

**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