

Transportation Questionnaire for Bay Area Candidates

March 5th, 2024 Primary Election

Name: Monica E Wilson

Which office are you running for?: California State Assembly District 15

1. Which counties does the jurisdiction of the office cover?

Contra Costa

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

I currently work from home so I do not drive or take public transportation that often

3. Would you seek additional funding for Bay Area transit and what form of funding do you think makes sense?

Yes, we will need to look at the budget carefully. Since the Governor's announcement of a budget deficit we would need to look at areas that can be cut to bring more funding to transit

4. Public transit in the Bay Area is highly fragmented, with 27 transit agencies, each with different fares, schedules, branding, and customer information. Do you believe it should be a priority for the region to create a well-coordinated transit system? And as an elected leader or potential member of a local transit agency board, would you support state legislation that advances a more integrated, high ridership system, even if it diminishes local control?

Yes, Bay Area transit is very fragmented. Prior to moving back to the Bay Area I lived in Washington D. C., New York City, and the Los Angeles areas. I have seen how public transit works much better under one "umbrella." I have felt for years this needs to be a priority.

5. Transportation is the largest single source of carbon emissions in California, and in the Bay Area, and the largest share of transportation emissions come from single occupancy vehicles. What are your top priorities to achieve substantial reduction in transportation-related GHG emissions?

Seamless/Energy Efficient Transportation – most of our fossil fuel consumption comes from transportation, the move towards electrification of vehicles, especially heavy-duty vehicles, is a crucial step in reducing emissions and mitigating the environmental impact of goods movement on our communities. It's important we continue to conduct studies and invest in research to evaluate and compare the environmental impacts of various transportation options, considering factors such as energy use, emissions, road wear, noise, and overall sustainability while investing to reduce emissions and find the best solutions for our communities.

As a Boardmember for Tri Delta Transit in the Bay Area. We have been adding both electric and hydrogen busses to our fleet to meet the governor's mandate. I would push for all agencies to do this. Also, our agency has looked at micro-transit/shared service versus fixed route and has found that it is much better for the environment. I would push for innovative ideas such as this in

Sacramento.

6. The Bay Area still has road projects under development that would increase Vehicle Miles Traveled (VMT), greenhouse gas emissions, and air pollution. What decisions would you make about projects that increase VMT and pollution?

As stated in the previous question most of our fossil fuel consumption comes from transportation. We need to look towards Seamless and Energy Efficient transportation. Instead of expanding our roadways we need to find innovative ways to increase public transportation that meets our communities expectations

7. Transit priority improvements are proven to make taking the bus faster and more reliable, while also reducing operating costs. Should local governments be able to stop transit priority improvements on local roads?

While I do believe in local control, when it comes to transit priority improvement I believe local governments should not interfere when it comes to improvement to public transit routes.

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

The mobility on demand model has proven to be success in cities across the US. Small buses with a smaller carbon footprint are better for the environment verses a larger bus for fixed routes.

9. Traffic violence and deaths in California are increasing annually; in 2021, 4,258 people died in vehicle crashes, a 10.7% increase from the prior year. If elected, what will you do to reverse the trend, increase street safety, save lives and reduce injuries in our community? What policies or specific projects would make the greatest impact?

10. What do you think are the biggest access and mobility needs for disadvantaged populations in your district, and how would you propose to solve them?

11. In what circumstances do you support removing parking or repurposing vehicle travel lanes to create safer and more efficient bus, biking, and walking options? How do you propose balancing the demands of different interest groups who may disagree on how streets should be designed?

No two areas are a like when making changes or improvements to roadways in communities their input along with education is key. While taking away a travel lane may work in one communities it may not be the same in the next.

The "Transportation Questionnaire for Bay Area Candidates for Office" is sponsored by a coalition of partners- Transbay Coalition, SPUR, Seamless Bay Area, San Francisco Transit Riders, Silicon Valley Bike Coalition, and Bike East Bay to help educate the public on these important issues.

