

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

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From: Michael Webb

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January 7th, 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.

I am writing to request a rehearing: I am a long-time Questar customer and I use natural gas in my home, yard and cars. I understand the last use will no longer be considered "traditional" under 08-057-13 and will be charged a rate based on international, not local market prices.

I would ask that you reconsider this position based on the following four points:

1) Support Clean Air:

NGV's produce significantly less air pollution than similar gasoline (or even gas/electric hybrid) vehicles of the same class. Utah urban centers clearly need help with air quality. While the PSC may not directly deal with air standards, I'm sure you'll agree that helping reduce the number of red air quality days is a Public Service.

Utah's EPA air quality nonattainment areas need to pursue all improvement options. I am told that my NGV has the cleanest internal combustion engine in the world. Were the incentive of lower fuel cost to disappear, the waiting list to purchase these vehicles will likely disappear too. The state tax credits help with the incremental costs of CNG conversions and the added costs of new CNG vehicles, but do not entirely cover these costs. These vehicles have a shorter range and often less power than their gasoline counterparts. With this in mind, long term savings in fuel cost lead most owners to invest in NGVs. The significant savings seen this last year lead to unprecedented growth in this use of this fuel... this is a good thing, please don't undo it.

Gov. Huntsman was recently visited by the EPA and Utah is not currently meeting Federal Air Quality standards. This price increase will decrease the number of NGVs on the road and also any bi-fuel vehicles will simply not use the CNG. This ruling will not help our state in our efforts to clean up our environment.

A recent study performed at Weber State University suggests that citizens along the Wasatch Front place a high value on minimizing red air days. Implementing policies that promote a NGV corridor along the Front would certainly help minimize our air pollution problem.

2) Vehicular use of CNG is as traditional as most other uses.

Vehicles have been operated on Natural Gas since the 1890's. Residential use for heating, clothes drying, etc didn't get started until some forty years later, in the 1930's.

Thankfully, wise individuals in the 1930's saw the benefits of switching from coal to "non-traditional" natural gas to heat homes. We breathe much better air today because of that choice, and your agency's continued watchfulness over the cost of that fuel. Please consider the chance you have today to promote a similar change in how vehicles are powered and how much pollution they produce.

3) Encourage Energy Independence:

Natural Gas is plentiful and inexpensive here in the Intermountain West. Let us use this local resource in our vehicles at a local price. It will build the user base, encourage a repair and retrofit industry, reduce dependence on foreign oil, and improve air quality. If only a small percentage of vehicles in the country change to CNG fuel systems, the impact on gasoline prices would likely be significant.

4) Consider Cost Plus Pricing:

It is understood that there are costs associated with compressing natural gas and maintaining the pumps and stations. Let Questar submit a "cost plus" plan based on the local (WEXPRO) fuel cost plus a fair profit. Governor Huntsman's Energy Advisor recommends that the NGV rate be increased by no more than 50 percent of cost of service, and I wholly support that recommendation. Questar certainly has the right to make a fair profit on any services they offer.

Since purchasing my CNG Civic, I have had untold numbers of people at work, at church, and in the community inquire about the car. Several have gone on to either purchase/convert a vehicle or join those on the waiting list to do so. Many of us who own a CNG vehicle feel the environmental considerations justify the added purchase costs and would own our vehicles even if the fuel costs were to rise to approximate gasoline. Most CNG owners, however, are motivated primarily by the dramatic cost differential between CNG and gasoline. Providing this affordable and clean transportation fuel is a huge Public Service and I thank you and Questar for having the foresight to implement and maintain this resource during years when gasoline was relatively cheap. The future of CNG as a transportation fuel here in Utah is great. Maintaining a stable and favorable consumer cost for CNG will be vital if we are to achieve CNG's local potential.

Respectfully,



Michael Webb, MD