

# **Appendix G**

## **Smart Growth**

PIN# \_\_\_\_\_

## Smart Growth Screening Tool (STEP 1)

**NYSDOT & Local Sponsors** –Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth [Guidance](#) document.

Title Of Proposed Project:	Hunts Point Interstate Access Improvement Project
Location of Project:	Bronx, New York
Brief Description:	The purpose of the Project is to provide improved access between the Hunts Point Peninsula and the Sheridan Boulevard and the Bruckner Expressway for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the Project would address structural and operational deficiencies related to the existing infrastructure within the established Project limits.

### A. Infrastructure:

**(Addresses SG Law criterion a. - To advance projects for the use, maintenance or improvement of existing infrastructure)**

1. Does this project use, maintain, or improve existing infrastructure?  
 Yes                       No                       N/A

**Explain:** (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

The following addresses Smart Growth Criterion 1, which is "To advance projects for the use, maintenance, or improvement of existing infrastructure." The purpose of the Project is to provide improved access between the Hunts Point Peninsula and the Sheridan Boulevard and the Bruckner Expressway for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the Project is being advanced to improve existing infrastructure by addressing structural and operational deficiencies related to the existing infrastructure. This is needed for the following reasons (see Chapter 1 of this DDR/DEIS for the complete purpose and need statement):

- Improve interstate access to and from the Hunts Point Peninsula and the Hunts Point Food Distribution Center/commercial establishments;
- Improve operations and geometry; and
- Address infrastructure deficiencies.

## Maintenance Projects:

- a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**  
<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>
  - Shoulder rehabilitation and/or repair;
  - Upgrade sign(s) and/or traffic signals;
  - Park & ride lot rehabilitation;
  - 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.
  
- b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects (located in Appendix 2, page 13 in [Guidance](#) document).

**B. Sustainability:**

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department’s Sustainability strategy, refer to Appendix 1 of the [Guidance](#) and the NYSDOT web site. [www.dot.ny.gov/programs/greenlites/sustainability](http://www.dot.ny.gov/programs/greenlites/sustainability)

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?  
**Yes**       **No**       **N/A**
  
2. Will the project reduce greenhouse gas emissions?  
**Yes**       **No**       **N/A**

**Explain:** (use this space to expand on your answers above)

The following addresses Smart Growth Criterion 10, which states "To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad-based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation."

By improving access between the Hunts Point Peninsula and the Sheridan Boulevard and the Bruckner Expressway for automobiles and trucks traveling to and from the commercial businesses located on the peninsula, improving operations and geometry, and addressing infrastructure deficiencies, the Project would decrease greenhouse gas emissions by reducing truck travel times to and from their destinations. The Project would also support local and regional economies, taking truck traffic off of local streets, and supporting multimodal access.

Further information about energy and greenhouse gases can be found in Section 4.4.16 (Energy and Greenhouse Gases).

**C. Smart Growth Location:**

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?  

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
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2. Is the project located in a municipal center?  

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
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3. Will this project foster downtown revitalization?  

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
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4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?  

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>
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**Explain:** (use this space to expand on your answers above)

The following addresses Smart Growth Criteria 2 and 3. Criterion 2 is "To advance projects located in municipal centers." Criterion 3 is "To advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan, and/or brownfield opportunity area plan."

The Project is being advanced in a densely developed area. In the Study Area, approximately 98 percent of the land is developed and two percent of the land is considered vacant.

The Project is being advanced in an area with development plans (such as the New York City Economic Development Corporation [NYCEDC] Spofford Redevelopment and the 1125 Whitlock Avenue Redevelopment), local waterfront revitalization plans (such as the Bronx River Greenway Plan), and Brownfield Opportunity Area (BOA) plans (such as the Port Morris Harlem Riverfront BOA and the Harlem River BOA) within or nearby the Study Area.

“Municipal centers” are defined in the Smart Growth statute as “areas of concentrated and mixed land uses that serve as centers for various activities, including, but not limited to, central business districts, main streets, downtown areas, brownfield opportunity areas, downtown areas of local waterfront revitalization program areas, transit-oriented development, environmental justice areas, and hardship areas,” as well as “areas adjacent to municipal centers, which have clearly defined borders, are designated for concentrated development in the future in a municipal or regional comprehensive plan, and exhibit strong land use, transportation, infrastructure and economic connections to a municipal center; and areas designated in a municipal or comprehensive plan, and appropriately zoned in a municipal zoning ordinance, as a future municipal center.”

The Project Study Area can be considered a municipal center, as it is defined above. The Study Area is an area of concentrated and mixed land uses. The Study Area overlaps with various business districts, such as Industrial Business Zones, Empire Zones, and a Business Improvement District, as discussed in Section 4.3.2 (Business Districts). Additionally, the area exhibits strong land use, transportation, infrastructure and economic connections to the New York metropolitan area, and it is considered an environmental justice area. The Project could help revitalize the Hunts Point neighborhood and surrounding neighborhoods by taking trucks off of local streets.

### **D. Mixed Use Compact Development:**

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?  
**Yes**       **No**       **N/A**
  
2. Will the project foster brownfield redevelopment?  
**Yes**       **No**       **N/A**
  
3. Will this project foster enhancement of beauty in public spaces?  
**Yes**       **No**       **N/A**
  
4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?  
**Yes**       **No**       **N/A**

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?  
 Yes  No  N/A
6. Will this project foster integration of all income groups and/or age groups?  
 Yes  No  N/A
7. Will the project ensure predictability in land use codes?  
 Yes  No  N/A
8. Will the project ensure predictability in building codes?  
 Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

The following addresses part of Smart Growth Criterion 5, which is "To foster mixed land uses and compact development; downtown revitalization; brownfield redevelopment; the enhancement of beauty in public spaces; the diversity and affordability of housing in proximity to places of employment, recreation, and commercial development; and the integration of all income and age groups." In addition, it addresses Smart Growth Criterion 9, which is "To ensure predictability in building and land use codes."

**Mixed Land Uses and Compact Development:** The Project is located in a densely populated area and is meant to improve access between the Hunts Point Peninsula and the Sheridan Boulevard and the Bruckner Expressway for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. The Project is located in an area of mixed land uses. The Project could foster additional development by providing better access to commercial businesses on the Hunts Point Peninsula. The Project would change two land uses from warehouse/manufacturing to transportation use due to the construction of new ramps at Edgewater Road. There would also be an easement required for a property currently owned by the New York City Department of Parks and Recreation. This property is fenced off, with "No Trespassing" signs, and is not accessible to the public (Block 2759, Lot 160). The size of this lot is 13,191 square feet and the easement would be 7,574 square feet. These changes are not anticipated to change the land use of the parcel. This is discussed further in Section 4.2.1 (Land Use).

**Downtown Revitalization:** The Study Area is located in a densely populated area of the Bronx and has many diverse land uses. The Project is anticipated to benefit neighborhood character and stability, schools, places of worship, business districts, and the regional and local economy by taking trucks off of local streets and providing improved access to businesses on the Hunts Point Peninsula.

**Brownfield Redevelopment:** There are brownfield sites in the Study Area and therefore the Project could foster redevelopment of these sites. By providing better access to the peninsula, there may be more opportunity for the redevelopment of these properties.



Enhancement of Beauty in Public Space: Access and improvements to parks in the Study Area are anticipated. These enhancements include improved access into Garrison Park along Edgewater Road and a pedestrian/bike path, which would provide connectivity between Garrison Park and Concrete Plant Park.

Diversity and Affordability of Housing in Proximity to Places of Employment, Recreation, and Commercial Development: The Project would neither affect nor create any housing. The Project would benefit the regional and local economy by providing for better access to the commercial properties located on the peninsula.

Integration of All Income and Age Groups: Based on a review of available census data, the Study Area has a higher percentage of people living below the poverty level than the rest of the Bronx or New York State. Additionally, the Study Area has a slightly higher portion of school age (under age 18) and slightly lower portion of working age (ages 18-64) residents than both the rest of the borough and state. The elderly (over age 65) constitute a lower proportion of the population than the rest of the borough and state. The Project would not result in any adverse impacts to the population of the surrounding area. In fact, improvements to the roadways and the new ramps would reduce the traffic on local roadways, thereby, increasing pedestrian safety. Providing a safer roadway network and better access to commercial areas via a more direct route for truck traffic would benefit the general public. See Sections 4.2.3 (Environmental Justice) and 4.2.4 (Social Groups Benefitted or Harmed) for more information.

Regarding Criterion 9, the federal and state government do not have a role in or jurisdiction over the development or enforcement of building codes in the City of New York. Therefore, this criterion is not relevant to the Project.

**E. Transportation and Access:**

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people’s access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

- 1. Will this project provide public transit?  
Yes  No  N/A
  
- 2. Will this project enable reduced automobile dependency?  
Yes  No  N/A

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?
- Yes  No  N/A

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

**Explain:** (use this space to expand on your answers above)

The following addresses Smart Growth Criterion 6, which is "To provide mobility through transportation choices including improved public transportation and reduced automobile dependency."

Since this is a highway project, it does not provide public transit or reduce dependency on automobiles. However, one of the screening criteria for the selection of the Build Alternative included the Project's potential to support multimodal access/growth. The Build Alternative supports multimodal access/growth, including rail, bus service, and bike travel. Specifically, the Build Alternative would not impact the Oak Point Rail Yard, which would support the continued growth of rail, and would take truck traffic off of local streets, thereby providing better access for bus service and bike travel.

**F. Coordinated, Community-Based Planning:**

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?
- Yes  No  N/A
2. Is the project consistent with local plans?
- Yes  No  N/A
3. Is the project consistent with county, regional, and state plans?
- Yes  No  N/A

4. Has there been coordination between inter-municipal and regional planning on the project?  
Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

The following addresses Smart Growth Criteria 7 and 8, which respectively state, "To coordinate between state and local government and inter-municipal and regional planning" and "To participate in community-based planning and collaboration."

The NYSDOT and FHWA have conducted extensive public outreach to local government and planning agencies throughout the development and review of the Project. A Coordination Plan was developed for the Project. The purpose of this plan is to describe the process and communication methods for disseminating information about the Project, as well as solicit and consider input from the public and other agencies. The Coordination Plan conforms to the requirements of NEPA and specifically complies with the current federal surface transportation law, Fixing America's Surface Transportation Act (FAST Act). These outreach efforts satisfy Criterion 7 related to coordination between federal, state, and local government entities.

The NYSDOT and FHWA have conducted extensive public outreach to community-based organizations throughout the development and review of the Project. A Public Involvement Plan (PIP) has been established for the Project. The objective of the PIP is to gather input from the public that live, work, or own properties or businesses within the Project limits. Additional public outreach has been and continues to be done by NYSDOT. Two scoping meetings have taken place for the Project (June 27, 2017 and September 18, 2017). These were held near public transportation, including the 2, 5, and 6 trains and several bus lines and were also located within communities with identified low-income and/or minority populations. In addition, NYSDOT presented the Project at Community Board Meetings throughout 2017 and 2018. The NYSDOT presentations included an overview of the Project and described the Project's purpose and objectives, the scope of work, conceptual design, and schedule. More information about these meetings can be found in Chapter 5, Public Involvement.

These outreach efforts satisfy criterion 8 related to participation in community-based planning and collaboration.

In addition, the Project is consistent with local and state plans, as discussed in Section 4.2.1 (Land Use).

**G. Stewardship of Natural and Cultural Resources:**

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

# Smart Growth Screening Tool (October, 2012)

( Addresses SG Law criterion d :To protect, preserve and enhance the State’s resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?  
Yes  No  N/A
2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?  
Yes  No  N/A
3. Will the project protect, preserve, and/or enhance air quality?  
Yes  No  N/A
4. Will the project protect, preserve, and/or enhance recreation and/or open space?  
Yes  No  N/A
5. Will the project protect, preserve, and/or enhance scenic areas?  
Yes  No  N/A
6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?  
Yes  No  N/A

**Explain:** (use this space to expand on your answers above)

**This addresses Smart Growth Criterion 4, which states "To protect, preserve, and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archaeological resources."**

**Agricultural land and forests are not present in the Study Area. In addition, the Project is not located within, nor would it affect, any of the State's Wild and Scenic Rivers, as defined by New York State Environmental Conservation Law, in Article 15, Title 27.**

**The Project would not adversely affect groundwater. One stormwater outfall is required for the Project, and would require temporary impacts to the Bronx River shoreline. However, work would be undertaken in accordance with applicable requirements and the terms of any required permits. In addition, to minimize any potential for impact to the surface and/or groundwater during construction, measures would be implemented as part of a Stormwater Pollution Prevention Plan during construction. An elevated path connecting Garrison Park and Concrete Plant Park would involve the construction of fenders/dolphins within the Bronx River to act as a navigation aid for vessels crossing under the Eastern Boulevard Bridge. The work would be performed from the landside and from a barge on the river. The fender/dolphin system would be attached to piles, which would be augered into the river bottom. A turbidity barrier would be utilized to minimize**

the discharge of sediments, debris, and pollutants into the river. The work would be staged so that the construction period would be within the required time periods set by the regulatory agencies to comply with applicable timing restrictions. Further information can be found in Sections 4.4.2 (Surface Waters and Waterways), 4.4.7 (Groundwater), and 4.4.8 (Stormwater Management).

Under the Build Alternative, the construction of the new ramps would require an easement to a property currently owned by the NYC Parks. This property is fenced off natural area, with “No Trespassing” signs, and is not accessible to the public (Block 2759, Lot 160). The size of this lot is 13,191 square feet and the easement would be 7,574 square feet. These changes would not change the land use of the parcel. Therefore, the impacts from this easement would be minimal as the land use would not change and the parcel is not currently open to the public. In addition, the Project would increase connectivity between Garrison Park and Concrete Plant Park. Further information can be found in Section 4.4.13 (Parks and Recreational Resources).

Under the Build Alternative, the Project would not affect historic properties present within the Project's Area of Potential Effects. Further information can be found in Section 4.4.11 (Historic and Cultural Resources).

The Project's effect on air quality is evaluated in Section 4.4.16. The Build Alternative improvements generally result in higher Bruckner Expressway and Sheridan Boulevard VMT in years 2025, 2035, and 2055 under the Build Alternative resulting in generally higher criteria pollutant emissions. However, by providing improved access to the Hunts Point Food Distribution Center, the overall Build Alternative VMT in years 2025, 2035, and 2055 on Bruckner Boulevard, Westchester Avenue and Southern Boulevard (north of Bruckner Expressway) and a number of collector roadways within the Hunts Point Peninsula are projected to be lower as compared to the No Build Alternative, resulting in lower criteria pollutant emissions.

Similar to the mesoscale analysis for criteria pollutants, years 2025, 2035, and 2055 Build Alternative Mobile Source Air Toxics (MSAT) emissions associated with Bruckner Expressway and Sheridan Boulevard are generally predicted to be higher as compared to the No Build Alternative. Higher 2055 Build Alternative Bruckner Expressway and Sheridan Boulevard MSAT emissions for a majority of criteria pollutants are projected as compared to the No Build Alternative. However, years 2025, 2035, and 2055 Build Alternative MSAT emissions associated with Bruckner Boulevard, Westchester Avenue and Southern Boulevard (north of Bruckner Expressway) and a number of collector roadways within the Hunts Point Peninsula are projected to be lower under the Build Alternative as compared to the No Build Alternative.

## Smart Growth Impact Statement **(STEP 2)**

**NYSDOT:** Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

**Local Sponsors:** The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to Step 3.

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### Smart Growth Impact Statement

PIN:X731.55

Project Name:Hunts Point Interstate Access

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Improves existing infrastructure.
- **Promotes sustainability by strengthening existing communities, which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.**
- **Advances a project located in a municipal center, developed area or area designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and brownfield opportunity area plan.**
- **Fosters mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation, and commercial development and the integration of all income groups.**
- Improves bicycle and pedestrian facilities.
- **Coordinates between local and state government and inter-municipal and regional planning and participates in community based planning and collaboration.**
- **Protects, preserves, and enhances the State's resources.**

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

## Review & Attestation Instructions (STEP 3)

**Local Sponsors:** Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

**NYSDOT:** For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (Section B.2).

### A. CERTIFICATION (LOCAL PROJECT)

*I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Printed Name

Responsible Local Official (for local projects):

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

# Smart Growth Screening Tool (October, 2012)

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\_\_\_\_\_  
Title

\_\_\_\_\_  
Printed Name



**B. ATTESTATION (NYSDOT)**

**1. I HEREBY:**

*Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

*Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

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(Attach additional sheets as needed)

*do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.*

**2. NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,  
Regional Planning & Programming Manager (or official designee):

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Printed Name