

For 2028 CIP Purposes Only. Pending CTP finalization in Fall 2026.

2026 Countywide Transportation Plan Goal Alignment Rubric

The 2026 Countywide Transportation Plan (CTP) Goal Alignment Rubric was developed to evaluate projects which support the goals and policy objectives of the CTP Policy Blueprint approved by the Commission in October 2024. Applicants are encouraged to review the rubric and identify elements which support the four CTP goals of Safety, Equity, Climate, and Economic Vitality for purposes of the 2028 Comprehensive Investment Plan (CIP) call for projects.

	Supportive Project Elements	Unsupportive Project Elements
Safety (CIP Q16)	Project design would decrease excessive (e.g. unsafe) vehicle speeds through changes to the travel lane geometries, such as by reducing or narrowing travel lanes, decreasing turning radii, or eliminating slip lanes.	For projects on arterial roadways, project design would increase unsafe speeds or decrease pedestrian safety by adding or widening vehicle lanes, increasing turning radii, or including elements such as slip lanes that create conflicts between pedestrians and automobiles traveling at high speeds.
	Includes safety enhancements for vulnerable users (e.g. kids, families, older adults and people with disabilities) such as RRFBs, bulb-outs, sidewalk repair and daylighting.	For projects on freeway mainlines or ramps, project design includes elements shown in research to increase the frequency and/or severity of collisions .
	Separates vulnerable users from high traffic volumes and speeds through elements such as separated bikeways and protected signal phasing.	Located on the HIN or PSN but does not include elements that would decrease unsafe vehicle speeds, prioritize vulnerable users, or separate users.
	Located on both the High-Injury Network (HIN) and/or Proactive Safety Network (PSN)	
	If bicycle elements are included in the project, design is consistent with the All Ages and Abilities (AAA) policy.	

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Equity (CIP Q17)	Implements projects identified in a Community-Based Transportation Plan or other community-centered process	Includes design that reduces safety in an equity area, limits local access to destinations to, from, or within an equity area, or increases local pollution or other environmental burdens in an equity area.
	Provides infrastructure in an equity area that improves safety, reduces emissions, brings facilities to a state of good repair, or reduces climate or environmental burdens	
	Increases multimodal access to destinations for equity areas, removes barriers for people with disabilities, or reduces transportation cost burdens.	

	Supportive Project Elements	Unsupportive Project Elements
Climate (CIP Q19)	Provides near-term and long-term bicycle facilities on the Countywide Bikeways Network (CBN) or parallel roadway consistent with the AAA policy.	Located on the CBN but does not provide long-term bicycle facilities consistent with the AAA policy.
	Provides transit priority infrastructure along major transit corridors, expands transit capacity, or improves pedestrian access to transit.	Materially increases roadway capacity or unsafe automobile speeds or creates conflicts for the safety and efficiency of transit, walking, or bicycling. Material increases include new or widened arterial roadways or adding through lanes to freeway mainlines.
	Reduces congestion through operational tools that do not materially increase roadway capacity or speeds.	
	Eliminates or mitigates a barrier created by freeways, railways, or waterways.	
	Incorporates climate-adaptive and resilient elements, such as urban greening and stormwater mitigation	
	Advances clean transportation initiatives, supporting ZEV efforts, or increasing resiliency of infrastructure	

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	Supportive Project Elements	Unsupportive Project Elements
Economic Vitality (CIP Q21)	Improves multimodal access and/or quality of life within Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs), or connections between PDAs or TOCs and commercial districts.	Located in a PDA or TOC and does not improve multimodal access.
	Improves connections between equity areas and employment centers.	
	Improves transportation access or infrastructure in Priority Production Areas (PPAs) or emerging industrial clusters.	
	Modernizes and/or improves the efficiency of the freight transportation system by implementing recommendations from the Alameda County Goods Movement Plan.	