

**1. Federal Award No.**  
693JJ32540244

**4. Award To**  
Cherokee County, SC  
110 Railroad Ave.  
Gaffney, SC 29340

Unique Entity Id.: UK9KAQWJR6N5  
TIN No.: 57-6000325

**6. Period of Performance**  
Effective Date of Award – 03/20/2027

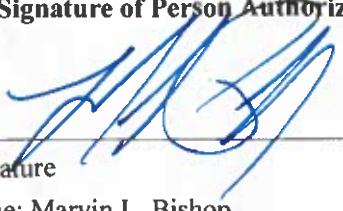
**8. Type of Agreement**  
Grant

**10. Procurement Request No.**  
HSA240701PR

**12. Submit Payment Requests To**  
See Article 5.

**14. Description of the Project**  
The county will develop a comprehensive safety action plan and a central asset management system of county-owned and maintained roadways with GIS integration and sets maintenance priorities.

**15. Signature of Person Authorized to Sign**



Signature: Marvin L. Bishop  
Name: Marvin L. Bishop  
Title: Administrator, Cherokee County

**2. Effective Date**  
See No. 16 Below

**3. Assistance Listings No.**  
20.939

**5. Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Safety  
1200 New Jersey Avenue, SE  
HSSA-1, Mail Drop E71-117  
Washington, DC 20590

**7. Total Amount**  
Federal Share: \$375,000  
Recipient Share: \$93,750  
Other Federal Funds: \$0  
Other Funds: \$0  
Total: \$468,750

**9. Authority**  
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)

**11. Federal Funds Obligated**  
\$375,000

**13. Accounting and Appropriations Data**  
15X0174E50.0000.055SR30500.559200000.4101  
0.61006600.

**16. Signature of Agreement Officer**



Signature: Hector Santamaria  
Name: Hector Santamaria  
Title: Agreement Officer

**U.S. DEPARTMENT OF TRANSPORTATION**

**GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the Cherokee County, SC (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Cherokee County Road Safety Action Plan.

The parties therefore agree to the following:

**ARTICLE 1  
GENERAL TERMS AND CONDITIONS**

**1.1 General Terms and Conditions.**

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2024." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

## **ARTICLE 2** **APPLICATION, PROJECT, AND AWARD**

### **2.1 Application.**

Application Title: Cherokee County Road Safety Action Plan

Application Date: April 4, 2024

### **2.2 Award Amount.**

SS4A Grant Amount: \$375,000

### **2.3 Federal Obligation Information.**

Federal Obligation Type: Single

### **2.4 Budget Period.**

Budget Period: See Block 6 of Page 1

### **2.5 Grant Designation.**

Designation: Planning and Demonstration

## **ARTICLE 3** **SUMMARY PROJECT INFORMATION**

### **3.1 Summary of Project's Statement of Work.**

Planning and Demonstration Narrative:

Cherokee County will use the Safe Streets and Roads for All grant to develop a comprehensive safety action plan, and to develop a central asset management system of county-owned and maintained roadways with GIS integration that collects information on condition, signage, lighting, etc., and sets maintenance priorities using the innovative PAVER software.

The county has an ongoing, on-call contract with an engineering firm, which it will engage to produce the comprehensive safety action plan. The county also has a public affairs/public relations consultant that can produce educational campaigns and marketing collateral if needed. The engineering firm will work with the county to form the leadership/oversight team, develop a robust and inclusive public engagement strategy – including three focus groups and online engagement – and measure progress. The firm will conduct the safety analysis, including mapping and analyzing the locations and severity of crashes, and policy analysis, which will include policy and process recommendations.

The safety analysis will consider public health approaches, built environment, demographics, structural issues, etc., and it will identify unsafe conditions that may have contributed to crashes, such as sight distance, loose grip, low shoulders, or lack of signage. It will then develop strategies based on that data. For example, if multiple crashes involved a car running off the road, appropriate remedies may include shoulder widening, rumble strips, or new pavement markings. The county envisions this process will allow for all future crashes to be immediately mapped and analyzed, so that any new unsafe conditions that arise can be identified and corrected. The engineering firm will incorporate new technologies such as high-visibility pedestrian crosswalks and glow-in-the-dark pavement markings into its recommendations.

To supplement the development of the comprehensive safety action plan, Cherokee County will engage its engineering firm to create a five-year maintenance plan for improving road conditions. Actions performed as part of this process will produce data to show what types of improvements yield the best results, and that evidence will inform future planning and expenditures. This supplemental planning will include biweekly project coordination meetings with county staff.

The project will be completed in one phase.

Base Phase: Pre-NEPA: Development of the Comprehensive Road Safety Action Plan and the supplemental five-year maintenance plan using PAVER software, which will create a central asset management system of county-owned and maintained roadways with GIS integration that collects information on condition, signage, lighting, etc.

### **3.2 Project's Estimated Schedule.**

#### **Action Plan Schedule**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Final Plan Publicly Available Date:	11/20/26
Planned SS4A Final Report Date:	3/20/27

#### **Supplemental Planning Schedule**

<b>Milestone</b>	<b>Schedule Date</b>
Planned Final Plan Publicly Available Date:	11/20/26
Planned SS4A Final Report Date:	3/20/27

### **3.3 Project's Estimated Costs.**

#### **(a) Eligible Project Costs**

<b>Eligible Project Costs</b>	
SS4A Grant Amount:	\$375,000
Other Federal Funds:	0
State Funds:	0
Local Funds:	0
In-Kind Match:	\$93,750
Other Funds:	0
<b>Total Eligible Project Cost:</b>	<b>\$468,750</b>

#### **(b) Indirect Costs**

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

## ARTICLE 4

### CONTACT INFORMATION

#### **4.1 Recipient Contact(s).**

Kristie Howell  
Cherokee County Finance Director  
Cherokee County  
110 Railroad Ave.  
Gaffney, SC 29340  
864-902-2251  
[Kristie.Howell@cherokeecountysc.com](mailto:Kristie.Howell@cherokeecountysc.com)

#### **4.2 Recipient Key Personnel.**

Name	Title or Position
Marvin L. Bishop	County Administrator
Amanda Walker	Assistant County Administrator
Scott Griffith	Director of Public Works
Steve Mueller	Sheriff
Kristie Howell	Finance Director
Leslie Teague	Financial Coordinator
Jason Spencer	Consultant

#### **4.3 USDOT Project Contact(s).**

Safe Streets and Roads for All Program Manager  
Federal Highway Administration  
Office of Safety  
HSSA-1, Mail Stop: E71-117  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-366-2822  
[SS4A.FHWA@dot.gov](mailto:SS4A.FHWA@dot.gov)

and

Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-42, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-493-2402  
[HCFASS4A@dot.gov](mailto:HCFASS4A@dot.gov)

and

Division Administrator – SC  
Agreement Officer's Representative (AOR)  
Federal Highway Administration  
1835 Assembly St., Suite 1270, Columbia, SC 29201  
[southcarolina.fhwa@dot.gov](mailto:southcarolina.fhwa@dot.gov)

and

Rickele Gennie  
South Carolina Division Office Lead Point of Contact  
Discretionary Grants Program Manager  
1835 Assembly Street, Suite 1270, Columbia, SC 29201  
803-253-3295  
[Southcarolina.fhwa@dot.gov](mailto:Southcarolina.fhwa@dot.gov)

## **ARTICLE 5** **USDOT ADMINISTRATIVE INFORMATION**

### **5.1 Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

#### **SUBAWARDS AND CONTRACTS APPROVAL**

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

**In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308(f)(6) and does not apply to procurement transactions for goods and services.**  
Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

### **5.2 Reimbursement Requests**

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s Representative (the “AOR”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the

DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.

(f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

## **ARTICLE 6** **SPECIAL GRANT TERMS**

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant acknowledges that the Comprehensive Road Safety Action Plan and the Supplemental Action Plan will be made publicly available and agrees that it will publish the final Plans on a publicly available website.
- 6.5** The Recipient must coordinate its supplemental planning and/or demonstration activities with the jurisdiction that has an existing Action Plan in place that was used to apply for the supplemental planning and/or demonstration activities.
- 6.6** There are no other special grant requirements.

**ATTACHMENT A**  
**PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** Cherokee County, SC

**Baseline Measurement Date:** November 20, 2024

**Baseline Report Date:** January 20, 2024

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Equity [for all Grants]	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs [for all Grants]	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations [for all Grants]	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

**ATTACHMENT B**  
**CHANGES FROM APPLICATION**

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" after "Scope," "Schedule," or "Budget." If there are changes to the budget, please complete the table below. Otherwise, leave the table below blank.

**Scope:**

**Schedule:**

**Budget:**

The table below provides a summary comparison of the project budget.

<b>Fund Source</b>	<b>Application</b>		<b>Section 3.3</b>	
	\$	%	\$	%
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
<b>Future Eligible Project Costs</b>				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
<b>Total Project Costs</b>				

**ATTACHMENT C**  
**RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with "X" in the following table align with the application:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

The safety plan will help the county develop the tools necessary to strengthen its approach to roadway safety, to reduce the number of fatal and serious-injury crashes, and to meet the needs of a rural community and the diverse populations who call Cherokee County home. In addition to reaching out to traditionally underserved populations, the county will intentionally seek geographical diversity to ensure residents from all parts of the county have their safety concerns heard and addressed. Equity considerations will focus on minority populations, ESL populations, low-income populations, and special needs populations, and will also look at access to vehicles.

**ATTACHMENT D**  
**CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJScreen, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>

X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

## 2. Supporting Narrative.

The Recipient has taken the following actions to consider environmental justice impacts of the Project.

Recipient will develop Environmental Justice Mapping to ensure equitable distribution of these grant funds with the following areas of consideration:

- Minority Populations
- High ESL Population
- Low-income Population
- Limited Vehicle Ownership Population
- Special Needs Population
- Areas of Equity Concerns

This information will be assembled and used to help prioritize underserved areas that could benefit from these grant funds.

**ATTACHMENT E**  
**LABOR AND WORKFORCE**

**I. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table align with the application:

	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant actions described in the supporting narrative below.</p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

## 2. Supporting Narrative.

Cherokee County's procurement policy includes a Cherokee County Vendor Preference clause, which states:

“The lowest responsive and responsible Cherokee County vendor, if any, whose bid is within five (5) percent of the lowest non-Cherokee County vendor, which would otherwise be awarded the bid, may be given the opportunity to match the bid submitted by the non-Cherokee County vendor and thus be awarded the bid for the provision of goods, supplies, or construction services...”

**ATTACHMENT F**  
**CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE**

**1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.**

The Recipient states that rows marked with "X" in the following table are accurate:

X	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

**2. Supporting Narrative.**

Cherokee County utilizes the requirements in the South Carolina Law Enforcement Division Criminal Justice Information Systems (CJIS) Security Policy v5.9.5 and the IRS publication 1075: Tax Information Security Guidelines for Federal, State and Local Agencies to ensure compliance and security. These polices are based on the NIST Special Publication 800-53: Security and Privacy Controls for Information Systems and Organizations, which the county also references for additional best security standards and practices.

**ATTACHMENT G**  
**CIVIL RIGHTS AND TITLE VI**

**1. Recipient Type Designation.**

Recipient Type Designation: New

**2. Title VI Assessment Information.**

Title VI Assessment Completion Date: See date of execution of this agreement and Exhibit B, Term B.  
1

