

**YORK  
REGION**

**The Alliance for Liveable Ontario**

***Regarding (Item 6 -15, Vaughan Council Agenda for December 3, 2024)***

***Letter of support for pilot buy back Highway 407 to relieve gridlock***

December 2, 2024

**We are writing to support of the Premier's Feasibility Study to buy back the 407:**

A feasibility study has been proposed for the 401 tunnel, but buying back Highway 407 is a more cost-effective solution to this.

**Impact of Privatization:**

- Privatization has led to steep toll increases, limiting Highway 407 usage.
- High tolls push traffic onto local roads, disproportionately affecting low- and mid-income commuters.

**Truck Traffic Issues:**

- Trucking companies avoid the 407 due to high tolls, increasing truck volumes on highways like 401 and 7.
- York Region data shows 100,000 vehicles travel daily between Jane Street and Weston Road, with nearly 10% being trucks.

**Transport Action Ontario Study:**

- A toll subsidy for trucks could divert 12,000–21,000 trucks daily from Highway 401 to Highway 407.
- Reduced truck traffic would ease congestion on Highway 7, which runs parallel to Highway 407.

**Economic Benefits of Subsidizing Truck Lanes:**

- Faster delivery times and lower transport costs for businesses, and therefore consumers
- Supports economic growth and reduces congestion on other highways.

**Pilot Project Proposal:**

- Subsidizing truck lanes on the 407 would provide insights into the economic benefits of diverting truck traffic.
- Allows for a cost-benefit analysis of savings in productivity, vehicle costs, and business efficiency.

**Public Ownership Benefits:**

- Eliminates profit-driven toll rates, ensuring fair pricing.
- Increases 407 usage, alleviates traffic on other highways, and generates public revenue.

**Government Priority:** Reducing gridlock remains a key focus for the Premier and Ministry of Transportation.

Sincerely,  
Claire Malcolmson

ALO York Region member