

Constituent Services
Office of the Governor
Date

JAN 20 2009

1/13/09

To Whom It May Concern

UTAH PUBLIC
SERVICE COMMISSION

I am writing on behalf of myself, my employer, and my friends who are convinced of the benefits of CNG. Some of us have purchased a NGV's, and some were planning on making their next purchase a NGV.

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After carefully researching the benefits and improvements of NGVs we recommended that my employer make a significant investment in this technology. We currently have two dedicated medium duty CNG delivery trucks, and had plans to replace many more Diesel trucks with CNG over the next few years as well as add an onsite fueling station. The conversion of these trucks cost as much or more than the original purchase price of these vehicles which were purchased new from the dealer. Like most individuals who have purchased NGV vehicles over the past few years this decision was based primarily on ROI. A conversion kit for one of our standard delivery trucks is around \$50,000. State and Federal tax incentives help offset the cost of these conversions however the majority of savings were based on the differential in fuel price between CNG and Diesel. We rotate our trucks every 5 years so we would need to recoup our cost in less than 5 years for our CFO (or any CFO) to sign off on this project.

As an individual or as a company the primary benefit of an NGV is the fuel cost savings. The State and the general population benefit as much from reduced emissions, dependency on foreign oil and noise pollution as NGV owners. A reduction in Noise Pollution is one of the great overlooked and undervalued benefits of converting from Diesel to CNG. This benefit is especially appreciated by Schools, Hospitals and Resorts we deliver to during early morning hours.

Our entire fleet is refrigerated with an independent diesel engine, therefore when we convert a truck from Diesel to CNG we double our positive impact on the environment by eliminating 2 diesel engines. The Diesel truck engine is replaced with a clean quiet CNG engine and the refer is replaced with an electric cooling system.

For investors of a NGV the fuel cost savings of CNG are weighed against the inconvenience and increased cost of operating a NGV. For our business these inconveniences and costs include specialized mechanics for truck maintenance, an increase in labor hours for fueling trucks, and increase in out of route mileage to access fueling stations, more expensive refrigeration technology and restrictions on what route a truck can run based on availability of fueling stations.

On behalf of all who have signed this petition we protest the ruling contained in DOCKET NO. 07-057-13 and request that the WEXPRO agreement with Questar be included in future CNG rate calculations.

Sincerely,

Kimball Redd
Project Manager/Director of Sustainability



