

Dawn Hofheimer

From: Lolo D <larissaddehaas@gmail.com>
Sent: Friday, April 24, 2026 9:12 AM
To: Participate
Subject: public comment

Follow Up Flag: Follow up
Flag Status: Completed

To City council,

I left yoga this morning at Zenergy, and following the laws of the road was crossing the highway as a black SUV decides that their right of way somehow supersedes me, going straight through the saddle road light. As I am going through the intersection as I legally should with them slowly turning into me they proceed to roll down their window and yell at me. For what?! I shouldn't have to put up with such insane behavior. The violence that cars feel is their right to project at bikers is insane. The fact that I am out here, helping alleviate some of the parking demand at Zenergy by bundling up to bike instead of drive, (which I almost did drive this morning and now regret not blocking up more car space with my own), should not be met with being yelled at!

Every time that you as city council makes car parking a higher priority than biking, and ignore all other road users by caving to car centric thinking, you are instilling the car first mentality that puts my life in danger.

While that man thinks he is in the right and is livid that he had to take 15 seconds to wait for me to legally cross the road; I am shaking and almost crying about having my physical body threatened by a massive death machine. He could very easily run me over and it would have been called an "accident". And as I do not have cameras on my bike, who would know the difference?

I am forced into the road with cars. Roads that I pay for. Roads that I drive with a car. Roads that I deserve to also use my freedom to decide to bike on.

I want you, as city council, to stop only thinking of cars. I am so sick of my freedom to bike being threatened with violence. Give me a protected bike road. Get ITD to put in a tunnel under the highway. PLAN FOR A SMARTER SAFER FUTURE.
How many millions are you pumping into the roads? They are a depreciating asset that only serves one form of private transportation.

You are wasting my tax dollars by not planning for transportation in 4d, and at the same time you are also letting car centric culture pervade the roads in such a way that my life is repeatedly threatened. It is a disgrace that a place as beautiful as Ketchum, that is so lovely to bike around, is so dangerous, and scary that even I, someone who enjoys biking, wants to go put my bike away.

Real leadership would change this dangerous culture and actually put into motion real, safe infrastructure.

Sincerely ,
L. deHaas

Dawn Hofheimer

From: James Hungelmann <jim.hungelmann@gmail.com>
Sent: Tuesday, April 28, 2026 1:24 AM
To: Peter Prekeges; Tripp Hutchinson; Matthew McGraw; Randy Hall; Spencer Cordovano; Participate
Subject: Public Comment for Ketchum City Council SHADOWS ON THE WATER/ STRAITS OF HORMUZ
Attachments: Shadows_on_the_Water_April_2026.pdf

Public Comment for the record of the Ketchum City Council

SHADOWS ON THE WATER/ STRAITS OF HORMUZ

Dear Mayor and Council Members:

The attached analysis is submitted for inclusion in the record of this city council as a follow-up to a prior paper entered into the record on April 15, entitled "*On Tax Day 2026: Narrative Spectacle vs. Evidence in the Strait of Hormuz.*"

Subsequently, public statements and reporting have continued to claim blockage, control, or interference with traffic through the Strait of Hormuz. Given the far-reaching implications of such claims, a more detailed analysis is warranted to assess whether those conditions are reflected in observable maritime activity.

While the subject matter here is international, the broader implications extend beyond the Strait of Hormuz itself. In an age of rapid narrative formation and continuous information repetition, the importance of disciplined evidentiary scrutiny before acceptance of a narrative becomes difficult to overstate—on all issues of public importance, whether local, national, or global.

Respectfully submitted,

James Hungelmann

Shadows on the Water:

An AIS-Based Assessment of the Strait of Hormuz

“The prisoners would mistake the shadows for reality.”

— Plato

James Hungelmann
The White Room LLC
April 2026

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While the subject matter here is international, the underlying issue is broader: the importance of evidentiary scrutiny, observational discipline, and the distinction between assertion and observable reality in public life.

By way of introduction, it is useful to consider an older framework for understanding the difference between perception and reality.

In *The Republic*, Plato describes prisoners confined to a cave, watching shadows cast upon a wall and mistaking those projections for reality. The allegory is not merely philosophical ornament; it is a warning about how easily perception can detach from the underlying world. Repeated and collectively reinforced, the shadows gradually become the frame through which reality is understood. When one prisoner turns, encounters the objects themselves, and returns with a different account, the reaction is not immediate correction but resistance. The familiar image, however partial, has acquired authority.

This dynamic is not confined to ancient allegory. Under modern conditions, rapidly repeated information can stabilize initial impressions even as contradictory evidence emerges. Interpretations often endure beyond the facts that gave rise to them.

The underlying principle is straightforward: claims about the physical world must ultimately be tested against observable reality. In this context, the method is equally straightforward: observe the system directly.

Using AIS (Automatic Identification System) vessel tracking data—an industry-standard system relied upon globally—it is possible to observe vessel movement in near real time. AIS does not

interpret events. It records the position, direction, and speed of vessels in real time, answering a simple question: are ships moving, and are ports being accessed?

In late February 2026, the strait became the focus of a rapidly forming narrative. Language escalated quickly from threats of disruption to claims of actual closure, blockade, and interference with maritime transit.

In evaluating such claims, the distinction between assertion and observable reality becomes material. Statements by officials or media sources may establish that a position has been communicated, but where those statements imply specific physical conditions, they are properly tested against observable evidence. System-generated AIS records provide a direct view of vessel movement across time. To the extent that claims of disruption would produce identifiable changes in traffic patterns or port accessibility, the absence of such changes in the AIS record carries substantial evidentiary significance.

At a certain point, the contrast between narrative and observation ceases to be subtle. Claims of closure, blockade, or systemic impairment in a corridor as exposed and consequential as the Strait of Hormuz would produce visible physical effects. Ships do not continue flowing normally through a materially closed passage, nor do ports under effective blockade continue coordinated inbound and outbound traffic.

The central question is therefore not what was asserted, but what was observable. If the strait were genuinely hindered, the evidence would appear in vessel behavior itself. Tankers would queue, divert, slow substantially, disappear from the corridor, or accumulate outside the passage itself.

From early April through April 28, tanker traffic is observed approaching, transiting, and exiting the Strait of Hormuz within structured, bidirectional lanes. The corridor remains active, regional ports remain integrated with surrounding traffic flow, and the AIS record shows no transition from normal transit to material restriction—no empty spans, sustained compression patterns, large-scale diversion, or other signatures of effective blockage.

More than presence, there is motion. Vessels advance along consistent headings and speeds, confirming active transit. A materially closed corridor does not exhibit steady directional progression.

Importantly, this continuity is observed not only across days, but within them. On multiple dates, time-separated observations within approximately one-hour intervals show measurable forward displacement of vessels along established lanes, confirming active transit rather than static positioning.

Port activity further reinforces the same conclusion. If Iranian ports were materially isolated, the AIS record would be expected to show vessel accumulation outside approach zones, halted departures, diversion away from port facilities, or separation from surrounding regional traffic flow. Instead, ports such as Bandar Abbas remain visibly integrated with active maritime traffic,

with vessels oriented both inbound and outbound while tanker transit through the strait continues within structured, bidirectional lanes.

This analysis is limited to observable vessel movement and port accessibility. The question examined is physical: whether maritime transit is being materially hindered. The observed record does not support that conclusion. The Strait of Hormuz remains open, with active traffic and accessible Iranian ports. No observable pattern consistent with closure, blockade, or sustained impairment emerges.

This does not resolve every question of policy, risk, or perception. It does resolve the physical one.

In Plato's account, the choice is not imposed but encountered. One may remain with the familiar image or turn to examine the objects themselves. The same distinction applies here. The claims at issue carry physical implications capable of testing against observable reality, and the AIS record provides that test. The effort required is modest but deliberate: simply to look where the evidence resides.

In an age of rapid narrative formation and continuous information repetition, the importance of disciplined evidentiary scrutiny before acceptance of a narrative becomes difficult to overstate—on all issues of public importance, whether local, national, or global.

Here, the evidence is not abstract. It is moving across the water. And despite repeated public claims of disruption, it continues to move in an operationally normal fashion—fully, unblocked, and unimpeded.

Dawn Hofheimer

From: lroquet@lizzysfreshcoffee.com
Sent: Wednesday, April 29, 2026 9:10 AM
To: Participate
Cc: 'KBAC Board'
Subject: Input on 2027 Highway 75 Construction - Business Access & Parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hi City of Ketchum,
CC: KBAC

I'm writing on behalf of Lizzy's Fresh Coffee regarding the planned 2027 Highway 75 construction. Our roastery and coffee bar are located along the construction route at 10th Street and Highway 75, and we'd like to share a few priorities to help keep businesses operating during the project.

Primary concerns:

1. Reliable access to our property

Maintaining clear, consistent access to our location at 10th St. and Hwy 75 is critical for both customers and daily operations.

2. Parking availability for employees and customers

Parking is already very limited in this area. Our lot on 10th Street supports approximately 30 spaces shared across 11 businesses. Many employees park off-site to preserve customer access, including along 10th Street and Highway 75 in front of Knob Hill Inn.

Demand, turnover, and customer frequency—especially in the mornings—is high due to our business (Lizzy's Fresh Coffee), Habitat Veterinary Hospital, two dog grooming operations, and Big Rock Construction. We're concerned that construction-related impacts could make parking unworkable for both staff and customers.

Additionally, we currently rely on a small amount of informal parking along the west side of Highway 75 (approximately four spaces). Losing that would further strain capacity.

Would the City consider temporary solutions, such as allowing employee parking at the nearby cemetery during construction?

3. Delivery and logistics access

We (and other tenants) regularly receive deliveries from semi trucks that require a clear path through a tight access area. These trucks need to unload and take about 10 minutes on average to complete tasks. In addition, we have multiple daily service stops:

- FedEx and UPS (twice daily)
- UPS freight (twice daily)
- USPS (once daily)

These vehicles need reliable and unobstructed access to keep operations running.

4. Pedestrian and safety improvements

We see an ongoing need for safer pedestrian routes in this corridor. There is consistent foot traffic between Knob Hill Inn and Saddle Road, and currently many people are walking along dirt paths or the highway shoulder. A dedicated walking/biking path would significantly improve safety and the overall experience for both residents and visitors.

We would also strongly support:

- A crosswalk from the north end of our parking lot to the cemetery
- A crosswalk across 10th Street (north to south)
- Clear striping on 10th Street to better define parking (something I had also requested last summer)

5. Construction duration and impact

As with any project of this scale, minimizing the duration and disruption of construction will be extremely important for local businesses.

We appreciate the opportunity to provide input and would welcome any updates on how access, parking, and logistics will be managed throughout the project.

Thank you for your time and consideration.

Best Regards, Liz

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Dawn Hofheimer

From: James Hungelmann <jim.hungelmann@gmail.com>
Sent: Thursday, May 7, 2026 11:52 AM
To: Participate; Peter Prekeges; Matthew McGraw; Randy Hall; Spencer Cordovano; Tripp Hutchinson
Subject: Public Comment: STRIP SEARCH THE ELEPHANT IN THE SKY
Attachments: Strip_Search_May_2026.pdf

FOR THE RECORD OF THE NEXT KETCHUM CITY COUNCIL MEETING

Dear Mayor and Council Members,

The following commentary is submitted for the public record in light of the recently reported EPA petition concerning alleged aviation-related atmospheric emissions, the continuing public debate surrounding geoengineering and atmospheric-intervention claims, and the unusually dry and warm conditions experienced during the 2025–2026 winter season. A PDF copy of the commentary is attached.

STRIP SEARCH THE ELEPHANT IN THE SKY

May 7, 2026

What makes the webinar “Two Years, One Petition, Five Thousand Witnesses” and the reported EPA petition for rulemaking concerning allegedly toxic airplane-fuel emissions so controversial is not merely what they say, but what they fail to directly confront. Rather than addressing the far broader allegations at the center of the geoengineering and weather-modification debate, the webinar and petition reframe the controversy into a comparatively narrow environmental-regulatory dispute centered on aviation pollution, fuel toxicity, particulate emissions, and administrative oversight. At present, however, the actual petition filing itself does not appear readily accessible through publicly searchable EPA records, meaning much of the controversy analyzed here concerns the public framing and characterization of the petition effort rather than a line-by-line analysis of the filed document itself.

According to critics of this approach, that narrowed reframing fundamentally alters the nature of the public discussion. What many view as a potentially immense constitutional, criminal, national-security, and public-transparency issue becomes reduced to the language of emissions standards, fuel chemistry, and EPA rulemaking procedure. In doing so, the presentation and petition are seen as redirecting public attention away from the far more serious allegation: that aircraft may be engaged in intentional atmospheric dispersal activities involving engineered nano-particulates and weather-modification or atmospheric-intervention technologies operating with governmental knowledge, protection, and concealment.

From this perspective, the central deficiency of both the webinar and the petition is not that they raise concern about aviation pollution, but that they reduce a far larger and more controversial allegation into a safer, narrower, and more institutionally manageable administrative framework. Critics further argue that such reframing marginalizes broader challenges to the underlying geoengineering and atmospheric-intervention allegations themselves.

The more serious allegation, according to critics, is not simply that jet fuel is dirty or insufficiently regulated. Rather, it is that aircraft may be intentionally dispersing engineered nano-particulate materials into the atmosphere as part of weather-modification, solar-radiation-management, or atmospheric-intervention activities allegedly connected to technologies reflected in numerous weather-modification and aerosol-dispersal patents. Within that framework, concern centers not on ordinary combustion emissions, but on the alleged aerosolization of ultra-fine particulates involving heavy metals, nano-scale aluminum compounds, conductive particulates, polymers, surfactants, and other engineered aerosol agents.

Critics argue that shifting the discussion toward “airplane-fuel toxicity” creates a profound category substitution. An allegation of intentional atmospheric intervention becomes transformed into a far more conventional and institutionally manageable pollution debate. Once framed that way, the issue becomes one of emissions standards, cleaner fuel technology, particulate regulation, and administrative review rather than the far more explosive allegation that covert atmospheric dispersal programs may already exist under federal authority or protection.

Under this interpretation, the publicly presented EPA petition framework itself becomes part of the problem. The public is encouraged to believe the controversy can be solved through procedural filings and emissions regulation even though the allegations, if true, would implicate matters far beyond the ordinary reach of environmental law, potentially involving profound state and federal crimes including deception of the public, concealment of governmental activity, suppression of oversight, misuse of authority, and the exposure of civilian populations to harmful atmospheric contaminants without informed consent.

The issue therefore becomes constitutional as much as environmental. If state or federal actors were ever found to be coordinating atmospheric operations while simultaneously denying their existence, the matter would transcend ordinary regulatory noncompliance and represent a severe breach of public trust.

This is where critics raise concerns about intelligence culture and perception management in government. Modern military and intelligence structures are trained not only in warfighting, but also in:

- strategic communications,
- operational secrecy,
- psychological operations,
- information compartmentalization,
- narrative control,
- and adversarial deception environments.

Accordingly, when individuals with intelligence or military backgrounds occupy positions connected to environmental oversight or public communication, such backgrounds cannot simply be dismissed as irrelevant. The concern is not that intelligence officers are inherently malicious, but that they are professionally trained in methods designed to shape perception, manage public reaction, and protect sensitive operations.

Thus, when officials minimize concerns, narrow discussion, or redirect inquiry into highly technical administrative channels, critics interpret this not as neutral scientific caution but as institutional information management. The concern becomes especially acute when persistent atmospheric phenomena visible in plain view are repeatedly characterized as entirely ordinary while broad public observations and independently raised concerns based on atmospheric sampling, soil testing, particulate analysis, photographic documentation, and other forms of citizen-led investigation are simultaneously dismissed, marginalized, or ridiculed without meaningful public examination. Critics argue that this dynamic further deepens public distrust by creating the perception that visible observations and independently gathered evidence are being rejected reflexively rather than evaluated transparently on their merits.

The deeper concern, therefore, is not simply environmental harm but systemic deception directed inward against domestic populations. Historically, governments have repeatedly acknowledged — often decades later — involvement in covert testing programs, radiation exposure experiments, secret surveillance systems, psychological operations, disinformation campaigns, and compartmentalized military activities initially denied to the public. Because of this history, skepticism should not fall upon citizens questioning institutional narratives.

Critics further argue that the webinar and petition framework diminish the seriousness of the allegations through the way in which the issue is publicly presented. By emphasizing petitions, emissions standards, cloud impacts, and airplane-fuel toxicity, the controversy is transformed into a technical environmental dispute rather than a possible issue involving coordinated atmospheric intervention and public deception.

In this framework, the real battlefield is informational. Modern systems of power operate less through outright censorship than through selective acknowledgment, controlled disclosure, narrative dilution, social ridicule, technical overload, and institutional gatekeeping. The most effective form of deception is therefore not total denial, but partial admission combined with reframing that converts potentially systemic allegations into narrow administrative and technical disputes stripped of their broader implications.

Critics also point out that weather-modification technologies are not imaginary concepts. Governments have openly acknowledged weather-modification experimentation for decades, and numerous patents exist involving aerosol dispersal systems, atmospheric particulates, cloud nucleation technologies, and solar-radiation-management concepts. While patents do not prove active deployment, critics argue they demonstrate that the underlying technological concepts are neither absurd nor purely fictional. Critics further argue that persistent atmospheric phenomena visible in the skies remain inadequately explained by official accounts and continue to fuel public suspicion and distrust.

Accordingly, the central issue is not whether aircraft emissions contain toxins — which is already established — but whether intentional atmospheric intervention practices may be occurring beyond meaningful public awareness or consent.

From this perspective, the petition operates less as a challenge to institutional power and more as a mechanism through which potentially explosive allegations are translated into a safer and more controllable administrative dispute, thereby redirecting attention away from broader investigative scrutiny into the existence and scope of any alleged toxic spraying programs.

Critics further warn that, whether intentional or not, the structure and framing of the petition effort may effectively sabotage years of work conducted by individuals attempting — often against considerable opposition, ridicule, denial, intimidation, and professional risk — to document and analyze what they regard as substantial visual and atmospheric evidence suggestive of intensified weather-modification or atmospheric-intervention activity.

Ultimately, the larger issue is the growing crisis of institutional trust itself. Large segments of the public no longer believe that governments, intelligence-linked institutions, major media organizations, or regulatory agencies are transparent regarding matters involving public health, environmental exposure, technological experimentation, or national-security activities.

The resulting conflict therefore extends far beyond scientific disagreement alone. It involves questions of governmental transparency, institutional trust, public perception, informational control, and whether existing systems are capable of objectively investigating allegations that may implicate the institutions themselves.

There is perhaps no clearer test of institutional transparency than whether allegations of chemtrail-related activity can be investigated honestly, directly, and independently when those allegations may implicate powerful governmental or military structures themselves.

Submitted for the public record,

James Hungelmann
The White Room LLC

STRIP SEARCH THE ELEPHANT IN THE SKY

May 7, 2026

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James Hungelmann
The White Room LLC