

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [John Britto](#)  
**Subject:** FW: [External] Time Sensitive - Committee of the Whole submission for Dec 3 1 pm meeting  
**Date:** Monday, December 2, 2024 8:14:26 AM  
**Attachments:** [In Support of the Premier's Feasibility Study to buy back the 407 .pdf](#)  
[In Support of the Premier's Feasibility Study to buy back the 407 \(4\).docx](#)

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**From:** MELANIE DUCKETT-WILSON [REDACTED]  
**Sent:** Sunday, December 01, 2024 12:15 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Time Sensitive - Committee of the Whole submission for Dec 3 1 pm meeting

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Dear Clerk,

As I am unable to attend, kindly please include the attached document as a matter of record submission to be presented at the *Committee of the Whole (1) Meeting on **Tuesday December 3, 2024 at 1:00 p.m.***

*This is in support of Marilyn Lafrate's motion for Vaughan Council to support the Premier's Feasibility Study to buy back Highway 407 **and that asks the province implement a one year pilot program that will subsidize or eliminate tolls dedicated truck lanes on Highway 407 and evaluate the impact on traffic congestion and efficiency.***

*Thank you for your time, efforts and service.*

*Sincerely,*

*Melanie Duckett-Wilson*

### **In 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,  
Melanie Duckett-Wilson