

SWIMMING

NORTHERN VIRGINIA DIVING

ALL-STARS

11 Members: Dan, Or 19/87
 12 Members: George Givens (Carder) 25.15, 15
 13 Members: Brian Wren (Elinore Hill),
 Ryan Scott (Bladder Girl), Scott Roman (Bladder
 Girl), Jason Richard (Bladder) 26.00, Andrew
 Malar (Crazy) 26.00, John (Crazy) 26.00,
 (Crazy), Jay Givens (Springhill) 26.00,
 Lynn Lynch (Bladder), Jani Givens (Bladder)
 14 Members: Sam Anderson (Chatterbox)
 15 Members: Brian Roman (Highland Park), David
 Malar (Crazy) 26.00, David Jani (Bladder)
 16 Members: Sam (Bladder), Ed (Bladder) 26.00,
 17 Members: Tom Givens (Bladder) 26.00, Harry
 McClelland (Chatter), Sam (Bladder) 26.00

Sam (Bladder), Billy (Bladder) (Faith),
 Joe (Bladder) (Faith)
 18 Members: Greg (Bladder) 26.00, Ed 25.00,
 19 Members: Fred (Bladder) 26.00, Sam (Bladder)
 20 Members: Mary Ann (Bladder), Elizabeth (Bladder)
 21 Members: Nancy (Bladder) 26.00, 22 Members:
 Chris (Bladder), 23 Members: John (Bladder),
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 100 Members: John (Bladder)

POTOMAC VALLEY DIVING LEAGUE

ALL-STARS

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Colonial Record Breakers Week of August 4

LAKE BARCROFT
 Alex McGill, team record 4:50 in boys 9-10 freestyle.

NVSL Record Breakers Week of August 4

COMMONWEALTH
 Jennifer Schwab, league record 36:07 in girls 11-12 breaststroke.

Editor's Note

These results were compiled by Stan Burke, Sherry Hill, Holly Kaplan and Deborah Turner of The Washington Post.

MANITOWA
 Kelly Carter, team record 18:53 in girls 11-12 breaststroke.

RIVERSIDE GARDENS
 Tracey Buehler, league record 27:16 in girls 13-14 freestyle.



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\$120,000 Grant Is Awarded

By Angela Walker
 Washington Post Staff Writer

The TRW Foundation has awarded a \$120,000 grant to the Packard Center Group and the Heritage Resources program. The two Fairfax County nonprofit organizations will use the money for coordinators responsible for recruiting, organizing and managing volunteers.

"Community service organizations are often unable to take full advantage of volunteers' skills or to integrate volunteers into the mainstream of their organizations because the level of management expertise required to do so simply isn't affordable," said Alan Sengerville president of the foundation.

Each organization received more than \$28,000 for the first year of this three-year project.

The Packard Center Group is made up of the Fairfax County Council of the Arts, the Fairfax Choral Society, the Northern Virginia Youth Symphony, the Virginia Chamber Orchestra and Artisans United, all based at the Packard Center in Annandale.

The member groups will share the volunteer manpower, centering volunteer activities. Duties will include operating a ticket office and class registration center, organizing existing volunteer forces, recruiting and training new volunteers, scheduling volunteer activities and supervising volunteers.

"Because we're in a changing work force, there's a diminishing volunteer force," said Tom McMahon, president of the Fairfax County Council of the Arts.

Heritage Resources is an organization that supports historical preservation. Its volunteer manager will develop opportunities for weekend volunteering and recruit senior citizen and disabled volunteers.

The coordinator will also be in charge of renewing the high school summer enrichment program, revising a program to certify archaeology volunteers and establishing an architectural history volunteer program.

"The grant program was created to try to fill the void created by cutbacks in the federal government," said Kohann H. Whitney, manager of external communications for TRW Systems Integration Group. More than \$1 million has been donated nationally in the five years since the project's implementation.

TRW believes that it is important as a corporate citizen to give something back to the community where it does business," Whitney said.

The TRW Foundation was created in 1972. It is a not-for-profit organization that provides grants to support community service projects. The foundation's grants are made through a network of nonprofit organizations.

Charter Prohibits D.C. Commuter Tax

COMMUTER TAX, From Page 1

Under these conditions, deductions would wipe out all the income tax money both states collect in the Washington suburbs. Such a loss would wreak havoc on budget-makers in Annapolis and Richmond.

Even if the District taxed commuters at a lower rate than residents, a standard that is common in other areas, the loss of revenue could create major money troubles for the states, Virginia and Maryland would be forced to look for new sources of revenue or possibly to raise their tax laws, shifting the commuter tax burden directly onto those who pay it.

"There would be a direct, dollar-for-dollar reduction in revenue to the state of Maryland for any [commuter] tax collected in the District," said Ken Mannaia, a tax specialist in the state of Maryland's Washington office. "That money would come directly out of the state treasury. . . . You have to ask what would happen politically if there were this kind of revenue hemorrhage."

Virginia and Maryland lawmakers who oppose a commuter tax argue that it is inherently unfair because it forces nonresidents to support a government whose leaders they have no part in electing. That, they say, would be taxation without representation.

They also argue that commuters contribute significantly to the District's treasury through taxes on restaurant meals and retail purchases made in the city.

Proponents, however, say non-resident taxes help pay for essential city services that commuters use, such as streets and utilities. And in parts of the country where Congress has not specifically outlawed commuter taxes, courts have agreed with this argument. Since the early 1960s, major court decisions have upheld the legality of many commuter taxes.

In the Washington area, the District government is the only agency that has closely studied the potential financial impact of a commuter tax. As part of the 1991 budget, officials projected what would happen if Virginia and Maryland commuters were taxed at the same rate as D.C. residents.

Under current law, District residents pay a top income tax rate of 9.5 percent on all income over \$20,000. Maryland residents pay a combined state and county income tax rate of 7.5 percent on all income over \$3,000. Virginia residents pay a top tax rate of 5.75 percent on all income over \$17,000.

The District government would gain almost \$1.2 billion in revenue, while the state of Virginia would lose more than \$593 million and the state of Maryland would lose more than \$650 million.

Suburban lawmakers such as Rep. Stan Farris (R-Va.) say that such revenue losses "would be disastrous" for their states. Farris calls a commuter tax "a faulty public policy and an irresponsible evasion of the [District's] obligation to get its fiscal house in order."

But District officials such as Deputy Mayor for Finance Robert Pohn say a commuter tax would shift part of the burden of paying for city services to people who currently use them but do not pay. The District is in a double bind "because commuters cannot be taxed and because the federal government has not increased its payment to the District for several years," Pohn said. "Equity would call for a solution involving one or both of these areas."

Virginia Tax Commissioner William Forst said that more than a third of his state's income tax collections come from Northern Virginia, and that a commuter tax would cost the state "a very significant amount." Under current law, Forst said, "Every resident of Virginia who works in the District wouldn't pay Virginia income tax any more."

In many parts of the country, commuter taxes have been a fact of life for decades. Most of the taxes are income taxes applied to the paychecks of people who work in the suburbs.

According to a recent study by the Advisory Commission on Intergovernmental Relations, most cities that have commuter taxes levy a flat-rate charge that is somewhat lower than the tax charged to city residents.

New York City, for example, levies a tax of 0.25 percent on commuter incomes; residents pay income tax at rates ranging from 1.5 percent to 3.5 percent. One of the highest income taxes is in Philadelphia, where commuters pay 4.315 percent and residents pay 4.96 percent. San Francisco and Los Angeles do not directly tax commuters, but charge employees a payroll tax of 1.5 percent and 0.75 percent respectively.

Clifton Substation Plan Progresses

By Pamela Babcock
 Washington Post Staff Writer

A State Corporation Commission hearing examiner last week recommended approval of Virginia Power's plans to build a switching station on a 95-acre site near Clifton. The recommendation will be forwarded to the SCC's three commissioners, who may decide the case this fall.

Virginia Power last year requested permission to build the substation just west of Clifton on company-owned land. If built, the facility would include nearly seven miles of power lines running between Clifton and Prince William County.

Power company officials say the substation is needed to keep pace with Northern Virginia's growth. But last year, a citizens group, known as the Clifton/Coquigon Preservation Society, and the Town of Clifton began fighting the proposal.

Opponents say they are concerned about the environmental effects of the substation on the Co-

quigon watershed, and they have raised health concerns about electromagnetic fields.

Clifton Mayor Wayne Nickum said he was disappointed by the hearing examiner's ruling, but vowed to contact the nearby citizens group to keep up the fight.

"Obviously, the town doesn't like it, but it's in their hands," Nickum said, referring to the state commission. "I believe both parties have an opportunity to respond."

In its recommendation to the commission, senior hearing examiner Russell W. Cunningham Sr. said area power transmission and distribution facilities have been stretched to their limits and that there is a "dire need" for the substation if area homes and businesses are to have adequate power.

He added that studies on electromagnetic fields lacked "definitive answers" on whether such facilities pose health hazards.

Opponents say they are concerned about the environmental effects of the substation on the Co-

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