

South Florida Sun-Sentinel

Broward County Edition

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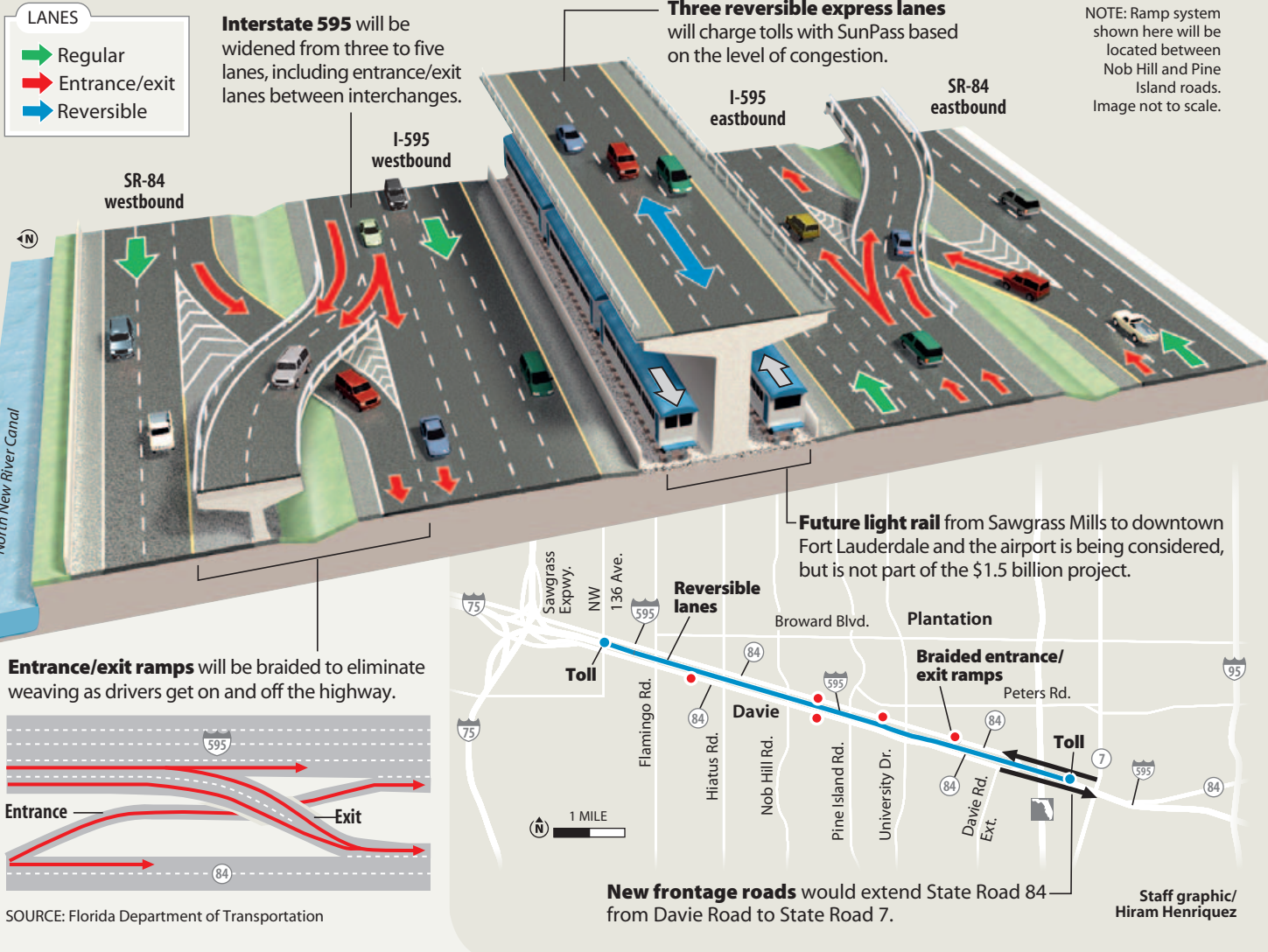
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AN EXPRESS WAY

The state is planning \$1.5 billion worth of projects to ease congestion on I-595. If private financing is used, construction will start in 2009 and end in 2014. If traditional funding is used, multiple projects would start in 2010 and end in 2024.

SOME KEY COMPONENTS



"I'm not too keen on a private entity owning something that is traditionally a government responsibility."

Donna Guthrie
Daily I-595 commuter

BY MICHAEL TURNBELL
STAFF WRITER

Five years or 14 years. The \$1.5 billion reconstruction of Interstate 595 is inevitable. The only questions are how long it will take and how the state will pay for it. Given a choice between dodging barricades for five years or 14 years, most drivers would undoubtedly pick five. That choice would come with a price: The state may turn over construction and control of the highway to a private company that would recoup its costs through tolls. In turn, the state and drivers get a billion-dollar road project built in a third of the time.

ONLINE

Check out a simulation video of the future Interstate 595, showing the elevated toll express lanes as well as new 'braided' entrance and exit ramps, at Sun-Sentinel.com/595.

The company would take on risks such as cost overruns that otherwise would be paid by taxpayers. But toll rates could be raised without public input and continue long after the project is paid off. "This is a potential mechanism to get one large project done much earlier. It's very exciting," said Jim Wolfe, the Florida Department of Transportation's District 4 secretary, speaking to Broward County transportation planners late last year. "It's definitely not business as usual."

Nor is the project. The state wants to rebuild and widen a 12-mile stretch of I-595 to five lanes in each direction between State Road 7 and the Interstate 75/Sawgrass Expressway junction. Reversible express lanes built above I-595's grassy median would whisk long-distance commuters east in the morning and west in the evening. Drivers using the express lanes

■ TOLLS CONTINUES ON 7A

RETIREMENT FUNDS

Uncollected pension in your past?

BY HARRIET JOHNSON BRACEY
STAFF WRITER

Forget something? The federal corporation that insures private company pensions says there are 1,629 Floridians who have not claimed \$7.14 million in pensions. That puts Florida residents in the top ranks of those who left money behind when they quit a job or retired. The average benefit is \$4,950. The range is from one dollar to more than \$611,000. "A lot of times, people will be working for an employer long enough to get vested in pension benefits," said Gary Pastorius, spokesman for the Pension Benefit Guaranty Corp. "But if you're in your late 20s or early 30s, you're not thinking about pensions." It's easy to find out whether you're owed a pension — usually paid out at age 65 — even if your former employer merged or went bankrupt. You can find out by going to the PBGC Web site, www.pbgc.gov/search, and entering your company's name,

■ PENSIONS CONTINUES ON 2A

IT'S NEVER TOO LATE TO CLAIM THE MONEY

What: Unclaimed pension benefits of \$7.14 million for Floridians, \$133 million for people nationwide.
Where: Pension Benefit Guaranty Corp.
Who: 1,629 Floridians, 32,000 people nationwide, who worked for any of 6,600 companies.
Why: Because employers could not find former workers to give them their benefits.
How: If you think you may be owed money, go to www.pbgc.gov/search, send an email to found@pbgc.gov or missing@pbgc.gov or call 800-400-7242.
When: You might want to wait a day or so, because traffic has been heavy on the Web site and on the telephone.

Severance pay for fundraiser angers FAU staff, patrons



Davenport

BY SCOTT TRAVIS
STAFF WRITER

Barely a year into a six-year contract to serve as Florida Atlantic University's chief fundraiser, Lawrence Davenport is leaving with \$578,000 in severance pay. The figure is raising eyebrows among some in the university community, who wonder whether an often cash-strapped state institution can afford the expense. "That's an enormous amount of money," said Roy Levow, a computer science professor at FAU's Davie campus who sits on the board of trustees. "We'd much rather see it directly supporting the university." It's unclear whether the university is legally required to pay the severance package to Davenport, who was execu-

■ DAVENPORT CONTINUES ON 2A

DAILY DIGEST

SUN-SENTINEL WEATHER

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COMMUNITY NEWS ROUNDUP 4B-5B

Davie meeting to focus on crime victims • Manors OKs spending for radio-alert system • Lauderdale film fest plans kids' events

NATION

Labeling zapped food

Under a proposed rule change, companies would have to label irradiated food only when it caused a material change. **3A**

IRAQ

Bush criticizes Democrats

The president calls Democrats "irresponsible" for taking a break without approving a war funding bill that he can sign. **11A**

BUSINESS

Gamers win in console war

Sony plans to lower the price of its PlayStation Portable gaming device. Competition from rivals has been fierce. **3D**

SUN-SENTINEL GAS PANEL

Costs squeezing you? Sun-Sentinel gas panelist Jean-Louis Schlegel, of Miramar, offers tips for conserving gas and money. **1D**

WORLD



FAST TRACK: A French train with a 25,000-horsepower engine broke the world speed record Tuesday for conventional rail trains. The train's speed of 357.2 mph beat the previous record of 320.2. **12A AP photo**

ONLINE

Find the perfect camp for your kids

Whether you've got a science star, movie buff or tennis pro at home, you can find the right summer program for your child at Sun-Sentinel.com/camps

LOCAL

Widow fights condo board

Rose Normoyle worked as a real-life Rosie the Riveter during World War II. Now the ailing widow is fighting her condo board for the right to have round-the-clock caretakers in her apartment. **1B**

Busy storm season forecast

Keep those shutters, batteries and generators handy. Storm forecaster William Gray predicts this year's Atlantic hurricane season will likely be "very active," with 17 named storms, including nine hurricanes, five of them major. **1B**

SPORTS

A Player for the ages

Gary Player is preparing for his 50th Masters. He's won three times at Augusta, carving out his place among giants of the game. **1C AP photo/Chris O'Meara**



WHAT'S NEW IN THE SUN-SENTINEL

Sunday Lifestyle, On TV

Coming Sunday: Look for the new Sunday Lifestyle section, with content from the former Health & Family and AE&TV sections. You'll find familiar features such as the Fitness Profile, Family Style, Arts and Books pages, and Movie Times. It also has new food and shopping features, advice columns, the horoscope, crossword puzzles and games.

Also: TV listings will be in a stand-alone section called On TV. Look for TV Writer Tom Jicha's question and answer column on the cover.



Your Business

Coming Monday: There's a new look and focus for Your Business. The section will emphasize more consumer, news-to-use articles on workplace and personal finance and small business coverage. Look for Help Team Columnist Daniel Vasquez in the section and Marcia Heroux Pounds' column on small business issues.



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State plans to decide private vs. public cost

TOLLS

CONTINUED FROM PAGE 1A

would pay a toll that would go up at rush hour to keep the lanes from clogging. The concept, called "congestion pricing," relies on simple economics: The higher the price, the more likely some drivers are likely to use the regular travel lanes or drive at a less congested time of day.

I-595's toll express lanes would feature high-tech overhead sensors that eliminate the need for gridlocked toll plazas. The regular lanes of I-595 would remain toll-free but more crammed than the free-flowing express lanes.

While Donna Guthrie likes the idea of having the option of paying a toll for a swifter drive, she's not so sure about letting a private company control the road's purse strings.

"I'm not too keen on a private entity owning something that is traditionally a government responsibility," said Guthrie, who uses I-595 in her daily commute from Fort Lauderdale to Coral Springs.

"I would take advantage of the express lanes, but I wouldn't use them all the time if it's going to cost me. If I'm late to work or if I'm headed to the airport, then I might use them."

With state and federal officials opposed to raising gas taxes, which paid for the interstate highway system, Florida and a host of other states are considering leasing roads and bridges to private companies to pay for new construction.

Faced with rising construction costs and a \$700 million shortfall for I-595 in Broward, the state will meet in May with investors and contractors from all over the world to consider financing options for the mammoth I-595 project.

If plans go forward, construction of the highway and noise walls would begin in 2009 and be finished in 2014. If the state waits until public money becomes available, construction would start in 2010 and take until 2024.

The state has secured about \$805 million, about half the money needed for the overall I-595 project. Without private financing, the I-595 corridor would be divided into 12 separate projects built over 14 years.

If the state gets a favorable reaction from investors and contractors in May, then it could hold a public hearing this summer and begin the process of seeking qualified firms. By February 2009, a firm could be chosen and construction would begin that year.

The firm would design, build and finance the entire project. Over the course of the lease, the firm would be responsible for any maintenance or improvements necessary to keep traffic moving at acceptable speeds.

Completing the entire corridor in five years isn't too aggressive, said Joseph Borello, the state's I-595 design manager.

"You're talking about attracting the largest contractors in the world that bring with them a huge amount of resources. It is doable," Borello said. "There is a huge incentive for them to start collecting revenues. The sooner the road opens, the sooner they can pay back their debt."

Although the firm would retain the ability to raise tolls on the express lanes, the contract could include penalties if the road isn't maintained to state standards. It could also include language that provides a way for the state to share in the profits generated by the tolls, said Robert Poole, a Broward resident who heads the transportation studies division of the Los Angeles-based Reason Foundation, a libertarian think-tank.

"The challenge is to make sure you've come up with the right set of conditions to cover all the contingencies," Poole said.

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Private sector taking control of more roads

Turning over construction and control of roads and bridges to private companies is common in other countries but has only begun in the United States.

Florida is among more than 20 states that have passed bills authorizing some form of highway privatization. The state is pursuing public-private partnerships to finance a host of projects, from a new tunnel at the Port of Miami to express lanes on Interstate 595 and new toll roads in Tampa and Jacksonville.

In 2005, Chicago sold a 99-year lease of the Chicago Skyway to a Spanish-Australian consortium Cintra-Macquarie for \$1.83 billion.

The city, which is using the money to pay off debt and fund other transportation projects, became the first in the nation to complete such a deal. The consortium raised tolls from \$2 to \$2.50. By 2017, tolls on the 7.8-mile highway will be \$5.

In 2006, Indiana leased the 157-mile Indiana Toll Road for 75 years for \$3.8 billion to Cintra-Macquarie. Indiana is using the money to pay for urgent road and bridge needs elsewhere in the state.

Perhaps the largest of such deals is in Texas, where officials have entered into agreement with a Spanish-American consortium called Cintra-Zachry to build a \$7.2 billion, 600-mile toll road that would parallel Interstate 35 from the Oklahoma border to Mexico.

U.S. arrests 3 war crimes suspects

All are wanted in South America

BY SPENCER S. HSU AND NICK MIROFF THE WASHINGTON POST

WASHINGTON • Ernesto Guillermo Barreiro seemed to fit in well with his neighbors in Virginia's placid horse country, a quiet, genteel man from Argentina who opened an art and antiques store after moving into a farmhouse last year in The Plains.

That unassuming life imploded Sunday morning, when U.S. immigration agents bundled the retired Argentine Army major into a van to face criminal charges of visa fraud and eventual deportation to his native country, where he is accused of serving as the chief interrogator at a clandestine torture facility known as La Perla during Argentina's Dirty War in the 1970s and 1980s.

Barreiro was among three former South American military officers suspected of war crimes whose arrests were announced Tuesday by U.S. Immigration and Customs Enforcement, which has renewed its efforts to crack down on alleged human rights violators living as fugitives in the United States.

The others arrested include Telmo Ricardo Hurtado, a former Peruvian Army major who led an attack that killed 69 villagers, many of whom were tortured and raped, in Accorcoma on Aug. 14, 1985. Hurtado was arrested Friday in Miami.

A fellow soldier now living

in suburban Gaithersburg, Md., Juan Manuel Rivera-Rondon, was arrested in Baltimore and faces deportation proceedings to Peru, where U.S. officials said he and Hurtado will be turned over to local authorities to face charges for their roles in the 1985 killings.

American officials and human rights advocates said the three were among the most important individuals seized since ICE activated a human rights unit early last year. Diplomatic challenges and the government's lagging efforts have caused the United States repeated embarrassment when notorious human rights abusers from around the globe turned up leading otherwise normal lives in America.

"This is a very significant step taken by this agency," said Jose Miguel Vivanco, executive director of Human Rights Watch's Americas division. "There are so many individuals like these ones who have managed to successfully find second homes in the U.S. ... with no fear of any kind of potential prosecution or arrest or legal programs in the U.S., much less in their home countries."

On Tuesday, Barreiro appeared in U.S. District Court in Alexandria, Va., where federal Magistrate Judge Rawles Jones ordered him held without bail before trial.

Hurtado and Rivera led one of the most brutal massacres

committed by Peru's military during its 20-year battle against the Maoist group Shining Path.

The two officers were among a group of soldiers to face trial for the massacre in 1986. After seven years, only Hurtado was found guilty, not of murder, but of abuse of authority. A graduate of the U.S. Army School of the Americas, Hurtado was sentenced to six years in prison, though it remains unclear if he served any time. After his conviction, he remained in the Peruvian army and was promoted.

Hurtado escaped to the United States via Colombia in December 2002, when Peru-

vian authorities reopened the investigation into the killings, shortly before a Truth and Reconciliation Commission released a report detailing the political violence that claimed an estimated 69,280 victims in Peru between 1980 and 2000.

"We first became aware that Hurtado was still in the army in 1999 and the government, for the first time, reacted, ordering him removed," said Susanna Villaran, an associate at the Legal Defense Institute, a human rights group, and a former Cabinet minister. "This man has been able to get away with a crime that has been thoroughly documented."

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