

Re-edited for clarity

Candidate name - Peter James

Email – [peter@ccaway.net](mailto:peter@ccaway.net) – will have campaign email soon

Candidate website – [noice.ccaway.net](http://noice.ccaway.net) place holder working on one

Social media – stay tuned

Photo



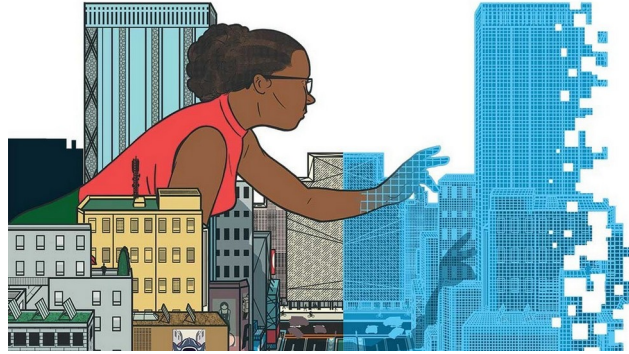
6. Do you think there are not enough homes, enough homes, or too many homes in Montgomery County?

Not enough – affordable

7. Which of the following statements most aligns with your beliefs?

I lean towards It's more important to enable more homes, and more types of homes, in more of our neighborhoods, even if that requires changing land-use regulations (including the zoning code).

I will defund Parks & Planning and replace it with citizen digital urban planning sim city type game interface to allow citizens to collectively and democratically design their own neighborhoods.



8. I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted
- Built by the government
- Cheap – low cost not cheap
- Subsidized
- Rent-controlled – cover renters to owners with subsidized mortgages
- Costing no more than 30 percent of one's household income

9. I consider market-rate housing to be (check all that, in your opinion, apply):

none of the below except \*\*\*

Not means-tested or income-restricted

Built by private developers - will provide public home building robots at cost for developers in exchange for limits on profits \*\*\*

Expensive

Unsubsidized

Not rent-controlled

Costing more than 30 percent of one's household income

10. If you'd like, elaborate on what you believe to be the distinction between affordable housing and market-rate housing. (Max. 1,500 characters.)

Use automation and alternative materials and methods ie. rammed earth to drive down cost.

Replacing bond funding to developers with low interest mortgages and mortgages guarantees.

Cost over 30 years for a 1 bed room rental apt amounts to \$270K give a 5.7% yearly rental increase.

Cost to owners over same period costs \$70K. As mortgage payment remain fixed over the years.

Ownership brings generational wealth and prosperity to low income residents.

11. Check any of the below combinations of features that you would consider social housing. None of below

12. What does family-sized housing mean to you? (Max. 1,500 characters.)

Study optimal dwelling area per person for optimal mental health using neuro-evolutionary algorithms that also factor in other happiness factors for MoCo residents.

<https://www.washingtonpost.com/climate-environment/2026/01/06/smaller-houses-happier-lives/>  
<https://pmc.ncbi.nlm.nih.gov/articles/PMC11429400/>

Would look to use robots to build tiny homes in AG zoning utilizing farm worker housing that has no density limits nor household make up. Only, zone that allows mobile homes. Again using neuro-evolutionary algorithms to balance mental effect of exposure to nature vs living area and other quality of life effectors.

13. Do you think inducing residents and visitors to drive less should be an explicit policy goal of Montgomery County? NO

Autonomous guideways are point to point and never stop between destinations would allow access to all amenities county wide in 30 minutes or less.

Vehicles are electric and current 28% of GHG emissions from transportation will go towards zero.

14. Do you think there are not enough cars, enough cars, or too many cars in Montgomery County?

Too many cars.

Change the paradigm. The average car is used 30 to 1 hr a day. Shared vehicles can cut total cars dramatically if work hours are staggered. Needs buy in by employers.

Citizens that prefer to own their own cars and/or just love their gas guzzling cars should not be forced to give them up. The convenience of fast travel times, lower expenses and no-emissions will naturally reduce use of fossil fueled vehicles. Rather than force residents to adopt what some consider "better values", I believe providing better options and letting people the freedom to choose is the best method in a free society.

Places like Silver Spring have over 30% of land area for parking. Shared vehicle would reduce that number to 5%. That freed up land can provide more open walkable streetscapes, parks and room for resident owned affordable housing.

How many vehicles do you think a family of four needs to live a full life in Montgomery County? (Max. 100 characters.) too many variables.

Larger homes further out with driveways and garages have more capacity. Shared on-demand vehicles in high density areas are more ideal. Providing choice for life style preferences is best for healthy community. ie. younger residents might want to be where the action is and enjoy the city life. Other typically families with kids may want more space.

We need to use demand driven algorithms to maximize happiness. Less people are getting married and not having as many kids. Reflexes lower mental outlook on a worsening future. I want to provide a brighter future.

16. On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood?

Autonomous shared vehicle completely change the equation. With smaller vehicle that come to you on demand. Autonomous guideways, as stated above, virtually remove this problem. We just need to keep Musk, Page and Brin from forming a shared autonomous vehicle duopoly where they can extract high prices for what could otherwise be better for residents.

17. The Metropolitan Washington Council of Governments (MWCOG) has set housing production targets for each jurisdiction in the Washington region. For Montgomery County, the target is 41,000 homes by 2030, about 9,500 of which have already been permitted. How many additional

Don't believe small group of people can make these decisions. Including myself. See above collective democratic digital twin sim city gamification urban planning system. AI assisted simulations can present various scenarios to residents on variables like carrying capacities on neighborhoods, costs of infrastructure, schools and amenities before committing to where new homes are allowed and striking ground.

\* 18. Thrive 2050, adopted by the County Council in 2022, is Montgomery County's general plan that guides planning policy for the next 24 years. It includes several recommendations for increasing and diversifying the housing stock, such as "facilitate the development of a variety of housing types in every part of the county but especially in areas near transit, employment, and educational opportunities" and "support creative housing options including personal living quarters and/or micro units; 'Missing Middle' housing types such as tiny houses, cottages, duplexes, multi-plexes, and small apartment buildings; shared housing, cooperative housing, co-housing, and accessory dwelling units (ADUs)."

Will you, as executive, commit to working with the County Council to carry out these recommendations?

No = see above I would return the job of urban planning to the citizens collectively.

The mastermind of the collective mind will make much better quality of life decisions, then current oligarcy.

\* 19. Maryland anticipates a need for 590,000 homes by 2045 to accommodate its growing population. The Moore administration has made it a priority to address that need by, among other things, streamlining permitting and reforming zoning to allow more types of homes in single-family zoned areas. Since local governments control zoning and permitting, this will require cooperation from local elected officials. Will you, as executive, commit to supporting the Moore administration's effort to address the state's housing shortage?

Building 1500 mile network of hybrid transportation/road autonomous guideway network for the cost on one Purple line will change the congestion equation. Elimination of fossil fueled vehicles. Rueduced travel times means housing farther out from metro and employment centers is now reasonable for most people. Rammed earth hobbit village sun terrrainian homes will us to return to the garden of even and retain the natural appeal and carbon sink of agricultural lands.

I believe implementing my vision of transportation and citizen urban planning will create such a desirable place to live, that 500K number will climb to 5M demand and the citizens will need to vote on their desired optimal number and type of homes based on the ability to see all impacts in a simulation before deciding.

20. In 2023, the Montgomery County Council adopted rent stabilization, capping annual rent increases at 6% or 3% plus the rate of inflation, whichever is lower. Do you think the law is working as intended? Is there anything about the law that should change? (Max. 3,000 characters.)

The current rent stabilization plan will continue to limit housing starts. As we have seen already. (555 multifamily 2024 permits vs post stabilization 7 multi-family permits) My plan is to eliminate most rentals by replacing them with home ownership (ie. condominiums). With the exception for those that want to retain flexibility of movement and freedom from maintenance costs and responsibility that come with home ownership, etc.

21. GGWash's position is that the county should pursue policies that would also boost housing production as a means to prevent further price increases. While correlation is not causation, the county approved just 84 multifamily building permits between January and August 2025, down from 2,100 in 2024. As county executive, what would you do to reverse this trend?

As stated above rent stabilization has driven the decline as a de-motivator of housing starts. A local owner of a very large mixed housing developer in Gaithersburg told me he will no longer build in Montgomery county due to these policies.

Changing renters to owners and eliminating traffic congestion nearly entirely will dramatically change the equation as stated above.

Selling the technologies I propose the County implement to other jurisdiction can generate billions in revenue and provide funding to build the resident owned affordable housing we need. Freeing up land now taken by parking will provide lower cost land which helps.

22. What do you think is the greatest obstacle to ensuring housing that requires ongoing operating subsidies and/or wraparound services is built? This includes housing for residents who make 0–30% MFI (up to \$34,450 for a household of one) and permanent supportive housing units. (Max. 3,000 characters.)

Land and construction costs along with rental stabilization disincentives. But I will change all that with the power to control the budget priorities and the power to control transportation capex projects. ie. a 4' wide autonomous vehicle lane on 270 costs \$500K a mile and provides the same traffic capacity as 4' lanes of 12' wide traffic. Where each conventional lanes cost \$20M per mile and takes 10 times as long to build.

Eliminating traffic congestion and reducing travel times provides a much larger radius between job opportunity and amenities and homes. Doubling home to work travel distance, with no increase in travel time, increases land area for homes 4 times.



By eliminating public housing and replacing it with mostly home ownership, the bulk of the ongoing operating subsidies and/or wraparound services costs are eliminated. Leaving a much smaller population of disabled, elderly and mentally ill to provide public and/or private(contractd) housing, maintenance and services needed.

23. What do you think is the greatest obstacle to ensuring that housing that does not typically need operating subsidy, but does require gap financing or other financial support is built? This includes housing for residents who make 50–80% MFI (\$57,400 to \$91,840 for a household of one). (Max. 3,000 characters.)

Replace profit seeking middlemen with home ownership with owners option to form co-op or HOA arrangements with other owners. Incentivize equity share leases where renters accumulate home equity equal to the pro-rated share of the total mortgage, taxes & maintenance costs their rental payments cover. This is the most equitable and moral method of rewarding landlords and providing a path to generational wealth for renters. It a win-win and will stop the widen K shaped economy.

As County executive, I will have no legislative powers and can only effect many of these ideas via the proposed County budget priorities.

24. Should public funds or programs be used to support the production of housing for those who make above 80% AMI (over \$91,840 for a household of one)?

Yes – but on a sliding scale and with home price limits – providing builders home building robots to lower costs across the board will enrich everyone. A progressive formula that funds housing to those in the most needs is most equitable.

26. As executive, will you require your Department of Permitting Services to incorporate into its construction code policies that make it easier to produce more housing, such as legalizing single-stair buildings?

Automate those reviews and processes and add community inputs to those processes. Create a self system of permitting and the ability to expedite and alter zoning requirement ie. size, etc. by

programmatically increasing fees more for increased infrastructure, schools and utility carrying capacity needs, subject to neighborhood imposed limits. All this can be simulated and impact neighbors would vote. Each specific type of increase impact would have a different boundary. Ie storm water capacity my have a small boundary and high schools a large community impact boundary. With water and sewer even large impact boundary.

Community review and approval can be accommodated based on proximity to proposed project and radius for each impact element states above. ie. next door neighbors vote has heavier weight then someone two blocks away or out of the local school area.

27. Should duplexes and townhomes be legal in all parts of Montgomery County, excluding the Agricultural Reserve?

Yes Subject to community urban planning Sim city system described above.

28. Where in Montgomery County do you think new housing should be built? You may refer to planning areas, master plans, corridors, council districts, or other geographic units. If you do not think new housing should be built in Montgomery County, please type "I do not think new housing should be built in Montgomery County."

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Again not my call. See collective urban planning system describe above. But I will build some pilots in none AG reserve Ag zone ie. east side of county wher there is more water. Focused on rammed earth hobbit like villages with very low profiles and grass roofs. I believe humans would benefit from being allowed back into the garden of Eden. After being cast out for so long.

Would enlist mental professionals and scientist to study the impact of pilots.  
Of course these pilots would be first be simulated in a digital twin sand presented to the surrounding community for approval.

I will use robotic technology to covert industrial ag land to agro forestry, table food production green houses (ie. Netherlands model) were families can grow up in more natural environment rather then a steel and concrete world.

29. Where in Montgomery County do you think density should be increased to accommodate the construction of new housing? You may refer to planning areas, master plans, corridors, council districts, or other geographic units. If you do not think density should be increased in Montgomery County, please type "I do not think density should be increased in Montgomery County."

Mostly down county were land area currently used for parking becomes available, but would let community sim city urban planning explore higher density in rural areas, because hybrid autonomous guideways would allow greater faster access to remote higher density centers that would provide access to a wider assortment of amenities.. I believe the east county has no been neglected on access to such a wider range of amenities like entertainment, shopping and jobs.

Would allow citizens to control urban planning by using AI to simulate impacts like noise, crime/rowdiness, etc.

30. Which statement do you agree with most?

Little or no new housing should be built in Montgomery County. It is most important to protect neighborhoods from change. (the preceding two sentences are part of GGWash question. Not to be confused with my answer below)

More efficient transportation system alters the paradigm. Let communities set their own standard to a point, but have entire population vote on the extent of creating exclusionary neighborhoods ie. Potomac..

31. For the purposes of housing production, what do you consider "near transit"?

With hybrid autonomous guideways transit is now available over the entire county. So this question is obsolete in the County I will create. ie. trains and transit to other jurisdictions are easily accessible to entire county. Once the other surrounding jurisdiction experience what I am doing for Montgomery County, they will want autonomous guideways as well. This will generate revenue and jobs in MoCo where we will have guideway production plants. Soon the entire metro area will be accessible and metro wide traffic congestion and GHG emissions are eliminated.

32. 32. Montgomery County is anticipating an \$854 million budget shortfall over the next six years. Ninety percent of the county's budget comes from property taxes and income taxes, meaning that tax revenue is dependent on the people who live and work here—and how many people are living and working here. While recognizing that any approach to addressing the county's budget shortfall may incorporate a variety of tactics, which of the following statements most aligns with your beliefs?

I plan to cancel contracts with the dark enlightenment high tech billionaires' corporations and replace those technologies with county developed technologies. Employing those entry level workers AI is now replacing.

I will form co-op agreements to share the technologies with other jurisdictions that will generate billions in new revenue for the county. Hopefully, eliminating the need for any property taxes. Will start with paying off the county's debt. Given the expected economic collapse, the current \$00M+ interest payment on \$6.5B will balloon to over \$1B, possibly \$2B, based on hyper inflation as the FED prints money in their attempt to help restart the economy.

ie. I developed inc #1 Intel's cost evaluation system at the age of 20, wrote a program that generated a \$80B logistic system for the Saudi Air force and charged them Z\$2.2M for it. Plus of 200 hundred similar project through the course of my career.

33. Do you support removing parking and travel lanes to build dedicated bus lanes?

No – buses will become obsolete. All buses will be gone. It is just simple physics. An elephant can't jump. A fleas jumps 100 times its body length. Trucks and buses create over 90% of the road damage. Elevated guideways provide space on surface streets for local bike and pedestrian traffic and achieve Vision Zero as high speed vehicles and cyclists and pedestrians are separated from things that can kill them.

The autonomous guideway in Morgantown WV operated for 50 years without single injury or death, while carrying 1.5 times the daily passengers than the entire Maryland MARC train system. Marc had many deaths and serious injuries over that time frame.

34. How will you, as executive, ensure that the Montgomery County Department of Transportation actually repurposed street space to create dedicated bus lanes? If you do not support doing so, please write, "I do not support removing parking and travel lanes to build dedicated bus lanes." (Max. 3,000 characters.)

As above there will be no buses. The space will provide safe complete streets with parks and expansive green areas.

35. Do you support removing parking and travel lanes to build protected bike lanes?  
Yes, - see above

36. How will you, as executive, ensure that the Montgomery County Department of Transportation actually repurposed street space to create dedicated bike lanes? If you do not support doing so, please write, "I do not support removing parking and travel lanes to build protected bike lanes." (Max. 3,000 characters.)

Elevated guideways use 1% the land area of a two dedicated BRT 10' street lanes. Parking in urbanized areas of the county will reduce land area for parking over 80%.



These are being built in San Francisco bay area, Qatar and Kyoto japan and China already. The version I propose, will have the additional benefit of the most of the pods being able to be driven off the guideway to final destination. They will reduce the County's transportation Capex by at least four fold.

37. Keeping people alive and safe on Montgomery County roads requires policies that actively reshape our transportation systems and built environment to decrease personal vehicle trips, and ensure drivers do not speed when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them. If you do not support a policy, rank it as N/A.

As describe above surface street vehicles are ultra light enclosed etrikes. Travel time do to the no stop on demand nature of autonomous guideways. Travel will vastly increase with no emissions. This will greatly economic development and tourism. All with virtually no congestion.

Vision Zero will be nearly achieve except for a few pedestrian etrike collisions.

Etrikes can travel up to 70 mph on the autonomous guideways with no collisions and be limited on surface streets based on state ebike speed limit ie. roadway speed limits and whether the rider is pedaling or not.

University of Maryland hired me to help them evaluate 30+ smart crosswalk technologies. Check my technologies link at [peter4moco.com](http://peter4moco.com) to see my neuro-evolution based system for auto-generating 3D digital twin Safe Streets 4 All planning for the County entire road network.

I developed a micro-positioning pilot project for New York City's DOT that used smart phone ultrawide band (UWB) chips to track vulnerable road users at 4" accuracy to alert drivers, pedestrians and cyclists of possible collisions based on road user trajectories. All new cars and smart phones have UWB chips. I will implement these technologies to keep pedestrians and cyclists safe.

38. Montgomery County was one of the first county governments in the United States to initiate a Vision Zero plan, which aims to eliminate all traffic fatalities for people driving or riding in a vehicle, walking, or bicycling by 2030. For safety improvements such as sidewalks or speed bumps, Montgomery County Department of Transportation (MCDOT) policy is to require approval from homeowners on the street where the improvement has been proposed in order for the improvement to get built. Who do you think should be responsible for making the decision to install safety improvements?

MCDOT's Vision Zero program is a shame. I provide US DOT crash statistics which showed BRT articulating bus cause 8 times as many pedestrian deaths per passenger mile than autos. 11 times more child deaths. They ignored me.

Using existing traffic camera, I will have MCDOT create near miss heat maps to define exactly where we need to change intersections to lower crash rates. See below.

Most serious injuries and deaths occur mid-block at night. By producing 3D digital twins from cameras mounted on buses and other county vehicle, I will identify those point of poorly light high jay walking locations. Then will providing proper lighting, hawk crossings and other technology to keep pedestrians safe.

I will address transportation equity issues. In lower income communities lack of lighting, sidewalks, controlled crosswalks, more people that don't have cars and have to walk and proximity to busier arterial roads(ie. Langley Park), disproportionately put low income communities at higher risk of serious injuries and death.

As described above, I would change the entire transportation paradigm. The only impediment is allowing people to continue driving heavy cars, suvs and pickup trucks. I believe as people experience that faster transit times, the free time available with travel, etc. Conventional transportation modes will naturally dwindle.

There will be a mix of private and publicly owned etrikes and large pods for groups and disabled riders.

39. As county executive, you are responsible for appointing agency directors, including for the Montgomery County Department of Transportation. Would you pursue a nationwide search to appoint a new director of MCDOT?

Yes but I also know of some very talented people with a range of skills. Many professors I work with have graduating students that will fill roles.

My brother Robert James was awarded a \$250K Genius award for his idea of using UWB beacons to replace the 200 year old block subway train spacing system. This is has be implemented in at least 3 subway lines already. Doubling those lines' ridership capacity.

When he proposed replacing end of life subway line with autonomous 20 passenger vehicles on platform set on top of existing tracks, his global civil engineering firm bosses told him to drop it as they would lose 90% of their NYC engineering revenues.

40. Please elaborate further on what you will do to reduce traffic injuries and ensure that no one is killed by a driver in Montgomery County, especially a driver who has demonstrated their repeated failure to comply with traffic laws. (Max. 500 words.)

In addition to the technologies stated above. There are many technologies I have been proposing to Maryland SHA and other DOTs. I performed a smart crosswalk study for Maryland's SHA where I evaluated 30+ smart crosswalk devices that can save lives. An automated Safe Streets 4 all AI and neuro-evolutionary algorithms that generates safe street designs for the entire county.

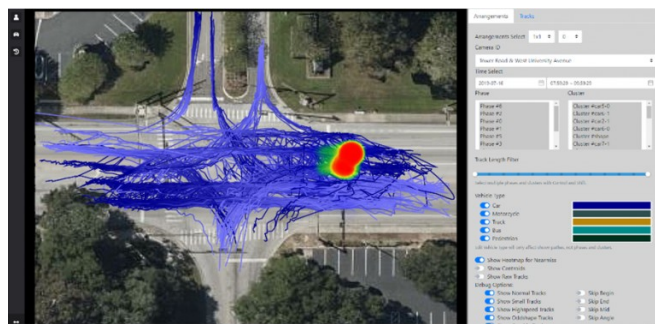
After the Baltimore Beltway accident that killed 6 workers, I designed and proposed to provide ultrawide band Geo-positioning tags on all road workers and a variety of upstream sensors to detect speeders and reckless driver, predict path trajectories of the errant vehicles and warn workers of immanent danger and direct them towards the safest area.

I performed a micro-positioning pilot for NYCDOT intersection that used ultra wideband chip now built into iPhones, Google pixel and Samsung phones.

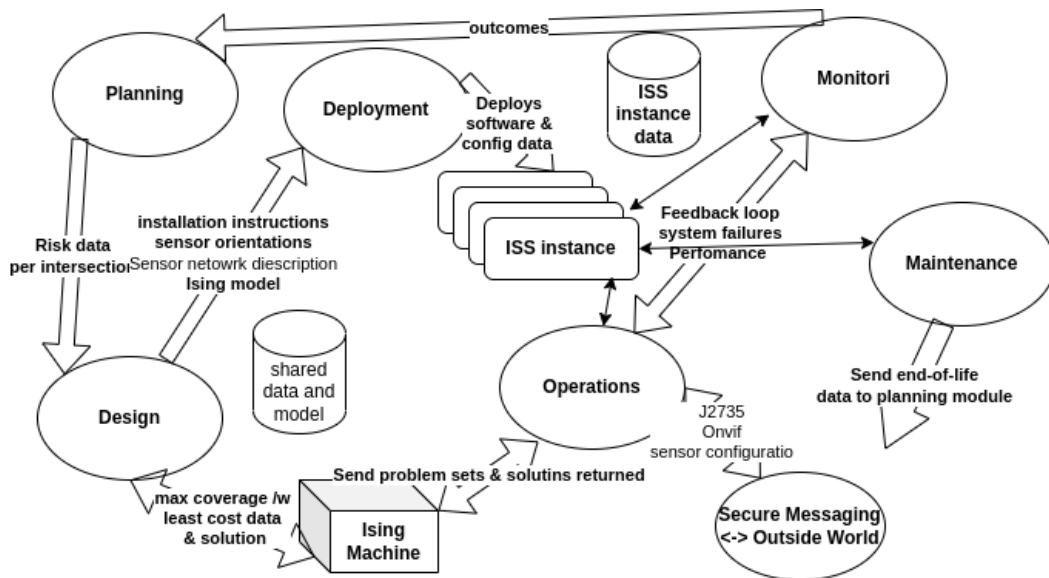
All new cars built starting in 2025 have the same technology that I will use to alert all road users of impending collisions.

See many of these technologies at [wiz.ccaaway.net](http://wiz.ccaaway.net)

Using traffic cameras, camera and other sensors placed on county vehicles and crowd sources frm citizens smrt phones, I direct MCDOT to find all near miss zones on the county's entire road system.



I will implement my automated Intersection safety system generator below.



I will do all this while preventing ICE to access all road user data, license plate readers, etc using post quantum encryption. That not even quantum computers

can break.

If elected, I will provide a free license to all these technologies and the right to sell the technology to other jurisdictions. This will lower and probably eliminate all the County's debt, taxes while provide all the public benefits the candidates have been promising us for years.

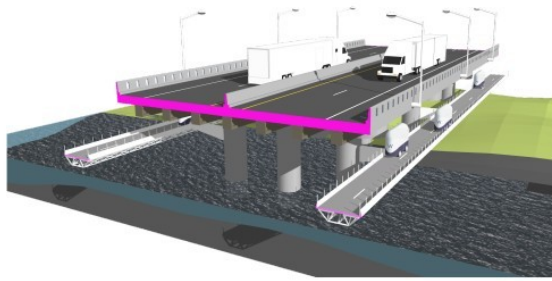
41. The Purple Line is scheduled to open in winter 2027, bringing fast, frequent rail transit to neighborhoods across Montgomery and Prince George's counties. As county executive how will you ensure Montgomery County can best take advantage of the Purple Line given that it will open during your first term? (Max. 250 words.)

The Purple Line is obsolete technology. But it is a sunk cost. I will install pilot guideway along the adjacent path starting between Bethesda and Silver Spring at grade to keep it very low cost. Ne residents can compare the transit times and the on demand nature of the guideways. The public will demand autonomous guideways.

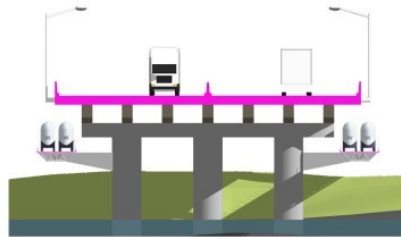
I will start connecting each stop along the purple line to other transit centers prioritized which connection have the biggest ridership bang for the buck, using neuro-evolutionary algorithm simulator.

\* 42. What new transportation investments will you, as executive, pursue? (Max. 500 words.)

For the cost of the proposed 90 mile BRT network, I will build 360 miles of autonomous guideways starting with 270, 495 and the legion bridge and the 90 mile proposed BRT network. Then all arterial road. Highest traffic counts and high injury network roadways.



Column-supported below traffic level



Section

43. Montgomery County often requires changes to policies to be accompanied by a public input and/or community outreach process. This includes land-use policies and transportation and development projects. Different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you would value them:

The 270 Corridor Forward survey collected only 150 responses for a population of over 1 million people. This is unacceptable.

Using the gamified 3D digital twin community urban planning interface, I will have a man vs machine simulator game where residents see if they can beat the AI-driven neuro-evolution optimizer in reducing transit times, total access, transportation equity and maximizing ridership per dollar spent.

I will utilize a mobile app called Amble that discovers hidden latent travel demand of elderly and disabled folks that would ride transit if they had easy access to it.

44. In October 2024, Data for Progress asked Montgomery County Democratic voters if they support allowing different types of homes, like townhomes and apartments, in areas currently zoned only for single-family homes. Here are the results:

In your own words, could you describe what this data means for the county as it makes decisions in the future? (Max. 250 words.)

I would have to know what the sample size, number of residents, demographics and a geo-location mapping of the responses before I could make any comments on the value of the collected data.

45. How would you describe GGWash's constituency, and why does our constituency matter to you? (Max. 3,000 characters.)

If you provide some data on your readership, their feedback and the level of expertise of your authors and what scientific method if any are being used, I could give a better response.

But based on my limited experience it seems most of your transportation constituency are not open to rational evaluation of new technologies and have a strong emotional attachment to outdated ineffective BRT and light rail. I don't have as much exposure to the housing and urban planning side to provide a good answer.

As an example Paul Schonfeld, a University of Maryland professor and one of his students did an in depth performance evaluation of the Purple line using van pool sharing, PRT(autonomous guideways, BRT and light rail. Using sophisticated simulation tools PTR blew away BRT, LTR by a wide margin in terms of transit times, capacity, ridership and capital and OMB cost. Van pooling came in second.

Not a single person singing praises of Purple line light rail had even heard of this 2013 study. Even many MTA engineers that had taken his classes.