

Transportation Questionnaire for Bay Area Candidates

November 3rd, 2026 General Election

Name: Joy Motts

Which office are you running for?: Antioch City Council — District 1

Which county or counties does the jurisdiction of the office cover?: Contra Costa

Which forms of transit and active transportation (bicycling, walking, scooters, wheelchair) do you use on a regular basis? For what types of trips and why transit?

I frequently walk my Antioch neighborhood which is very close to our downtown where I can find dining, shopping, and entertainment options and has great views of the San Joaquin River. When traveling throughout the Bay Area we frequently use E-Bart at the Antioch Station, that connects to Bart in Bay Point and allows us access from there to the greater Bay Area.

Transportation is the largest single source of carbon emissions in California and in the Bay Area. The largest share of transportation emissions come from single occupancy vehicles. If elected, what will you do to help substantially reduce transportation-related greenhouse gas emissions via shifting trips from being done via car to being done via transit, biking and walking?

It is critical that Antioch continue to strengthen our relationship with Tri-Delta Transit to support and expand public transit access, especially to areas that are currently underserved and to be creative in keeping public transit affordable in these challenging financial times.

If elected, I will also advocate to transitioning City of Antioch municipal vehicles to electric or zero emission models, increase the availability of vehicle charging stations, and promote mixed use development that encourages walking or biking to food and shopping.

What do you think are the biggest mobility barriers and unmet needs for disadvantaged populations in your district, especially people with disabilities, seniors, and people with low incomes, and how would you propose to solve them?

I believe that it is important to understand your communities needs. Reaching out to residents, engaging with seniors, surveying families would be my priority in determining how we can ensure that there is equity in transportation options for all of our residents. Once we know where the transportation challenges are, we can work with local transit to improve public transportation infrastructure and increase access. I would also advocate for collaboration with our local partners who are already supporting those facing mobility barriers. Organizations such as Meals on Wheels, Tri Deltas Transits Tri my ride program can enhance access to to essential services and improve our residents quality of life.

In 2023, car crashes killed 4,061 people and seriously injured at least 16,760 in California. If elected, what will you do to reduce traffic fatalities, increase street safety, save lives and reduce injuries in our community? What policies or specific projects would make the greatest impact?

The City of Antioch Police Department is seriously understaffed, and currently does not have a Traffic Unit that could reduce speeding related incidents. It is one of my high priorities to work with our Police Department to create safer streets. Using comprehensive safety strategies, lowering speed limits, implementing calming measures in high risk areas, raised cross walks would be measures I would be advocating for as we also work to increase staffing for our police department.

What do you think are the most important actions that can be taken to make public transit comfortable, safe and accessible for all communities?

E.g. more bus shelters & benches; lighting; community resource agents, armed police, etc.

Key actions I would like to see to improve all public transit is ensuring all of our public transportation vehicles are equipped with wheelchair ramps, and look to improve safety measures such as installing better lighting, and security cameras. It is also an imperative we support keeping fares affordable for all residents and if possible developing initiatives to offer reduced fares or free passes for seniors and low income families.

Public transit in the Bay Area is run by 27 transit agencies – that historically have had separate fares, schedules, branding, and customer information – which creates barriers for riders. Polling indicates that 89% of the public supports legislation to create “one seamless, multimodal transit system.” As an elected leader, how would you support efforts that advance a more integrated, high-ridership network that meets the needs of riders?

When elected, I will work with all stakeholders to support legislation to create one multimodal transit system. This just make sense and could be instrumental in making Bay Area Transit more efficient and more affordable. Having one Bay Area voice can also help in securing state and federal funding for transit operations and infrastructure improvements.

Do you support changes that make transit faster, more reliable, with lower operating costs? E.g. bus-only lanes, bus bulb outs, and signal prioritization.

Most transit agencies don't have authority over what happens on streets and roads and need approval by local governments, and often counties and the state (CalTrans). What policies would you support to make street-running transit faster and more reliable?

Cities can enhance public transit by creating dedicated bus lanes that can reduce delays, increasing service frequency that make public transit more appealing to riders

and most importantly encouraging housing and commercial development near transit hubs.

Occasionally, changes that make roads safer and more convenient for pedestrians, people on bikes and transit riders require repurposing vehicle travel lanes or parking spots. What are situations in which you would support such changes and when would you not support such changes?

I believe making our roads safer for pedestrians, people riding bikes and public transit far outweighs the inconvenience caused by a possible reduction in travel lanes or parking spots. Narrowing of traffic lanes, safety islands, adding curb extensions are also proven approaches to slowing traffic and reducing traffic fatalities and injuries.

How would you support transit-oriented development in your community that promotes sustainable and equitable mobility? Are there any specific planned TOD projects in your community/district that you have opinions about?

I hope to be instrumental in helping Antioch to become a more vibrant and walkable community by working with our transit partners, local developers, and residents to be part of our development planning process and to ensure developments meet our cities needs. Working together we can advocate for SMART development, in zoning, infrastructure improvements, public transit, commercial and recreational spaces and pedestrian friendly designs.

Antioch currently has approved one new mid to low income TOD development that is very close to the E Bart station and Tri Delta Transit buses that will provide options for walkable or biking residents to local jobs or commuting to the greater Bay Area. But unfortunately, we also have several new developments that did not go through a thoughtful process and could increase traffic congestion and are not close to transit. It is critical that all stakeholders are at part of the process as we look to enhance Antioch's quality of life and foster a healthy and thriving community.

Do you support Connect Bay Area, the 5-county regional transit funding ballot measure that will raise \$1 billion per year for public transit over 14 years through a 0.5% sales tax (1% in San Francisco) to prevent service cuts to BART, Muni, Caltrain, and AC Transit and fund rider-improvements to make taking transit easier, faster, and more reliable? How have you supported it?

Yes, I support the Connect Bay Area ballot measure and have included my support for this measure in interviews and public forums.

The 2026 “Sustainable Transportation Questionnaire” for the November General Election project was cosponsored by Seamless Bay Area, Transbay Coalition, Bike East Bay, Bike Hayward, BikeWalk Castro Valley, Community Resources for Independent Living, East Bay for Everyone, East Bay Transit Riders Union, El Cerrito/Richmond Annex Walk & Roll, Fremont for Everyone, Friends of Caltrain, Housing Leadership Council of San Mateo County, Move California, Move San Mateo, North Bay Transit Riders, Palo Alto Forward, San Antonio Station Alliance, San Francisco Bicycle Coalition, San Francisco Transit Riders, Santa Clara County for Transit, Senior and Disability Action, Silicon Valley Bicycle Coalition, Sustainable Marin, Traffic Violence Rapid Response, Transform, Walk Bike Berkeley, Walk Bike Walnut Creek, and Walk Oakland Bike Oakland.

