

**CITY OF ONEIDA
OFFICE OF THE MAYOR**

RICK ROSSI
Mayor



109 North Main Street
Oneida, New York 13421
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Fax: 315-363-9558
rossi@oneidacityny.gov

MEMORANDUM

TO: Common Council, City of Oneida
FROM: Mayor Rick Rossi
DATE: August 6, 2026

SUBJECT: Mayor's Written Objections to Resolution No. 26-113 Pursuant to Section 3.7(B) of the City Charter

Pursuant to Section 3.7(B) of the City Charter, I am filing my written objections with the City Clerk and request that this resolution be presented to the Common Council for reconsideration at its next meeting on Tuesday, August 11, 2026.

In accordance with Section 3.7(B) of the City Charter, I hereby disapprove of Resolution No. 26-113 for the following reasons:

1. **The proposed budget transfer is necessary to ensure the continued operation of essential City services throughout the remainder of the 2026 fiscal year.** Fuel is a fundamental operating expense required for Police, Fire, Department of Public Works, Parks, and other City departments to carry out their daily responsibilities.
2. **Failure to appropriate sufficient funding for gasoline and diesel creates an unnecessary risk of operational disruptions.** Without adequate funding, departments may be unable to operate vehicles and equipment necessary to provide critical services to the residents of the City.
3. **The transfer utilizes General Fund Balance for a legitimate and necessary municipal purpose.** The General Fund Balance exists, in part, to address unforeseen or unavoidable expenditures that arise during the fiscal year. Ensuring that essential City operations remain functional is an appropriate use of those funds.
4. **Rejecting this transfer does not eliminate the City's fuel obligation.** The City will continue to incur fuel costs through year-end, and funding those expenses cannot be deferred without negatively affecting municipal operations.
5. **The inability to fund fuel purchases may impact public safety, infrastructure maintenance, snow and ice operations, emergency response, and other services upon which residents rely.** The City has a responsibility to maintain continuity of these essential governmental functions.

It is in the best interest of the City and its residents that adequate funding be made available to meet these unavoidable operating expenses. For these reasons, I respectfully return Resolution No. 26-113 to the Common Council for reconsideration pursuant to Section 3.7(B) of the City Charter.

Please refer to the attached reports from the City Department heads confirming the negative impact the Council's action will have on their Department.

Respectfully,



Rick Rossi

Mayor

City of Oneida

Cc: Kyle Lovell, City Manager
Nadine Bell, City Attorney

CITY OF ONEIDA
OFFICE OF THE CITY MANAGER

KYLE LOVELL
City Manager



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STATEMENT OF THE CITY MANAGER REGARDING THE MUNICIPAL FUEL BUDGET

The City's gasoline and diesel accounts are centralized accounts used by multiple departments to support municipal operations. These funds are not limited to discretionary travel. They support police and fire response, public works operations, water and sewer functions, property maintenance, code enforcement, animal control, parks operations, emergency generators, and other essential City services.

The City's current fuel supply and remaining budgetary appropriation are limited. Without additional funding authorization, the administration will be required to restrict vehicle use, suspend nonessential travel, prioritize emergency and public-safety operations, and reduce or delay certain municipal services. Once the remaining appropriation and on-site fuel supplies are exhausted, the City will not have sufficient authorization to continue regularly scheduled fuel purchases.

The administration cannot maintain the City's existing level of service indefinitely without adequate funding for gasoline and diesel. Department heads have been asked to identify the specific operational consequences within their respective departments, including services that may need to be reduced, delayed, restricted, or suspended.

As City Manager, I have an obligation to advise the Mayor and Common Council when a budgetary decision may materially affect municipal operations. Based upon the information currently available, the failure to provide additional fuel funding presents a significant operational risk to the City and could negatively affect the delivery of essential services to the public.

For these reasons, I respectfully recommend that the Common Council reconsider the requested fuel funding and provide the administration with the resources necessary to maintain essential City operations.



Kyle Lovell
City Manager

August 6, 2026



CITY OF ONEIDA
ENGINEERING | PUBLIC WORKS

MEMORANDUM

109 N. Main Street, Oneida NY 13421

To: Kyle Lovell, City Manager
From: Jeffrey Rowe, P.E., City Engineer
Date: August 6, 2026
Re: Fuel Impact Statement – DPW and WWTP

The City Department of Public Works (DPW) fleet of vehicles and fuel powered equipment (gas and diesel) consists of six large dump trucks, one chipper truck, two small dump trucks, three pickup trucks, five lawn mowers, one sewer camera truck, and one sewer vacuum truck.

In the event of a fuel shortage, the Department's ability to conduct daily operations would be significantly impacted. Services that may be reduced, delayed, or suspended include green waste collection and removal, tree trimming and non-emergency tree removals, stump grinding, paving operations, lawn mowing, weed trimming, street sweeping, and traffic line painting. Emergency response activities, including emergency tree removal and other critical public safety operations, would continue to be prioritized as fuel resources allow.

The City's Wastewater Treatment Plant (WWTP) and wastewater pumping stations must remain operational during any fuel shortage to ensure continued compliance with all applicable regulatory permit requirements. Maintaining uninterrupted operations is essential to protect public health, preserve environmental quality, and prevent unauthorized wastewater discharges.

To support daily operations, the WWTP relies on a fleet of vehicles and fuel powered equipment (gas and diesel) consisting of two pickup trucks, one utility truck, and one dump truck. These vehicles are necessary for routine inspections, maintenance, emergency response, equipment transport, and operation of the City's wastewater collection and treatment systems.

An interruption in fuel availability that prevents the operation of these vehicles could significantly impair the City's ability to operate and maintain its wastewater infrastructure. Failure to maintain continuous operations may result in violations of permit conditions, enforcement actions by regulatory agencies, and the assessment of substantial fines and penalties.

Water Dept. Vehicles and Equipment

ID #	Plate Number	VIN	Year Purchased	DESCRIPTION	Fuel Type	ASSIGNED	Essential
50	AR1448	1C4RJ1AG8BC4R2757	2014	Jeep Grand Cherokee	Unleaded	Superintendent	☒
55	BE1514	1FTEX1EB1MFA54461	2021	Ford F-150 pick-up	Unleaded	Meter Reader	☒
60	BK4375	1C6RR7XT8PS597958	2024	2023 year Ram 1500	Unleaded	Foreman	☒
73	BD9957	1FT7X2B64MEC39034	2021	Ford F-250 pick-up	Unleaded	WTP	☒
79	BD3034	1FTBF2B66LED36540	2020	Ford F-250 pick-up	Unleaded	WTP	☒
69	BB9801	1FD8X3F69KED68451	2019	Ford F350 Service Body	Unleaded	Service Crew	☒
56	BB9802	1FD8X3F69KED68450	2019	Ford F350 Service Body	Unleaded	Service Crew	☒
79	M73575	1FTBF2B65BEA81717	2011	Ford F250 Pickup	Unleaded	Service Crew	☐
76	AW4660	3C7WRNB36FG607255	2015	Dodge Ram 5500	Unleaded	Small Dump	☒
72	BD6465	1FVAG3DV3MHMM8753	2019	Freightliner 4700SB	Diesel	Large Dump	☒
60	AW6428	1GCVKPEH9FZ366289	2015	Chevrolet 1500 4WD	Unleaded	Crew	☐
78	No Plate	NPM446514	2023	New Holland C345 Skid Steer	Diesel	Crew	☒
RTV	No Plate	87905	2024	Kubota RTV-X1100CWL-H	Diesel	Crew	☐
95	BN7393	JCB23BF4TS3443663	2025	JCB 3CX Backhoe	Diesel	Crew	☒
58	BE5086	H9X00630	2021	Cat 420 Backhoe	Diesel	Crew	☒
80	No Plate	32456	2014	Kubota Track-hoe KX080-4R3	Diesel	Crew	☒
59	No Plate	210210-631	2022	Airman Compressor PDS185S	Diesel	Crew	☒
				DPW shared Vacuum Truck	Diesel	DPW	☒

Water Dept. Fuel Chargeback

Gasoline Acct# 002.8300.0446

	2025	2026
Jan		\$ 630.20
Feb	\$ 1,014.63	\$ 695.26
Mar	\$ 1,291.50	\$ 630.40
April		\$ 118.90
May	\$ 240.02	\$ 552.30
June	\$ 269.07	\$ 739.50
July	\$ 2,009.53	\$ 2,269.06
Aug	\$ 1,563.09	
Sept	\$ 1,202.56	
Oct	\$ 191.61	
Nov	\$ 502.01	
Dec	\$ 2,123.64	
Total	\$ 12,623.62	\$ 5,802.28

Estimated usage for 1 week in August
= \$ 490.87

Estimated usage for next 30 days
= \$ 1,863.89

Diesel Acct# 002.8300.0445

	2025	2026
Jan		\$ 263.24
Feb	\$ 338.25	\$ 400.31
Mar	\$ 670.14	\$ 471.13
April		\$ 400.14
May	\$ 221.51	\$ 500.29
June	\$ 250.70	\$ 303.54
July	\$ 942.45	\$ 670.10
Aug	\$ 332.60	
Sept	\$ 145.22	
Oct	\$ 407.11	
Nov	\$ 213.46	
Dec	\$ 435.61	
Total	\$ 4,045.11	\$ 3,274.90

Estimated usage for 1 week in August
= \$ 166.34

Estimated usage for next 30 days
= \$ 605.36

There are no routine or discretionary activities that can be postponed.
All travel is already consolidated while maintaining the minimum utilization of each vehicle, equipment, and tools to perform activities.
There are no services that can be reduced as all activities are minimally required.

Planned services for this time of year include:

- Services for customers (turn-offs/ons, repairs)
- Mandatory activities through regulatory agencies (sampling, transportation to labs, routine station checks)
- Completion of already funded and approved projects to be completed this time of year due to summer weather
- Construction meetings at Glenmore Dam.
- Meter reading and upgrades.
- Transmission main clearing and grubbing (annual task)
- Remaining on call for emergency services to maintain public water supply and availability

Any reduction in the above services could result in regulatory fines and increase risk of harm to public water infrastructure.
Water Superintendent is responsible for monitoring the department's compliance and fuel usage.

Sandy Lapera

From: Steve Lowell
Sent: Thursday, August 6, 2026 11:24 AM
To: Kyle Lovell; Andrew Company; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Luke Griff; Sandy Lapera; Scott Jones; Steve Vonderweidt
Cc: Rick Rossi
Subject: RE: Urgent Request for Departmental Fuel Impact Statements

The Police Department's marked patrol, unmarked investigative, and administrative/special service vehicles are essential to every aspect of police service and depend upon the City's fuel supply. These vehicles support emergency response, crime prevention, investigations, traffic enforcement, prisoner and evidence transportation, and the movement of personnel and equipment throughout the City's expansive 22 square mile jurisdiction.

Police work is inherently unpredictable. Fuel must be readily available so officers can conduct preventive patrols and respond immediately to crimes in progress, emergencies, serious crashes, critical incidents, and the multitude of other situations that arise without warning. Without a reliable gasoline and diesel supply, the police department's ability to provide these essential services is severely compromised.

The expected fuel shortages have already required the cancellation of critical traffic-enforcement details focusing on speeding and DWI specifically. These details are intended to prevent crashes involving property damage, injuries, and fatalities. Further shortages would force the Department to reduce proactive patrols across the City and investigations. Reduced fuel supplies increase the likelihood that responses to lower-priority calls will be delayed or be simply not responded to in person, restrict the transportation of personnel and equipment, and potentially suspend other essential services and criminal investigations.

Restricting fuel to the Police Department despite these known operational requirements is negligent and creates a foreseeable risk to the public, police personnel, and the City which is both predictable and preventable. A lack of fuel cripples police service delivery in virtually every capacity, increases emergency-response times, reduces police visibility, weakens crime and crash prevention efforts, and creates serious public safety, operational, and liability concerns.

The consequences also extend beyond individual calls for service. Reduced police visibility and delayed service diminish the public's sense of safety. When residents, businesses, and visitors do not feel safe, they are less likely to live, work, invest, shop, or visit within the City. An inadequate fuel supply therefore threatens not only public safety, but also the City's quality of life, economic vitality, and reputation.



Steven Lowell

Chief of Police

City of Oneida Police Department

108 Main Street, Oneida NY 13421

315.363.9111

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Sandy Lapera

From: Steve Vonderweidt
Sent: Thursday, August 6, 2026 11:17 AM
To: Kyle Lovell
Cc: Rick Rossi; Andrew Campany; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Sandy Lapera; Luke Griff; Scott Jones; Steve Lowell
Subject: Planning and Development Fuel Impact Statement

Kyle,

The Planning and Development Department does not currently have a separately assigned vehicle. The City vehicle I would ordinarily use is the former Codes Director's vehicle. Because Codes now falls under Planning, Development and Codes, it is the most logical City vehicle for my departmental travel when available.

As you know, the former Codes Director's vehicle is currently being used by the Fire Chief as part of the temporary vehicle arrangement within the Fire Department. Although the vehicle was initially expected to be available on a shared basis, in practice I have generally not had access to it and have been using my personal vehicle for Planning and Development meetings, property visits, and other departmental fieldwork.

Vehicles, equipment, and essential services dependent upon transportation

Planning and Development does not operate fuel-powered equipment, but regular travel is necessary to perform several departmental functions.

I attend approximately four meetings per month in the Syracuse area with Empire State Development, the New York State Department of State, and other parties involved in the administration and implementation of the City's Downtown Revitalization Initiative projects.

I also serve on several Madison County and regional committees whose meetings are generally held in person and rotate among locations throughout the County. These include the Madison County Housing Coalition, county and regional planning meetings, and CMI planning activities.

In addition, I average approximately 10 to 15 meetings per month outside City Hall with residents, property owners, businesses, developers, consultants, and other agencies. These meetings may involve visiting potential development sites, reviewing properties, assisting with inspections, meeting with prospective developers, and discussing redevelopment or investment opportunities.

I am also regularly called to Code Enforcement sites when a Code Enforcement Officer needs supervisory support, assistance with a difficult or confrontational resident, or help addressing a complicated property or enforcement issue.

Anticipated effect if transportation or fuel becomes unavailable

If transportation becomes unavailable or City-related travel is suspended, I would be unable to attend most off-site state, county, regional, resident, and developer meetings. Some meetings could be converted to telephone or virtual meetings, but many site visits, property reviews, inspections, and in-person development meetings cannot be performed effectively without travel.

It would also limit my ability to respond when Code Enforcement staff need supervisory assistance or additional support at a property.

Services that would be reduced, delayed, restricted, or suspended

Attendance at county committees, regional planning meetings, and some state-agency meetings could be suspended or changed to virtual attendance where that option is available.

Property visits, development-site reviews, meetings with residents and developers at project locations, assistance with field inspections, and supervisory response to Code Enforcement sites would need to be reduced, consolidated, delayed, or suspended. Travel would be prioritized for meetings and site visits directly connected to active grant requirements, project deadlines, pending development proposals, immediate health-and-safety concerns, or staff-support needs.

Resulting regulatory, contractual, and service-delivery concerns

Reduced travel would slow coordination with Empire State Development and the Department of State on DRI projects and could delay decisions, approvals, reimbursement documentation, project troubleshooting, and implementation schedules.

It would also reduce the City's participation in county and regional housing and planning initiatives, delay responses to residents and property owners, and make it more difficult to evaluate development sites and assist prospective developers. Over time, these restrictions could delay private development projects, grant-funded projects, property redevelopment, and other economic-development activity.

Restrictions on travel would also reduce my ability to provide timely supervisory support to Code Enforcement Officers during difficult field situations, which could create employee-safety and enforcement concerns.

Because the former Codes Director's vehicle is currently being used by the Fire Chief, continued departmental travel depends on authorization to use my personal vehicle and the availability of mileage reimbursement or another City transportation arrangement.

Respectfully,

Steve Vonderweidt, MBA
Director of Planning and Development
City of Oneida
109 N. Main St
Oneida NY, 13421
<https://www.oneidacityny.gov/>
(315) 363-4800 ext 135

Sandy Lapera

From: Steve Vonderweidt
Sent: Thursday, August 6, 2026 11:14 AM
To: Kyle Lovell
Cc: Rick Rossi; Andrew Campany; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Luke Griff; Sandy Lapera; Scott Jones; Steve Lowell
Subject: Code Enforcement Fuel Impact Statement

Kyle,

The Code Enforcement Department operates a 2021 Toyota Corolla and a 2015 Ford F-150. Based on the City's fuel records, the two vehicles used approximately 90 gallons of gasoline during July, which represents the Department's current average monthly fuel requirement.

Vehicles, equipment, and essential services dependent upon City fuel

Both vehicles are used by Code Enforcement Officers to conduct field operations throughout the City. These operations include building-permit and construction inspections, certificate of occupancy and certificate of compliance inspections, rental-housing inspections, complaint investigations, property-maintenance and zoning inspections, reinspections, verification of compliance with Orders to Remedy, and responses to potentially unsafe buildings or conditions.

Anticipated effect if gasoline becomes unavailable

Without gasoline, Code Enforcement Officers would be unable to perform most field inspections or investigations. Required inspections could not be completed, complaints involving conditions that must be observed in person could not be properly investigated, and officers could not verify whether violations had been corrected.

Services that would be reduced, delayed, restricted, or suspended

The Department can immediately reduce or suspend proactive neighborhood patrols, sign-enforcement sweeps, and other proactive enforcement activity that is not connected to a complaint, active permit, scheduled inspection, Order to Remedy, or known health-and-safety concern. Trips will be consolidated geographically whenever possible, and the Toyota Corolla will be used when the Ford pickup is not operationally necessary.

If fuel becomes insufficient, lower-priority complaints, routine property-maintenance inspections, zoning follow-up, and some rental inspections would be delayed or suspended. If gasoline becomes unavailable, most field inspections would have to stop, except where another transportation resource could be specifically authorized and provided.

Resulting public-safety, regulatory, and service-delivery concerns

A fuel shortage would delay construction projects and the issuance of certificates of occupancy or compliance because required inspections could not be completed. It would also increase the existing

inspection backlog, delay responses to resident complaints, restrict enforcement of outstanding violations, and reduce the Department's ability to identify and correct unsafe housing, building, fire-safety, and property-maintenance conditions.

While proactive patrol activity can be reduced, the Department's complaint response, permit-inspection, occupancy, rental-housing, and health-and-safety responsibilities cannot be eliminated without creating regulatory, public-safety, and liability concerns for the City.

Respectfully,

Steve Vonderweidt, MBA

Director of Planning and Development

City of Oneida

109 N. Main St

Oneida NY, 13421

<https://www.oneidacityny.gov/>

(315) 363-4800 ext 135

Sandy Lapera

From: Steve Vonderweidt
Sent: Thursday, August 6, 2026 11:51 AM
To: Kyle Lovell
Cc: Rick Rossi; Andrew Campany; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Sandy Lapera; Luke Griff; Scott Jones; Steve Lowell
Subject: RE: Planning and Development Fuel Impact Statement

Kyle,

The vehicles currently operated by Planning, Development and Codes are:

- 2021 Toyota Corolla, used by Code Enforcement.
- 2015 Ford F-150, used by Code Enforcement.

The department does not currently operate any other fuel-powered equipment.

The former Codes Director's vehicle is not currently available to the department and, as noted, is being used by the Fire Chief.

Based on the City's July fuel records, the Corolla and F-150 used approximately 90 gallons of gasoline combined. I would use that as the department's current minimum operating estimate for essential Code Enforcement activities:

- Approximately 21 gallons of gasoline per week.
- Approximately 90 gallons of gasoline per month.
- No diesel fuel is required.

Planning and Development is currently using no City fuel because I have been using my personal vehicle for departmental travel. Based on my regular travel to Syracuse-area DRI and state-agency meetings, meetings throughout Madison County, local property and development meetings, and Code Enforcement site support, I estimate that approximately 500 City-related miles per month are currently being placed on my personal vehicle.

I will be responsible for monitoring departmental fuel usage and compliance with the conservation directive, with the Code Enforcement Officers maintaining the applicable mileage, vehicle-use, and fuel records for the vehicles they operate.

Respectfully,

Steve Vonderweidt, MBA
Director of Planning and Development
City of Oneida
109 N. Main St
Oneida NY, 13421

Sandy Lapera

From: Luke Griff
Sent: Thursday, August 6, 2026 1:58 PM
To: Kyle Lovell; Andrew Campany; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Sandy Lapera; Scott Jones; Steve Lowell; Steve Vonderweidt
Cc: Rick Rossi
Subject: Re: Urgent Request for Departmental Fuel Impact Statements

Hi Kyle,

Below is the Parks & Recreation Department's statement regarding the operational impacts of insufficient fuel funding.

The Parks & Recreation Department relies on City fuel to operate two pickup trucks, a dump truck, a tractor, a side-by-side, and two zero-turn mowers. These vehicles and equipment are essential for maintaining City parks, athletic fields, playgrounds, trails, recreational facilities, and other public spaces. They are also used for garbage collection, servicing dog waste stations, transporting equipment and materials, preparing athletic fields, and responding to storm damage and other maintenance issues.

If gasoline or diesel becomes unavailable, routine mowing, flower watering, garbage collection, dog waste station servicing, beautification projects, and other non-essential maintenance activities would be reduced or suspended. Parks and athletic fields would become overgrown, litter would accumulate, and routine maintenance would be delayed.

Although Parks & Recreation is not a traditional emergency response department, fuel is necessary to respond to storm damage, remove hazardous trees and limbs, address unsafe conditions in parks and playgrounds, and maintain City facilities. Without adequate fuel, our ability to protect City assets, respond to public safety concerns, and maintain the level of service residents expect would be significantly impacted.

The department has already implemented fuel conservation measures by consolidating trips, reducing unnecessary travel, minimizing idling, and combining maintenance activities whenever possible.

Thanks,

Luke

Sandy Lapera

From: Scott Jones
Sent: Thursday, August 6, 2026 3:47 PM
To: Kyle Lovell; Andrew Campany; Jeff Rowe; Jessica Kaiser; Lee Ann Wells; Luke Griff; Sandy Lapera; Steve Lowell; Steve Vonderweidt
Cc: Rick Rossi
Subject: RE: Urgent Request for Departmental Fuel Impact Statements

The Oneida Fire Department relies on City-provided gasoline and diesel fuel to operate five frontline fire apparatus, three support vehicles, portable generators, fire pumps, rescue equipment, and other fuel-powered emergency response equipment. These resources are essential to providing fire suppression, emergency medical response, technical rescue, hazardous materials response, public assistance, fire prevention activities, training, inspections, and mutual aid.

If gasoline or diesel fuel becomes unavailable, the department's ability to respond to emergencies would be significantly impacted. Emergency response times would increase as apparatus availability decreases, and the department's capacity to provide continuous fire and EMS coverage would be compromised. Routine activities such as inspections, training, public education, and equipment testing would need to be suspended in order to conserve fuel for emergency operations.

During a prolonged fuel shortage, non-emergency services would be delayed or suspended, mutual aid responses outside the City would be limited except for life-safety incidents, and preventive maintenance activities requiring vehicle movement would be minimized. Extended fuel disruptions would also affect compliance with required fire inspections, firefighter training standards, apparatus testing schedules, and emergency preparedness initiatives.

Any interruption in the City's fuel supply presents a significant public safety risk. Without a reliable supply of gasoline and diesel fuel, the Fire Department's ability to respond to fires, medical emergencies, rescues, hazardous materials incidents, and other emergencies would be severely diminished. Reduced apparatus availability would increase response times, limit the department's ability to staff multiple simultaneous incidents, and reduce overall emergency response capacity. Delays in emergency response can result in increased fire spread, greater property loss, more severe medical outcomes, and an increased risk of injury or death to residents, visitors, and emergency responders.

A prolonged fuel shortage would also hinder the department's ability to conduct required fire inspections, maintain firefighter proficiency through ongoing training, perform apparatus testing and preventive maintenance, and meet state and federal regulatory requirements. Mutual aid commitments to neighboring jurisdictions could be restricted, reducing regional emergency response capabilities during large-scale incidents. Maintaining an uninterrupted fuel supply is therefore critical to ensuring operational readiness, protecting public safety, preserving critical infrastructure, and allowing the Fire Department to continue providing the emergency services that the community depends upon 24 hours a day.

Scott A. Jones