward; we can't allow Toronto to be dragged back into endless debates. The days of throwing out plans and starting from scratch; those have to be over. We have to just continue to move forward. You could fill the Rogers Centre with the transit plans that this city has drawn up and thrown away. We all remember what happened between 2010 and 2014 and I will just say that was the last time that Doug Ford was involved in running the city. We're still paying the price for the turmoil and the cancellation of transit projects that were underway. We cannot afford to go back to that; the wasted years where there was not progress and there were millions of dollars of work that did not get done and did not build one new inch of subway or LRT. And in fact, at that period of time, and I will say, it was when both the Fords were at City Hall, bus service was actually reduced. This mayor has restored much of the service that, if not all of the service that was reduced at that time. And those kinds of political games are costing people every single day when they go to work. And I was the Minister of Transportation for part of that time and I can tell you it was not a productive time and so we need to bear in mind that going forward means collaboration and cooperation.

- So we have the plan that gets Toronto moving. We're funding it. We're building it. And now I'd like to invite Mayor Tory who is the champion of transit in this city to come forward and say a few words. Mayor Tory.

Mayor Tory Remarks

- JOHN TORY, MAYOR OF TORONTO: Thank you Premier. I wondered why that chair was so uncomfortable and I didn't look until after, I had left my notes on the chair. But Premier and ministers and our friends from GO Metrolinx and also TTC Chair Josh Colle. Today really is a historic day in the life of SmartTrack and that in turn makes it a historic day in the context of trying to move more people around and within the City of Toronto. We are signing an agreement and I don't think people often have any idea as to the complexity of the discussions that go on and how we have in a very short period of time, within the context of these projects and how big they are and how complicated they are, we have within three years signed an agreement that evidences some of the big questions that have to be answered about who is doing what, the levels of service, the cost sharing which is obviously very important, and those are things that have to be settled before we can actually build. And certainly, as I'm sure the premier experiences and my colleagues in public life, what people want us to do more so than anything else is to build. They understand that we have things that we have to sort out before we can build what they want to just see us building the transit. And SmartTrack they also understand will provide real relief for transit riders and because it uses existing surface rail lines that are part of the GO RER program that relief will come faster than any other project that we're building.

- This is a project our two governments have moved forward as quickly as possible because the need for more ways to move people inside the City of Toronto was so obvious. And I will just say, for example on the subject of the fare and the now availability once this is up and running and sooner than that in fact for GO Train passengers to ride inside the City of Toronto for \$3.00, that was something I was worried might take years because it's a discussion that is complicated; it's a discussion that relates to others that go on around the City of Toronto but because of the enthusiasm for resolving some of these issues we were able to get it done faster thanks to the leadership of the Premier and some of her ministers who have succeeded her in the transportation portfolio. We've worked with the provincial government which it should be remembered has itself committed billions of dollars to something like the electrification of the GO lines and this is the backbone of the SmartTrack plan. City council endorsed SmartTrack staff started to work on making the necessary plans and doing the planning work that had to be done. There have been all kinds of studies that had to be done on station location, on station design and of course we had public consultations, SmartTrack meetings many of which I went to. We had them in the east-end, we had them in the west-end, we had them downtown and we consulted and listened to Torontonians about where the stations should be, how they should look and what is best for their neighbourhoods. And this is all the work that the public in other parts of the city and in the province often don't see on these big projects is all of that consultation that goes on. And that culminated last month in a vote, an overwhelming vote, at the Toronto City Council to move ahead with SmartTrack and to authorize the signing of the agreement that we signed today. The vote was 37 to 6 at the city council and this represents just about as strong a consensus as you ever get at Toronto City Council. And that did bring us to today where we could sit down and sign a Memorandum of Understanding with the Government of Ontario.

- This Memorandum of Understanding represents a written agreement between the city and the province to move forward, for example, with a service level of six to ten minutes in peak times for SmartTrack. And I think people will really appreciate the specificity of that and the fact that it is going to achieve that level of service. It ensures that we're in agreement that Metrolinx will be responsible for future operating and maintenance costs including life-cycle maintenance costs. And this is a simplified funding relationship that the people don't concern themselves much with but will make for a better relationship going forward and ensure that there is no long-term impact on the city once SmartTrack is built on the financial side.

- I know that residents want us to get on with building SmartTrack. They want us to get on with the relief line and every other one of the transit priority projects and I am committed to delivering that council approved transit network helped as we will be by the financial assistance given by the Government of Ontario led by Premier Kathleen Wynne and by the Government of Canada led by Prime Minister Trudeau. They have come through with \$9-dollars in total that are going to help us to finance these projects and I would point out that in the case of many of these projects no work had been done after decades of conversation and no money had been committed by other governments after decades of conversation. And now we have moved those yardsticks. And today, with regard to SmartTrack, the MOU gives us a path forward to start actually building SmartTrack. And I think that when people really know relief is on the way when it comes to transit is when they see you building and ultimately opening these transit projects. SmartTrack will allow transit riders many more options to take the GO Train within the City of Toronto, to work or to school or home again for a TTC fare. And the initiation of a \$3.00 GO Train fare inside the City of Toronto was also another huge step forward that is confirmed in this agreement. And that was something again that we had to agree to together. Cooperation once again on that front and on this entire project and the other transit projects that we're moving forward has led to progress.

- Thanks to governments working together the way people rightly expect, we have forged a way to build more transit and provide more transit options for the residents of the City of Toronto. Today is a great day for transit riders. A great day for the City of Toronto and a great day for the SmartTrack project. And I want to thank Premier Kathleen Wynne who has been consistent in her support of this project along with her colleagues, and my thanks as well to the entire executive team at Metrolinx led by Phil Verster because they helped us to sort out a lot of these details together with our own city staff and the TTC in order to get things done and move this project forward. And now we will together get on with what this agreement allows to happen which is the building of SmartTrack; moving to the next stage where we will actually be having a competition to see who gets to build the stations in the locations that they've been selected for. And after that it will be only a matter of time before 33 million people per year, 33 million rides per year, are taken on SmartTrack. And so anybody who questions the magnitude of this project and the transformative impact that it will have on Toronto as has been commented upon by the experts need only look at that number. 33 million rides will be taken on SmartTrack every year inside the City of Toronto. It will provide another option for people to get around in the city, provide relief for the TTC, and most of all, provide affordable, convenient transit for the people of the City of Toronto thanks to this partnership between the Government of Ontario and the City of Toronto. Okay. Thank you.

Media Availability

- PREMIER WYNNE: Great. Thank you. Awesome. Okay, and we will take your questions.

- Q: Premier, do you mind if I ask you about your fav-- my favourite subject, the Hamilton LRT. Council has agreed to [Inaudible]. One of the councillors who is running for the Tories is opening a Twitter war with the mayor saying that you know we don't really want this [Inaudible]. Doug Ford has stepped in and said you know there's a billion dollars on the table, even if you don't build the LRT you can keep the billion dollars. But that billion dollars doesn't actually exist, it's amortized over the next 30 years--.

- PREMIER WYNNE: Exactly.

- Q: is Doug Ford misleading the people of Hamilton?

- PREMIER WYNNE: Well you know Doug Ford has said he'll review everything and so in my remarks when I talked about throwing plans out and going back and starting from scratch, we've done that for too long in this province. We have to move forward. And so you know we would have an Eglinton subway along Eglinton if the Conservatives had not, under their regimes before we came into office, if they had not filled in that hole on Eglinton. So that funding is for the LRT in Hamilton. It needs to

move forward and I think that what the candidate is saying and what Doug Ford is saying is a perfect example of how little the understanding is on their part of what is needed and how the funding for these large projects works.

- Q: [Inaudible]

- PREMIER WYNNE: Yeah it's very upsetting.

- Q: [Inaudible]

- PREMIER WYNNE: Yeah it's very upsetting and I, you know, I really-- I know that there is a legal action that's going to be launched but look, I just have to say that to the extent that any of these allegations are true it's extremely disturbing, they should not happen. And we have increased the inspections in long-term care homes, we've increased the personnel and we've moved from just a risk based inspection, so where there's been a problem before, there would be an inspection to all homes being inspected. So, I think there are very reasonable questions about how such a thing could happen given that those inspections are in place and we need to – we need to be honest about asking those questions. We also have committed to increasing the care in our budget. We've outlined that we will increase care in long-term care homes to an average of four hours a day and so, you know, that on top of the increased inspections that we've already put in place I hope would address some of these issues, but we will have to let the legal process roll out, but I will say that it is very, very disturbing to read of these situation.

- Q: Premier, your announcement today that you –

- PREMIER WYNNE: I'll go here and I'll come to you. Sorry, it's really hard to hear in here so if you could just use your outside voice.

- Q: [Inaudible]?

- PREMIER WYNNE: Well, we have worked with the College of Physicians and Surgeons to actually improve the oversight. I think that, again, if there is more that we need to do then we need to go back and revisit that. But, we have increased the oversight and, you know, I think that there's good reason to expect that that oversight is in place. But, in terms of the transparency, I think that is the question. I think we need to ask, you know, is there more that needs to be done in terms of people's ability to get information.

- Q: Premier, you're announcing today [inaudible] that the money is being allocated in the – or has been allocated in the budget to start building the Downtown Relief Line, the Yonge-North extension and the Waterfront LRT. So, given that you allocated that in the budget, I'm not sure why we didn't hear about it over a month ago when you actually released the budget, and isn't that going to make people a bit cynical about the fact that this is being rolled out as a campaign announcement?

- PREMIER WYNNE: It was in the budget. I mean, what we – what we're saying is that there are specifics that are in the budget that people might not have seen, might not have known about. So, we're making explicit what was in the budget and what the funding was. You know, we had already allocated \$150 million for planning of the Downtown Relief Line. So, we had already made a commitment. Now, we are saying that these are projects that we are committed to.

- Q: [Inaudible] the financial commitment for the Downtown Relief Line?

- PREMIER WYNNE: [Inaudible] Kathryn, do you have numbers on the commitment on the Downtown Relief Line?

- MINISTER MCGARRY: Yeah, the Downtown Relief Line we know is extremely important. We've been continuing to work quite closely with Toronto on this. We've already spent and are spending \$150 million in order to advance the planning and the pre-work in order to fulfill making that line forward. Again, we're working very closely with the City of Toronto and that \$150 there is moving

forward. We've also identified a number of dollars moving forward on some of these projects and we're waiting to continue our discussions with the city on how best to move forward next.

Q: So, - hang on, that's not an answer to how much money is being committed to building –

MINISTER MCGARRY: So, there's –

PREMIER WYNNE: Yeah, for all – there's \$9 billion that will cover the projects that we're talking about. We can't tell you exactly the cost of each of the single projects.

Q: [Inaudible] Mayor Tory a question. Mayor Tory, how concerned are you about the likelihood that this building will not be available to you if there's a change in government?

MAYOR TORY: I think the transit needs of the City of Toronto and the fact that it relates very much to the traffic congestion we have, which everybody wants to see us deal with, makes it so obvious that we have to build the transit now that wasn't built in decades past by all governments of all parties for that matter or by city council. So, I think this \$9 billion, as far as I'm concerned, if we were announcing it once a week, it wouldn't be too often because at the end of the day we now have \$9 billion. It is to be allocated across a list of priority projects given to the other governments by the City of Toronto. It includes the relief line, which has been discussed for decades by people and has been listed in article after article for years as being one of the most important transit projects to provide relief to people along with the others - SmartTrack and subway extensions to Scarborough and so on. The bottom line now is we have the three governments putting together a fund that is actually doing the work on the design and planning of the relief line, for example, where nothing had been spent or allocated before and we have this large pool of money – \$9 billion, which will be allocated to build those projects. So, they're going to move ahead. There was a public meeting I attended last weekend to discuss the specifics of the route of the relief line. People were there to talk about different concerns they had about station entrances and so on. It's real, it's happening and it's happening because we have three governments in alignment saying it must happen in order to relieve the terrible congestion and give people the option of not driving the car around of the city, which is what we want to do and what has not been done adequately in past years.

Q: If Doug Ford becomes premier, are you not concerned that things will change?

PREMIER WYNNE: So, you know, let me address this. The Mayor is not engaged in a pre-writ period right now – I am. I think it's, you know, it's very clear that the mayor, as with mayors across the province, will have to work with whoever is the premier and whatever government is in place. But let's just be clear, Doug Ford has said he will review everything. He will look at all projects. So, it's all on the table. It's all up for grabs. Andrea Horwath has said she will focus on operating, that she will focus on operating maintenance – there's no commitment to building. We have said we are going to move forward in partnership with the city, with the federal government and we are going to build the transit that is needed in this city. That's the certainty that the municipality of Toronto and Mississauga and Peel and Thunder Bay – all over the province, that's a certainty that they will have from us. I think that the mayors, the mayors have to work with whoever is elected, but I need to be clear with the people of Ontario that we've made a commitment and we are we are determined to move forward as the government.

Q: [Inaudible]?

PREMIER WYNNE: The Northlander bus?

Q: [Inaudible]?

PREMIER WYNNE: Well, let's look at what's being said. So, the fuel tax – the fact is that jet fuel has gone down in price by 23 per cent since the \$0.04 in carbon pricing went on fuel taxes a couple of years ago. So, it's gone down 23 per cent. So, there's already been a reduction in jet fuel. The Northlander, you know, a couple of years ago – well, when I became Premier in 2013, I made a commitment that we would not sell off ONTC, that we would work to build up that company and

build up a transportation network in the north that would serve not just the northeast, which is what ONTC has served, but would serve the northwest as well. That's what we're doing. We're expanding bus service across the north. I know everyone would like to see all of the trains restored. There was no business case for those trains. The company was losing money hand over fist. So, you know, for a business guy who purports to understand how these things work, he's making a really irresponsible promise there. There's no substance to it because when you sit down and you look at the capacity to build a business case for that rail network, it's just not there. So, you know, you might be able to add another train, but that would not mean that there would be an integrated transportation network in the northeast and the northwest. So, that's what we're building. We've checked the Northlander from Cochrane's to Moosonee and in fact, we've refurbished that train because it was in dreadful shape. Now, it's in great shape. It's a great service. So, you know, I would just say that you have to look at what's actually being said. On the Ring of Fire, I made a firm commitment that we would come to an arrangement so we could build the infrastructure that's needed, the road that's needed in order to open up the Ring of Fire. That chromite deposit is only going to be accessible to the north for economic development if there's a road that's built. We've worked so hard. For the last couple of years, we've worked with the Matawa First Nations and we've come to an agreement with three first nations. The building of the road is starting. That is a huge success. That's what the companies were looking for. So, you know, Doug Ford can say he's going to take a bulldozer and build the road himself. All that will do is undermine and bulldoze relationships. It won't get the chromite out of the ground. We're going to get the chromite out of the ground because we're working with the companies and we're working with the First Nations to get the road built. So, every one of those – every one of those promises that he's made, when you look at them, they makes no sense, they don't add up and they are slogans more than they are policy.

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Q: [Inaudible] Ford verging on racism in this?

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PREMIER WYNNE: You know what? I'm not going to go there. I'll just say that if has been one of the priorities of my time as an elected official to change the relationship between Indigenous and non-Indigenous people because our history is so bad on this count that there's a lot of work that we have to do and I've worked very hard to establish good relationships. This question right there.

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Q: Actually, on that note, your government just announced that it was going to – it has some revenue sharing with First Nations in [inaudible] on resource projects. Doug Ford announced something similar just a few days ago. Are you just following in his tracks?

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PREMIER WYNNE: Yes – we'll, no, no. We've been working on resource revenue sharing for years, literally. It's a very complicated process and the agreement that was signed today is with 23 First Nations, or there will be 23 First Nations I believe who will benefit from this, and that's got to do with stumpage fees and mining rights. So, it's a very important agreement. And again, I think what Doug Ford has said is, you know, he's going to sign resource revenue sharing agreements or he's going to share resource revenues with municipalities and with First Nations. The fact is that we have a very different relationship with municipalities. There are many ways in which funding flows to municipalities, whether it be community infrastructure fund, whether it's the fact that we have taken costs like social cost, ambulance costs off the books of municipalities in the north – there's the Northern Ontario Heritage Fund that has supported businesses and supported projects across the north. So, again, there's a real lack of understanding of those relationships and the agreement that we signed today is the culmination of literally years of work because it takes a lot of time to sort out how to share revenue in an ongoing way with First Nations who have a right to share in that.

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Q: Just for the mayor, is the deck being shuffled up at Downsview to get it ready for Amazon to move their new office into it?

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MAYOR TORY: No, you're referring there, I assume, to the results of the competition that Bombardier led to sell a piece of land that it owns up there. This was the decision process that was undertaken entirely by Bombardier and they've announced the results of that. The city was not involved in that. We, of course, will be involved in what happens in the future because anything that's on that land, whatever it may be, and it's employment land at the moment I would point out and we've indicated our policy is to keep employment lands for employment. But, anything that goes on in that land, no

matter who buys it, will have to go through City Hall in the normal process and that's what will happen here, and you know what - we are competing very hard as a region to try and win the Amazon headquarters to competition. But, there's no plans being made by anybody or with anybody at this stage because the competition is not over.

- Q: [Inaudible] property would be a good fit for them.

- Q: [Inaudible] could fit for Amazon [inaudible]?

- MAYOR TORY: I didn't hear that, Jimmy.

- Q: [Inaudible] the property? Is it a good fit for Amazon? Is that an ideal location?

- MAYOR TORY: You know, far be it for me. I've said it all the way along, because we bid as a region and we put in, I think, 25 sites or more and what I kept saying when we were having the discussions about that as to which site was better than another, it's at the end - result is that if Bombardier picked - not Bombardier, if Amazon picks Toronto, they will decide what site is best for them. We will, of course, cooperate as a region to make sure that they have a very happy and productive home here. But, we're not in the midst of making any choices for them. They have to choose us first, which we hope they will, as a region and we'll work with them to locate them wherever they wished to be.

- Q: Mayor Tory, just while you're up there, there was another water main break in the heart of the city today. It's another pipe that was built back in the 1800's, is this another example of part of the crumbling infrastructure of the city that needs to be replaced quickly?

- MAYOR TORY: Well, you know, I end up answering your questions on the replacement of water mains quite often within the context of the disruption that causes to a traffic and how determined I've been even to the point of paying more to get these things done faster so that the disruption is limited. But the bottom line is we know we have a huge amount of infrastructure that has to be replaced. We've had support from the other governments, the government - the provincial and the federal government, and we've allocated substantially more in the way of city funds to make those changes and we're making those changes and updating that infrastructure as quickly as we can. And that's exactly what we're going to continue to do. But there will be, sometimes weather related, sometimes not, there will be breaks from time to time. We're trying to minimize those.

- PREMIER WYNNE: Can I - let me just make a quick comment on this. You know, when I became the Minister of Municipal Affairs and Housing in 2011, the fact was that around this province, and there were 444 municipalities, the vast majority of those municipalities didn't have asset management plans. You know, they didn't have a way of saying these are our priorities - these are the projects that we need to be working on. So, now all but a very few municipalities have asset management plans. As Mayor Tory has said, we are working with the federal government and municipalities to get infrastructure funding, not just for roads and bridges and transit, but also for water and wastewater systems. So, this systematic approach to making these infrastructure investments is very, very important and it's why we as a government has to have implemented and passed a long-term infrastructure plan because it's very, very harmful to infrastructure maintenance in municipalities or at the provincial level to, as I say, have that stop and start where you don't know what the next project is going to be, you don't know what the priorities are. You need to keep going. It has to be an ongoing process.

- Q: [Speaking French] I have a question in French. With regards to the "Report Card" from TTC riders, they wanted to know why is your party not willing not pay half of the subsidies for the TTC?

- PREMIER WYNNE: [Speaking English] I didn't hear the first part of the question because Andrea was yelling. I'm joking.

- Q: They want to know why is your party not willing to pay for these subsidies?

- PREMIER WYNNE: [Speaking in French]: Well, I said it is very important develop public transportation

and we have made an accord with the City of Toronto to build this infrastructure.

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PREMIER WYNNE: Well, you know, as – you can look at the diversity of most of the – of the candidates who have been nominated. We have people from so many different backgrounds building on the already diverse caucus that we have. 30 per cent of my caucus was born outside of Canada. So, you will see that same range of diversity in our candidates.

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