

From: Julie Orchard
To: Livingston, Merilee
Date: 1/12/2009 12:10 PM
Subject: Fwd: Re:Inquiry from Kirk Benge

UTAH PUBLIC
SERVICE COMMISSION

>>> Constituent Services <constituentservices@utah.gov> 1/12/2009 10:39 AM >>>
fyi

2009 JAN 12 P 12:15

160096

Kirk W. Benge

RECEIVED

Email

SUBJECT:

I am concerned with the Public Service Commission's recent decision to increase the cost of Compressed Natural Gas for vehicles. This decision flies in the face of all we claim to strive for regarding clean air and independence from foreign oil. I (and six other family members) have been driving natural gas for years, and all of us are disappointed in this decision. The PSC ruling has chosen an arbitrary price that does not reflect either the actual cost to deliver CNG to the pump, nor the costs of the alleged "subsidies". Why should CNG users pay a rate based 100% on the "free market price" of natural gas, when the majority of the fuel at the pump comes from low-cost local production (Wexpro), and isn't influenced by the national "market price"? Why should Questar make more money when their gas is used in a car as opposed to when it is used in a home? There is no evidence that natural gas for vehicles is being subsidized in any way by other customers. All of the existing stations in the state of Utah have existed for years and have been maintained by Questar for use by their fleet vehicles. Now that the stations are open to the public, and gaining popularity, why is it suddenly so expensive to maintain these stations? Even if the suggested subsidies are true, there is currently no official public policy regarding CNG fuel in Utah, hence Docket 08-057-21 was opened by the PSC to discuss this. But wait! The PSC went ahead anyway with Docket 07-057-13 and legislated policy from the bench!

Kirk W. Benge M.P.H.