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UTAH PUBLIC
SERVICE COMMISSION

2008 DEC 30 P 2:53

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From: Chris Davis

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December 30, 2008

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'm an aggrieved party writing to request a rehearing. I'm also a Questar customer who uses natural gas to heat my home, dry my laundry, warm my water, cook my dinner, AND run my vehicles. 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.

Before finalizing this ruling I ask you to consider the following four points.

1) Re-Examine "Traditional" Use:

Vehicles have been operated on Natural Gas since the 1890's when Etienne Lenoir used it to power one of the first internal combustion engine driven vehicles. 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.

2) Support Clean Air:

As noted above, NGV's produce significantly less air pollution than unleaded (and often gas/electric hybrid) vehicles of the same class. Utah urban centers 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. NGVs help, but take away the long term cost incentive of lower fuel cost and you WILL kill a growing alternate fuel vehicle group and the associated environmental benefits. Natural Gas systems for vehicles are expensive... state tax credits (which are being cut back this year) help, but do not cover these costs. 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.

3) Encourage Energy Independence:

I grew up on the coast of Maine, where my grandfather worked on the docks and brought home lobster for dinner at least once a week. He didn't make much money, but on the Portland water front lobster is plentiful and cheap. Natural Gas is plentiful and inexpensive here in Utah. Let us use this local resource in our vehicles at a local price. It will build the user base, encourage repair and retrofit industry, reduce dependence on foreign oil, and improve air quality.

4) Consider Cost Plus Pricing:

I understand there is a cost 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. I'm sure this will be more than the residential cost, but should be less than the global market rate and not nearly as volatile.

In closing, this affordable fuel has been a godsend to our family over the last two years. My wife and I both have to commute to jobs off the standard light rail lines and the cost of doing so on unleaded would have sunk our budget this year for certain... probably last year too. 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 unleaded was relatively cheap. Please don't undo what you have accomplished so far... and the bright future this alternate transportation fuel could have here in Utah.

Respectfully,



Chris Davis