

Tigress Sydney Acute McDaniel

1) Do you support or oppose the I-77 managed lanes project? Please explain how you reached your position. If you have changed positions, please explain why.

I need to first reiterate my “platform.” I am running to lead via participatory leadership, and more directly to liaise and restore power to the people. I say this to affirm that my “position” shall be rooted in “your” position. It’s the same approach I have for my consulting firm. I consult. I don’t usurp a dictator role. I inform from my areas of expertise so as to afford my clients sufficient information for effective decision making. In this case, yes I generally support the improvement upon all national highways and roadways. Congestion, pollution (or more specifically the concentration thereof), traffic impediments and other issues, highway and bridge betterment programs ALL can benefit from the I77 project(s).

2) What efforts have you made to support, or oppose and cancel, the I-77 managed lanes project?

When I decided to run for public office, I also decided against serving as a member of any particular organization. I want(ed) my objectivity to be well established. So, I’ve not joined any groups related to the I77 project(s). However, with this decision to run for public office, I knew that I must undertake immersing myself in all matters of life, society, federal, state, municipal and county government. I have remained informed by subscribing to various news and organizational apps. I have joined FB groups (and I will like you on FB), not for membership but to stay on the front lines regarding what PEOPLE want and need. I have bookmarked websites of specific interest like ncdot.gov and ncglet.net to keep abreast regarding plans, reports, contractors, audits, new or repealed legislation and the like.

3) If you are elected (or re-elected), what will you specifically do to support, or oppose and cancel, the I-77 managed toll lanes project?

That which the people decide must be done ... after they have been sufficiently informed about all pros and cons. “It ain’t about me.” Neither is widening I77. It’s about the greater good. I think we all just want easier and safer travel ways in a manner that doesn’t milk citizens dry with tax inflation... and moreover, project plans to be carried out by trustworthy and apt contractors or agencies expeditiously, on or under budget, and properly so.

4) Termination or modification of the I-77 managed lanes contract will require significant compensation to the developer. Where do you think these funds should come from?

Because betterment of highways, roadways and bridge et cetera primarily benefit national systems of commercial trade (supply chain and demand) and national travel, I think it’s arguable that funds should come from the federal government. As a former Federal Ranger I’m aware of specific grants and funds available for the upfit, improvement and maintenance of our travel systems.

As a PhD level Economist, it’s important to consider all sources of funds, and be creative and strategic in identifying those sources best for municipal development. I’m always trying to save my clients money, albeit directly by recommending funding sources that are based upon forgivable loans and the like or indirectly by recommending how one can put the cost of “anything” back into their price (hence costs of goods sold).

Again, I emphasize that there can be other viable solutions. Because I’m positioned to liaise, you won’t have to worry about me pushing my own agenda.