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Florida NIMBYs Can't Stop America's First Private High-Speed Rail.

In Mar-a-Lago's backyard, a fast new train and millions of dollars in transit-oriented development are reshaping the landscape.

Inside a massive West Palm Beach garage, sleek yellow and silver train cars outfitted with high-tech controls and plush leather seats sit and wait. Manufactured by Siemens in a new California plant and owned by All Aboard Florida, a subsidiary of one of Florida's oldest real estate, infrastructure and rail companies, the train doesn't look like anything the United States has seen before. It isn't. When the custom-built, high-speed "Brightline" coaches start running later this year, they will be the nation's first privately run trains in more than 30 years — and the first ever in a new generation of fast, privately operated U.S. rail.

All Aboard Florida's \$3 billion Brightline express train is a bet on a denser, more connected and less car-addicted Florida — and a bet on a growing international industry that the U.S. has long lagged behind on: private high-speed rail. It will provide the first direct transit connection between downtown Miami and the region's other two largest cities, Fort Lauderdale and West Palm Beach (Tri-Rail stops at the Miami Airport), since the 1960s. In a part of South Florida that has long been the Sunshine State's densest corridor with more than 6 million residents and a seasonal flow of tourists, the new rail service promises to cut commutes between Miami and West Palm by an hour or more. Brightline supporters say the train could take as many as 3 million cars off the road.

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by Chris Persaud

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