

LITTLE THUNDER IMPROVEMENT & SERVICE DISTRICT

(PO Box 883, Gillette, WY 82717)

REGULAR MEETING

MINUTES

Thursday, May 1, 2025, 7:30 p.m.

Wright Town Hall, 395 Lariat Way, Wright

Board Members Present: Mike Christensen, Arrow Langston, Levi Strohschein
Others Present: Helenanne Cathey, Tony & Joey Mullins, Carin & Aaron Derbonne,
Jessica & Harold Soske, Paula Strohschein, J. Robert Apodaca

Levi Strohschein called the meeting to order at 7:34 p.m.

- I. Minutes Approval** – Arrow Langston moved to approve the minutes from the April 3, 2025, regular meeting. Mike Christensen seconded.. Motion carried unanimously.
- II. Treasurer’s Report Acceptance / Bills** – The financial information was reviewed. Mike Christensen moved to accept the Treasurer’s Report and pay the bills as presented and listed below (including the bill for the post office box which was received after the agenda was done). Arrow Langston seconded. Motion carried unanimously.

Bank Balance Forward From Last Meeting:			\$33,279.89
03/10/25	Assessments Deposit	\$11.18	
	was \$641.18 and not \$630		
	as printed in previous agenda		
	minutes (interest)		
03/31/25	Interest	\$74.13	
04/10/25	Deposit – Assessments	\$420.00	
Bank Balance Prior to Bills:			\$33,785.20
Bills Paid At Meeting:			
Ck#	Pavee	Description	Amount
1120	Cathey Consulting	Inv. 8087 – Apr. Admin./Bookkeeping/Compl.	\$660.00
1121	Local Gov’t Liab. Pool	Inv. 15848 – Liability/directors & officers insurance	\$600.00
1122	Performance Industries	Inv. 1838 – 4/7-4/10 – motorgrader/blade roads	\$6,000.00
1123	Wyo. Earthmoving Corp.	Inv. 11628 – Road work – Cowboy Way \$5,610.00	\$11,285.00
		Inv. 11660 – Road work – Cowboy Way \$5,675.00	
1124	US Postal Service	Annual Box Fee	\$188.00
TOTAL BILLS:			\$18,733.00
Bank Balance End of Meeting:			\$15,052.20
Accounts Receivable Balance: \$31,800.00 from Assessments			

III. Unfinished Business

a. Roads Update

- 1) Culvert request / issue near 20 Cowboy Way (1/2/25 meeting) / monitor area in the spring to see where water is sitting to determine if a culvert is needed and where it should be installed. An additional culvert was installed coming off of Iron Cross. There were fiber lines and telephone lines that required a vac truck to locate. The drainage has been established for the most part, and one more culvert will be installed across Cowboy Way as soon as it dries up. Right now the road has scoria. Limestone will be added this summer.
- 2) The Board is gathering quotes and requesting signs. Carin Derbonne did some research on signs and prices and provided an update. The “no truck traffic” large signs were over \$2,000, but she found one company could ship signs for \$1,500 (10 of the 36 X 36 (No truck traffic) and 30 of the speed limit signs 12 X 18). There was discussion on the signs and locations of signs. Arrow Langston will check with the County on posts and culvert markers. Levi Strohschein will check with the state.
 - “Residential Area – Slow Speeds Advised”

- “No Thru Commercial Truck Traffic”
 - 20 or 25 mph speed limit signs to be posted
 - Sign replaced (Melicia sign says Rd and should say Dr.)
- 3) Road Project 2024 – 2025 – The Board reviewed and signed Pay Request 3 for the work on Cowboy Way. The County asked for a letter to approve the work on Cowboy Way which was also signed. A completion report and affidavit were also signed to close out the grant.

Road Project: Establish ditches and proper drainage and add W-base limestone to a portion of Story (1/2 mile), all of Cody Street (1/4 mile), and a portion of Britney Lane (1/4 mile). Add 2,500 tons of W-base limestone to the main thoroughfare through the District that is travelled by many in the County and not just residents of the District. Add 500 tons of W-base limestone on a section of Chad Road. This project is anticipated to be done in the fall of 2024 and spring of 2025.

Project Cost Estimate: \$143,670.00

County Grant approved 7/2/24: \$44,755.00

October, 2024, work done:

Vendor / Invoice	Inv. Amt.	Grant Amt.	Grant %
Performance Industries – Invoice 1802 – Drainage work	\$3,468.00	\$1,734.00	50%
Wyoming Earthmoving Corp. - Invoice 11147 - Drainage work	\$14,407.50	\$7,203.75	50%
Farnsworth Services Co., Inc. - Invoice 63763 - Haul rock	\$50,703.18	\$12,675.80	25%
Performance Industries - Invoice 1803 - Blading limestone	\$3,693.00	\$923.25	25%
10/16/24 Pay Request 1 Total	\$72,271.68	\$22,536.80	

December, 2024, work done:

Vendor / Invoice	Inv. Amt.	Grant Amt.	Grant %
Farnsworth Services Co., Inc. – Invoice 64061 – Haul rock	\$49,314.31	\$16,273.72	33%
Farnsworth Services Co., Inc. – Invoice 64061 - Haul rock	\$1,933.89	\$483.47	25%
Total invoice \$51,248.20 (25% Melicia / Hicks, Noonan, Duffy, Chad at 33%)			
Performance Industries - Invoice 1820 - Blading limestone	\$1,350.00	\$337.50	25%
01/02/25 Pay Request 2 Total	\$52,598.20	\$17,094.69	

March, 2025, work done (Cowboy Way):

Vendor / Invoice	Inv. Amt.	Grant Amt.	Grant %
Wyoming Earthmoving Corporation Invoice 11628	\$5,610.00	\$2,805.00	50%
Wyoming Earthmoving Corporation Invoice 11660 \$5,675 total	\$3,755.00	\$1,877.50	50%
Wyoming Earthmoving Corporation Invoice 11660 \$5,675 total	\$1,920.00	\$480.00	25%
Over Total Grant Amount		-\$38.99	
05/01/25 Pay Request 3 Total	\$11,285.00	\$5,123.51	

	<u>Invoice totals</u>	<u>Grant Requests</u>
TOTALS TO DATE:	\$136,154.88	\$44,755.00
Project Estimate remaining:	\$0	
County grant remaining:	\$0	

- b. Budget for 7/1/25 – 6/30/26 – The budget hearing and regular meeting in July will be held on Wednesday, July 9, 2025, instead of Thursday, July 3rd. The budget was reviewed and updated. The assessments were reviewed.

Projects for the next fiscal year:

- Meister Road project 6,650 feet from the highway to Levi Road 828 ton of rock / bid is around \$10,000 and \$29,000 of rock so about \$39,000 project. That’s a high

estimate. A few culverts will be installed and then surfacing. Some of Meister is already done with limestone.

- Cowboy Way – the one that was just raised up – will need roughly 270 tons of rock – \$9,500 approximately. Cowboy Way gets a lot of truck traffic. Concerns were expressed about the material that is there now. Levi Strohschein explained that some bigger material had to be put down to establish a base. We are doing the heaviest travelled roads first and will be doing Iron Cross and other roads that don't get as heavy of traffic after that. There is more work that will be done on Cowboy Way.

All of the roads will be addressed, but it will take time to address every road. The trucking company is being charged a lot more than a residence is charged because of the higher impact of the heavy truck traffic.

- Duffy – 2,400 foot, 10 loads from highway to the Story intersection, tying into the lime rock. \$9,500 estimate
 - Williams Road – from highway coming in to Story and maybe up to Noonan - \$8,500
 - Noonan/Hicks intersection to Cowboy Way (from trucking company to the sand pit to Cowboy Way) \$6,600
 - Chloride (dust control) to do Hicks to the trucking outfit \$8,000
 - \$3,500 blade work
 - \$1,500 culverts
 - Section of Story (Meister/Story intersection down to Williams Road) \$13,650
- About \$99,750 worth of projects. About \$33,762 reimbursement from the County grant.

There are three lots that were unimproved last year that now have homes on them that will be moved to the second level (\$420) instead of the first level (\$60). Arrow Langston moved to approve the proposed budget of \$189,058. Mike Christensen seconded. Motion carried unanimously. The budget is attached to these minutes. The following legal ad will run in the Gillette News-Record on June 24, 2025:

**LEGAL NOTICE OF PUBLIC BUDGET HEARING
LITTLE THUNDER IMPROVEMENT & SERVICE DISTRICT**

A public hearing will be held at the Wright Town Hall, 395 Lariat Way, Wright on July 9, 2025, 7:30 p.m., followed by the regular meeting where the 7/1/25 – 6/30/26 budget will be reviewed and approved. Budget Summary:

Expenses: Administrative \$13,360 / Indirect \$720 / Operations \$174,978
Total Revenue/Rollover: \$189,058

The annual assessment will stay the same and includes six tiers of assessment based on owner road impact – those who contribute most to road wear and tear also contribute proportionally to its upkeep, ranging from \$60 to \$4,800 per year. A copy of the budget is posted online at www.catheyconsulting.net with the May 1, 2025, meeting minutes. The Assessment Schedule will be updated to reflect changes in use and is posted on the website. Landowners may prepay their 25-26 assessment in full by June 20, 2025, to avoid the addition of the assessment on County taxes.

To contact the District or for special accommodations for the hearing,
call Cathey Consulting at 307-685-8235.

IV. New Business

- a. The Local Government Liability Pool renewal application was submitted online as required. The Board reviewed and signed the application.

V. Public Comment

- a. There were comments on the street signs and there was discussion on whether or not the Sheriff's office will patrol once the speed limit signs are posted. People are encouraged to call the Sheriff's office if you see reckless driving or speeding.

Upcoming meetings:

Thursday, June 5, 2025, 7:30 p.m. (Regular Meeting)

Meetings are at the Wright Town Hall, 395 Lariat Way, Wright (First Thursday of the month):

2025 Meetings:

Thurs., June 5, 2025, 7:30 p.m.

Wednesday, July 9, 2025, 7:30 p.m. (Budget Hearing and Regular Meeting)

Thurs., Aug. 7, 2025, 7:30 p.m. / Thurs., Sep. 4, 2025, 7:30 p.m.

Thurs., Oct. 2, 2025, 7:30 p.m. / Thurs., Nov. 6, 2025, 7:30 p.m. / Thurs., Dec. 4, 2025, 7:30 p.m.

Mike Christensen moved to adjourn. Arrow Langston seconded. The meeting was adjourned at 8:30 p.m.

NOTES:

- Reminder to Homeowners: *Everyone is asked to please not park in any road right of way. Keep garbage cans back out of the road right of way (25' from the center of the road). This causes drifting and is a problem – it will interfere with snow removal and will add to the cost of snow removal.*

Respectfully submitted,

Helenanne Cathey, Assistant to the Board (307-685-8235)

Levi Strohschein

Signature

Levi Strohschein

Printed Name

6-5-25

Date

Arrow Langston

Signature

Arrow Langston

Printed Name

6-5-25

Date

Levi Strohschein (307-660-6004), President / Michael (Mike) Christensen (307-660-0565), Vice President / Arrow Langston (307-299-8324), Secretary/Treasurer

Budget - Little Thunder ISD - 7/1/25 - 6/30/26

Budget Hearing: Wednesday, July 9, 2025 at 7:30p.m. at the Wright Town Hall, 395 Lariat Way, Wright, WY / PO Box 883, Gillette, WY 82717

	Actual (F32)	Budget	Actual (EST)	Budget
	7/1/23 - 6/30/24	7/1/24 - 6/30/25	7/1/24 - 6/30/25	7/1/25 - 6/30/26
CASH CARRYOVER	68,240	77,294	74,769	50,598
Revenue				
Assessments	79,860	93,240	93,240	94,320
Assessments - Interest	247	100	110	100
Prepaid Assessments	840	2,940	2,940	2,940
Grants - County (eligible 7/1/24)		48,750	44,755	40,000
Interest from bank	1,152	900	1,686	1,100
Other Revenue			306	
TOTAL REVENUE	82,099	145,930	143,037	138,460
TOTAL REVENUE PLUS CASH CARRYOVER	150,339	223,224	217,806	189,058
Expenditures				
Capital Expenditures				
Administrative	7,907	13,000	10,252	13,360
* Operations	48,159	209,504	154,000	174,978
Indirect	720	720	720	720
Debt Principal			0	0
Interest	0	0	0	0
TOTAL EXPENDITURES	56,786	223,224	164,972	189,058
Reserves-Amount to be Added				
Reserves-Amount to be spent				
Ending Reserves balance				
Receivables Start of FY	3,360		1,050	
Payables Balance Start of FY	24,380		3,286	
	6/30/2023	6/30/24 (EST)	6/30/2024	6/30/25 (EST)
BEGINNING OF FISCAL YEAR BALANCES				
GENERAL FUNDS	68,240	77,294	74,769	50,598
RESERVES BALANCES				
TOTAL FUNDS BEGINNING OF YEAR	68,240	77,294	74,769	50,598

Receivables Balance End of FY	1,050			
Payables Balance End of FY	3,286			
End of Year Bank Balance	74,769		50,598	

Net per year (Revenue minus Expenses) 0 0

*Operations - Budget includes Cash Carryover

Budget Message: The District maintains approximately 12 miles of roads. Duffy, Noonan, Chad and Hicks were rebuilt in 2021-2022 by a County/AML grant project, and the District intends to add rock to these roads and maintain them annually to keep them from degrading. In addition, rock is added and drainage and blading improvements are done as needed and as allowed by the budget. The District continues to assess based on level of use on lots, charging higher amounts for lots where heavy traffic is going in and out and having a greater impact on the roads. The District has no reserves.

<p>Board Member Signature</p> <p>Directors: Levi Strohschein, President (Nov., 2028) / Michael Christensen, Vice President & Arrow Langston, Secretary/Treasurer (Nov., 2026)</p> <p>Regular, monthly meetings are held at the Wright Town Hall (395 Lariat Way, Wright)</p> <p>Records are stored at 400 S Gillette Ave, Suite 106, Gillette.</p>	<p>Board Member Signature</p>
--	-------------------------------

This structured approach allows for targeted investment and maintenance strategies, ensuring that road networks remain

Implementing a tiered road district tax system based on the six levels of road impact as previously discussed can offer a more equitable and efficient means of funding road maintenance and infrastructure improvements. This approach ensures that those who contribute most to road wear and tear also contribute proportionally to its upkeep. Below is a justification for a road district tax system across six different tiers, reflecting the varying degrees of road impact:

Tier 1: Lowest Impact \$5 month/\$60 year

- Tax Level: Very Low
- Justification: These are empty lots with little to no traffic

Tier 2: Minimal Impact \$35 month/\$420 year

- Tax Level: Low
- Justification: These experience the least wear and require minimal maintenance, reflecting lower associated costs. A lower tax rate for residents primarily using these roads acknowledges the minimal impact on the road infrastructure. This tier encourages the use of light vehicles and supports local traffic with minimal funding requirements for upkeep.

Tier 3: Moderate Impact Residential \$70 month/\$840 year

- Tax Level: Moderately Low
- Justification: Moderate impact handle more traffic and heavier vehicles than minimal impact roads but are not subjected to the same level of strain as commercial or industrial roads. The tax rate for this tier accounts for the need for regular maintenance due to increased usage while remaining sensitive to residential taxpayers. Funds collected would support periodic resurfacing and minor repairs.

Tier 4: Commercial and Industrial \$150 month/\$1,800.00 year

- Tax Level: Moderate
- Justification: Given the higher volume of traffic and the presence of heavier vehicles, these roads incur more significant wear and require more frequent maintenance. The tax rate for commercial and industrial road users is set to reflect these higher maintenance costs. Businesses benefiting from the accessibility and utility of these roads would contribute more significantly to their upkeep, aligning tax contributions with usage intensity and impact.

Tier 5: Major \$275 month/\$3,300 year

- Tax Level: High
- Justification: Major is vital for the broader community and economy, accommodating a high volume of mixed traffic, including heavy trucks. The high level of use and the critical importance of this road impact justify a higher tax rate. Funds support not only regular maintenance but also major infrastructure projects to enhance capacity and safety, ensuring the efficient movement of people and goods.

Tier 6: Specialized Heavy Impact \$400 month/\$4,800 year

- Tax Level: Very High
- Justification: This is designed to handle the heaviest loads and most significant traffic volumes, requiring the most durable construction and frequent, intensive maintenance. The very high tax rate for users of these roads reflects the substantial costs associated with their construction, maintenance, and repair. This tier targets the heaviest vehicles and industries that rely on these district roads, ensuring that those who benefit most from the infrastructure contribute proportionately to its sustainability.

Implementation Considerations:

****Rates will not undergo a downward reduction for two years. If your lot is placed at a 2, 3, 4, 5, or 6, your rate will not decrease for two years, but it may increase if deemed necessary.**

By justifying tax rates according to the level of road impact, this tiered approach promotes fairness, encourages responsible road use, and ensures a stable funding source for necessary road infrastructure projects and maintenance efforts.

Assessment levels are set at the discretion of the Board and are reviewed annually during the budget process.

Roads	Feet (approx.)	Roads (cont.)	Feet (approx.)
Brittney Lane	6,600	Iron Cross St	1,260
Buresh Ct	830	Jensen Ct	510
Chad Rd	3,880	Levi Rd	1,150
Cody St	1,250	Meister Rd	5,500
Cowboy Way	4,510	Melicia Dr	1,100
Driskell Ct	1,690	Nelson Ct	600
Duffy Rd	6,350	Noonan Rd	8,880
Farmers Ct	320	Story Ave	13,690
Garrett Ct	1,530	Williams Rd	2,480
Hicks Rd	2,300	Total	64,430
		5,280 feet in a mile / Total Miles:	12.20

County project / AML money almost \$2 million - 2.2 miles of roadway:

2024-25 grant project: **2,500 tons of limestone @ \$34 per ton

\$85,000.00 (request 33% grant application)**

to be put down on all of Hicks Road, Noonan Road from Hicks north to Duffy Street, Duffy to Chad Road, Chad Road to Sage Bluff – 2 miles of road improved by the County project utilizing AML money a few years go. (THIS SECTION IS A MAIN THOROUGHFARE TRAVELLED BY MANY – NOT JUST THOSE IN THE DISTRICT – 33% IS REQUESTED REIMBURSEMENT FOR THIS PART OF THE PROJECT.)