

**OFFICE OF THE MAYOR
AN ADMINISTRATIVE ORDER NUMBER 2024-01**

AN ADMINISTRATIVE ORDER TO IDENTIFY THE FOUR AREAS WHEREIN THERE SHALL BE INFILL METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) STATION INVESTMENT; TO DIRECT THE CHIEF OPERATING OFFICER AND THE CHIEF FINANCIAL OFFICER TO WORK IN PARTNERSHIP WITH THE ATLANTA BELTLINE, INC. TO COLLABORATE WITH MARTA TO IDENTIFY SOURCES OF FUNDING AND FINANCING MODELS, INCLUDING LOCAL, STATE, AND PRIVATE REVENUE SOURCES TO SUPPORT COMMUNITY ENGAGEMENT, ENGINEERING AND DESIGN REGARDING THE INFILL MARTA STATIONS, AND TO IDENTIFY POTENTIAL PUBLIC PRIVATE PARTNERSHIP OPPORTUNITIES RELATED TO ALL MARTA STATIONS; TO DIRECT THE CHIEF OPERATING OFFICER TO WORK IN PARTNERSHIP WITH THE ATLANTA BELTLINE, INC. TO ENGAGE MARTA REGARDING THE PLANNING OF A “CROSS-TOWN” BUS RAPID TRANSIT ROUTE BETWEEN PONCE CITY MARKET AND BOWEN HOMES; TO DIRECT THE CHIEF OPERATING OFFICER TO WORK IN PARTNERSHIP WITH THE ATLANTA BELTLINE, INC. TO ENGAGE MARTA REGARDING THE DEVELOPMENT OF A PLAN FOR MOBILITY AND TRANSIT OPTIONS ON THE ENTIRETY OF THE BELTLINE; AND FOR OTHER PURPOSES.

WHEREAS, I have established the goal of ensuring that all Atlantans live in healthy, thriving neighborhoods; and

WHEREAS, this is my Administration’s guiding strategic imperative and requires a reassessment of previously approved plans and investments to ensure that they align with that objective; and

WHEREAS, as part of this effort, my Administration is revisiting plans across all domains – housing, economic development, education, health & recreation and transportation – to ensure that alignment; and

WHEREAS, as a result, my Administration has concluded that in transportation, increasing the utilization of the existing MARTA heavy rail system by maximizing its accessibility is a high priority; and

WHEREAS, this can best be accomplished by linking that system more effectively to catalytic investments such as major development nodes and to the BeltLine trail and parks network; and

WHEREAS, accordingly, the following areas have been identified as ideal candidates for infill Metro Atlanta Rapid Transit Authority (MARTA) station investment: Krog St/Hulsey Yard, Joseph E. Boone, Murphy Crossing, and Armour Yards; and

WHEREAS, it is my desire for the City of Atlanta to work in partnership with the Atlanta Beltline, Inc., to collaborate with MARTA to develop the design and financing plan, and to establish principles of governance for the infill station project; and

WHEREAS, this will include a community engagement effort to ensure that the design of the stations integrate appropriately with existing and planned neighborhood assets, a design effort to ensure that the stations are easily accessible, function efficiently and comply with applicable government regulations, and a financial planning effort to finalize project costs and secure needed funding from potential public and private sources; and

WHEREAS, my Administration estimates that through this planning process a thirty percent design will be achieved; and

WHEREAS, pursuant to this order I am hereby directing the Chief Operating Officer and the Chief Financial Officer to work in partnership with the Atlanta Beltline, Inc. to collaborate with MARTA and to identify sources of funding and financing models, including local, state, and private revenue sources, to support this planning process and to identify potential public private partnership opportunities for any and all MARTA stations; and

WHEREAS, I am also hereby directing the COO to work in partnership with the Atlanta Beltline, Inc. to engage MARTA on planning a “cross-town” Bus rapid transit route between Ponce City Market and Bowen Homes; and

WHEREAS, lastly, I am hereby directing the COO to work in partnership with the Atlanta Beltline, Inc. to engage MARTA to develop a plan for mobility and transit options on the entirety of the Beltline.

NOW, THEREFORE, BY THE POWER VESTED IN ME AS MAYOR OF THE CITY OF ATLANTA, pursuant to Section 3-104 of the City of Atlanta Charter, and Section 2-182(4) of the City of Atlanta Code of Ordinances, it is hereby ordered as follows:

SECTION 1: The following areas have been identified as candidates for infill Metro Atlanta Rapid Transit Authority (MARTA) station investment: Krog St/Hulsey Yard, Joseph E. Boone, Murphy Crossing, and Armour Yards.

SECTION 2: The City of Atlanta shall work in partnership with the Atlanta Beltline, Inc. to collaborate with MARTA to develop the design and financing plan for these four infill stations which shall include a community engagement effort to ensure that the design of

the stations integrate appropriately with existing and planned neighborhood assets, a design effort to ensure that the stations are easily accessible, function efficiently and comply with applicable government regulations, and a financial planning effort to finalize project costs and secure needed funding from potential public and private sources.

SECTION 3: The Chief Operating Officer and the Chief Financial Officer are hereby directed to work in partnership with the Atlanta BeltLine, Inc., to collaborate with MARTA to identify sources of funding and revenue models, including local, state, and private revenue sources to support this planning process and to identify potential public private partnership opportunities for any and all MARTA stations.

SECTION 4: The Chief Operating Officer is hereby directed to work in partnership with the Atlanta Beltline, Inc. to engage MARTA on planning a “cross-town” Bus rapid transit route between Ponce City Market and Bowen Homes.

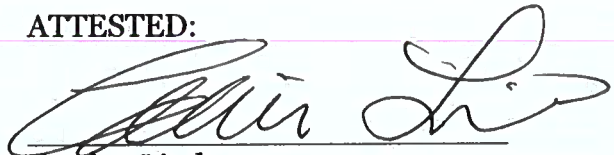
SECTION 5: The Chief Operating Officer is hereby directed to work in partnership with the Atlanta Beltline, Inc. to engage MARTA and the Atlanta Beltline, Inc. to develop a plan for mobility and transit options on the entirety of the Beltline.

SO ORDERED this 11th day of April, 2024.



Andre Dickens
Mayor

ATTESTED:



Corrine Lindo
Municipal Clerk