

# Transportation Questionnaire for Bay Area Candidates

November 3rd, 2026 General Election

**Name:** Matty Mathews Alappat

**Which office are you running for?:** Antioch City Council — District 4

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

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**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 used to take BART to work. It was very convenient for getting to downtown San Francisco

**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?**

We can reduce transportation emissions in practical ways by improving public transit and making walking and biking safer. We should improve existing sidewalks and provide safe options for cyclists while keeping pedestrians safe.

**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?**

Some residents, especially seniors, people with disabilities, and low-income residents, may not drive or own a car. Getting to work, medical appointments, grocery stores, and other important places can be difficult.

We should work with Tri Delta Transit and other agencies to improve reliable bus and paratransit services and connections to BART. We should also maintain sidewalks, Improve accessibility at bus stops and pedestrian crossings for people with disabilities, and make transportation safer and easier for everyone.

**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?**

Traffic safety is very important to me. We need to reduce speeding through stronger speed-limit enforcement, including increased police patrols in problem areas and the use of speed detection tools to identify speeding vehicles. Speed-feedback signs can also help remind drivers to slow down. We should make practical improvements such as better lighting, clearer signage, high-visibility crosswalks, and speed humps where

permitted. We should also consider other proven safety tools where appropriate and allowed by law.

**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.**

I suggest practical improvements such as clean and well-maintained bus stops, shelters and benches where needed, good lighting, and accessibility for seniors and people with disabilities. Safety is also important, and I support appropriate security or law enforcement presence where there are safety concerns.

**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?**

We need to promote better coordination between Tri Delta Transit, BART, and other transit agencies to make public transportation easier and more convenient for riders. Fares, schedules, and connections should be easy to find online and understand.

**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?**

I support making transit faster and more reliable. I generally do not support removing existing vehicle lanes to create bus-only lanes, but we should implement practical solutions such as traffic-signal prioritization for buses, better bus-stop placement, and closer coordination with Tri Delta Transit. Changes should improve transit service without creating unnecessary congestion for other road users.

**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 generally do not support removing vehicle travel lanes for bike lanes. I would consider dedicated bike lanes only where bike volume clearly justifies them and where they would not create major traffic problems. I would consider repurposing parking spaces only when there is a clear safety need and it would not create significant traffic or parking problems. In most cases, we should improve safety through practical measures such as

better lighting, high-visibility crosswalks, improved sidewalks, and consistent street maintenance.

**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 support reasonable development near BART stations that provides housing, local businesses, and better access to public transit. Any proposed development should be carefully evaluated for its impacts on traffic, parking, infrastructure, and the surrounding 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?**

I generally do not support increasing taxes, especially when families are already dealing with a high cost of living. However, I support this measure because BART and other transit agencies are facing significant funding shortages that could result in major service cuts. Many people depend on public transportation to get to work, school, and other essential places. I have personally used BART for work and know how important reliable transit is to our region. At the same time, this funding should come with strong accountability, greater efficiency, and responsible use of taxpayer dollars.

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.

