



JAGUARS' RAMSEY, BOUYE: '2 STUD PLAYERS'
Sports, C-1



WELLS FARGO CENTER WILL REOPEN FOR SOME TENANTS
Money, D-1

WHITE HOUSE USE OF PRIVATE EMAILS BEING INVESTIGATED
Nation, A-3

4 coaches, Adidas exec charged in scheme

College basketball target of FBI probe

By Larry Neumeister & Tom Hays
Associated Press

NEW YORK | In one of the biggest crackdowns on the corrupting role of money in college basketball, 10 men — including a top Adidas executive and four assistant coaches — were charged Tuesday with using hundreds of thousands of dollars in bribes to influence star athletes' choice of schools, shoe sponsors, agents, even tailors.

Some of the most explosive allegations appeared to involve Louisville, one of college basketball's biggest powerhouses, which is already on NCAA probation over a sex scandal.

Federal prosecutors said at least three top high school recruits were promised payments of as much as \$150,000 — using money supplied by Adidas — to attend two universities sponsored by the athletic shoe company. Court papers didn't name the schools but contained enough details to identify them as Louisville and Miami.

"The picture of college basketball painted by the charges is not a pretty one," said acting U.S. Attorney Joon H. Kim, adding that the defendants were "circling blue-chip prospects like coyotes" and exploited them to enrich themselves.

SCHEME continues on A-4

GOP drops push to repeal Obamacare

Trump says he will work across aisle on 'better deal'

By Alan Fram
Associated Press

WASHINGTON | Facing assured defeat, Republican leaders decided Tuesday not to even hold a vote on the GOP's latest attempt to repeal the Obama health care law, surrendering on their last-gasp effort to deliver on the party's banner campaign promise.

"The bill is dead as a door nail," said Sen. John Kennedy, R-La., leaving a luncheon where GOP

MORE INSIDE
Costs keep rising: Affordable Care Act premiums may spike in Florida next year. **B-6**

senators decided against holding a futile roll call.

The decision marked the latest stinging rejection on the issue for President Donald Trump and Senate Majority Leader Mitch McConnell. In July, the Republican-controlled Senate rejected three similar GOP measures

other Republicans characterized the decision as a short-term setback. They needed to vote on the measure this week because procedural protections against a bill-killing Democratic filibuster expire Sunday, though they could revisit the issue in future months.

"We haven't given up on changing the American health care system," McConnell told reporters.

McConnell, R-Ky., and **GOP continues on A-4**



Sen. Susan Collins, R-Maine, joined a small but decisive cluster of GOP senators in opposing the GOP's last-gasp drive to tear down President Barack Obama's health care law. (AP Photo/Robert F. Bukaty, File)

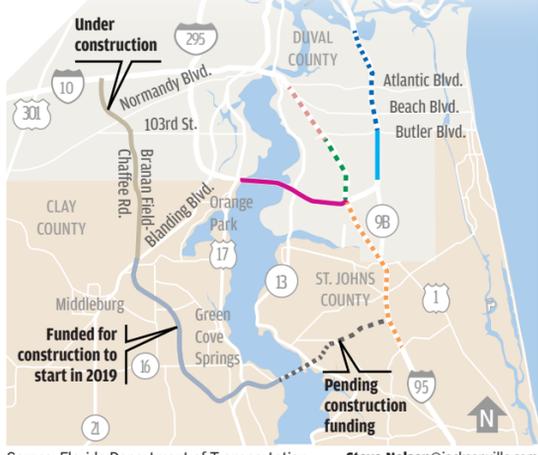


Sensors on overhead gantries will record tolls on North Florida Express Lanes under construction on Interstate 295 in Mandarin. A SunPass will be required to use the lanes; violators will be recorded and ticketed. (Dan Scanlan/Florida Times-Union)

North Florida expressway and toll lanes

The First Coast Expressway, a multilane limited-access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. Construction on the northwestern first segment from Blanding Boulevard in Clay County north to Interstate 10/West Beaver Street in Duval County began in 2013 and should be completed by early next year. That segment's three sections are under construction now, and will cost about \$208 million together when done.

- EXPRESS LANES**
- Under construction**
 - I-295 from I-95 to the Buckman Bridge
 - I-295 from from Florida 9B to Butler Blvd.
 - Not funded for construction**
 - I-295 from Dames Point Bridge to Atlantic Blvd.
 - I-95 from Butler Blvd. to Atlantic Blvd.
 - I-95 from International Golf Pkwy. to I-95/I-295 south interchange
 - I-95 from Butler Blvd. to I-295 south interchange



Source: Florida Department of Transportation, First Coast Metropolitan Planning Organization
Steve.Nelson@jacksonville.com

TOLLS RETURN TO AREA ROADS

Express lanes on highways will make commuting faster, but price will be paid

By Dan Scanlan
dan.scanlan@jacksonville.com

A faster way to cruise around Jacksonville and into Clay and St. Johns counties is under construction now, but it will come at a price.

As the First Coast Expressway and North Florida Express Lanes get closer to offering faster commutes, they also herald a return to tolls in an area that hasn't seen them in 28 years.

Both will be limited-access toll roads, according to the Florida Department of Transportation. Motorists with a SunPass transponder device can prepay their tolls on either route or be scanned by sensors in the overhead gantries for billing later. Cameras on the First Coast Expressway also will scan license

plates of those without a transponder. A "toll-by-plate" bill for those will be sent in the mail.

The First Coast Expressway will ultimately traverse parts of Duval, Clay and St. Johns counties. The first phase, at an estimated \$208 million when done, is under construction from Blanding Boulevard in Clay north to Interstate 10/West Beaver Street in Duval. The North Florida Express Lanes first \$89 million segment is being added now to Interstate 295 in Mandarin, with two more 12-foot toll lanes slated for each direction.

Like tolls of old, money collected on the First Coast Expressway will pay for the road, transportation spokesman Hampton Ray said.

TOLLS continues on A-4

Trump schedules Puerto Rico visit as feds rush aid

By Michael Biesecker & Andrew Taylor
Associated Press

WASHINGTON | The U.S. ramped up its response Monday to the humanitarian crisis in Puerto Rico, even as President Donald Trump brought up the island's struggles before Hurricane Maria struck — including "billions of dollars" in debt to "Wall Street and the banks which, sadly, must be dealt with."

The Trump administration has tried to blunt criticism that its response to Hurricane Maria has fallen short of its efforts in Texas and Florida after the recent hurricanes there.

Five days after the Category 4 storm slammed into Puerto Rico, many of the more than 3.4 million



Residents at La Perla community comfort one another Monday in San Juan, Puerto Rico. The island territory of more than 3 million U.S. citizens is reeling in the devastating wake of Hurricane Maria. (Carlos Giusti/Associated Press)

U.S. citizens in the territory were still without adequate food, water and fuel. Flights off the island were infrequent, communications were

spotty, and roads were clogged with debris. Officials said electrical power may not be fully restored for more than a month.

The president said Tuesday that he plans to visit Puerto Rico next week, the earliest he said he can go without disrupting recovery operations.

Trump pointed out some differences between the two states and the island in a series of tweets Monday night.

"Texas & Florida are doing great but Puerto Rico, which was already suffering from broken infrastructure & massive debt, is in deep trouble."

Trump also noted that the island's electrical grid was already "in terrible shape."

Still, he promised, "Food, water and medical are top priorities —"

TRUMP continues on A-4



Brendan Dassey appears in court April 16 at the Manitowoc County Courthouse in Manitowoc, Wis. Dassey is a Wisconsin inmate who was featured in the “Making a Murderer” series. The 7th Circuit U.S. Court of Appeals in Chicago on Tuesday was to consider arguments over whether Dassey should go free. He was sentenced to life in prison in 2007 after he told detectives he helped his uncle Steven Avery rape and kill photographer Teresa Halbach. (Dan Powers/The Post-Crescent, Pool, File)

Judges appear split in Dassey appeal

One judge said interrogation film of the suspect made her ‘skin crawl’

By **Todd Richmond** & **Michael Tarm**
Associated Press

CHICAGO | A federal appellate judge hearing arguments Tuesday in Chicago about whether investigators coerced a confession from a Wisconsin inmate featured in the Netflix series “Making a Murderer” said video of detectives questioning Brendan Dassey was so disturbing that it made her “skin crawl.”

But other judges at the full-court rehearing at 7th Circuit U.S. Court of Appeals in Chicago sounded unconvinced that investigators had manipulated the intellectually challenged Dassey and en-

couraged him to tell them what they wanted to hear about the 2005 slaying of photographer Teresa Halbach in Two River, Wis.

If the court decides the confession wasn’t voluntary, Dassey could go free in a high-profile case that puts police interrogation practices in the spotlight. The seven judges who heard the arguments seemed split, based on their questions. A ruling is expected within several months.

Dassey, now 27, was convicted based primarily on his confession and sentenced to life in prison in 2007. He was 16 when he told detectives he helped his uncle, Steven Avery,

rape and kill Halbach in the Avery family’s junkyard in Manitowoc County.

A federal magistrate judge in Milwaukee overturned Dassey’s conviction last year, ruling detectives took advantage of Dassey’s youth and cognitive disabilities to coerce his confession. A three-judge panel from the appellate court later upheld the magistrate’s ruling, prompting state attorneys to ask the full 7th Circuit for a review.

It was Chief Judge Diane Wood who most clearly signaled she believed the detectives went too far, including by quoting a Biblical passage that the “truth would set him free” to suggest Dassey might be released if he confessed and by winning his trust by saying they were talk-

ing to him more as parental figures than as cops.

Video of the interrogation shows one detective saying he’s a dad to a child around Dassey’s age, adding, “There nothing I’d like more than to come over and give you a hug cause I know you’re hurting.”

“The investigators made my skin crawl watching this video,” Wood said. Wood noted that Dassey had no one representing him in the room and appeared disoriented, pausing for long stretches. “He is obviously racking his brain about how he can answer ... in a way (investigators) will like,” she said.

Dassey has a low IQ of around 80 and struggles to grasp simple concepts, meanings and consequences, court filings say.

SCHEME

Continued from A-1

Prosecutors said that while some of the bribe money went to athletes and their families, some went to coaches, to get them to use their influence over their potentially NBA-bound players.

The coaches charged are Chuck Person of Auburn, Emanuel Richardson of Arizona, Tony Bland of Southern California and Lamont Evans of Oklahoma State. Person and Evans were immediately suspended.

Those charged also include James Gatto, director of global sports marketing for basketball at Adidas; Rashan Michel, a maker of custom suits for some of the NBA’s biggest stars; and various financial advisers and managers.

NCAA President Mark Emmert condemned the

alleged misconduct, saying in a statement, “Coaches hold a unique position of trust with student-athletes and their families, and these bribery allegations, if true, suggest an extraordinary and despicable breach of that trust.”

Since 2015, the FBI has been investigating the influence of money on coaches and players in the NCAA. Kim noted that a special FBI hotline has been set up and asked anyone aware of additional corruption to come forward.

Prosecutors said the coaches took bribes to use their “enormous influence” to steer players toward certain financial advisers and agents.

Most if not all of the 10 defendants were under arrest. Lawyers for Gatto and three of the coaches did not immediately respond to requests for comment.

Adidas said it was unaware of any misconduct

by an employee and vowed to fully cooperate with authorities.

In one case, Gatto and others are accused of funneling \$100,000 to the family of a high school athlete to gain his commitment to play at Louisville, and to sign with Adidas once he became a professional. Louisville and Adidas announced a 10-year, \$160 million extension of their sponsorship deal over the summer.

The player’s name was not released, but details in the criminal complaint make it clear investigators were referring to Brian Bowen. He did not return messages seeking comment, and Louisville declined to make coach Rick Pitino available.

The development comes as Louisville is appealing a four-year NCAA probation over a scandal involving escorts hired for players and recruits. The scandal could cost the school its

2013 national championship.

In court papers Tuesday, the FBI said it recorded a meeting in July where an assistant coach at Louisville was briefed on a plan to funnel thousands of dollars to a potential high school recruit.

Investigators said agents also wiretapped a call in which Gatto and another defendant discussed an unnamed coach at Miami requesting that Adidas pay as much as \$150,000 to another recruit, in part to prevent him from accepting a similar offer from a rival apparel company.

Louisville interim President Gregory Postel confirmed the university has been informed it is part of the investigation and said it will cooperate fully.

Miami likewise said it will cooperate, while USC said it appointed former FBI Director Louis J. Freeh to conduct an internal investigation.

TRUMP

Continued from A-1

and doing well.”

In Washington, officials said no armada of U.S. Navy ships was headed to the island because supplies could be carried in more efficiently by plane.

The Trump administration ruled out temporarily setting aside federal restrictions on foreign ships’ transportation of cargo, saying it wasn’t needed.

The government had waived those rules in Florida and Texas until last week.

Though the administration said the focus on aid was strong, when two Cabinet secretaries spoke at a conference on another subject — including Energy Secretary Rick Perry, whose agency is helping restore the island’s power — neither made any mention of Puerto Rico or Hurricane Maria.

Democratic lawmakers with large Puerto Rican constituencies back on the mainland characterized the response so far as too little and too slow.

The confirmed death toll from Maria jumped to at least 49 on Monday, including 16 in Puerto Rico.

“Puerto Ricans are

Americans,” said Rep. Nydia Velazquez, D-N.Y., who traveled to Puerto Rico over the weekend to assess the damage.

“We cannot and will not turn our backs on them.”

The head of the Federal Emergency Management Agency, Brock Long, and White House homeland security adviser Tom Bossert landed in San Juan on Monday, appearing with Puerto Rico Gov. Ricardo Rossello at a news briefing.

Though Rossello had urgently called for more emergency assistance over the weekend, he expressed his gratitude for the help so far.

The governor said the presence of Long and Bossert was “a clear indication that the administration is committed with Puerto Rico’s recovery process.”

Long said, “We’ve got a lot of work to do. We realize that.”

Perry and Interior Secretary Ryan Zinke made no mention of Puerto Rico or the hurricane during a joint appearance before the National Petroleum Council, a business-friendly federal advisory committee.

News reporters were not allowed to ask questions.

Perry had traveled with Trump to Texas and Flor-

ida following hurricanes Harvey and Irma.

Energy Department crews are working in Puerto Rico and the Virgin Islands, coordinating with the Puerto Rico Electric Power Authority, FEMA and a team from the New York Power Authority, among others.

An eight-member team from the Western Area Power Authority, an Energy Department agency, assisted with initial damage assessments in Puerto Rico and has been redeployed to St. Thomas.

A spokeswoman said additional responders would go to Puerto Rico as soon as transportation to the hurricane-ravaged island could be arranged.

Zinke’s department oversees the U.S. Virgin Islands, along with other territories.

The federal response to Maria faces obvious logistical challenges beyond those in Texas or Florida. Supplies must be delivered by air or sea, rather than with convoys of trucks.

FEMA said it had more than 700 staff on the ground in Puerto Rico and the U.S. Virgin Islands. They were helping coordinate a federal response that now includes more than 10,000 federal per-

sonnel spread across the two Caribbean archipelagos.

In Puerto Rico, federal workers supplied diesel to fuel generators at hospitals and delivered desperately needed food and water to hard-hit communities across the island.

Cargo flights are bringing in additional supplies, and barges loaded with more goods are just starting to arrive in the island’s ports.

San Juan’s international airport handled nearly 100 arrivals and departures on Sunday, including military and relief operations, according to the Federal Aviation Administration.

The Pentagon dispatched the Navy amphibious assault ship USS Kearsarge, which provided helicopters and Marines to help with the relief effort onshore.

However, the Trump administration said Monday it would not waive federal restrictions on foreign ships’ transportation of cargo as it had following Harvey and Irma.

The administration said it will continue to enforce the Jones Act, which requires that goods transported between U.S. ports be carried on U.S.-flagged ships.

GOP

Continued from A-1

“We aren’t going to be able to do it this week.”

McConnell made it clear that it was time for Republicans to turn away from trying to repeal President Barack Obama’s health care. They’ve been promising to erase that law since 2010 but have never rallied behind a plan to replace it.

“Where we go from here is tax reform,” he said, citing the next big GOP goal.

Rejection became inevitable Monday after Maine GOP Sen. Susan Collins announced she opposed the legislation. She joined Republican Sens. John McCain of Arizona, Rand Paul of Kentucky and Texas’ Ted Cruz who’d already said they opposed the measure. Cruz aides said he was seeking changes that would let him vote yes.

Sen. Lisa Murkowski, R-Alaska, did not reveal a definitive position but said that while changes in Obama’s law are needed, “substance matters.” Her state has extremely high health care costs, in part because of its many remote communities.

The retreat left the GOP’s next steps on health care unclear, especially with a president who i has reached out to congressional Democratic leaders on high-agenda items like the budget and immigration.

Trump said in a meeting Tuesday with Republican and Democratic House members that he would work with Democrats on health care if the Republicans “didn’t get repeal done,” according to Rep. Richard Neal, R-Mass. Neal quoted Trump as saying, “You get a better deal if it’s bipartisan.”

It was unclear what compromise Trump could strike with Democrats between his stated desire to uproot the health care statute and Democrats defending Obama’s proudest domestic achievement.

Democrats rejoiced over the GOP’s retreat.

“Today, Americans breathe a sigh of relief because the health care

of millions has been protected and preserved,” said Senate Minority Leader Chuck Schumer, D-N.Y.

He called on Republicans to join a bipartisan effort aimed at buttressing Obama’s law and stabilizing individual health care markets.

Sens. Lamar Alexander, R-Tenn., and Patty Murray, D-Wash., have been working on a bill that would continue federal subsidies to insurers for reducing costs for lower-earning consumers. Trump has threatened to block those payments.

In choosing whether to hold the roll call, McConnell faced some Republicans arguing that lawmakers can’t be seen as abandoning a pledge that Trump and countless GOP have run on. Others challenged the value of shining a fresh spotlight on their inability to pass the bill.

“Putting it out on the floor and forcing a lot of people to make a vote that maybe they don’t want to make isn’t the best, in my view, long-term pathway to success,” No. 3 Senate Republican leader John Thune of South Dakota said before the decision was announced.

The abandoned bill would transform much of “Obamacare’s” spending into \$1.2 trillion worth of grants through 2026 that states could spend on health programs with few constraints. It would also give states far more power — without federal approval — to loosen strings on insurers, letting them charge seriously ill people higher premiums and sell low-cost, low-coverage policies.

It was sponsored by GOP Sens. Lindsey Graham, R-S.C., and Bill Cassidy, R-La.

The nonpartisan Congressional Budget Office said “millions” of Americans would lose coverage under the bill and projected it would impose \$1 trillion in Medicaid cuts through 2026.

GOP leaders revised the measure several times, adding money late Sunday for Alaska, Arizona, Maine, Kentucky and Texas in a clear pitch for Republican holdouts.

TOLLS

Continued from A-1

“That was built using bonds and those bonds will be paid back by the tolls,” Ray said. “It is to allow people to navigate around the city in a vastly easier way. That’s the reason why we do all the roads, to improve the economy and mobility, decrease congestion and provide people with an alternative to their current commute.”

Jacksonville had tolls on the Mathews, Hart, Fuller Warren and Trout River bridges, plus Butler Boulevard, in the 1980s. Then Duval County voters approved a 1988 referendum to replace them with a local half-cent sales tax.

What won’t return with the new roads are traditional tollbooths. Tolling will be done electronically, although the designs of the two tollways in Jacksonville differ.

First Coast Expressway will be a new limited-access highway with two lanes north and two south for most of its 46 miles between Duval and St. Johns counties. It will help daily commuters as well as during storm-related evacuations with “a 70-mph drive and no red lights,” Ray said.

Construction on the first segment from Blanding in Clay to I-10 in Duval began in 2013 and should be completed by early next year.

“You can use a SunPass and lock in the lowest rate available [about \$2.20] on that road, and it is a prepaid account. Or you can use ‘toll-by-plate’ at a slighter higher price. There is also an administrative fee of \$2.50 per month,” Ray said. “Between I-10 and New World Avenue, that is a toll-free segment. If you are trying to go to Middleburg, you can travel on the First Coast Expressway and get off on New World Avenue and continue on local access roads.”

The second segment involves a new roadway from Blanding in Middleburg through Green Cove Springs, with construction set for early 2019 and estimated at \$507 million. The

third segment includes replacement for the existing Shands Bridge over the St. Johns River, ultimately connecting to I-95 in St. Johns County. It is not funded yet. But the new Shands Bridge will remain toll free. For information go to firstcoastexpressway.com.

The North Florida Express Lanes along I-295 are an “expressway within an expressway” design already evident as drivers pass its first phase under construction in Mandarin. Two additional toll lanes are being built in each direction from I-95 to the Buckman Bridge.

“The toll lanes will be separated from the nontoll lane by delineators [4.5-foot plastic poles],” Ray said. “It’s a new design that has been very successful as a deterrent for people to move into the express lane without paying.”

Heading east, drivers can join new express lanes as soon as they get off the Buckman, then exit just before I-95. Heading west, drivers can access express lanes as they come off the I-95 or I-295 mergers, then exit after San Jose Boulevard. The Southside leg between Florida 9B and Butler is also under construction and should be done in spring 2019 for an estimated \$139.9 million.

The big difference here is that these express lanes only allow those with a SunPass. Drivers without will have their license plate tagged by a camera and receive a \$25 ticket with a toll added to it. That toll ranges from 50 cents to \$2.50 depending on multiple factors.

“The more people who generally use the express lanes, the higher the toll will be to deter people from getting into the express lanes,” Ray said. “We want you to use the general use lanes to spread out the capacity so everyone sees a benefit in the commute, not just those who pay for the express lanes.”

For more information go to northfloridaexpress.com.

Dan Scanlan: (904) 359-4549