



Appendix E | CMP Conformity

Tier 1 and Tier 2 roadways that report LOS F conditions in the afternoon peak period are further analyzed for CMP conformity. As shown in **Table E-1**, only the Tier 1 CMP network in the afternoon peak-period is subject to LOS conformance and associated deficiency planning (where applicable). All other monitoring and data collected are used for informational purposes only.

Table E-1: CMP Network Monitoring Periods and Purposes

Tier	Time Period	CMP Category	Purpose
Tier 1	PM	Freeways	Legislative Conformity
		Arterials	
		Special Segments	
	AM	Freeways	Informational only
		Arterials	
		Ramps & Special Segments	
	Weekends	Freeways	
Tier 2	AM and PM	Arterials	
Other	AM and PM	HOV & Express Lanes	
		Transit	



APPENDIX E | CMP CONFORMITY

If a roadway is identified as exhibiting deficient performance (i.e. operating at LOS F), state legislation, state legislation requires the respective local jurisdiction to prepare a deficiency plan that details the cause of the deficiency, identifies measures to improve the performance of the roadway, and prepares a funding plan for the proposed improvements. A roadway may be exempt from being identified as deficient for the following reasons:

- It operated at LOS F in the base monitoring year (1991 and 1992 when the CMP network was formed) and is therefore grandfathered in at LOS F;
- It is located within an Infill Opportunity Zone;
- Construction activities affected the normal flow of traffic;
- It carries a certain volume of interregional trips (analysis performed using the Alameda Countywide Travel Demand Model);
- It is impacted due to freeway ramp metering or recent traffic signal coordination;
- It operated at LOS F due to traffic generated by developments such as low-income housing, a high-density development, or a mixed-use development subject to certain criteria.

There were 41 Tier 1 segments that operated at LOS F in 2022 during the afternoon peak period, including 33 Tier 1 Freeway segments, 3 Tier 1 Arterial segments, and 5 Tier 1 Ramp/Special segments. Of the 41 segments, 14 were exempt from deficiency planning requirements because they were grandfathered as LOS F in the 1991-1992 LOS surveys, and 5 were impacted by construction. Alameda CTC's travel model was used to estimate interregional trips on the remaining 22 segments. After removing trips originating from outside Alameda County, LOS was estimated. Based on this analysis, no new deficient segments were identified in the 2022 CMP Monitoring Cycle.