

Transportation Questionnaire for Bay Area Candidates

November 3rd, 2026 General Election

Name: Monica E Wilson

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

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 regularly use Antioch's trails and walking paths for walking and exercise. Walking is an important part of my personal fitness routine, and our local trails provide a safe and accessible way to be active in my community.

For most daily trips, particularly work, meetings, and other responsibilities throughout Antioch and the region, I rely on a hybrid vehicle. Living in East Contra Costa County, I recognize that many residents still depend on their vehicles because transit does not always provide the frequency, connections, or flexibility needed for work and family responsibilities.

My experience has reinforced my belief that we need to continue expanding safe walking and biking infrastructure while improving public transit so that residents have practical, reliable transportation choices. Sustainable transportation works best when people have options that realistically fit their daily lives.

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?

As a past member and former Chair of the Tri Delta Transit Board, I understand that people are more likely to choose transit when it is reliable, convenient and connects them to where they need to go. I will continue to advocate for better transit connections between our neighborhoods, BART, schools, jobs and other destinations.

I also support creating safer and more connected options for walking and biking, including improving our trails, sidewalks and connections to transit. In East Contra Costa, many residents still rely on their cars, so reducing single occupancy trips means giving people realistic alternatives. My goal is to make transit, walking and biking easier and safer choices for more of our residents.

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 of the biggest barriers are limited transit frequency, affordability, accessibility and the ability to get where you need to go without spending hours traveling or making

multiple connections. These challenges can be especially difficult for seniors, people with disabilities and residents with lower incomes who may depend on public transportation to get to work, medical appointments, school or essential services. Through my experience with Tri Delta Transit, I have seen how important reliable and accessible transit is to a person's independence and quality of life. I will continue advocating for better connections to BART and other regional transit, improved service and accessible infrastructure such as sidewalks, bus stops and safe routes to transit. We also need to make sure the voices of the people who depend on these services are included when transportation decisions are made.

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?

Street safety has to be a priority because one traffic death is one too many. I support using traffic and collision data to identify our most dangerous intersections and corridors and prioritizing improvements where we know people are being injured.

I have also raised concerns about bicycle safety in Antioch. Prior to the pandemic, dedicated bike lanes on some of our major thoroughfares were replaced with shared lanes where bicycles and vehicles use the same roadway. I was concerned about whether this provided enough protection for bicyclists and requested that the city study bicycle safety and how we can make our streets safer.

I support safer crosswalks, better lighting, improved sidewalks, appropriate traffic calming measures and infrastructure that provides greater protection for people walking and biking. We should use data and proven safety practices to guide these investments and make our streets safer for everyone.

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.

Public transit needs to feel safe, reliable and welcoming or people will not use it. That means well lit bus stops, shelters and benches where appropriate, clean and accessible vehicles and stops, and safe connections for people walking or using mobility devices to reach transit.

Through my years with Tri Delta Transit, I have seen that accessibility is especially important for seniors and people with disabilities. I also support trained community resource or transit safety personnel who can assist riders and respond to concerns, with law enforcement available when there is a genuine public safety need. Most importantly, we should listen to riders about what makes them feel safe and what barriers keep them from using transit.

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?

Having served on the Tri Delta Transit Board, including as Chair, I understand how important regional coordination is. Riders should not have to understand the boundaries between 27 different agencies just to get where they need to go.

I support efforts to better coordinate fares, schedules, transfers and rider information across the Bay Area. We should also make sure smaller and suburban transit agencies have a strong voice in creating a more seamless system. For East Contra Costa residents, connections between local buses, BART and other regional transit are especially important. A truly integrated system should make those connections easier, more reliable and more affordable for riders.

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?

Yes. I support improvements that make transit faster, more reliable and more efficient, including signal prioritization and other strategies that reduce unnecessary delays. I am also open to bus only lanes, bus bulb outs and similar improvements where the data shows they are appropriate for the roadway and will improve service without creating unintended safety or traffic impacts. The goal should be to make public transit a more convenient and dependable option for residents.

Local governments have an important role in making transit work better because we control many of the streets that buses travel on. I support stronger coordination between cities, transit agencies, the county and Caltrans so that transportation projects are planned with transit reliability in mind.

I would support strategies such as signal prioritization, better designed bus stops and other improvements that reduce delays where they make sense. We should also involve transit agencies earlier when planning street improvements so we are not designing roads first and then trying to figure out how transit fits afterward.

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 would support these changes when there is a demonstrated safety need and the data shows that repurposing a travel lane or parking can make the street safer and more

accessible for pedestrians, bicyclists and transit riders. I would especially consider changes near schools, transit stops and areas with a history of collisions or unsafe conditions.

I would not support a one size fits all approach. We need to understand how a proposed change will affect traffic flow, emergency access, nearby neighborhoods and local businesses. I believe we can make our streets safer while also considering how people actually use them and involving the community in those decisions.

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 transit oriented development that puts housing, jobs and services closer to transit and gives residents more options for getting around without relying on a car for every trip. In Antioch, the area around our BART station provides an important opportunity for this type of development.

At the same time, transit oriented development should be thoughtful and equitable. We need a mix of housing that people can afford, safe walking and biking connections, access to services and infrastructure that supports the additional development. I also believe the community should have a meaningful voice as these projects move forward. TOD should create complete communities around transit, not simply add density.

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 strongly support protecting public transit and understand the need for a regional funding solution, but I do have concerns about relying on a sales tax to do it. Sales taxes can be regressive and have a greater impact on lower income families, so I do not take that funding mechanism lightly.

At the same time, the loss of BART service or significant service reductions would be devastating for Antioch and East Contra Costa County. Many of our residents depend on BART to get to jobs, and other opportunities throughout the Bay Area. Having served for many years on the Tri Delta Transit Board, including as Chair, I understand how important a strong regional transit network is.

I support the goals of Connect Bay Area, while also believing we must continue looking for ways to fund transit that are sustainable and equitable for the communities we serve.

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.

