

# NAACP decisions to be made Saturday

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cerned, they can start working tomorrow."

Other election results are:

Vice presidents elected unopposed were Mary Clarke, General Frazier Gregory and Melvin B. Lowery. Clarke and Gregory remain as first and second vice president, respectively. Lowery, a former executive board member, moves up to third vice president.

David Howard was elected treasurer. Andrea Huff, a possible Howard opponent, had been declared ineligible after a mix-up in the reporting of her membership. Howard handled local branch publicity and was on the staff of the N.C. State branch during Kelly Alexander's tenure.

Twenty-four executive board members were also elected.

The election was viewed as a

chance to settle some of the recurring strife characteristic of the local branch in recent years and end control by the Alexander family.

An agreement to install a slate of uncontested candidates was worked out between Woodard and Pridgen. Under the agreement, Pridgen would not be opposed for president, while Woodard supporters Huff and Grier would also be unopposed.

However, the agreement fell apart when Huff's membership could not be found in time to qualify her as a candidate. Hers was among several missing memberships, but in the end only Huff's was not found on the chapter's membership roster, kept by Robbie Banks, who acted unofficially as assistant branch secretary.

Huff's missing membership and the addition of three names after the deadline to the list of executive board candidates were

included in Woodard's complaint to national NAACP officials.

However, national branch director William Penn ruled that only the Davis election was improper because of an inappropriate endorsement by Alexander.

Another complaint had questioned whether members were properly notified of the elections at least 10 days before election

day.

"I am pleased and glad the other situation was verified by the national," Alfred Alexander said. "The reason they gave me was that the newsletter I put out, had an editorial where I supposedly endorsed John Davis and gave him unfair advantage in election. I don't agree. I think John Davis stood on his own. I think Davis will win in this election."

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## Transit suit settled

### L.A. inner city buses were substandard

improve access for those dependent on public transit. The provisions also insured that monthly passes will be continued for the next three years, and prices will decrease.

By April Smith

NATIONAL NEWSPAPER  
PUBLISHER ASSOCIATION

LOS ANGELES - A landmark settlement between the NAACP Legal Defense and Educational Fund and the Los Angeles Metropolitan Transportation Authority will remedy differences in public transportation in the inner city of Los Angeles and its suburbs.

In the city, typically only the poor, the disabled and the elderly ride buses. Most of them are minorities. Without access to automobiles, they are dependent upon public transportation. It is their only means of getting to work, medical facilities, and to school. The buses are overcrowded and ill maintained. Suburban ridership, mostly white professionals, comprise a small percentage of MTA's users, yet their facilities are newer and cleaner.

In 1994, MTA, which receives both federal and state subsidies, tried to raise fares and eliminate discount monthly passes. At the request of minority bus riders, LDF filed a lawsuit, citing Title VI of the Civil Rights Act of 1964, which prohibits racial discrimination by recipients of federal funding.

Connie Rice, LDF's lead attorney, asserts that the significance of the settlement goes far beyond the parameters of Los Angeles. "Unfortunately, disparities in allocations and subsidies between suburban and inner city transportation systems, and the denial of adequate bus service to the minority poor have emerged as a problem of national scope."

Rather than following official recommendations to improve bus service in the city, MTA embarked on an ambitious program of rail construction and developing express bus service for the benefit of its suburban passengers. While increasing bus service in the suburbs, MTA reduced its bus fleet in the city, in spite of the numbers of riders. Despite the fact that 94 percent of MTA's passengers ride buses, nearly 70 percent of its annual budget was spent on programs that serve only six percent of its rail passengers. Additionally, while spending only three cents for security per bus passenger, MTA spends over \$1.20 on security for each rail passenger.

LDF's settlement, approved last fall, requires substantial improvements in the system over the course of the next six months. According to Rice, "MTA is now required to make bus service its number one priority."

MTA must add 102 buses by the end of June 1997. Fifty additional buses will be added to the most heavily used lines to



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