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most tangible demonstrations of his long-standing pledge to engage directly with U.S. adversaries. Heralding the embassy agreement, Obama declared: "This is what change looks like."

Cuban television broadcast Obama's statement live, underscoring the new spirit. In a letter to Obama, Cuban President Raul Castro praised the embassy announcement as a way to "develop respectful relations and cooperation between our peoples and governments."

Despite the historic step, U.S. and Cuba are still grappling with deep divisions and mistrust.

The U.S. is particularly concerned about Cuba's reputed human rights violations. Cuba is demanding an end to the U.S. economic embargo, the return of the U.S. military base at Guantanamo Bay and a halt to U.S. radio and TV broadcasts aimed at the island.

Obama wants Congress to lift the embargo, but staunch Republican opposition makes that unlikely in the near future. Republicans, as well as a handful of Democrats, say Obama is prematurely rewarding an oppressive government that jails dissidents and silences political opponents.

"The Obama administration is handing the Castros a lifetime dream of legitimacy without getting a thing for the Cuban people being oppressed by this brutal communist dictatorship," said House Speaker John Boehner, R-Ohio.

Republican presidential contenders had their say, too. Sen. Marco Rubio, son of a Cuban immigrant, said Obama was making concessions to an "odious regime," former Florida Gov. Jeb Bush said the plan was "legitimizing the brutal Castro regime," and Texas Sen. Ted Cruz said it was a "slap in the face of a close ally" to put an embassy in Havana before Jerusalem.

A look back at U.S. – Cuban relations



1959-61 Fidel Castro's rebels take power. Soon after Castro establishes diplomatic relations with the Soviet Union, nationalizes U.S.-owned refineries and expropriates other U.S. businesses. The U.S. bans most exports to Cuba, and in January 1961 breaks off diplomatic relations. A day after Castro declares Cuba a Socialist state, CIA-backed Cuban exiles stage a failed invasion at the Bay of Pigs on April 17, 1961.

October 1962 — Missile crisis

A U.S. blockade forces the removal of Soviet nuclear missiles from Cuba in a standoff that brought the world to the brink of nuclear war. U.S. President John F. Kennedy agrees privately not to invade Cuba.



The Mariel boatlift: (pictured) In April 1980, the Cuban government says anyone can leave; some 125,000 Cubans to flee in the months to follow.

Another exodus: In August 1994, Castro announces he will not stop Cubans trying to leave. About 40,000 head to sea, destined for the U.S.

December 1991 — Soviet collapse

The Soviet Union dissolves, ending financial aid to client states. The move deals a severe economic blow to Cuba, which conducted 80 percent of its trade with Soviet bloc members.



Raul Castro, Fidel's brother, as president.

February 2008 — Fidel steps down

After nearly five decades in power and several years battling health problems, Castro resigns as president. The Cuban parliament elects

2009 to March 2014 — Reforms and the USAID

Touting reforms: Cuba begins to liberalize cellphone use, expands self employment, forms a tax code for private workers and relaxes exit visa rules. In turn, the U.S. eases travel restrictions and allows Americans to spend money more freely in Cuba. The trade embargo is kept in place.

USAID: An Associated Press investigation finds the United States Agency for International Development (USAID) secretly worked to establish a Twitter-like service between 2009 and 2012 that could be used to create "flash mobs" and potentially mobilize political opposition in Cuba.

December 2014 — Policy shift

Declaring that the 50-year-old embargo has failed, President Barack Obama makes the biggest U.S. policy shift toward Cuba in decades, restoring diplomatic relations and expanding economic ties.



July 2015 — Reopening embassies

Obama announces the two nations will reopen embassies in each other's capitals on July 20, marking the largest tangible step to date toward normalizing U.S.-Cuban relations.

Source: AP Photos

AP

COLLUSION/from page 1A

carrying capacity, or "the undesirability of your company or any other airline increasing capacity."

The Justice Department asked each airline for its passenger-carrying capacity both by region, and overall, since January 2010.

Justice Department spokeswoman Emily Pierce confirmed that the department is looking into potential "unlawful coordination" among some airlines. She declined to comment further or say which airlines are being investigated.

On a day when the overall stock market was up, stocks of the major U.S. airlines ended the day down 1 to 3 percent on news of the investigation.

American Airlines, Delta Air Lines, Southwest Airlines and United Airlines all said they received a letter and are complying. Several smaller carriers, including JetBlue Airways and Frontier Airlines, said they had not been contacted by the government.

The airlines publicly discussed capacity early last month in Miami at the International Air Transport Association's annual meeting. After hearing about that meeting, U.S. Sen. Richard Blumenthal, D-Conn., requested a Justice Department investigation.

The department had tried to block the most recent merger, the 2013 joining of American Airlines and US Airways, but ultimately agreed to let it proceed after the airlines made minor concessions. Some Wall Street ana-



AP PHOTO/FILE

Southwest Airlines is one of several major U.S. carriers contacted regarding a civil antitrust investigation by the Justice Department.

lysts argue that to remain financially strong, airlines should not expand capacity faster than the U.S. economy. And from January 2010 to January 2014, they didn't.

In that 4-year period, capacity on domestic flights was virtually flat while the U.S. economy grew about 2.2 percent per year. From January 2014 to January 2015, however, the airlines expanded by 5.5 percent, topping the economy's 2.4 percent growth for 2014.

Thanks to a series of mergers starting in 2008, America, Delta, Southwest and United now control more than 80 percent of the seats in the domestic travel market. They've eliminated unprofitable flights, filled more seats on planes and made a very public effort to slow growth to command higher airfares.

It worked. The average domestic airfare rose an inflation-adjusted 13 percent from 2009 to 2014,

according to the Bureau of Transportation Statistics. And that doesn't include the billions of dollars airlines collect from new fees. During the past 12 months, the airlines took in \$3.6 billion in bag fees and \$3 billion in reservation-change fees.

That has led to record profits. In the past two years, U.S. airlines earned a combined \$19.7 billion.

This year could bring even higher profits thanks to a massive drop in the price of jet fuel, airlines' single highest expense. In April, U.S. airlines paid \$1.94 a gallon, down 34 percent from the year before.

That worries Wall Street analysts and investors. Cheap fuel has led airlines to make money-losing decisions in the past, rapidly expanding, launching new routes and setting unrealistically low fares to lure passengers. Airlines already flying those routes would match the fare, and all carriers would lose money.

FREEWAY/from page 1A

the big plan to redesign I-25 through Pueblo, widening the freeway, fixing bridges and giving the highway a complete overhaul. There were many public meetings and design changes along the way.

"The environmental assessment alone took more than 10 years," said John Cater, the Federal Highway Administration director for Colorado.

The planning process often took place against a backdrop of uncertain

federal highway budgets so local residents frequently told CDOT officials they were skeptical they'd see the highway rebuilt in their lifetimes.

Pueblo County Commissioner Liane "Buffie" McFadyen put the total cost of all the planned highway changes in Pueblo at \$88 million.

She called the Pueblo section of I-25 the oldest in the state.

Underlining the importance of I-25 to the local economy, McFadyen noted that even Pueblo West officials made Pueblo freeway improvements their top highway recommendation to CDOT.

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