



**A RESOLUTION  
BY: TRANSPORTATION COMMITTEE**

**A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF ATLANTA, THE GEORGIA REGIONAL TRANSPORTATION AUTHORITY ("GRTA") AND THE GEORGIA DEPARTMENT OF TRANSPORTATION ("GDOT") FOR THE OPERATION AND MAINTENANCE OF THE ATLANTA SMART CORRIDOR PROJECT; AND FOR OTHER PURPOSES.**

**WHEREAS**, in 2002 the United States Department of Transportation's Federal Highway Administration awarded deployment grants to fourteen cities in the United States; and

**WHEREAS**, the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991 provided for such funding and the City of Atlanta was one of fourteen cities selected to receive a grant; and

**WHEREAS**, by executing a Partnership Agreement for Atlanta Smart Corridor, the United States Department of Transportation agreed, in accordance with TEA-21, Section 5208(g)(1), to reimburse the state with Federal Intelligent Transportation System funds; and

**WHEREAS**, the Atlanta Smart Corridor, Project Number MSL-000-5 (768), PI Number 0005768, TIP Number AR-405 has been included in the Regional Transportation Plan; the Transportation Improvement Program and the GDOT Construction Work Program; and

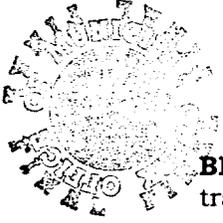
**WHEREAS**, under the Atlanta Smart Corridor the Georgia Regional Transportation Authority ("GRTA"), possesses the power to develop, operate and maintain transit projects within their geographic jurisdiction; and

**WHEREAS**, within the City of Atlanta, the US highway 41/Cobb Parkway/Northside Parkway corridor often serves as an alternate to I-75, which during peak traveling hours experiences severe congestion and because of its importance there is a need to provide efficient traffic and transit operations across jurisdictional boundaries; and

**WHEREAS**, as part of the Atlanta Smart Corridor Project, SCATS adaptive traffic signal control will be installed in conjunction with modifications and upgrades at several city of Atlanta intersections along the US highway 41/Northside Parkway corridor; and

**WHEREAS**, the City of Atlanta, GRTA and GDOT (collectively, the "Parties") have agreed to implement the Intelligent Transportation System ("ITS") Project, together to minimize implementation time, maximize project funds and provide the greatest benefit to the driving public; and

**NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA** that the Mayor be and is hereby authorized to execute an Intergovernmental Agreement between the City of Atlanta, the Georgia Regional Transportation Authority and the Georgia Department of Transportation for the operation and maintenance of the Atlanta Smart Corridor Project with the City limits of Atlanta.



**BE IT RESOLVED**, that the City of Atlanta agrees as part of this agreement to maintain traffic signal controllers and systems, operate and maintain equipment for the specified period of time as outlined in this agreement.

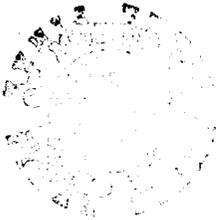
**BE IT FURTHER RESOLVED**, that this Intergovernmental Agreement is to be approved by the City Attorney as to form.

**BE IT FURTHER RESOLVED**, that the Intergovernmental Agreement shall not become binding on the City, and the City shall incur no liability upon same until said Intergovernmental Agreement has been executed by the Mayor and delivered to the contracting party.

A true copy,  
*Phonka Daughin Johnson*  
Municipal Clerk, CMC

**ADOPTED** by the Council  
**APPROVED** by the Mayor

June 6, 2005  
June 14, 2005



**INTERGOVERNMENTAL AGREEMENT  
RELATING TO ATLANTA SMART CORRIDOR PROJECT**

This **INTERGOVERNMENTAL AGREEMENT** ("Agreement"), for the operation and maintenance of the Atlanta Smart Corridor Project, is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 200\_\_, by and between the Georgia Regional Transportation Authority ("GRTA"), the Georgia Department of Transportation ("GDOT"), and the City of Atlanta ("City").

**WHEREAS**, GRTA, has proposed to implement the Atlanta Smart Corridor Project demonstrating integration of new and existing multi-modal Intelligent Transportation Systems (ITS) components and inter-jurisdictional coordination along a section of the U.S. 41 highway, hereinafter sometimes referred to as the "ITS Project"; and

**WHEREAS**, by executing a Partnership Agreement for Atlanta Smart Corridor, the United States Department of Transportation agreed, in accordance with TEA-21 Section 5208(g)(1), to reimburse the State with Federal ITS Deployment Program funds for an amount not to exceed \$827,318; and

**WHEREAS**, Atlanta Smart Corridor, Project Number MSL-000-5 (768), PI Number 0005768, TIP number AR-405 has been included in the Regional Transportation Plan; the Transportation Improvement Program and the GDOT Construction Work Program; and

**WHEREAS**, GRTA, pursuant to O.C.G.A. § 50-32-1, *et seq.*, possesses the power to develop, operate, and maintain transit projects within the geographic area over which GRTA has jurisdiction; and

**WHEREAS**, GDOT, GRTA and the City (collectively, the "Parties") have agreed to implement the ITS Project, together in order to minimize implementation time, maximize project funds and provide the greatest benefit to the traveling public; and

**WHEREAS**, the Parties have cooperatively developed this agreement governing the respective roles and responsibilities of the Parties in support of the implementation of the ITS Project.

**NOW, THEREFORE**, in consideration of the foregoing promises and the mutual covenants and agreements contained in this Agreement the Parties agree as follows:

**SECTION I  
INTRODUCTION**

Within the Atlanta-metro area, the portion of US 41 known as Cobb Parkway is located in Cobb County between Barrett Parkway and the City of Atlanta, where it becomes Northside Parkway. This route serves as a regionally significant arterial and provides local access in each of the jurisdictions it serves. It also serves as one of the primary routes for Cobb Community Transit (CCT).

During peak hours, and especially during incident conditions, the US 41 corridor often serves as an alternate to Interstate 75 and experiences severe congestion. Because of its use as a primary transit corridor and its importance to the region, there is a need to provide efficient traffic and transit operations across jurisdictional boundaries.

Because of the importance of the US 41 corridor to the region in terms of mobility, several agencies are currently working to identify projects that will enhance the operations of this corridor. These projects are collectively known as the Atlanta Smart Corridor Project and will be deployed along the section of US 41 that lies between Howell Mill Road to the south and South Marietta Parkway (GA 120 Loop) to the north. The following individual ITS Project components along the corridor are being considered:

- Transit Signal Priority, and
- Adaptive Traffic Signal Control (SCATS).

The purpose of this Agreement is to acknowledge the agreement of all participating agencies to commit to work cooperatively to improve the management and operation of the US 41 Corridor's transportation systems. The intent of this Agreement is also to identify the roles and responsibilities of each participating agency for each component of the ITS Project. The agencies participating in the Atlanta Smart Corridor Project are:

- City of Atlanta
- City of Marietta
- Cobb County DOT (including Cobb Community Transit)
- Georgia Regional Transportation Authority
- Georgia Department of Transportation

This Agreement is being executed between GRTA, GDOT, and the City of Atlanta.

Because of the local significance of US 41, each local jurisdiction will retain the authority to control the operation and maintenance of its traffic signal and ITS systems throughout design, construction, and completion of the project. Although this Agreement is not intended to authorize funding, commitments providing for the payment of funds will be addressed herein.

## SECTION II

### ROLES AND RESPONSIBILITIES

#### GENERAL RESPONSIBILITIES

This Agreement sets forth the roles and responsibilities of the participating agencies in the development, implementation, operation, and maintenance of the component projects for the Atlanta Smart Corridor. The general responsibilities of each agency addressed in this Agreement are listed below and apply to each component project:

**GRTA**, as the administrator of the Atlanta Smart Corridor Project, will have the following general responsibilities:

1. Contract and grant management within the fiscal limits of the Atlanta Smart Corridor Grant.
2. Secure the required fifty (50) percent state and local match for the federal funds to satisfy the GRTA's financial commitment to the project. GRTA shall submit a description and fair market value for any non-cash match to the Federal Highway Administration Georgia Division for approval. This match has been primarily identified through commitment letters obtained from the project partners.

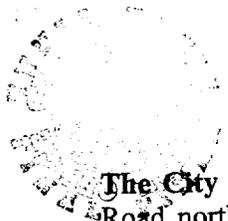


3. Secure and provide funding to manage current and future project phases, including funding for project design, equipment (SCATS) installation and implementation for up to \$392,702.

4. Provide necessary invoicing documentation to GDOT for GRTA to get reimbursed for payments to the Consultant as related to the ITS Project implementation.
5. Provide general management and oversight of the ITS Project, including managing a contract with TransCore ITS ("the Consultant"), to aid implementation of the project.
6. Develop the necessary partnerships or other agreements.
7. Communicate and coordinate with the project partners – Atlanta Regional Commission, City of Atlanta, Cobb County, City of Marietta, and Georgia Department of Transportation.
8. Corridor-wide planning.
9. Apply for necessary encroachment permits for required work within the State highway rights-of-way, in accordance with standard permit procedures, if applicable.
10. Program administration, design, engineering, and construction management (when applicable).
11. Design and engineering review.
12. Construct the ITS Project in accordance with plans and specifications approved by the City, to the satisfaction of, and subject to the reasonable approval of the City and State, if applicable.
13. Manage the delivery of capital project elements.
14. Furnish the City a complete set of full-sized reproducible Design Drawings upon completion of the ITS Project.

**GDOT** will have the following general responsibilities:

1. Secure and provide funding to manage the traffic signal upgrade project within the Atlanta Smart Corridor for up to \$919,440.
2. Actively participate in the ITS Project through managing the Federal funds appropriated for the project, providing feedback and comments, and participating in key meetings during project implementation.
3. Designate an employee of GDOT who shall be the primary point of contact for this ITS Project.
4. Program administration, design, engineering, project letting, contract award and construction management (when applicable).
5. Design and engineering review.
6. Construct the ITS Project in accordance with plans and specifications approved by the City, to the satisfaction of, and subject to the reasonable approval of the City, if applicable.
7. Manage the delivery of capital project elements.
8. GDOT shall provide traffic signal control equipment, including 2070 controllers. GDOT shall submit a description and fair market value and obtain approval for this non-cash match and provide this information to GRTA.
9. Upon receipt of proper documentation from GRTA, GDOT shall reimburse GRTA within 30 calendar days for an amount not to exceed \$827,318.



The City of Atlanta operates and maintains the traffic signal systems along US 41 from Howell Mill Road north to the Chattahoochee River. The portion of this project within the City also includes two additional intersections on West Paces Ferry Road, west of I-75. The corridor within the City of Atlanta limits is called Northside Parkway.

As part of the Atlanta Smart Corridor Project, SCATS adaptive traffic signal control will be installed in conjunction with modifications and upgrades at the following City of Atlanta intersections along US 41/Cobb Parkway/Northside Parkway:

- Northgate Drive
- South Signalized Driveway to IBM's Facilities
- North Signalized Driveway to IBM's Facilities
- Mount Paran Road
- Signalized Driveway to North Creek Business Park
- Beechwood Drive
- West Paces Ferry Road
- NB I-75 Entrance/Exit Ramps
- Howell Mill Road
- Two signalized intersections on West Paces Ferry Road at
  - SB I-75 Entrance/Exit Ramps
  - Paces Ferry Road

Based on the CCT Route 10, it is proposed as part of the Atlanta Smart Corridor Project to deploy transit signal priority at the following City of Atlanta intersections along US 41/Cobb Parkway/Northside Parkway:

- Northgate Drive
- South Signalized Driveway to IBM's Facilities
- North Signalized Driveway to IBM's Facilities
- Mount Paran Road

The City will have the following general responsibilities:

1. Provide a designated representative to coordinate the City's participation in the ITS Project and all construction or installation work to be performed within the City's jurisdiction or rights-of-way.
2. Cooperate with all participating agencies to develop traffic operations strategies to efficiently move traffic along the corridor.
3. Share the use of interconnect cable and communications equipment with nearby jurisdictions to provide cost-effective signal system communications, as applicable to this ITS Project.
4. Notify participating jurisdictions when service interruptions occur that could affect system operations.
5. Operate and maintain the traffic signal systems within the City's jurisdiction.
6. Review of timing data within the City's limits of the corridor.

- 
7. Assist in implementing timing data and periodically reviewing changes when updates are made.
  8. Promptly review and approve the plans and specifications, permit applications, and requests for information to minimize delays in the ITS Project schedule.
  9. Promptly provide all necessary inspection services for improvements completed within the City's jurisdiction or rights-of-way, and all necessary review, commentary, and approval of submittals to minimize delays in the ITS Project schedule.

#### TRANSIT SIGNAL PRIORITY RESPONSIBILITIES

- Transit Signal Priority technology using the 3M Opticom product is used to either extend the green time or begin the green time early at a traffic signal to allow for better schedule adherence and possibly accelerated schedules.

**City of Atlanta:** For this component of the ITS Project, the City will have the following responsibilities, in addition to the general responsibilities described above:

1. Operate and maintain traffic signal controllers and systems within the City's jurisdiction, including, but not limited to:
  - a. Regular maintenance of the detection system
  - b. Proper cabling between the detector and phase selector
  - c. Clearing obstructions (such as tree limbs) between the emitter and detector signal path
  - d. Replacing non-working detectors and phase selectors as needed
2. Operate and maintain the system interface software, including, but not limited to:
  - a. Regular updating and monitoring of the phase selector settings and call history log
  - b. Installation of software upgrades and any required repairs

All maintenance activities shall be in conformance with any applicable manufacturer's specifications and warranty requirements.

#### ADAPTIVE TRAFFIC SIGNAL CONTROL (SCATS) RESPONSIBILITIES

Adaptive Traffic Signal Control is a component of the project that will use traffic volume information to automatically adjust the signal timing plans at various intersections to accommodate changes in traffic patterns. As volumes increase or decrease, signal timings will change to ensure that the intersection is operating at maximum efficiency.

**The City of Atlanta:** For this component of the ITS Project, the City will have the following responsibilities, in addition to the general responsibilities previously described:

1. Operate and maintain equipment associated with intersection presence detection, including, but not limited to:
  - a. Periodic checks that inductive loops are in working order
  - b. Repair of faulty and/or broken inductive loops or other non-working intersection presence detection field components
  - c. Alleviate "chatter" between adjacent loop detectors
2. Operations and maintenance associated with SCATS field components, including the repair or replacement of non-working SCATS field components
3. Operations and maintenance associated with system interface software, including, but not limited to:

- a. Regular monitoring and updating of the system interface software settings
- b. Installation of software upgrades and any required repairs

All maintenance activities shall be in conformance with any applicable manufacturer's specifications and warranty requirements.

### MISCELLANEOUS PROVISIONS

All Parties mutually agree:

1. The Effective Date of this Agreement shall be the date first noted herein.
2. Construction of any improvements referred to herein which lie within the City's jurisdiction or rights-of-way, shall not be commenced until:
  - a. Plans and specifications involving such work have been reviewed and approved by the City's Engineer, or designated agent;
  - a. All required permits are issued by the City authorizing such work within the City's jurisdiction or rights-of-way.
3. In the construction of said work, GDOT will furnish a designated representative to perform the functions of a Resident Engineer, and the City may, at no cost to GRTA, furnish a representative, if it so desires, to ensure conformance of work to the City's standards.
4. Prior to project construction, the City may terminate this Agreement by prior written notice, provided that the City pays GRTA for all ITS Project related costs incurred by GRTA resulting from the City's participation in this Agreement prior to termination.
5. The City acknowledges and agrees that part or all of the ITS Project conceptualization, planning, design, engineering, contract administration, procurement, construction supervision, and administrative support services may be performed by GRTA's or GDOT's designated contractors, agents, and representatives.
6. Time is of the essence of this Agreement.
7. The City agrees to commit matching funds in the amount of \$ 0.00 for design and construction. Continuation of the ITS Project is contingent upon the financial commitment of GRTA, GDOT, the City of Marietta, and Cobb County.

## **SECTION III**

### **TERMS AND CONDITIONS**

#### OWNERSHIP OF ITS PROJECT COMPONENTS

Upon completion of all work under this Agreement, GRTA and GDOT shall transfer to the City, ownership of all ITS Project materials, components, equipment, and appurtenances constructed, installed, integrated, or located within the jurisdiction of said City other than GRTA and GDOT components located at GRTA, GDOT or CCT facilities or public transit vehicles. Title will automatically be vested in the City and no further agreement will be necessary to transfer ownership to the City upon acquisition, construction, installation and final acceptance of such facilities. GRTA and GDOT shall be responsible for the ownership, operation, maintenance, and repair of all GRTA and GDOT components. Furthermore, nothing in this Agreement shall constitute a conveyance, grant, or transfer of ownership of any pre-existing real, personal, or intellectual property owned by any Party, and each Party shall continue to exercise exclusive ownership of any and all property and equipment previously constructed, installed, or integrated within each respective Party's jurisdiction or rights-of-way.

**PERIOD OF OPERATION**

Once the Atlanta Smart Corridor Project (including the related GDOT signal upgrade project) is completed, the devices shall remain in operation for a period of one (1) year following the project evaluation and final acceptance or until participation in the project is withdrawn by one or more of the stakeholders, whichever is longer. In no event shall this Agreement extend for more than one (1) year from the date concluding the project evaluation and final acceptance.

During the one (1) year period of operation, the City shall be responsible for maintenance of the ITS Project materials, components, equipment, and appurtenances as described in Section II, Responsibilities.

**SECTION IV  
ORDER OF PRECEDENCE**

The term "Project Documents" shall mean the documents listed below, which shall be interpreted in the following order of precedence: (1) Amendments to this Agreement; (2) This Agreement.

**SECTION V  
MISCELLANEOUS AGREEMENTS OF GRTA, GDOT, AND THE CITY OF ATLANTA**

**AUTHORITY**

Each party represents and warrants that it has the authority to enter into this Agreement and that its governing body has authorized, by proper action, the execution and delivery of this Agreement. Each party represents that there is no litigation or proceeding pending, or, to its knowledge, threatened against it having a material adverse effect on the right of the party to execute this Agreement or the ability of the party to comply with any of its obligations under this Agreement.

**NOTICES**

All communications provided for herein shall be in writing and shall be deemed to be given when delivered in person or by private courier with receipt, when faxed and received, or seven days after being deposited in the United States mail, first-class, registered or certified, return receipt requested, with postage paid to the addresses listed below, or to such other address as any such Party may subsequently designate by written notice to the other Party.

**If to GDOT**

Georgia Department of Transportation  
Office of the Commissioner  
No. 2 Capitol Square  
Atlanta, Georgia 30334

With copies to:

Georgia Department of Transportation  
Office of the State Traffic Operations Engineer  
Wayne Shackelford Building  
935 East Confederate Avenue  
Atlanta, Georgia 30316



and to:

Georgia Department of Transportation  
Office of the Chief Engineer  
No. 2 Capitol Square  
Atlanta, Georgia 30334

and to:

Georgia Department of Transportation  
Office of Legal Services  
Room 329  
No. 2 Capitol Square  
Atlanta, Georgia 30334

**If to GRTA:**

Georgia Regional Transportation Authority  
245 Peachtree Center Avenue, N.E.  
Suite 900  
Atlanta, Georgia 30303  
Attention: Executive Director

With copies to:

Georgia Regional Transportation Authority  
245 Peachtree Center Avenue, N.E.  
Suite 900  
Atlanta, Georgia 30303  
Attention: Engineering & Projects Director

and to:

Georgia Regional Transportation Authority  
245 Peachtree Center Avenue, N.E.  
Suite 900  
Atlanta, Georgia 30303  
Attention: Chief Legal Counsel

**If to the City of Atlanta:**

City of Atlanta  
68 Mitchell Street SW  
Suite 4900  
Atlanta, GA 30335  
Attention: Commissioner, Department of Public Works



City of Atlanta  
 68 Mitchell Street SW  
 Suite 4900  
 Atlanta, GA 30335  
 Attention: Deputy Commissioner, Department of Public Works

Any party may designate a different person, office, or address for receiving notices by giving notice (actually received by the other parties), in the manner required at that time pursuant to this section, specifying the new person, office, or address for receiving notices.

SEVERABILITY

If any provision of this Agreement shall be declared by an arbitrator or court of competent jurisdiction to be illegal, void or unenforceable, all other provisions of this Agreement shall not be affected and shall remain in full force and effect, and GRTA, GDOT, and the City shall negotiate in good faith to replace such provision with a provision that corresponds as closely as possible to the intentions of GRTA, GDOT, and the City. Revised provisions shall be deemed effective retroactive to the Effective Date of this Agreement.

AMENDMENTS AND WAIVERS

This Agreement may be amended, supplemented, or otherwise modified only by a written instrument executed by GRTA, GDOT, and the City hereto. No waiver by a Party of any of the provisions hereof shall be effective unless explicitly set forth in writing and executed by GRTA, GDOT, and the City so waiving. Except as provided in the preceding sentence, no action taken pursuant to this Agreement, including without limitation, any investigation by or on behalf of any Party, shall be deemed to constitute a waiver by the Party taking such action of compliance with any representations, warranties, covenants, or agreements contained herein, and in any documents delivered or to be delivered pursuant to this Agreement and in connection with each Closing hereunder. The waiver by any Party of a breach of any provision of this Agreement shall not operate or be construed as a waiver of any subsequent breach.

SURVIVAL

Anything to the contrary in this Agreement, notwithstanding the provisions of Sections III and V, shall survive the termination of this Agreement.

GOVERNING LAW

This Agreement shall be governed by and construed in accordance with the laws of the State of Georgia.

ENTIRE AGREEMENT

This Agreement, attached Exhibits, and the contract documents set forth the entire understanding of GRTA, GDOT, and the City hereto with respect to the subject matter hereof and there are no agreements, understandings, representations, or warranties between GRTA, GDOT, and the City or their respective subsidiaries other than those set forth or referred to herein.

IN WITNESS WHEREOF, GRTA, GDOT, AND THE CITY have hereunto executed this Agreement and affixed their seals thereunto executed this Agreement and affixed their seals through their duly authorized representatives, who have been first authorized to do so, on the day and year first above specified.

Signed by:

**GRTA**

**CITY OF ATLANTA**

(Seal)

\_\_\_\_\_  
Steve Stancil  
Executive Director, GRTA

\_\_\_\_\_  
Shirley Franklin, Mayor

**ATTEST:**

**IN THE PRESENCE OF:**

\_\_\_\_\_  
Treasurer, GRTA

\_\_\_\_\_  
Witness

**GDOT**

\_\_\_\_\_  
Harold Linnenkohl  
Commissioner, GDOT

\_\_\_\_\_  
Notary Public

**ATTEST:**

**ATTEST:**

\_\_\_\_\_  
Municipal Clerk

\_\_\_\_\_  
Treasurer, GDOT

**APPROVED:**

**Witnessed by:**

\_\_\_\_\_  
Commissioner, Department of Public Works

\_\_\_\_\_  
Notary Public

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney



			<b>06-06-05 Council Meeting</b>
<b>ITEMS ADOPTED ON CONSENT</b>	<b>ITEMS ADOPTED ON CONSENT</b>	<b>ITEMS ADVERSED ON CONSENT</b>	<b>ITEMS ADVERSED ON CONSENT</b>
1. 05-O-0891	31. 05-R-0963	49. 05-R-0794	80. 05-R-0947
2. 05-O-0890	32. 05-R-0964	50. 05-R-0796	81. 05-R-0948
3. 05-O-0894	33. 05-R-0966	51. 05-R-0797	82. 05-R-0949
4. 05-O-0668	34. 05-R-0967	52. 05-R-0798	83. 05-R-0950
5. 05-O-0667	35. 05-R-0918	53. 05-R-0802	84. 05-R-0951
6. 05-O-0899	36. 05-R-0919	54. 05-R-0803	85. 05-R-0952
7. 05-O-0816	37. 05-R-0920	55. 05-R-0804	86. 05-R-0953
8. 05-O-0817	38. 05-R-0921	56. 05-R-0808	87. 05-R-0958
9. 05-R-0983	39. 05-R-0922	57. 05-R-0809	
10. 05-R-0984	40. 05-R-0923	58. 05-R-0811	
11. 05-R-0985	41. 05-R-0924	59. 05-R-0813	
12. 05-R-0986	42. 05-R-0925	60. 05-R-0815	
13. 05-R-0987	43. 05-R-0926	61. 05-R-0928	
14. 05-R-0959	44. 05-R-0927	62. 05-R-0929	
15. 05-R-0994	45. 05-R-0954	63. 05-R-0930	
16. 05-R-0995	46. 05-R-0955	64. 05-R-0931	
17. 05-R-0996	47. 05-R-0956	65. 05-R-0932	
18. 05-R-0997	48. 05-R-0957	66. 05-R-0933	
19. 05-R-0998		67. 05-R-0934	
20. 05-R-0989		68. 05-R-0935	
21. 05-R-0974		69. 05-R-0936	
22. 05-R-0975		70. 05-R-0937	
23. 05-R-0973		71. 05-R-0938	
24. 05-R-0898		72. 05-R-0939	
25. 05-R-0977		73. 05-R-0940	
26. 05-R-0978		74. 05-R-0941	
27. 05-R-0979		75. 05-R-0942	
28. 05-R-0980		76. 05-R-0943	
29. 05-R-1000		77. 05-R-0944	
30. 05-R-0962		78. 05-R-0945	
		79. 05-R-0946	

(Do Not Write Over This Line)

A RESOLUTION  
BY: TRANSPORTATION COMMITTEE

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF ATLANTA, THE GEORGIA REGIONAL TRANSPORTATION AUTHORITY AND THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE OPERATION AND MAINTENANCE OF THE ATLANTA SMART CORRIDOR PROJECT, AND FOR OTHER PURPOSES.

ADOPTED BY  
JUN 06 2005

COUNCIL

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER
- PERSONAL PAPER REFER

Date Referred  
Referred To:  
Date Referred  
Referred To:  
Date Referred  
Referred To:  
Date Referred  
Referred To:

First Reading

Committee \_\_\_\_\_  
Date \_\_\_\_\_  
Chair \_\_\_\_\_  
Referred To \_\_\_\_\_

TRANSPORTATION  
Date \_\_\_\_\_  
Chair \_\_\_\_\_  
Action \_\_\_\_\_  
Fav, Adv, Hold (see rev. side) \_\_\_\_\_  
Other \_\_\_\_\_

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)

Other

Members

Members

Refer To

Refer To

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)

Other

Members

Members

Fav, Adv, Hold (see rev. side)

Other

Refer To

Refer To

FINAL COUNCIL ACTION

- 2nd
- 1st & 2nd
- 3rd
- Consent
- V Vote
- RC Vote

CERTIFIED

JUN 06 2005

CERTIFIED  
JUN 06 2005  
R. L. Davidson  
MUNICIPAL CLERK

MAYOR'S ACTION

*Handwritten signature*