

An overview of HOT Lanes

- FHWA's [Guide to HOT lane development](#).
- Bay Area's Metropolitan Transportation Commission [FAQ's on HOT lanes](#).
- Robert Poole, Director of Transportation Studies for Reason Foundation, and originator of the HOT lanes concept, lays out an expansion of the HOT lanes into a new [plan for HOT networks](#).
- FHWA discusses current funding eligibility for HOT lanes and proposed legislation changes before Congress in this [Powerpoint presentation](#).
- Excerpt from the [Sierra Club's Conservation Policies regarding Transportation](#):

Highway Expansion:

- No limited access highways ("freeways") should be built or widened, especially in urban-suburban areas or near threatened natural areas.
- High occupancy vehicle (HOV) and high occupancy vehicle/toll (HOT) lanes should come from converting existing highway lanes rather than constructing new lanes. This avoids constructing new lanes which are mixed-flow much of the day, or are converted to full-time mixed-flow after construction.
- Toll rates on HOT lanes should vary by time of day, and revenues above operating expenses should be used to improve travel opportunities for low income travelers and to operate public transit.
- Implement Transport Control Measures rather than increasing road capacity for vehicles.
- Intelligent Vehicle/Highway Systems (IVHS) should not be designed to increase highway capacity and stimulate additional traffic, off-highway congestion, sprawl, energy consumption and pollution.