

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [John Britto](#)  
**Subject:** FW: [External] Vaughn - Dec. 3 2024 Committee of the Whole - public comment in favour of item #6-15 - feasibility study for 407 highway  
**Date:** Monday, December 2, 2024 11:36:38 AM

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-----Original Message-----

From: [REDACTED]  
Sent: Monday, December 2, 2024 11:36 AM  
To: Clerks@vaughan.ca  
Subject: [External] Vaughn - Dec. 3 2024 Committee of the Whole - public comment in favour of item #6-15 - feasibility study for 407 highway

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I support Councillor Iafrate's item 6-15 on the Committee of Adjustment calendar for December 3rd, 2024

I'm a Durham Region resident who drives the 407 highway rather than the 401 when I need to cross the city to the west end or to go to the airport. The 407 is wide open all the time, while the 401 is constantly congested from Oshawa all the way past Pearson airport.

A lot of this congestion comes from commercial traffic (transport trucks) that are delivering goods to our stores, warehouses and manufacturing sites. These goods are often time-sensitive and being stuck in traffic on the 401 costs the truckers and the customers a lot of money.

I am also a person who is concerned about urban sprawl and loss of farmland and greenspace to land speculators, a problem we know a lot about in Durham Region.

I don't think that pouring billions of dollars (and the government hasn't said how many \$billions) into constructing highway 413 will provide any relief in the short or long term. A new highway 413 will just spread land speculation and urban sprawl into areas that are green today – for nature or for agriculture.

I understand that Councillor Marilyn Iafrate has sponsored a motion at tomorrow's committee of the whole meeting, a proposal to perform a "Premier's Feasibility Study" to look at buying back the 407 from private owners. She's also proposing a one year pilot program to subsidize or offset the tolls of transport trucks, so that we can know the real numbers associated with moving trucks off the 401 onto an under-utilized highway 407, and likely eliminating the need to even build the 413.

We need creative and immediate solutions to traffic congestion in the GTA, something more than pouring unknown billions of dollars into construction of a new highway (the 413) when a practical solution such as offsetting transport highway tolls on an under-utilized road (the 407) are available today. And we can do an honest evaluation of the costs and benefits versus a new highway if the province looks at buying back the 407, a sale that never should have happened.

I am in favour of:

- \* A one-year pilot program to subsidize/offset the 407 tolls for transport trucks.
- \* An analysis of the financial business case into a buyback of the 407 highway
- \* Release to the public of the complete study so the taxpayers can see the real numbers, not filtered by the Ford government. This study needs to include the effect on the environment.
- \* A pause on 413 planning and construction until the result of the study is released – publicly released in full.

Sincerely,

Karen McKillop

Pickering ON