

From: "Cory"  
To: <mlivingston@utah.gov>  
Date: 1/5/2009 9:46 PM  
Subject: RE: "DOCKET NO. 07-057-13

UTAH PUBLIC  
SERVICE COMMISSION

RE: "DOCKET NO. 07-057-13 - In the Matter of the Application of Questar Gas Company to Increase Distribution Non-Gas Rates and Charges to Make Tariff Modifications. As Filed by the Commission on Monday, December 22, 2008

2009 JAN -6 A 7 47

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To the PSC of Utah,

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I am an aggrieved party who feels that this price increase is an unfair action that does not serve the public as it should. I have spent the past 2 years switching our 2 vehicles to NGV's. I have paid a premium for these older vehicles and have taken substantial losses on our gasoline burning trucks, (one I have yet to sell and is currently listed for over \$7000 less than purchase price of just 1 year ago).

I do not oppose rate increases as long as they serve the public in the form of better and more CNG stations. When I purchased my first NGV, CNG was priced at \$.63 per GGE, within the last year it has risen to the current price and Questar is selling record amounts of CNG. To me, this seems to be a large increase and I would expect to see some new stations or improvements to the current ones, but there are none. I am fine with the current prices, but do not understand why the PSC (PUBLIC SERVICE??) would up and try to tie a local resource to the national market? This makes zero sense and leads me to believe that other interests are being served. If there are price increases that need to happen I would assume that Questar would make this request, but this is not the case. If the PSC wants to raise the price, this increased revenue should be used to build infrastructure that serves the public.

NGV owners have made HUGE sacrifices that benefit all Utahans. Most NGV owners have paid a premium for these vehicles and in many cases losses on our other vehicles. We have done the math and figured that these investments would pay off in a few years, IF our local CNG remained competitive (historically CNG in Utah has been VERY stable, this is the highest, most drastic change we have ever seen).

This rate increase will single handedly stop the growth of NGV's in Utah. Ever since I discovered CNG about 2 years ago, I have preached that ALL Utahans should have the opportunity to own an NGV and that there should be support for NGV's in Utah. We could, conceivably, all drive NGV's and have all our fueling stations dispense CNG, giving us the cleanest air for our population anywhere, and save us probably billions of dollars! This, of course, makes way too much sense, so why would we do that?

My final argument for CNG is that it is a DOMESTIC FUEL. I feel this is by far the #1 reason we should do anything possible to promote CNG as a fuel. Foreign oil is KILLING the USA, we are addicted! We need alternatives that make sense. CNG has it problems, but most are tolerable. Right now NGV owners are able to tolerate these problems as the price and benefits make sense. You (the PSC) are removing the last incentive to drive an NGV.

Please re-open DOCKET NO. 07-057-13, consider using Wexpro prices to determine natural gas prices in Utah. Any additional price increase for

NGV users should ONLY be used to build infrastructure and upgrade current stations. This is the ONLY difference from the natural gas burned at our houses to that burned in our cars. I don't think there should be any rate increases unless Questar requests and requires an increase. Any increase proposed by the PSC should be to improve our infrastructure, there is no other reason.

Thank you for your consideration,

Cory Chapman

To: Utah Public Service Commission  
Heber M. Wells Building  
160 East 300 South  
Salt Lake City, UT 84114  
Phone: 801-530-6716  
Fax: 801-530-6796

UTAH PUBLIC  
SERVICE COMMISSION

From: John and Linda LeCain

2009 JAN -6 A 7:48

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January 5, 2009

RE: "DOCKET NO. 07-057-13 In the Matter of the Application of Questar Gas Company to Increase Distribution Non-Gas Rates and Charges to Make Tariff Modifications. As Filed by the Commission on Monday, December 22, 2008

Dear Commissioners:

Pursuant to Utah Code § 63-46b-12, an aggrieved party may file, within 30 days after the date of this Report and Order, a written request for rehearing or reconsideration by the Commission. We are aggrieved parties and request a rehearing.

My wife and I had discussed the prospect of investing in a CNG fueled vehicle for some time. Not desiring to take chances with non-EPA approved conversions, we decided to buy new. This would be our first ever new car purchase and we were very excited. So we went on the wait list for a new NGV Civic. Imagine our joy when Ken Garff called just two days before Christmas to say our new Civic GX was available for pickup. At \$30k with tax and licensing, it wasn't an inexpensive economy car, but we were looking forward to the prospect of driving one of the cleanest cars on the planet and enjoying low stable CNG prices from locally developed wells. We don't drive much, but figured with the current tax credits and assuming \$1.25 per Gal we'd get payback on our investment in 10 years.

We picked up our new car Friday the 26th of December. That same day we were shocked and sickened to learn of the PSC's ruling to drive local NGV fuel prices to national commodity price levels, which have little to do with cost of service. This act is outright hostile to current NGV owners and, if it stands, will prove fatal to the fragile Utah market for NGVs. Why would the Commission single out NGV owners to pay twice the local market price for a homogeneous product? As Utah tax payers and Questar customers for 27 years, we feel as entitled to share in the benefits of the Wexpro gas field development as any of our neighbors. Singling us out as nontraditional users or as having the luxury of choice in fuels is arbitrary and capricious at best. Please note that our car is dedicated to burn only CNG.

We are not opposed to paying our fair share of the infrastructure development and maintenance cost of publicly accessible fill stations. We urge the Commission to consider the impact of its ruling and visit alternative nurturing approaches such as assessing a surcharge on NGV CNG user to fund planned infrastructure development.

Sincerely,  
John and Linda LeCain