

cuffing the couple and demanding money, according to a search warrant affidavit filed in Arlington Circuit Court.

Please see BONDSMEN, A8

about 75 donors from the surrounding area — from close family friends to strangers who heard of the tragedy that left the Hoppe family and the

who escaped with a scratch, was found in Tierney's arms.

The children's older sister, Krysta,

Please see BLOOD, A8

roads near the highway interchange receiving stamped mail to promote the flow of traffic.

In Fairfax City, Jamie Forhan waited less

Please see TAX DAY, A8

Loudoun board taps residential group for panel

By AMENA H. SAIYID
Journal staff writer

Supervisors initially excluded Citizens for Property Rights

The Loudoun County Board of Supervisors on Monday reversed its decision to exclude a citizens organization opposed to the county's land conservation policies from participating in focus groups created to revise the county's zoning ordinance.

Representatives from Citizens for Property Rights will now serve on two of the five focus groups set up earlier this month.

The property rights group is com-

prised of 500 farmers, landowners and small business operators, owning between them up to 50,000 acres of land. It promotes itself as aiming for a "fair and balanced approach to land-use planning," and members have filed several lawsuits against the county.

"I'm very pleased that they will let us participate in focus groups," organization President Jack Shockey said. "It's the first right thing they've done in two years."

Supervisor James G. Burton, I-Mercer, slammed his colleagues for caving under pressure created by letters and an editorial published in a local newspaper.

"Reconsidering a decision or changing the vote should be based on new information and not based on political heat," Burton said. "I am disappointed that many board members are taking this action under political heat."

During the April 1 Board meeting, a

majority of board members rejected efforts to include Citizens for Property Rights members Jim Clarke, Andre Fontaine and James Brownell in the focus groups.

On Monday, Supervisor Sarah R. Kurtz, D-Catoctin, presented a motion to reconsider the blanket rejection.

Please see LOUDOUN, A8

Alexandria residents air complaints about bridge project

By TRIGIE EALEY
Journal staff writer

Virginia Secretary of Transportation Whittington W. "Whitt" Clement got an earful of complaints about noise at Monday night's meeting of the Woodrow Wilson Bridge Neighborhood Task Force.

Before the meeting, Clement was taken on a one-hour bus tour through Alexandria's neighborhoods nearest the bridge by city officials. In addition to more than a dozen task force members and city officials, another 50 city residents attended the meeting. The number one issue raised by residents and city officials alike was noise and what the Virginia

Department of Transportation plans to do about it.

Mayor Kerry J. Donley said the city needs a noise barrier wall built along the edge of the bridge's Inner Loop, to block traffic and other bridge related noise from entering Old Town Alexandria.

Transportation Director Richard J. Baier explained the city's position by saying it is best to blocked noise at the source.

Inside

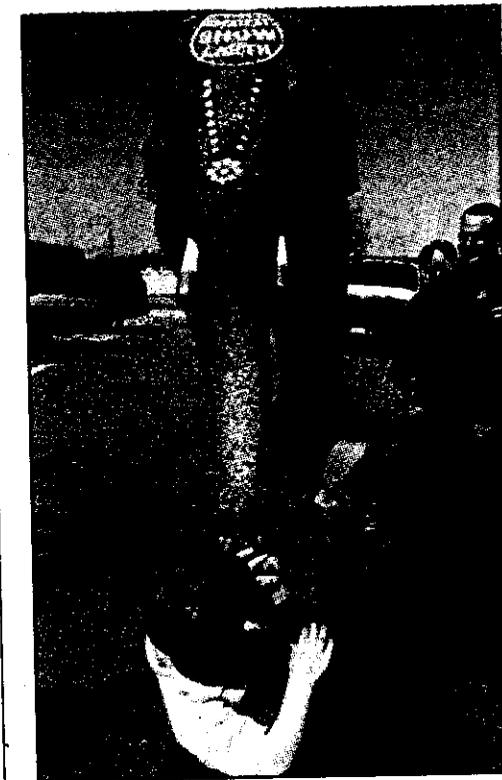
City mayor chastises Wilson Bridge project opponents/A7

VDOT officials have rejected the on-bridge noise barrier citing aesthetics, maintenance and safety concerns. Transportation officials have favored an assortment of 20-foot tall walls built in Old Town neighborhoods.

"This city and this task force is unified around this [on-bridge noise barrier] as a solution," Donley said.

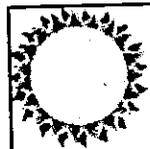
While calling himself "inadequate" technically to answer the questions posed about noise mitigation, Clement said he would direct VDOT staff to re-ex-

Please see BRIDGE, A8



Jeff Mankie/Journal

Dylan Furey, 4, left, and his father, Mike Furey, feed Bo the elephant Monday at the Merrifield Post Office.



TOMORROW:
Summer-like, sunny,
highs in the upper 80s,
lows in the mid-60s.
Details, see D4.

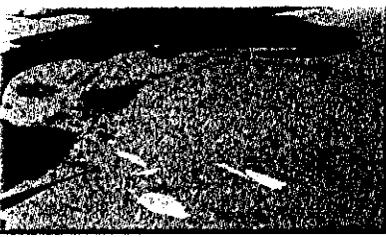
Bridge.....D3	Health.....C1	Police Beat.....A7
Business.....D1	Horoscope.....D3	Sports.....B1
Classified.....C3	Letters.....A6	Sprawl & Crawl.....A4
Comics.....D2	Lotteries.....A3	Trivia.....D2
Crossword.....D2	Movies.....B4	TV Listings.....D2
Dear Abby.....D3	Opinion.....A6	World & Nation.....A2



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★ Northern VA. Journal
April 16, 2002



Jeff Mankie/Journal

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taxpayers st Office

g to expects 8.2 million requests nation- wide this year.

Those who do not pay but filed their return should expect a notice of late payment within eight weeks.

Extensions can be requested by calling (888) 796-1074, by going to the IRS Web site at www.irs.gov, by using credit card services to make a payment and simultaneously request an extension at (800) 272-9829 or (888) 255-8299, or by mailing an extension form to IRS Center, Memphis, TN 37501. Extension and installment plan forms are available at the IRS Web site and at most large post offices.

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away from potential terrorist targets in Washington, D.C., Mosley said.

Despite authorization to add flights, the airport expected about 620 flights Monday, the daily average since March, Hamilton said. She did not know when the airport would reach full capacity, but added that flights will be added gradually.

The curfew also is affecting the number of flights at Reagan National, forcing about 50 flights to be cut per day, Hamilton said.

U.S. Rep. James P. Moran, D-8th District, said the restrictions are impacting Northern Virginia's economy because airlines are unable to return to full operating levels.

"It is affecting us economically," Moran said Monday. "Many of the people working at the airport, hotels and restaurant still do not have jobs. I would like to go back to the curfew only based on noise."

While demand for flights has recovered since Sept. 11, air transportation employment still is lower in Northern Virginia than a year ago, said William

at National Airport are greatly affected as well, since many are now unemployed."

Arlington-based US Airways, the airline with the largest operations at Reagan National, lost 30 flights each day because of the stricter curfew, said airline spokesman David Castelvetter. While the airline ran about 186 flights each day out of Reagan National prior to Sept. 11, only 153 of those flights have resumed.

"There isn't enough demand during the day to get back to 186," Castelvetter said. "I can't quantify the impact, but it clearly has an effect."

Since the airport reopened Oct. 4, Reagan National has added additional flights in phases.

During the first phase, service was allowed to eight cities. In the second phase, which began Oct. 26, service was increased to an additional 18 cities. The third phase, which began Jan. 2, brought service to 43 more cities.

Reagan National was the last airport in the United States that had restrictions on its number of daily flights.

Noise tops bridge complaints

BRIDGE from A1

amine their positions on the wall on the bridge.

"We really need to make sure we have the latest technical information," said Clement, who was named by Gov. Mark R. Warner as transportation secretary in December.

Upon returning to Richmond, Clement said he would immediately meet with Philip A. Shucet, the newly named commissioner of VDOT, to discuss the Wilson Bridge Project. Shucet, sworn into office Monday, heads a 10,000-person state agency with a \$3.2 billion annual budget covering 56,712 miles of state-maintained highways.

"Just yesterday, [Shucet] directed the engineers and technicians to bring him up to date on this project," Clement said Monday. "The first

thing I will do is talk to Philip. His strength is his background in transportation."

Shucet comes to VDOT with 30 years of transportation planning and management experience. He recently served as the executive vice president of Michael Baker Corp., an international engineering and consulting firm.

There, Shucet led the team that did the initial design work for the Hampton Roads third tunnel project.

Clement, an attorney, was elected to serve in the General Assembly in 1988 and is a senior member of the House Transportation Committee. He is a former chairman of the Transportation Subcommittee of the House Appropriations Committee.

Noise opponents got one piece of definitive news at the meeting.

VDOT project manager Ronaldo "Nick" Nicholson announced that the bridge project will use a noise-reducing, rubberized pavement on the Washington Street Bridge, the segment of the George Washington Memorial Parkway that passes over the Capital Beltway.

While most of the Wilson Bridge project is scheduled for completion by 2007, other features will take shape from 2008 to 2011, including the phased reconstruction of the Telegraph Road interchange on the Beltway.

Maryland is overseeing the majority of the construction to replace the existing six-lane, 42-year-old span linking Oxon Hill, Md., and Alexandria. The new 12-lane, dual-span drawbridge carries the Beltway across the Potomac River.

Two bail bondsmen arrested

BONDSMEN from A1

They activated a stun gun and displayed a firearm during the incident, the warrant states.

"The victims were afraid, threatened, and felt compelled to relinquish their money because of the bonding representative's actions," according to the search warrant prepared by Detective A.E. Pollard.

The warrant also alleges the bondsmen took a 1997 Honda four-door sedan belonging to the couple.

The couple was taken, handcuffed, to the Boxer Bail Bonds office, 205 Park Ave. in Falls Church, police said. The woman later was released.

The bondsmen had every right to seize the couple because they had provided false information to the bonding company about persons they named as vouching for them, and had listed as collateral a car that didn't belong to them, said attorney Dale Race, who is representing Barth.

"They had made a number of misrepresentations about collateral," Race said. "There was ample reason for these people to find them."

State statute gives bail bondsmen the authority to seize people and surrender them to the sheriff if they believe they have provided false information or may not appear in court, Race said.

The Rev. Harry Covert, who runs the Harry Covert

Bonding Co., said Barth and Woolley — his son-in-law — did not do anything wrong when they took money.

"They did not at all take any money that was not legally and properly theirs," Covert said. "They didn't steal the money. They don't operate that way."

The money was taken as a recapture fee for the man's arrest, and as collateral for the woman, according to the search warrant.

Woolley, Covert said, worked for his bonding company until December.

Both Fairfax police and bondsmen said they rarely see employees of bonding companies arrested for illegal actions while on the job. Boxer Bail Bonds is certified with the state and the local court system.

State legislators, however, have recently asked a state crime commission to investigate whether there is a need for greater regulation, training and oversight of bondsmen. The request was made during the 2001 General Assembly session.

"Under the code of Virginia, the powers of bail bondsmen are very vague, and there is very little oversight," said Tim Murtaugh, spokesman for the Attorney General's Office.

The commission will issue its report in November, he said.

Loudoun board reverses position

LOUDOUN from A1

Kurtz and Supervisors Mark Herring, D-Leesburg, Drew Hiatt, R-Dulles, Eleanor Towe, D-Blue Ridge, and Eugene Delgaudio, R-Sterling, voted to include two CPR members on the Rural and Overlay focus groups.

Burton and Supervisors William P. Bogard, I-Sugarland Run, and Charles A. Harris, D-Broad Run, opposed the motion. Board Chairman Scott K. York, R-at large, recused himself from the vote, saying his vote would be "tainted."

Nearly two years ago, the property rights group uncovered publicly that York had failed to disclose his financial interest in Toll Brothers, a Dulles-based developer involved in development proj-

personal that I will recuse myself from the meeting," he said and left the room.

Kurtz said she had been deeply disturbed by her April 1 vote to exclude the group. Hiatt said he was opposed to the group, but he said it is "undemocratic" to exclude its members from the zoning work.

Harris said the group's members will "not add anything of substance" but will continue to disrupt focus group meetings as they do regular meetings. Towe disagreed, saying Brownell at least would add depth and experience to the focus groups.

Brownell is a former board chairman who represented the Blue Ridge District from 1976 to 1991.

Shockey said he did not yet know which CPR members would

nance in compliance with the Comprehensive Plan revised last year. Up to 40 business, environmental and town representatives will serve on each of the five groups.

Members come from the Piedmont Environmental Council, the Rural Economic Development Council, the Northern Virginia Building Industry Association, the American Society of Landscape Architects, the Route 28 tax district, the Economic Development Commission and the Open Space Advisory Committee.

Focus groups will advise Clarion on revising codes dealing with towns, rural, suburban and overlay districts that combine a mix of commercial, rural and residential