The subject of toll lanes along the I-405 freeway has been contentious since the very beginning. Last February, Caltrans announced that it would move forward with tolling along the North I-405 corridor.

The attitude at the moment among the public, and even among many county residents, seems to be, “Let them toll it.” That attitude arguably hasn’t changed, but the topic of tolling on I-405 is as relevant now as ever given the growing trend toward toll lanes. That topic seems especially relevant as more and more people are making it out to be.

In 2006, voters approved Measure M2, a half-cent general sales tax, to fund transportation improvements, including an additional general purpose lane on the I-405 in both directions. North of the 57 freeway they are entitled to a lane that is labeled a “true toll lane.”

What has changed, however, is the future of the car pool lane. While Caltrans has not yet sought to present a plan, or how it intends to fund the half-cent general sales tax, the proposed measure maintenance will have converted both the current car pool lane and a proposed turn lane into so-called “high occupancy toll lanes.”

Opponents contend that approach would have been left with fewer lanes available for use, that the idea that they will be available for toll payers only, and that tolling on the I-405 could be expanded. The toll would be paid by the number of people in each car and as already said as ever getting toll lanes added to the I-405 for both Beach and Costa Mesa. In response, in one of the OCOTC hearing, are the supporters of the white-standing project. That fact seems especially relevant as toll revenues are made up to be.

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