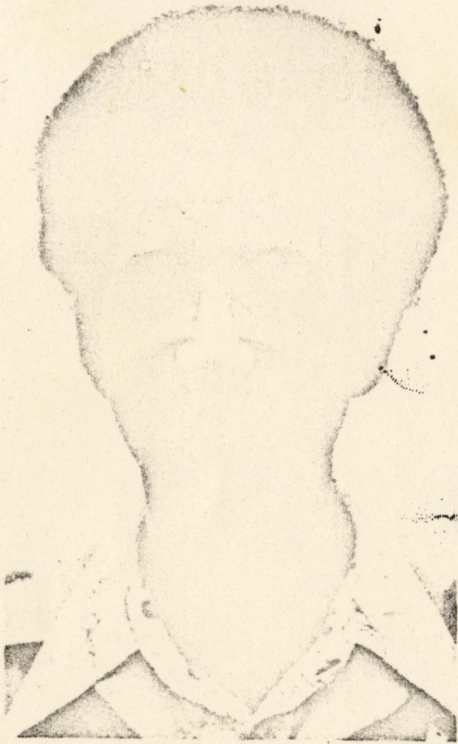
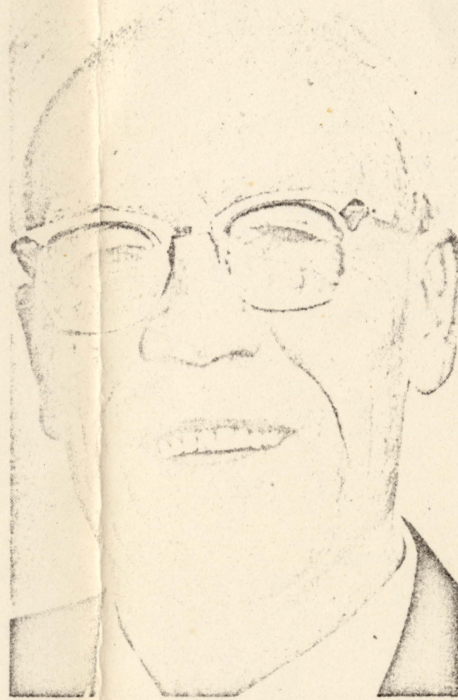


Six on ballot for AC at-large seat



JOE JACOBS JR.



REV. ALBERT RAUGUST

South County scene

The Daily Review Hayward, Calif.
Friday, October 8, 1976

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• This is one in a series of articles on South County candidates and issues in the Nov. 2 election.

By BOB NORBERG

Five men are challenging incumbent AC Transit District Director Ray Rinehart for his at-large seat in the Nov. 2 election.

Rinehart, 64, of Oakland, has been a member of the board since being appointed in September 1963. He was re-elected in 1964, '68 and '72.

His challengers are Joe Jacobs Jr., 42, David Lee, 35, the Rev. Albert E. Raugust, 72, and Hector Reyna, all of Oakland, and Michael "Doc" Preston, 62, of Alameda.

The at-large seat will be filled by voters throughout the district, including San Leandro, San Lorenzo, Castro Valley, Hayward, Union City, Newark and Fremont. Other AC Transit board members are elected by ward. There is no election in the South County ward this year.

The issues facing the district are economic. AC Transit, which has a reputation for sound fiscal management, is facing a deficit of about \$6 million at the end of 1977-78.

The deficit has prompted board members to seriously consider raising bus fares, which have been 25 cents since the buses first rolled under the AC Transit District banner in 1960.

Ray Rinehart

"We've always had a deficit," said Rinehart, "but never one that takes us to the point where we couldn't find funds to cover it."

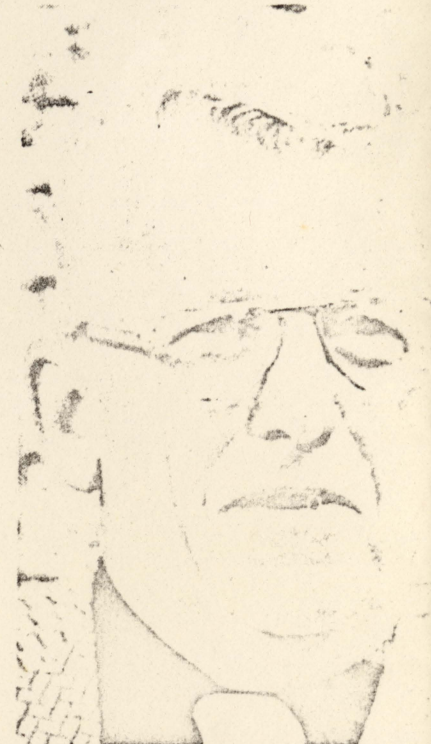
"We are now having to dig into our reserves and will exhaust them (by the end of this fiscal year)."

Rinehart, a certified public accountant, says a fare increase is likely next year.

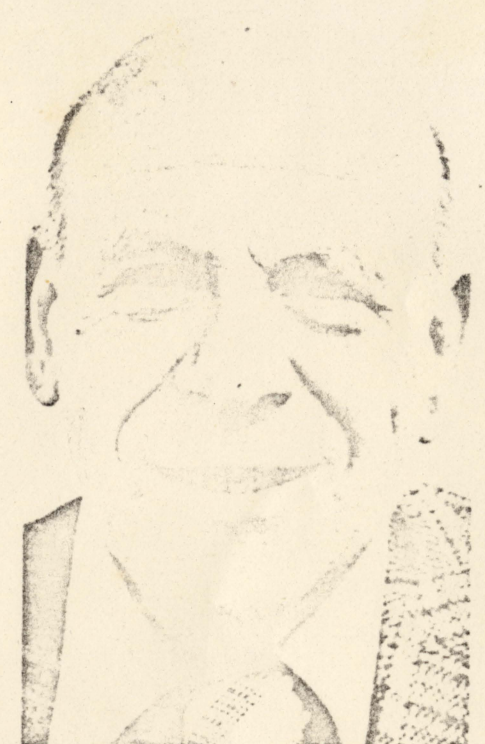
The deficit should also be met by looking for new sources of support, he said, such as bridge tolls, which would perhaps have the benefit of persuading people to abandon their cars for mass transit.

The burden of the deficit, he said, should definitely not be on the property taxpayer.

"The (challenging) candidates will say that we should not raise taxes and we should increase service to the handicapped, but that's not always financially possible," Rinehart said.



RAY RINEHART



MICHAEL 'DOC' PRESTON

1977, may just end up getting less than they want, Lee said.

Lee said he'd rather see increased ridership than increased fares to raise that portion of the revenue.

He said he also would like to see AC Transit study using smaller, more economical and non-polluting buses.

Lee received a bachelors degree from the University of California, Berkeley, and a doctorate from Columbia University, New York.

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DAVID LEE

Rev. Albert E. Raugust

The Rev. Mr. Raugust, a retired Methodist minister, at 72 is the oldest candidate for the district seat and he knows his age will be questioned.

"A man who has his marbles and experience is worth something," the Rev. Mr. Raugust said. "I'm much better equipped than many people running for the board."

He said he doubts he'd serve more than a single four-year term, "but I couldn't sleep well if I didn't try to do what I believe in."

The Rev. Mr. Raugust's concerns are for improved service for the elderly and for the physically handicapped.

"We should make it possible for the handicapped and aged to use the buses more easily," the Rev. Mr. Raugust said.

He suggested lifts to load people aboard buses, or a volunteer system where a person helping an elderly person by riding with him could ride free.

He also suggests training drivers to be especially courteous "even when they're irked or in a hurry." He tells the story of one driver who awakened an elderly woman sleeping at a bus bench, helped her onto the bus and picked up her groceries when she dropped them when she disembarked.

The Rev. Mr. Raugust has a bachelor's degree from Whitman College, Walla Walla, Wash., and master's degrees from the Pacific School of Religion, Berkeley.

Michael 'Doc' Preston

Preston, of Alameda, has been principal at Grant Alternative High School, Oakland, for 10 years. He holds a bachelor's, master's and doctorate in Asian studies.

Preston feels Bay Area transportation isn't operating efficiently and should be better coordinated.

The system, especially AC Transit, Preston says, doesn't serve the suburbs adequately and it doesn't meet the needs of senior citizens.

The district, he said, should also get more state and federal money for buses for the physically handicapped.

Preston said the looming deficit should prompt the district to explore getting more

state and federal operating funds, and require studies to eliminate waste and reorganize district priorities.

Preston, 62, also contends that the board needs new blood.

"I'm against the self-perpetuation of board members. The man I'm running against has been on there 14 years. Another board member has been on there 20 years. There ought to be new people on there with fresh approaches."

Hector Renya

Renya could not be reached for an interview. The telephone number he listed on his candidacy form with the district has been disconnected.

The address he listed is a boarded-up building. He is registered to vote at the same address, so county officials are checking to see if Renya is even a resident of the AC Transit district.

In other districts, William E. Burke, incumbent from Richmond, a former plumbing and electrical contractor, is being challenged by Oscar J. Coffey Jr. for the Ward 2 seat.

Ward 2 includes Albany, Berkeley, Emeryville, El Cerritos, Richmond and San Pablo.

Roy Nakadegawa, incumbent in Ward 1, which covers Berkeley and Oakland, is running unopposed. He is a civil engineer.

Joe Jacobs Jr.

Jacobs, a postal manager in Oakland, suggests that AC Transit merge with the Bay Area Rapid Transit District to cut administrative costs.

"Administrative costs could be cut in half," Jacobs said. It would be "like the old Key System (which AC Transit replaced) when they had trains, trolleys and buses — the company made money."

He sees the solution to the deficit as cutting down operating expenses while raising ridership in the outlying areas of the district.

"You get those people who are driving to use AC (Transit) and BART," Jacobs said. "You convince them we can give them service, get them to work and back on time. You convince them (to give up their car) through performance."

Jacobs said he'd support a fare increase only as a last resort.

He has an associate arts degree from Merritt College and is attending San Francisco State University. Jacobs is a member of the NAACP and is treasurer of the National Association of Postal Supervisors.

David Lee

Lee, a management analyst for Stuart Kirk Associates, San Francisco, and associate professor at Kennedy University, Orinda, (a business school) said the burden of the deficit has to be spread around.

"My attitude is that there's a burden to be borne here equally by passenger, union and the state and federal taxpayers," Lee said.

The drivers, whose contract expires in June

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Allen's P. C. B. Est. 1888

Blacks Run For Bart, AC Boards

BY Michael K. Martin

Joe W. Jacobs, a postal manager from Oakland, thinks that Alameda County property taxes can be reduced. He feels that the portion of those taxes which go toward maintaining our public transportation, BART and AC Transit, can be reduced by the two companies working more closely in order to cut down administrative costs.

John D. Ferguson thinks that BART caters excessively to the commuter, almost to the exclusion of the city dweller. Mr. Ferguson, a supervisor with the Post Office, feels that BART can be made more accessible to the elderly, particularly elderly minorities living in the city.

Together, these men are attempting to convert their thoughts to actions by seeking election to the Board of Directors for AC Transit, and BART, respectively.

Jacobs is running for the post of Director-at-Large for AC Transit, a position currently held by Ray Rinehart, an Oakland certified public accountant. He will be in a field of six, including Rinehart, David R. Lee, a professor and business manager; Methodist minister Albert E. Raugust; school principal Michael "doc" Preston; and Hector Reyna, Executive Director of the Bay Area Congress for Mexican American Affairs.

Ferguson is vying for representation of BART's fifth district, which includes Hayward, San Leandro, Danville Livermore, and Pleasanton, along with the incumbent, Robert S. Allen, and John McCardle, a Danville trial attorney.

Both men are running a self-acknowledged grassroots curb campaign expenses.

Joe Jacobs was born in Louisiana and moved to Oakland in 1946. He graduated from McClymonds High School, and attended Contra Costa College. He has worked for the Postal Service since 1955 and graduated with honors from Laney College in 1973. He is currently a senior at San Francisco State University. Joe is married, has a son, and resides in Oakland.

John Ferguson was born 46 years ago in Key West Florida, and has been a resident of the East Bay since 1953. He has been active in community affairs since 1960. He is President of the Hayward Chapter of the NAACP and a member of Hayward's Palma Ceia Baptist Church. He lives in Hayward with his wife and six children.

Transit Authority underway

Mayor Joe Cunningham and council member Barbara Guise were chosen to represent the City of Brentwood on the new Eastern Contra Costa Transit Authority board.

The new transit authority is a joint powers agreement between Brentwood, Antioch, Pittsburg and the county. The authority will be financed by a transit grant to bring rural transportation to East Diablo.

The new board of directors of the transit authority will contract with the AC Transit company to furnish the necessary buses for scheduled bus routes from Pittsburg, Antioch and Brentwood that will augment

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BART buses thus making the BART buses more express-like to BART stations.

Barbara Guise volunteered to be on the authority as she was very instrumental in getting the transit system in East Diablo as a member of the board of control of the study committee. Mayor Cunningham was her alternate and he also volunteered for the job.

Another two members of the authority will be appointed by Supervisor Ed Linscheid as will Pittsburg and Antioch. A ninth member will be chosen by the appointed members of the board. The new board will also select a transit manager to operate the system. The new board will establish route schedules with the intent of freeing the BART buses from serving the local communities.

Other business of the new board will be to appoint a Citizens Advisory Committee and the extent of community involvement plus budget needs of the new authority.

Buses will run for the next two years and then it will be decided if the bus system is feasible and also if the community will finance the system on its own under a transit district set-up.

According to the joint powers agreement, any member may pull out of the system at the end of two years. Before entering into the joint powers agreement, the Brentwood city council made sure it would not be locked into any agreement past two years.