



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

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GERALD F. NICELY  
COMMISSIONER

PHIL BREDESEN  
GOVERNOR

November 19, 2010

The Honorable Raymond H. LaHood  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

CERTIFICATION UNDER SECTION 1511 OF  
THE AMERICAN RECOVERY AND REINVESTMENT ACT

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I Gerald F. Nicely, hereby certify that the attached infrastructure investments funded with amounts appropriated by the ARRA through the Supplemental Discretionary Grants for a National Surface Transportation System, also known as the Transportation Investment Generating Economic Recovery (TIGER) grant program, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided on the Tennessee Statewide Transportation Improvement Program (STIP) and is available to the public at <http://www.tn.gov/tdot/recovery/> and linked to Recovery.gov.

I understand that my State agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

Sincerely,

Gerald F. Nicely, Commissioner  
Tennessee Department of Transportation

Signed this 19th day of November, 2010

Attachment

Certification Under Section 1511  
Of The American Recovery and  
Reinvestment Act  
TIGER Grant Project

11/19/2010

Federal Project Number	State Project Number	County	Route	Description	Type of Work	Total Estimated Cost	ARRA Funds
ARRA-TIGER -RJC (1)	99109-3615-94	Montgomery	N/A	Appalachian Regional Short Line Project (R.J. Corman Railroad)	*Construction	\$3,525,572	\$2,820,458

\* Type of work includes: replacement of crossies, switch ties and ballast;  
surfacing to restore correct geometry to the track  
structure and distributes ballast; and crossing  
renewal which consists of replacing rail, ties,  
ballast, blacktop and crossing service material.