

2022–23 Budget Overview, Transportation, and Technology

Presentation to the
Bethlehem Central School District Board of Education
Wednesday, February 16, 2022



1

ACADEMICS

INSTRUCTIONAL AND ASSESSMENT PRACTICES THAT ARE ALIGNED TO A STRONG AND RELEVANT CURRICULUM.



2

CHARACTER

POSITIVE CHARACTER TRAITS ARE ESSENTIAL TO BECOMING CONTRIBUTING MEMBERS OF SOCIETY.



3

COMMUNITY

STRENGTHENING FAMILY, SCHOOL AND COMMUNITY PARTNERSHIPS THROUGH TRANSPARENT COMMUNICATION.



4

WELLNESS

ENHANCING SOCIAL-EMOTIONAL WELLNESS AND BALANCE FOR STUDENTS AND STAFF BY SUPPORTING ACTIVE, HEALTHY LIFESTYLES AND PROMOTING POSITIVE BEHAVIOR.

Our mission...

TO EDUCATE AND PREPARE ALL STUDENTS TO REACH THEIR POTENTIAL,
DISCOVER THEIR PURPOSE, AND BE ENGAGED COMMUNITY MEMBERS.



BUDGET OVERVIEW

Judi Kehoe
Chief Business and Financial Officer



2022-23 BUDGET DEVELOPMENT

MAIN FUNDING SOURCES

School Taxes - 67%	State Aid - 27%
<ul style="list-style-type: none">• Subject to tax cap calculations• Inflation = 4.70%, factor capped at 2.00%• Maximum increase per formula is 0.15%• Could yield \$102,000	<ul style="list-style-type: none">• Anticipated increase of \$1.5M in foundation aid received• Scheduled to receive additional \$1.5M in 2023-24 (fully funded formula)
Miscellaneous Sources - 6%	



2022-23 BUDGET DEVELOPMENT

INITIAL STATE AID ESTIMATE

Description	2021-22	2022-23
Foundation Aid – up \$1.5M, as expected	\$13,904,000	\$15,430,500
Other Aid Items (BOCES/special ed)	4,219,000	3,791,500
Transportation	4,300,000	4,582,000
Building Aid - maturing debt yields reduced aid	4,418,000	4,215,000
TOTAL BUDGETED STATE AID	\$26,841,000	\$28,019,000
Increase in budgeted aid		\$1,178,000



2022-23 BUDGET DEVELOPMENT

SUMMARY OF BUDGETED REVENUES

Description	Budget 2021-22	Budget 2022-23
School Taxes	\$69,233,000	\$69,233,000
PILOT Payments	3,616,000	3,780,000
State Aid	26,841,000	28,019,000
Other Revenue	1,957,000	1,666,000
Use of Fund Balance	390,000	0
TOTAL	\$102,037,000	\$102,698,000



2022-23 BUDGET DEVELOPMENT

SUMMARY OF FUTURE PILOT PAYMENTS

Description	Budget 2021-22	Budget 2022-23	Budget 2023-24	Budget 2024-25
	Prepare for Impact of PSEG PILOT ending in 2024-25			
Total PILOT Payments	\$3,616,000	\$3,780,000	\$3,915,000	Drops to \$500,000 - End of PSEG PILOT - \$3.4M loss of revenue
Est. Tax Cap Calculation	1.61%	0.15%	2.97%	9.11% Not Recommended

Will require reduced expenditures and/or substantial use of fund balance. If districts could maintain more than 4% in fund balance, or have a Rainy Day Reserve as NYS proposes for itself, we would have a more effective tool to address this change. A substantial tax increase is NOT recommended.



2022-23 BUDGET DEVELOPMENT

SUMMARY OF BUDGETED EXPENDITURES (BY TYPE)

Description	Budget 2021-22	Budget 2022-23
Salaries	\$53,351,106	\$54,697,640
Fringe Benefits	24,554,450	24,714,700
Debt Service - reduced due to maturing bonds	10,077,115	7,908,465
BOCES Services	4,465,445	4,876,587
Equipment/Supplies & Contractual	9,074,884	9,601,608
Transfers/Capital Outlay	514,000	514,000
TOTAL - INCREASE OF 0.27%	\$102,037,000	\$102,313,000



2022-23 BUDGET DEVELOPMENT

FRINGE BENEFITS

Description	Budget 2021-22	Budget 2022-23	
Insurance	\$13,361,500	\$13,691,500	Net Increase 4.19%
TRS	3,700,000	3,935,000	Est. at 10.50%, up from 9.80%
ERS	2,500,000	1,980,000	Rate down 4.6%, Est. at 11.60%
FICA/Medicaid	3,892,000	3,995,000	7.65% of Payroll
W/C, Misc	1,100,950	1,113,200	W/C, Life Ins, Unemp, HRA, 403(b), EAP
TOTAL	\$24,554,450	\$24,714,700	Overall Increase 0.65%



2022-23 BUDGET DEVELOPMENT

DEBT SERVICE PAYMENTS

Description	Budget 2021-22	Budget 2022-23
2003-09 Projects (\$93M Project)	\$4,492,775	840,575
2014-15 Projects (\$20M Project)	1,675,050	1,632,050
2016 Project (\$32M Project)	2,222,630	3,804,900
Bus Purchases	1,342,120	1,286,405
Energy Performance Contract	344,540	344,535
TOTAL	\$10,077,115	\$7,908,465
Building Aid	\$4,418,000	\$4,215,000



2022-23 BUDGET DEVELOPMENT

BUDGET SUMMARY BY PROGRAM AREA

Description	Budget 2021-22	Baseline 2022-23
Administrative	\$3,710,218	\$3,783,758
Instructional Programs	35,493,211	36,770,832
Special Education and Student Services	12,513,190	12,730,681
Transportation	6,404,001	6,263,705
Operations and Maintenance	5,492,330	5,777,969
Athletics	999,031	1,042,078
Technology	2,793,454	3,320,812
Fringe Benefits	24,554,450	24,714,700
Debt Service	10,077,115	7,908,465
TOTAL	\$102,037,000	\$102,313,000

2022-23 BUDGET DEVELOPMENT

DISTRICT WIDE ADMINISTRATIVE COSTS

p. 1

Description	2021-22	2022-23
Board of Education	\$52,671	\$52,991
District Clerk / District Meeting - Removed COVID ballot costs	36,804	16,182
Superintendent's Office	292,814	301,599
Business Office	697,176	721,974
Tax Collection - Service enhancement: in-house collection using temporary staff	34,755	41,185
Human Resources	435,886	457,826
Communications Office	252,260	260,580
Central Registrar	70,137	73,793
TOTAL	\$1,872,503	\$1,926,130
INCREASE		\$53,627

2022-23 BUDGET DEVELOPMENT

DISTRICT WIDE ADMINISTRATIVE COSTS

p. 2

Description	2021-22	2022-23
Audit Services	\$48,500	\$48,500
Legal Services	230,000	236,000
Insurance (Property and Casualty)	279,713	275,000
Judgments and Claims	25,000	25,000
Special District Taxes on School Property	64,000	64,000
Refunds to Taxpayers - Real Property Taxes	35,000	35,000
BOCES Administrative Assessment	377,136	386,564
Central Printing - 12-month position changed to 10-month	110,836	109,059
TOTAL	\$1,170,185	\$1,179,123
INCREASE		\$8,938

2022-23 BUDGET DEVELOPMENT

DISTRICT WIDE ADMINISTRATIVE COSTS

p. 3

Description	2021-22	2022-23
SELF SUPPORTING PROGRAMS		
Continuing Education	\$79,330	\$79,555
Driver's Education	74,200	84,950
TRANSFERS TO OTHER FUNDS		
Food Service	\$30,000	30,000
Extended School Year (ESY)	384,000	384,000
Capital Outlay	100,000	100,000
TOTAL	\$667,530	\$678,505
INCREASE		\$10,975

2022-23 BUDGET DEVELOPMENT

NEXT STEPS IN BUDGET DEVELOPMENT

Per 2022-23 Baseline Budget	
Revenues	\$102,698,000
Expenditures	(102,313,000)
Preliminary surplus	\$385,000
Proposed changes from departments	(385,000)
Balanced Budget	\$0

- Discuss specific program and departmental areas
- Tax Levy: hold at 0% change
- Use of Fund Balance not required
- Tentatively balance, pending on-going finalization



TRANSPORTATION

Karim Johnson
Director of Student Transportation



TRANSPORTATION

STAFFING UPDATE: SALARY AND POSITIONS

Position (Employee #s are not FTEs, but # of positions for Drivers & Attendants)	# of Employees	2021-22	# of Employees	2022-23
Drivers	87	\$3,055,959	70	\$2,786,480
Bus Attendants	32	665,193	30	722,612
Mechanics	7 FTE	451,619	7 FTE	458,156
Director, Assistant Directors	3 FTE	277,276	4 FTE	352,338
Dispatchers, Trainer, Clerical (2 P/T)	4.5 FTE	277,290	4 FTE	235,873
Substitutes		205,000		155,000
Extra Hours/Overtime		438,750		425,000
Other (Health Insurance Buyouts)		82,000		82,000
TOTAL		\$5,453,087		\$5,217,459



TRANSPORTATION

GOV. HOCHUL'S PROPOSAL ON FLEET ELECTRIFICATION

- Effective 7/1/2027, schools can no longer purchase diesel buses, must be EVSB's
- Effective 7/1/2035, schools may only operate EVSB's, all diesels must be retired.
- Based on the 5 EVSB's arriving in April 2022, BCSD is off to a strong start



TRANSPORTATION

GPS/TELEMATICS UPDATE

- GPS Devices Installation - November 2021 **(COMPLETED)**
- Telematics Software Staff Training - December 2021 **(COMPLETED)**
- GPS Software Staff Training - January/February 2022 **(COMPLETED)**
- Tablet Delivery & Installation- February 2022
- Tablet Staff Training - March 2022
- Bus Stop App Staff training - Summer 2022
- Tablets & Parent Bus Stop App rolling out for ESY program - Summer 2022
- Full implementation of Tablets and Parent Bus Stop App - Fall 2022



TRANSPORTATION

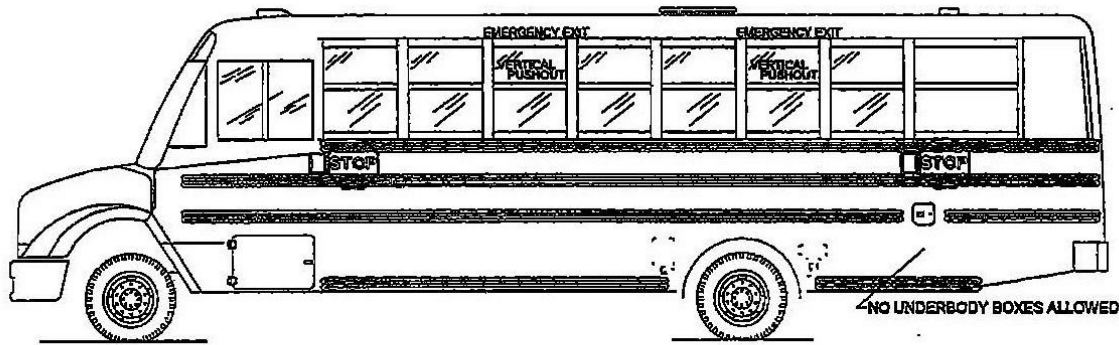
OVERVIEW OF CURRENT BUS FLEET & REPLACEMENT PLAN

Description of Vehicle	No. of Buses, 2021-22	Useful Life (Replacement Cycle)	Ideal Number of Buses to Replace Each Year
66-72 Passenger Diesel (Large Bus)	87	12 Years	7
70 Passenger Electric (Large EV Bus)	5	12 Years	
27-30 Passenger, some w/ wheelchairs (Small Bus)	35	10 Years	4
7 Passenger (Suburbans)	3	10 Years	
TOTAL	130		11



TRANSPORTATION

BENEFITS OF 45 PASSENGER, MEDIUM-SIZED BUSES



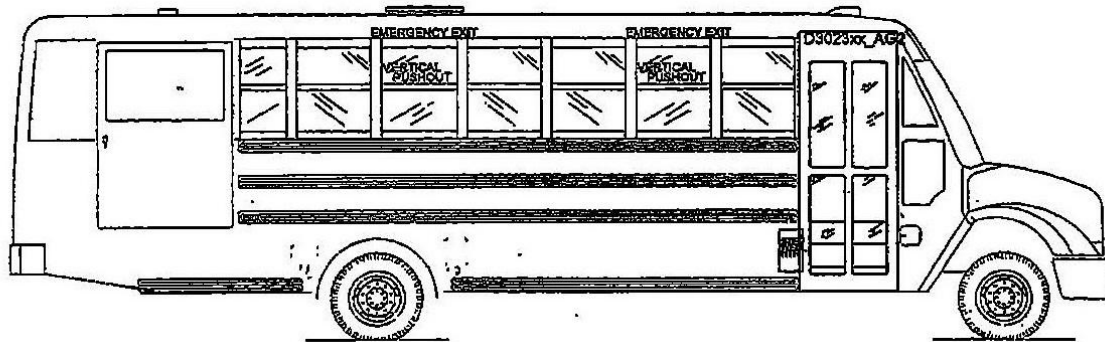
Flexible Seating Options

39 Passengers + 1 Wheelchair

36 Passengers + 2 Wheelchairs

30 Passengers + 3 Wheelchairs

With A/C (*can be an IEP accommodation*)



TRANSPORTATION

OVERVIEW OF PROPOSED SHIFT IN COMPOSITION OF BUS FLEET

Description of Vehicle	No. of Buses as of 6/30/22	Change in 2022-23: New and (Sold)	Change in 2023-24: New and (Sold)	No. of Buses as of 6/30/24
66-72 passenger Diesel (Large Bus)	87	+4 (-14)	+5 (-17)	65
70 passenger Electric (Large EV Bus)	5	+1	+1	7
45 passenger (Mid-Size Bus)	0	+3	+2	5
27-30 pass., some w/ wheelchairs (Small Bus)	35	(-13)	(-2)	20
7 passenger (Suburbans)	3	0	0	3
TOTAL	130	111	100	100



TRANSPORTATION

OTHER BENEFITS FROM REDUCTION IN FLEET

- Mechanics will have capacity to assume maintenance of the O&M vehicle fleet (21 vehicles)
- Reductions in parts and supplies costs
- Nominal reduction in vehicle insurance
- Lower costs for GPS/Telematics and VersaTrans support costs
- Increase in vehicle auction revenue



TRANSPORTATION

OVERVIEW OF COST OF BUSES, NET OF AID

Description of Vehicle	Cost/Bus	Aid at .667	Net Cost/Bus	Cost times Number of Buses, = Proposition Amount
70-passenger (Large Bus)	\$146,500	\$97,500	\$49,000	4 = \$586,000
70-passenger Electric Bus (Large EV Bus)	\$368,000	\$245,000	\$123,000	1 = \$368,000
45-passenger (Mid-Size Bus)	\$151,000	\$101,000	\$50,000	3 = \$453,000
TOTAL				\$1,407,000



TRANSPORTATION

REPLACEMENT OF CURRENT 2-WAY RADIO SYSTEM ON BUSES

- Current analog system is outdated technology, has recurring hardware issues, and loss of signal (near and far).
- Recommended digital system offers expanded communication range, multiple “talk groups” to isolate channels in emergencies, and a quick-button alarm feature for drivers to alert dispatch.
- Given reductions in fleet size, recommend 5-year lease, **\$59,600/year**.
- Aidable, has been pre-approved by SED ~ 67% in transportation aid



TRANSPORTATION

REPLACEMENT OF FLEET VEHICLES

- Chevy 2500 Service Body 4X4 w/Plow to replace Shop Chevy Suburban 4X4 w/Plow and Shop Freightliner FS65 2 Wheel Drive w/Plow - **\$62,428**
- Chevy Tahoe 4X4 to Replace Supervisor Ford Escape AWD - **\$47,270**
 - We will sell three vehicles, and only replace the two vehicles noted above.
- Total addition to operating budget = **\$110,000**



TRANSPORTATION

BUDGET OVERVIEW

Description	2021-22	2022-23
Salaries	\$5,453,087	\$5,217,459
Equipment	40,000	40,000
Fuel	210,000	210,000
Bus Parts/Supplies	220,000	195,000
Insurance	122,000	122,000
Other Operating Costs	285,600	310,900
Garage Building - includes radios & electricity for buses	73,313	168,346
TOTAL	\$6,404,001	\$6,263,705
DECREASE		(\$140,296)



TRANSPORTATION

REVENUE

Description	Budgeted 2021-22	Budgeted 2022-23
State Aid	\$4,300,000	\$4,582,000
Sale of Buses	70,000	135,000
TOTAL	\$4,370,000	\$4,717,000

Note: Transportation Aid ratio at 66.7% (up from 64.8%) of allowable expenditures



BUS TRANSPORTATION ELIGIBILITY

REVIEWING “WALK DISTANCES” AT EACH LEVEL

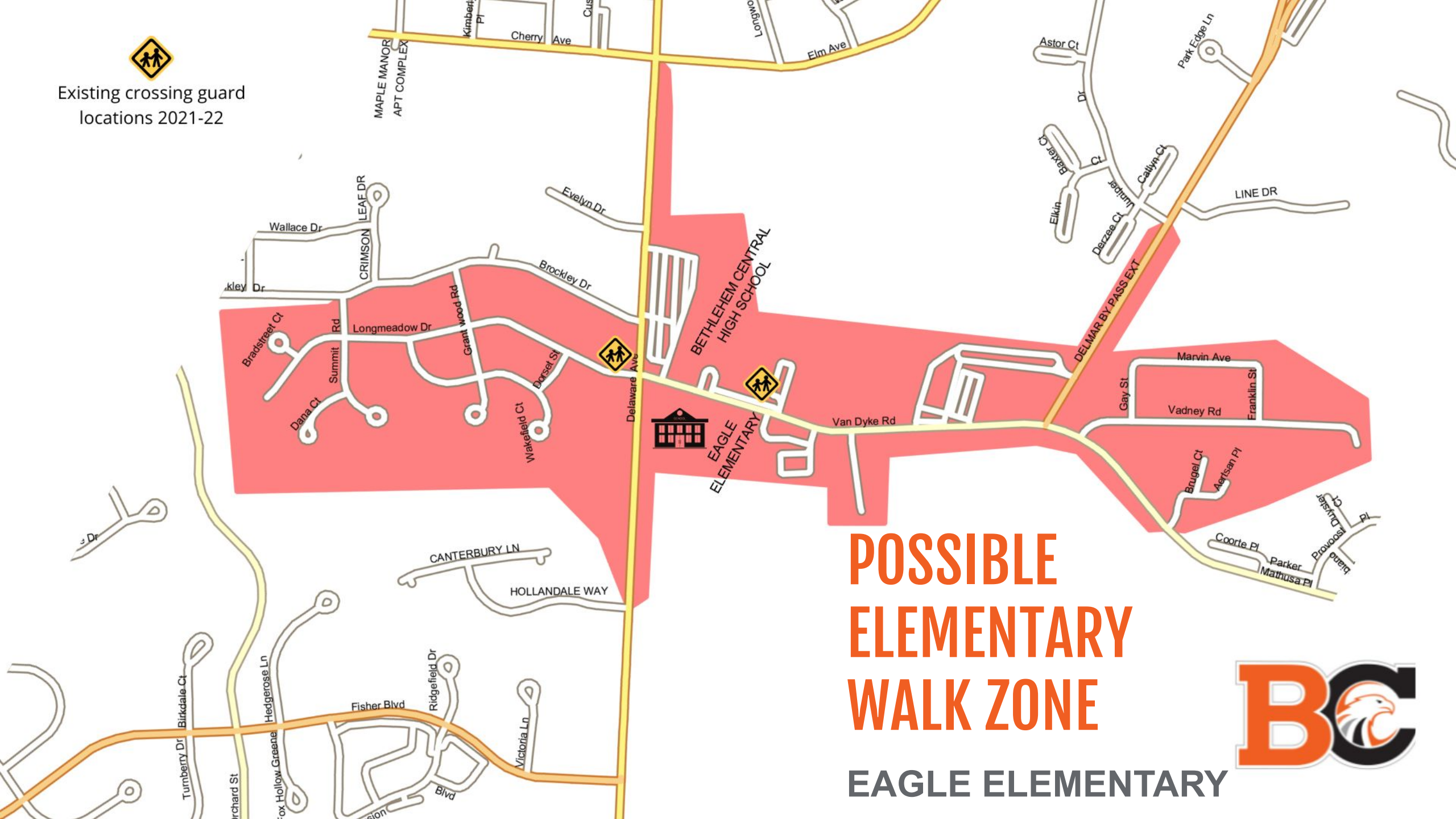
	Current Walk-Zones	Potential Walk-Zones 2022-23	NYS Limit	Est. Change in Eligible Riders
Elementary	All Eligible	Up to ¾ Mile	2 Miles	(272)
Middle School	½ Mile	Up to 1 Mile	2 Miles	(158)
High School	1 Mile	Up to 1 ½ Miles	3 Miles	(238)

Walk-Zones are created within the mileage boundaries shown above while also taking into account student safety.





Existing crossing guard
locations 2021-22



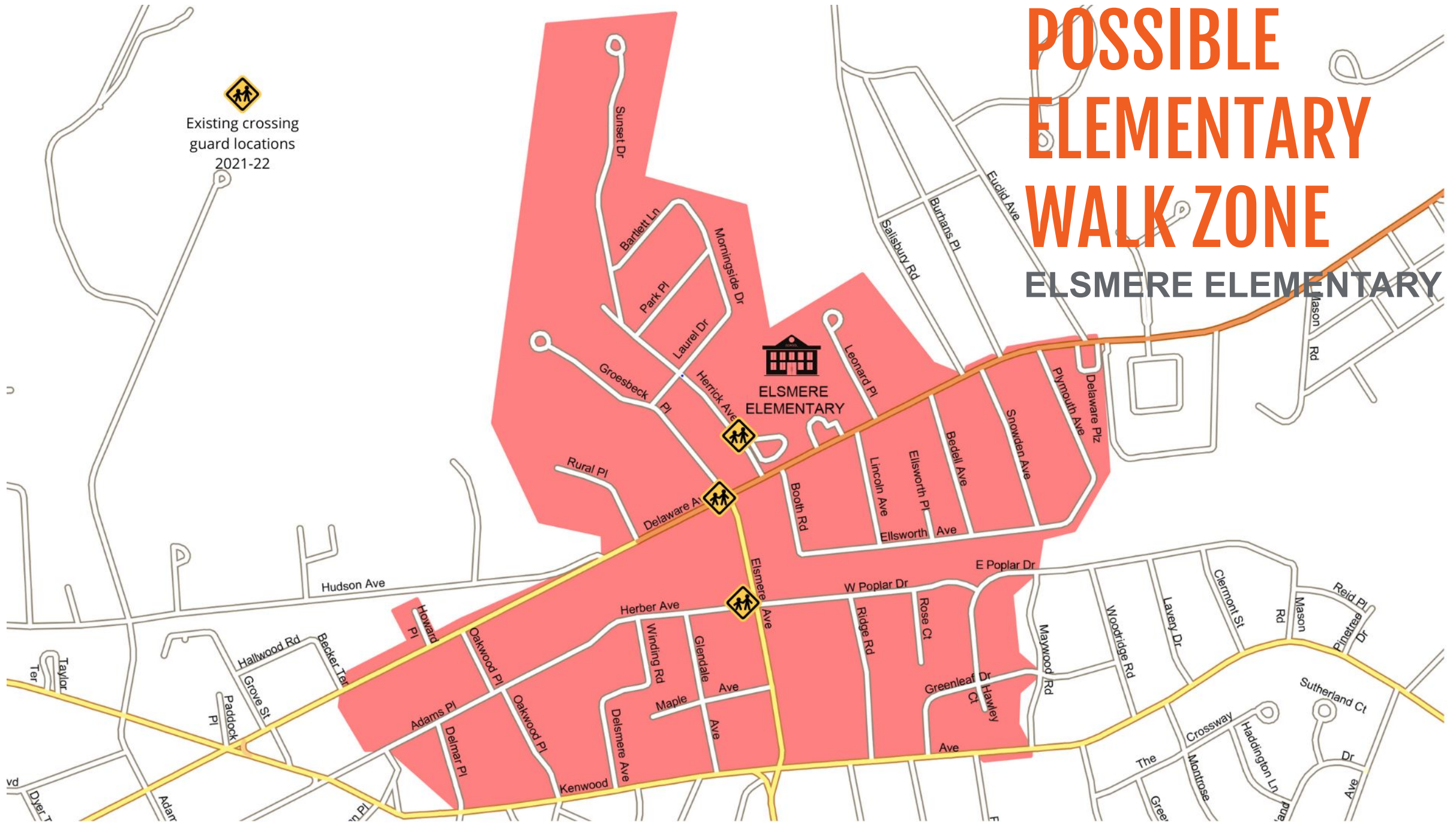
POSSIBLE ELEMENTARY WALK ZONE

EAGLE ELEMENTARY



POSSIBLE ELEMENTARY WALK ZONE

ELSMERE ELEMENTARY



POSSIBLE ELEMENTARY WALK ZONE

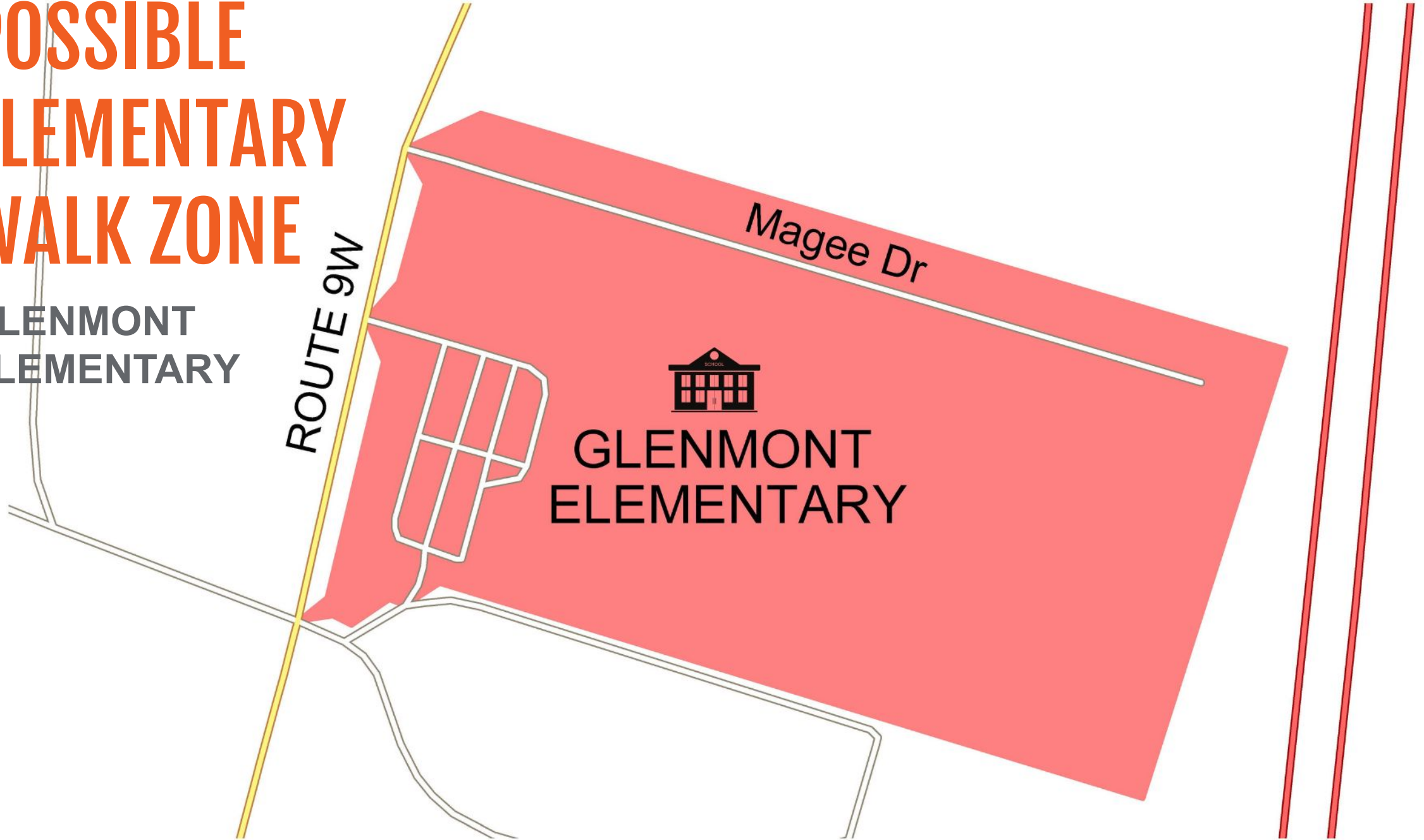
GLENMONT
ELEMENTARY

ROUTE 9W

Magee Dr

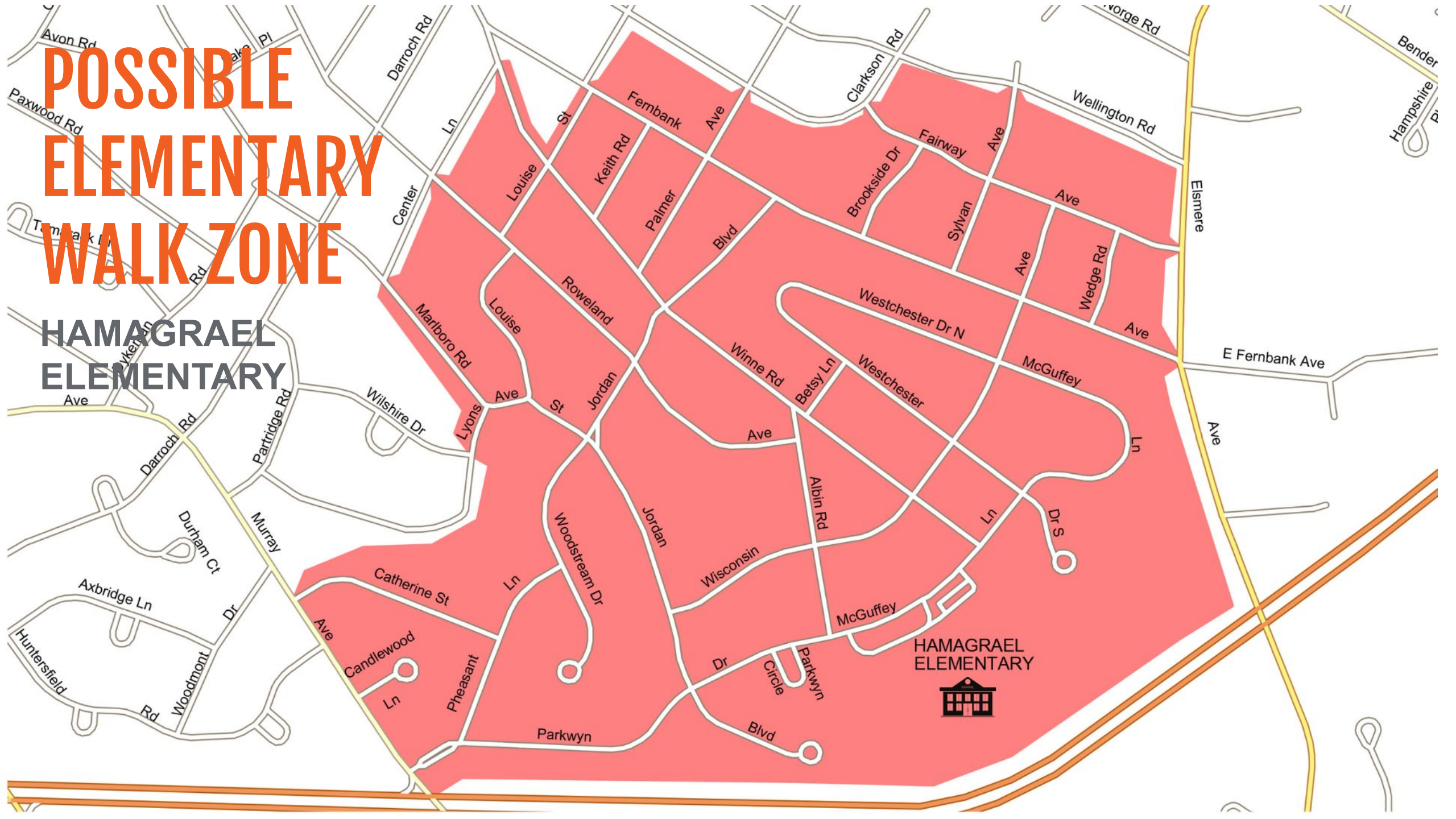


GLENMONT
ELEMENTARY



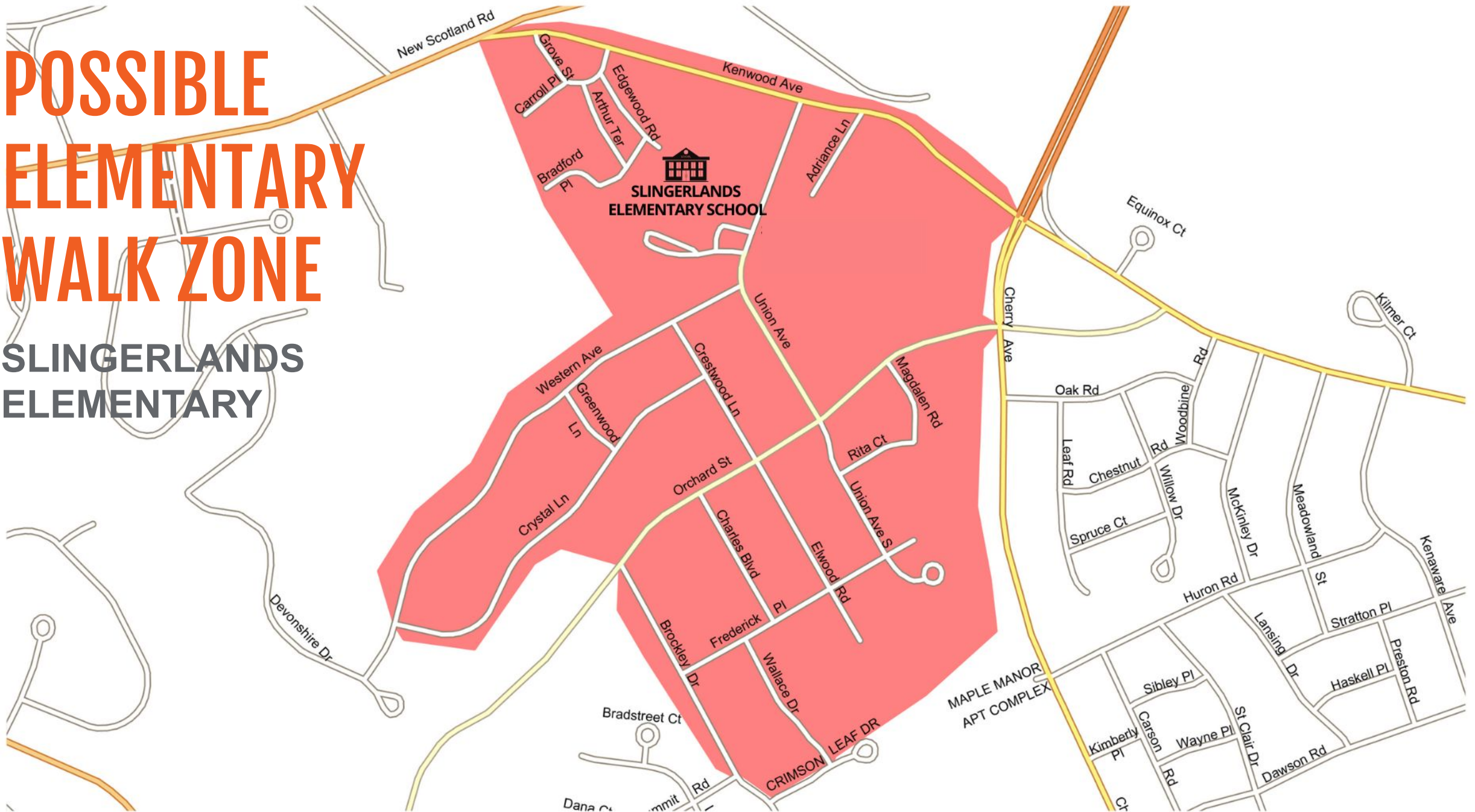
POSSIBLE ELEMENTARY WALK ZONE

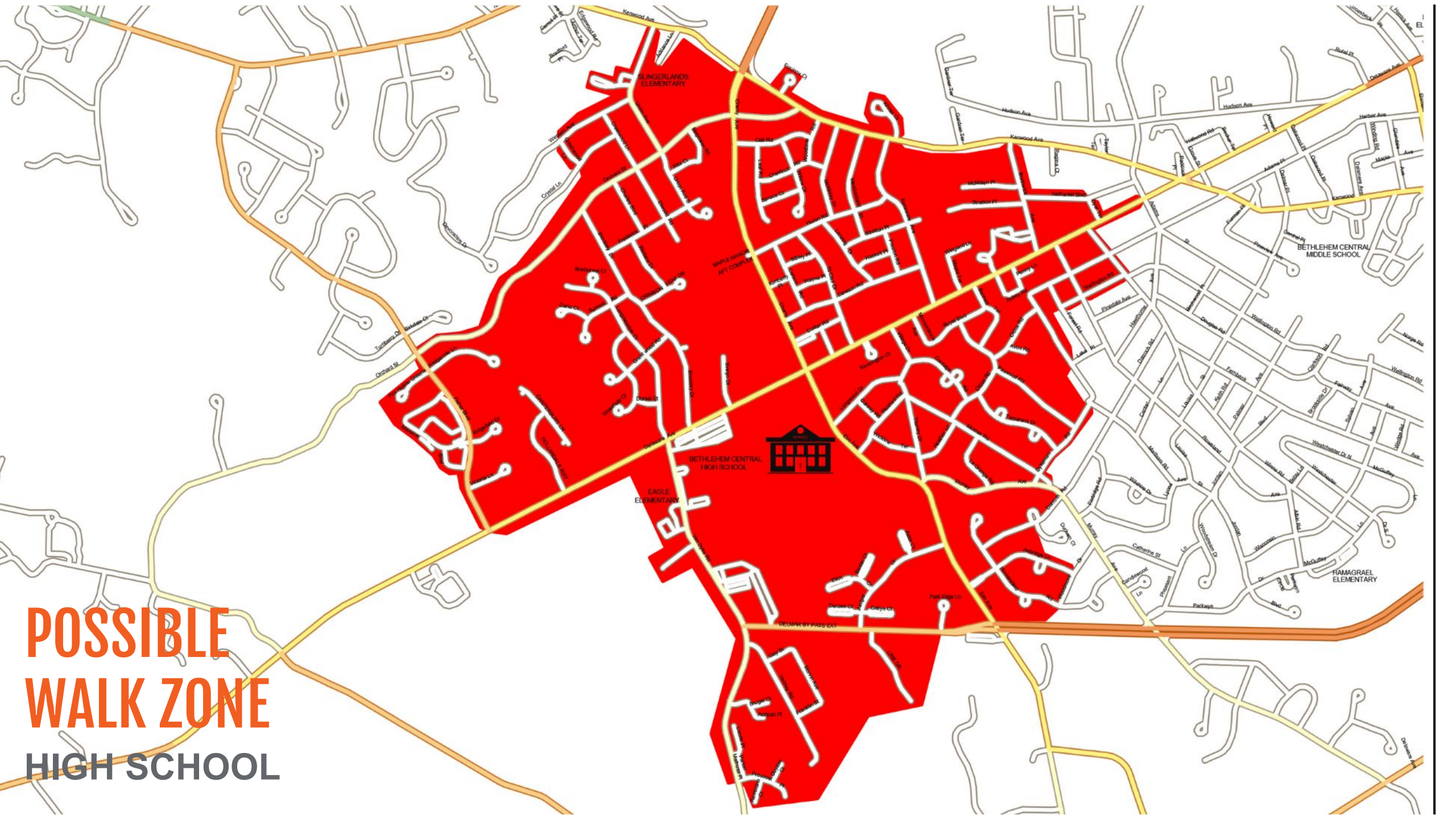
HAMAGRAEL
ELEMENTARY



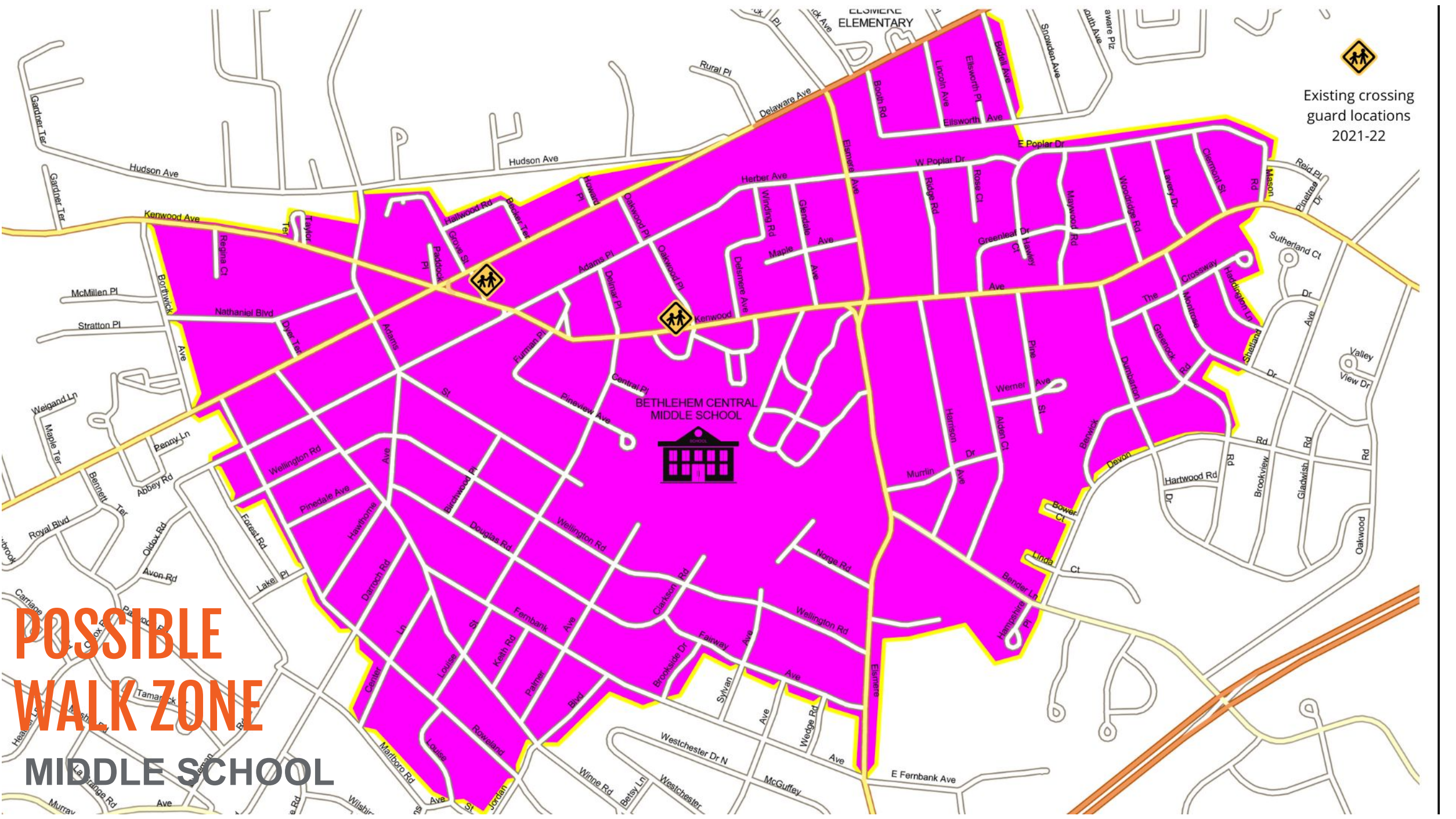
POSSIBLE ELEMENTARY WALK ZONE

SLINGERLANDS
ELEMENTARY





**POSSIBLE
WALK ZONE**
HIGH SCHOOL



**POSSIBLE
WALK ZONE**
MIDDLE SCHOOL


Existing crossing
guard locations
2021-22

TRANSPORTATION

SUMMARY OF COMMENTS RECEIVED TO DATE RE: ELIGIBILITY CHANGES

Traffic around school roadways, and in school lots, is bad - facilitate before/after care, with larger windows for drop off/pick up - improve ingress/egress from parking lots? more parking spots for juniors?

General safety concerns - inclement weather, lack of daylight, carrying heavy gear (leave Chromebooks at school if device available at home?) - not enough sidewalks, crosswalks, or crossing guards

Hardship for working parents to supervise/transport elementary kids - younger kids at home, rely on pick up/drop off



TRANSPORTATION

MITIGATIONS OF TRAFFIC CONCERNS RE: ELIGIBILITY CHANGES

Exploring more crossing guards - for Hamagrael and Slingerlands (*already at Eagle and Elsmere; Glenmont: limited walkers, adjacent to school*)

Request special police details for traffic direction at HS - to make it safer for cars trying to exit the lot onto Delaware

Expanded parking at HS - for juniors (*starting in fall*) & seniors

Expanded drop off/pick up windows - provide supervision of elementary & MS kids

CDTA option for HS students coming down Delaware Ave? (*not paid by BCSD*)

Included \$25,000 within baseline to enable these additional supports.



FREQUENTLY ASKED QUESTIONS (FAQ)

How is the eligibility distance measured?

The eligibility thresholds are measured as the shortest driving distance between the child's residence and the child's school.

Please note that if a boundary bisects a particular street, the boundary may have been adjusted so as not to split a single block of homes into eligible and non-eligible students.



FREQUENTLY ASKED QUESTIONS (FAQ)

If there are fewer buses, there will be more cars and more traffic congestion. Isn't this trading one problem for another?

There very few available solutions to the bus driver shortage. The district has more available tools for addressing additional car traffic when dropping off or picking up students. These include encouraging carpooling, having more individuals available to direct traffic, and offering staffing to provide supervision at school during expanded drop-off or pick-up windows at the schools.



FREQUENTLY ASKED QUESTIONS (FAQ)

My home is in the proposed zone that is not eligible for transportation. However, my child is currently bused from a childcare program to their school. Will my child still get bus transportation?

Yes. For students in grades K-8, BCSD Board Policy 8413.2 specifically addresses this issue, stating "Children are eligible for such transportation where the distance between the childcare location and school exceeds the District's eligibility distance for transportation between home and school. Consequently, a child may be eligible for transportation to or from a childcare location even though not eligible for transportation to or from home." This applies to both before and after school care.



FREQUENTLY ASKED QUESTIONS (FAQ)

What can the district do to make the walk to school safer for students?

When not eligible for bus transportation, it is the responsibility of parents/guardians to ensure that students arrive at school and return home safely. The responsibility is the same for families when their student must travel to the bus stop. The school district will work with families and with the Town of Bethlehem and the Bethlehem Police Department to ensure routes to school are as safe as possible.



FREQUENTLY ASKED QUESTIONS (FAQ)

Isn't the district required by law to provide transportation to all students?

Education Law requires that non-city school districts provide transportation for all children in grades K-8 who live **more than two miles** from the school they attend, unless otherwise approved by voters.

Transportation must be provided for all children in grades 9-12 who live **more than three miles** from the school they attend, up to a distance of 15 miles, unless otherwise approved by voters.



FREQUENTLY ASKED QUESTIONS (FAQ)

If you have 59 drivers for 58 routes, isn't that enough?

No. The district would need to hire at least 6-10 new permanent drivers to have enough to cover all routes effectively in the current three-tier bus system. The district does not have enough substitute drivers to fill in if someone is absent due to illness or personal reasons. The district has been relying on mechanics and other trained transportation staff to fill in when needed. This is not sustainable. Ideally, the district would have between 65-70 permanent drivers to staff all routes K-12. The job market is still not producing enough qualified candidates despite the recent 20% increase in the starting hourly wage for bus drivers (now at \$23.60/hr).



FREQUENTLY ASKED QUESTIONS (FAQ)

Can you open up parking at the high school for juniors?

The district is looking to expand parking opportunities for juniors. The high school is examining different options that would preserve the parking privileges for seniors but could maximize and encourage use of parking spaces at the high school and in the overflow lot adjacent to the Operations and Maintenance office.



FREQUENTLY ASKED QUESTIONS (FAQ)

Will families who are losing transportation be compensated with a tax credit or funds for alternate transportation?

No. Walk eligibility zones are not new. There are many families in the district currently who do not qualify for transportation (at the middle school and high school levels). Those families are not compensated. The cost of educating the community's children and providing services that support education is a shared responsibility that is spread across the district, regardless of which services are utilized.



FREQUENTLY ASKED QUESTIONS (FAQ)

If kindergarteners aren't allowed off the bus without a guardian present, why would you allow them to walk to school?

Students are not required to walk. The “walk zone” as defined by the proposed map for each school is the area in which families are solely responsible for getting their child to and from school. The district will work with families and community agencies to ensure these zones are as safe as possible.

Outside of these zones, when a child takes the bus, this responsibility becomes a partnership. Parents and guardians must ensure that their children get to the bus stop safely and return home from the bus stop safely. The school district assumes responsibility once the student boards the bus.



FREQUENTLY ASKED QUESTIONS (FAQ)

If the proposed walking distances are 1.5 miles for the high school and 1 mile for the middle school, how did you come up with $\frac{3}{4}$ mile for elementary?

The district initially looked at a half-mile walk distance for elementary. However, moving to a half-mile did not yield enough route reductions to adequately address the driver shortage. The goal is to reduce the number of drivers needed each day. Since each driver covers three routes (one each at the elementary, middle and high school), it is important to reduce the number of riders at each level in a relatively equal and balanced manner.



TRANSPORTATION

WHAT HAPPENS IF ELIGIBILITY CHANGES DO NOT OCCUR?

Even fuller buses (affects student comfort, can lead to student behavioral concerns, more stress on the drivers)

Longer ride times (especially for those farther away from the school; can necessitate earlier bus stop times in order get to school on time)

More late arrivals, which disrupts the school day (unexpected driver absences can create cascading delays; without change in bell times, not enough time between trips)



TRANSPORTATION

JOIN OUR TEAM!



Apply online at

www.bethlehemschools.org

Facebook

@bethlehemschools

Call

518-439-3830



EDUCATIONAL & INFORMATIONAL TECHNOLOGY SERVICES

Erin Sheevers
Chief Technology Officer



TECHNOLOGY

HIGHLIGHTS AND REQUESTS FOR 2022-2023

- Using the remaining Smart Bond funding, all instructional spaces in the district now have a flexible technology model with touch screen ViewSonic Boards.
- Still needed- update/install projector systems in large instructional spaces at Eagle and Slingerlands



TECHNOLOGY

HIGHLIGHTS AND REQUESTS FOR 2022-2023

- All Instructional staff have or are in the process of transitioning to new improved touch screen Chromebooks
- 4 year student Chromebook replacement cycle
 - 3 grades per year (K*, 1, 5, 9)



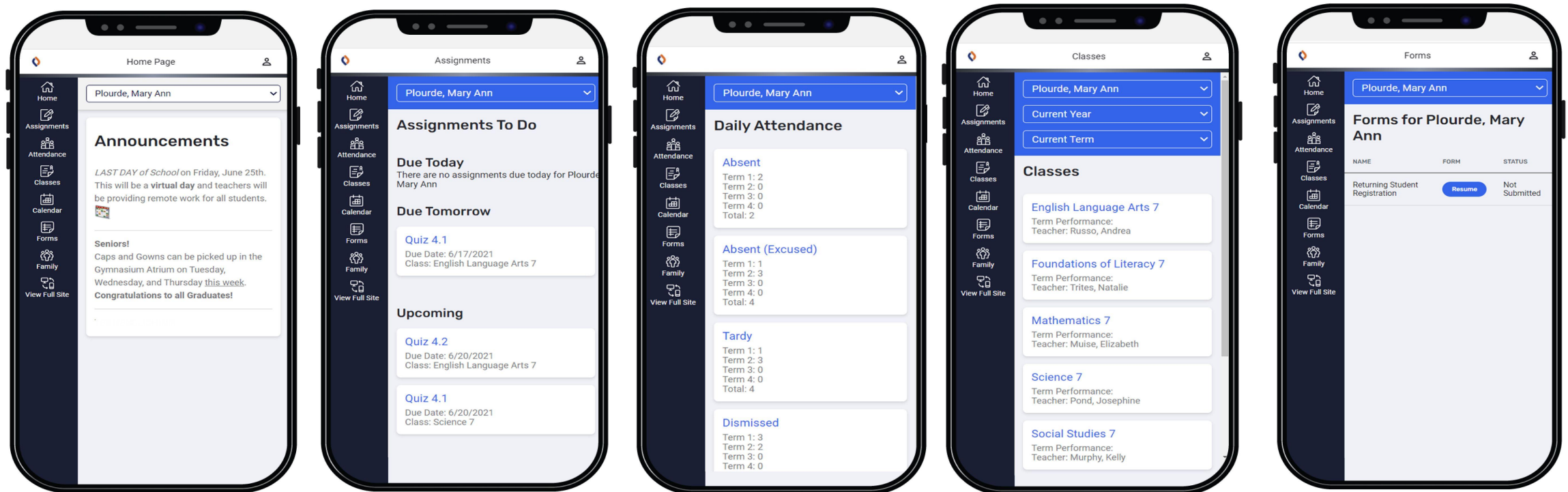
* Adding Kindergarten for the first time, so it will be 4 grades this year.



TECHNOLOGY

HIGHLIGHTS AND REQUESTS FOR 2022-2023

Aspen Go - New, Fast, and Friendly Mobile Interface for Parents



TECHNOLOGY

PRIVACY, SECURITY, & OTHER CONSIDERATIONS FOR 2022-2023

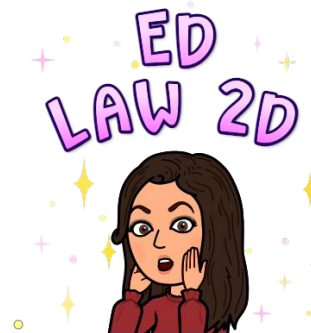
- Multiple Levels of Filtering and Monitoring
- Screen time
- Lightspeed Content Filter
 - Parent Reports
 - Parent Access Control After Hours
- [Other Parent Resources](#)



TECHNOLOGY

PRIVACY, SECURITY, & OTHER CONSIDERATIONS FOR 2022-2023

- New Software protocols
- Update cafeteria hardware
- Upgrade and move phone systems to BOCES
- New robust wireless infrastructure project
- Update copy center
- Continued supply chain issues



TECHNOLOGY

BUDGET OVERVIEW

Description	2021-22	2022-23
Salaries	\$773,564	\$782,584
Equipment	673,731	811,963
Software	180,492	184,265
Materials and Supplies	58,000	64,000
Purchased Services	292,590	303,000
BOCES	815,077	1,175,000
TOTAL	\$2,793,454	\$3,320,812
INCREASE		\$527,358



TECHNOLOGY

SALARY AND POSITION INFORMATION

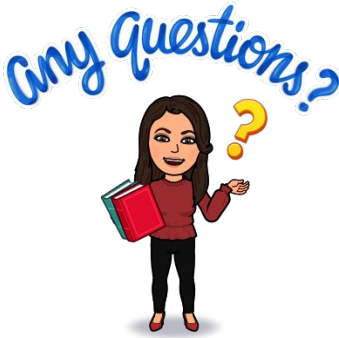


Position	FTE	2021-22	2022-23
Chief Technology Officer, Network Technicians, Database Managers, Help Desk Staff	10	\$730,564	\$739,584
Summer Help/Extra Help		35,000	35,000
Health Insurance Buyout		8,000	8,000
TOTAL		\$773,564	\$782,584

TECHNOLOGY

STATE AID DERIVED FROM TECHNOLOGY EXPENDITURES

Description	2021-22	2022-23
BOCES Aid	\$887,000	\$903,000
Hardware	64,000	66,000
Software	67,000	66,000
TOTAL	\$1,018,000	\$1,035,000



Emergency Connectivity Fund (ECF) and Smart Bond Money



BUDGET OVERVIEW

Judi Kehoe
Chief Business and Financial Officer



2022-23 BUDGET DEVELOPMENT

BOARD OF EDUCATION ELECTION

On May 17, voters in the Bethlehem Central School District will elect two members of the Board of Education for a 3-year term, expiring June 30, 2025. Nominating petitions will be available beginning today, February 16 from the District Clerk, Brittany Barrett. All petitions are due by April 18 at 5 pm.



**Jonathan
Fishbein**

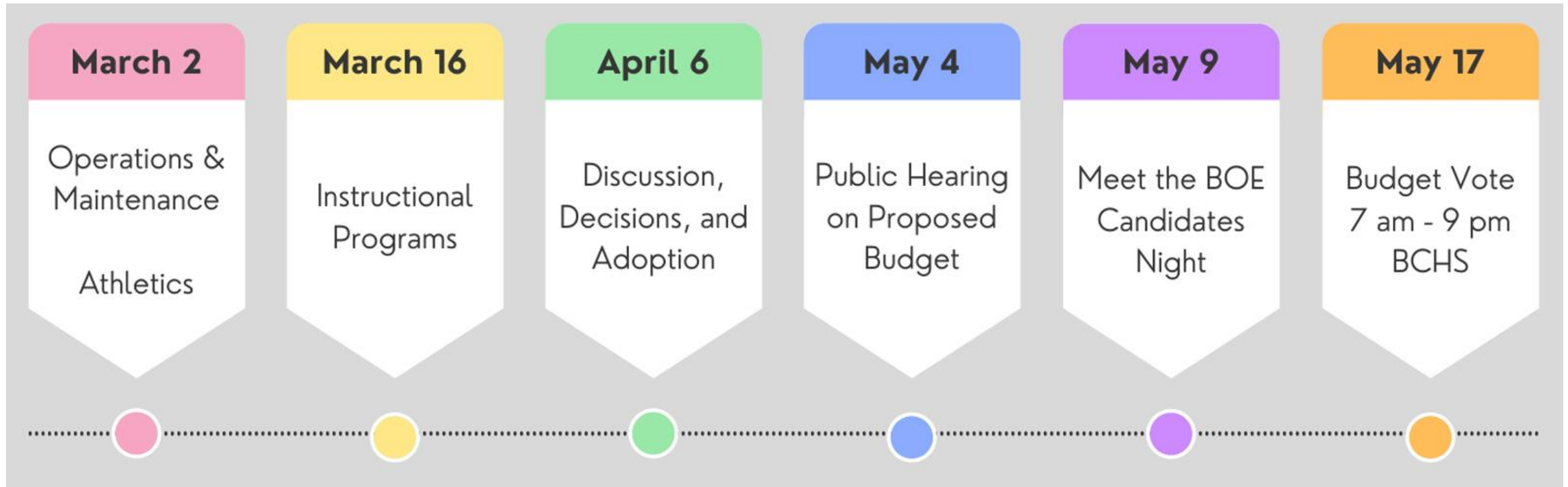


**Wendy
Samson**



2022-23 BUDGET DEVELOPMENT

FUTURE MEETINGS



All meetings begin at 7 pm in the Bethlehem Central High School Cafeteria, unless otherwise noted.

