



## Spring Weekly

# Reader

Volume 149 Issue 212, April 21st, 2016

The Plano Rotary Club  
[www.PlanoRotary.com](http://www.PlanoRotary.com)

### UPCOMING MEETINGS

**Apr 21**  
**John Caldwell**  
"Four Way Speech  
Contest"

**Apr 28**  
**Darren Martin**  
"Tentative"  
"Maximizing Company  
Engagement"

**May 5th**  
TBD

### APRIL BIRTHDAYS

Rutledge Haggard	Apr 5
Lawrence Flannery	Apr 9
Andy Sayers	Apr 11
Alex Johnson	Apr 22
Ricardo Kasmiskie	Apr 27
Jerry Kezhaya	Apr 28

## Zip Trip

Another beautiful April day with an amazing crowd. Not only did we have a combined meeting of all the Plano Rotary clubs, and the Chamber of Commerce, but the local Catholics had an even bigger meeting in the central dining area with a cardboard cutout of a jovial Pope Francis greeting the diners. The big turnout gave some of our members an opportunity to explore the convenient on-street parking just beyond the country club's capacious lot. As a consolation, we got to meet in the proper meeting room this time.

**Kelly Palmer**, AKA President Paperweight, brought us to order at 12:21 and called on **Blair Ritchey** for the invocation. **Ean Sullivan** then led the pledge of allegiance to the flag. **Larry Bisno** was thanked for his efforts as Greeter. Kelly then recognized the presidents of the other Rotary clubs present with facsimiles of varying accuracy of their names. Seeking to escape the resulting comments, he turned the microphone over to Sergeant at Arms **Nathan Barbera**. Nathan disapproved of the low audience acknowledgement and solicited more applause.



Continuing his custom, Nathan again welcomed us to the April 14 edition of "The" Plano Rotary Club.

The guest situation was somewhat out of control due to the merger of meetings, but Nathan delighted in welcoming the absent Olin Jaye's lucky four guests, Diane Dooley, Gerald Vokolek, Mathew Foster and Doug Reece. Lucky because they did not have to sit with Olin. This week Nathan claimed former member and former Soapbox Derby Marshall **David Allison** as his own guest to avoid leaving him unclaimed as he was last week. **Mary Jo Dean** introduced Andre Davidson. **Bruce Glasscock** presented returning Plano Director of Government Relations Brandi Youngkin. Fire Chief Sam Greif introduced Assistant Fire Chief (with 30 years tenure) Dan Burks. Nathan

introduced visiting Rotarian **Martin Jackson**. Then Nathan abandoned the attempt at individual recognitions, asking the Chamber of Commerce members to stand, followed by the visiting Rotarians. Anticipating a big show from our speakers, Nathan eschewed his usual interview. Kelly added his thanks to **Jamee Jolly** for bringing the Chamber group.

**John Caldwell** took the podium to announce four speakers from Plano High Schools competing in the Four Way Test speech contest next week. Last year's speaker here went on to win District and \$1000.

We were told of a July 7 and 8 Battle of the Badges for blood collection with Carter Blood Bank, and the members were cautioned to save up their blood donations for that event.

Olin Jaye was blamed for today's program, but in his absence President Paperweight made the introduction of **Holly**

**Reed** to tell us about the development of a high-speed passenger rail system that will connect North Texas and Houston using a proven, world-class (Japanese) technology that will provide a travel time of less than 90 minutes.

Holly is the managing director, external affairs for Texas Central Partners, LLC. She leads all of Texas Central's outreach, governmental relations, and communications activities. Holly was the 2015 recipient of the Plano Chamber's coveted Business Executive of the Year award. She spent 25 years with AT&T and its predecessor companies, most recently as Regional Vice President of External Affairs. In this role, Holly was responsible for governmental affairs, working with local, state, and federal officials on diverse business and technology issues and outreach to civic groups on the company's commitments to local communities.

After all the buildup and foofaraw, Holly took the podium to immense applause, told us that it was



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still shocking to her to be with Texas Central rather than AT&T, and introduced her boss who would actually speak, CEO **Tim Keith**. Tim was born in California, but came promptly to Texas thereafter,

graduating from South Garland HS and marrying a 5th generation Texan. Her ancestors came with the first 300 anglo settlers to Texas. Texas is very much in his blood. He worked with Deutsche Bank, HKF Capital and Hunt Capital before Texas Central.

Tim told us that high-speed rail was a "Big Idea" appropriate for Texas, a land of "Big Ideas". Texas Central is a privately financed and sponsored public transportation project that will invest \$10 Billion in a high speed train connecting Houston and DFW.

The United States trails all other wealthy, developed nations in the deployment of high speed rail. Quality



infrastructure transforms and drives the development of the economy. The proposed train will travel up to 205 mph. Three stations will be built at Dallas, College Station and Houston. Trains will run every 30 minutes during the prime time of day providing a 90 minute trip and serving 400 people per train. The trains are fully electric and very comfortable. The equipment will be from Japan (Tokaido Shinkansen), where it has a 50 year history of successful operation between Tokyo and Osaka. In Japan it has an excellent on time record, and it has experienced no fatalities. Seats are 11" wide, equivalent to a first class airline seat. There will be no interaction with surface traffic; all intersections will have grade separation. The line will have dual tracks dedicated to one-way passenger traffic on each. Construction of the system will require 4 years and employ 10,000 people. Proposed routes are still being refined, and proposed sites for stations are being considered. Cost will be approximate \$10 Billion for the track, exclusive of the rolling stock, and the direct economic effect is estimated at \$36 Billion. Texas Central, as a private business, estimates they will pay \$2.5 Billion in taxes during their first 25 years of operation. Traffic in the Houston to DFW corridor is increasing, with trips currently taking at least four and often five hours at an average speed of 60 mph. That average is projected to drop to 40 mph in 20 years as traffic increases, with travel time of 6.5 hours. High speed rail will benefit passengers with a 90 minute trip,

and it will benefit car travelers by removing some competition. Tickets will be sold with variable pricing based upon demand. The primary target customer is the business traveler. A&M students are also a target market. \$40 million has been spent on feasibility studies. \$75 million in capital has been raised so far. \$130 million has been contributed in work provided by technology partners such as the Japanese suppliers. Another \$40 million is committed by an investment company.



The regulatory world is quite complicated. The rules are now being written for a 200 mph train operating on a dedicated right of way. Rules are about halfway done with completion expected this summer. The environmental statement is scheduled for approval in the summer of 2016. Generally the rail corridor follows transmission lines.

Currently Holly and Tim are busy getting the message out about the project which is large, complex and new. Over 300 speaking engagements like this one have been held so far. Additional speaking opportunities are desired. Van Taylor has been a strong advocate in the legislature. Texas Central does not anticipate difficulty in raising capital. Long-term investors love infrastructure investments. Tim did not have an answer to the question about public trading of the stock.

Construction should start in 2017 and reach completion in 2022. Some ramp-up period of time will then be required for revenue stabilization. When stabilized, they anticipate 50% to 60% utilization. No governmental subsidy or grants are antici-





pated. Texas Central has declined federal grant offers. There is no Amtrak connection between Houston and DFW, and no competition from

Amtrak. Southwest Airlines has grown so far beyond the DFW-Houston corridor now that no objection is expected. There are 240 miles of right of way to be acquired, but the final route is not precisely identified. Tim hopes to acquire all of the land by negotiation and without recourse to eminent domain. Unfortunately some landowners are adversely affected, and Texas Central is trying to treat them fairly and generously. 42 land agents are working with potential landowners. The high speed train does not generate unusual noise. The train is lightweight with electric motors distributed throughout. Most of the noise is from air movement. Security will be less than airline level, but the stations will have passive security. No passenger screening process is envisioned.

Considerable additional detail is available at TexasCentral.com. Tim was accompanied after a fashion by a power point presentation, but he did not make a fetish of coordinating with it. Following the presentation, President Paperweight subjected both Holly and Tim to our lethally magnetic paperweights. Then he led the assembled multitude in the four way test and sent us on our way.



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The Plano Rotary Club

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Plano, TX 75086

### Guest

Diane Dooley  
Gerald Vokolek  
Mathew Foster  
Doug Reece  
David Alison  
Andre Davidson  
Brandi Youngkin  
Dan Burks

### Guest of

Olin Jaye  
Olin Jaye  
Olin Jaye  
Olin Jaye  
Nathan Barbara  
Mary Jo Dean  
Bruce Glasscock  
Sam Greif

### Visiting Rotarian Home Club

### Proposed Member:

### Proposer:

### Classification:



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