



Appendix D discusses the level of service (LOS) monitoring results that are subject to LOS conformance and deficiency planning for the 2024 monitoring cycle.

D.1 CMP Network

Alameda CTC monitors performance on 546 miles of freeways, arterials and ramps which make up the adopted CMP Network (Table D-1). The CMP Network can be divided into two tiers which are made up of different facility types and monitored for different purposes. Afternoon peak period performance on the Tier 1 Network, which was adopted in 1991 and includes all freeways, highways and principal arterials within the county, is subject to CMP conformance and deficiency findings. In 2011, Alameda CTC adopted a supplemental Tier 2 Network, which is comprised of local arterials and monitored for informational purposes only.

Table D-1. 2024 CMP Roadway Network

Roadway Type	Miles	Monitoring Purpose
Tier I CMP Network	232	
• <i>Interstate Freeways</i>	134	Subject to legislative conformity requirements
• <i>State Highways</i>	71	
• <i>Principal Arterials (four lanes or more)</i>	27	
Tier II CMP Network	314	Informational
CMP Network	546	



D.2 LOS Standards and Conformity

To be consistent with CMP legislation, Alameda CTC uses LOS E as the standard for conformance, except where segments performed at LOS F when originally measured in 1991 and 1992, in which case the standard is LOS F.

Tier 1 segments that fall below the adopted LOS standard during the afternoon peak period and are not otherwise exempt are deemed “deficient.” When a deficient segment is identified, Alameda CTC facilitates the relevant local jurisdiction’s adoption of a legislatively mandated deficiency plan which defines actionable steps to improve LOS.

i) Deficiency Exemptions

CMP legislation lists factors that should be excluded as causes of deficiency. Before making deficiency findings, Alameda CTC screens Tier 1 CMP segments that performed below the LOS standard during the afternoon peak period for the following exemptions:

- Legacy LOS F Status: Operated at LOS F when the CMP Network was adopted (1991 or 1992)
- Located within an Infill Opportunity Zone¹
- Carries a high degree of inter-regional travel²
- Impacted by construction, rehabilitation, or facility maintenance
- Has freeway ramp metering
- Impacted by traffic signal coordination changes
- Impacted by traffic generated by low-income housing, or the provision of high-density residential development or mixed-use developments within a ¼ mile of fixed passenger rail station³

¹ Not applicable; no IOZs within Alameda County as of SB1636’s sunset period of December 2009

² Alameda CTC uses a threshold of 20 percent of trips originating or ending outside of Alameda County to screen segments with a significant share of interregional trips, and performs this analysis using the agency’s Travel Demand Model

³ California Government Code Section 65089.4(f) defines “high density” and “mixed use development”



D.3 2024 Deficiency Findings

There were 47 Tier 1 segments that operated at LOS F conditions during the afternoon peak period, including 42 freeway segments and 5 ramp segments.

Of these 47 segments:

- 14 segments were exempt due to legacy LOS F status
- 31 segments were exempt due to significant interregional travel
- 2 segments have an existing deficiency plan in place

Based on this analysis, no new segments were identified as deficient through the 2024 CMP monitoring cycle.