



## T. Boone Pickens Media Coverage 1.26.10

### Total of 9 Placements

- Print: 4
- Blog/Online: 3
- Broadcast: 2

### Coverage Summary:

Pickens wrote an op-ed for *The Daily Caller* on the need for Congress to get some forward momentum going now that health care legislation needs to be reworked. He says this is something that can be achieved by passing the NAT GAS Act. The piece discusses the benefits of natural gas and how we could reduce our dependence on OPEC oil by 50 percent if we moved our entire fleet of 8.5 million over-the-road trucks to run on natural gas.

*New Orleans CityBusiness* published a column on the need for more politicians to support the Pickens Plan. The piece outlines the Pickens Plan and looks at how Louisiana would benefit if the plan became public policy.

*The Oklahoman* reported on comments U.S. Interior Secretary Ken Salazar made regarding natural gas. Salazar believes natural gas will have a role as the nation moves toward clean energy.

Using natural gas in trucks was discussed yesterday on *Land Line Now*, with the consensus being that this fuel is a winner in terms of cost and needs to be looked at and considered more closely.

### Highlighted Placements (Full Articles Below)

- **Don't Let Health Care Overshadow Much-Needed Energy Legislation** – *The Daily Caller* – 1/26/10
- **Politicos Must Wake Up and Smell the Pickens Plan** – *New Orleans CityBusiness* – 1/25/10
- **Salazar Looks at First Year** – *The Oklahoman* – 1/26/10
  - *Tulsa World*
  - *iStockAnalyst*

### Print Placements (Full Articles Below)

- **Ex-Lawmaker to Head TU Energy Institute** – *Tulsa World* – 1/26/10

### Blog/Online Placements (Full Articles Below)

- **Wind Power Use Rises 39% In 2009** – *24/7 Wall Street* – 1/26/10

## HIGHLIGHTED COVERAGE

**Don't Let Health Care Overshadow Much-Needed Energy Legislation** – *The Daily Caller* – 1/26/10

By T. Boone Pickens

Without getting into a partisan argument regarding the meaning of the special election for U.S. Senate in Massachusetts, we do know that the health care legislation will have to be reviewed, reset, reworked or retired.

It is time that the House and Senate move to other areas of great public importance, if only because this is an even-numbered year—and that means Election Day is approaching. No matter what else happens, on Nov. 2, 2010, there will be an election, and Members of the U.S. House and Senate, governors and state legislators will be waiting to see how the voting public has judged them.

I have a suggestion for the Congress to get some forward momentum: Take a giant step by passing and sending to the president, H.R. 1835 – the NAT GAS Act.

Since summer 2008, I have been spending a considerable amount of my time and money helping voters understand the dangers of our continuing dependence on foreign oil. When oil prices exploded to \$147 per barrel, importing oil was on the lips of every candidate for every public office from city council to president of the United States.

Then the recession dried up demand and oil prices dropped back to the \$35-per-barrel range, gasoline at the pump went below \$3 per gallon and, once again, foreign oil dropped off the national agenda.

The global economy is beginning to stir, especially among the fast-developing economies in China, India and Russia, and with that, stirring the demand for oil will begin to expand as well. For the past several months, oil has traded within a \$75-\$80 range. Gasoline is creeping back toward \$3 per gallon and it is likely that oil prices will be on the rise as we approach Election Day this fall.

In 2009, we imported over 4 billion barrels of oil at a cost of approximately a third of a trillion dollars. All of that money left the U.S. economy. Much of it will never return. Some of it, too much of it, went—and continues to go—to countries in regions which are unstable, which are unfriendly to the U.S., or both.

There is an option; an option which is good for America's economy, environment and national security. That option is domestic natural gas.

Not too long ago, natural gas was considered to be a limited resource with a short life span. We had a finite amount and it was needed by the chemical and pharmaceutical industries; for heating and cooking; and to generate about 20 percent of our electricity.

But, recent advancements in drilling techniques have allowed us to recover the vast natural gas resources which are contained in the huge shale deposits under Texas, Louisiana, Arkansas, and Appalachia.

Studies released during 2009 have indicated we have over 100 years of natural gas reserves in the continental United States. That puts the U.S. at or near the top of natural gas reserves in the world and the energy contained in our natural gas reserves is more than all the energy contained in Saudi Arabia's oil reserves.

All we need to do now, is to use it.

About 70 percent of the oil we import is used as a transportation fuel. We have 250 million cars and light trucks using gasoline and about 8.5 million heavy-duty trucks—18-wheelers and such—which use diesel.

Around the world there are some 10 million vehicles powered by natural gas (NGVs) but only about 130,000 are on the road here in the U.S. Batteries will not move 18-wheelers, and hydrogen technology is not yet a workable solution to oil-powered cars and trucks.

The NAT GAS Act is not a government hand-out. It provides a tax credit, meaning companies which replace their oil-fueled vehicles with natural gas vehicles get to keep a little more of their earnings which would otherwise go to the government in taxes.

If, over the next seven years, we moved our entire fleet of 8.5 million over-the-road trucks from imported diesel to domestic natural gas, we could reduce our dependence on oil from OPEC by 50 percent. That would mark the first time since Richard Nixon called for a reduction in oil imports that any administration made good on that pledge.

H.R. 1835 – the NAT GAS Act has 128 bipartisan co-sponsors. Its companion bill in the Senate, S. 1408, was introduced by Sens. Menendez, Hatch and Reid demonstrating the bipartisan power of this idea.

Some day we will have batteries and hydrogen fuel cells available to power our national fleet without using carbon-based fuels. But that day is decades off. Natural gas is available now, is a proven transportation fuel, is cheaper than gasoline or diesel, is cleaner burning than oil-based fuels, and is ours.

The Congress should act on the NAT GAS Act now. E.D. is creeping up on everyone.

*T. Boone Pickens is founder and chairman of BP Capital Management, as well as the developer of the Pickens Plan.*

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### **Politicos Must Wake Up and Smell the Pickens Plan – *New Orleans CityBusiness* – 1/25/10**

By Mark Singletary

I often find myself amazed and captivated by abstract thoughts.

Last week I focused my thinking on the Pickens Plan and wondered why so many others apparently haven't.

T. Boone Pickens is a multimillionaire who made his money finding, drilling and producing oil and gas wells. He has given away a lot of his wealth, too, particularly to Oklahoma State University. He's wealthy, relatively famous and, at age 81, working on his legacy - perhaps his next billion-dollar project - the Pickens Plan.

The plan, outlined at [www.pickensplan.com](http://www.pickensplan.com), has several pillars:

- creating millions of new jobs by building out the capacity to generate up to 22 percent of our electricity from wind and adding to that with additional solar generation capacity;
- building a 21st century backbone electrical transmission grid;
- providing incentives for homeowners and commercial building owners to upgrade their insulation and other energy-saving options; and
- using America's natural gas to replace imported oil as a transportation fuel in addition to its other uses in power generation, chemicals, etc.

Two particular pillars provide the foundation of Pickens' energy plan. He wants to build a series of wind farms to produce electricity, and he wants to convert as many gasoline and diesel engines as possible to run on natural gas.

The Pickens Plan has 32,056 fans on Facebook, but I didn't see Sens. David Vitter or Mary Landrieu, Reps. Joseph Cao, Nancy Pelosi or Harry Reid, Gov. Bobby Jindal, Mayor Ray Nagin or President Obama anywhere on the list.

As far as I can tell, these elected officials have not committed to support or oppose the Pickens Plan.

Apparently, the issues of energy dependence and economic development aren't critical enough to extract an opinion from any of our political leaders. This is extremely distressing on several levels.

First, this is a national energy proposal that everyone should know about, especially members of Congress, governors, mayors and presidents. Whether they are for the initiative or against it, they should be informed.

Second, the plan makes some rather dramatic claims for disassociating our economic future with Middle Eastern oil. If Pickens and his natural gas friends can provide the fuel for us to turn the lights on and move our products up and down the highways, do it cleaner and keep money in our economy, then more power to them. And more power to us, as well.

It's hard to imagine a state that would benefit more than Louisiana if the Pickens Plan became public policy.

We have natural gas, lots of it, and we understand the economic benefits that producing gas wells can bring. Add to the mix our sophisticated transmission pipelines and highly developed petrochemical industry, and we should be leading the way toward an official adoption of Pickens' strategy.

It's puzzling that this discussion has no national audience.

To see if I have a valid point, I asked some friends a couple of simple questions.

I asked them, and specifically directed them not to do any research, to tell me about the Pickens Plan and why no one in Congress was leading the effort to make it happen.

By and large, the Pickens Plan is a mystery to my friends, some of whom offered multiple answers:

- 55 percent think it has something to do with windmills, turbines or wind farms;
- 27 percent think it's a green initiative;
- 27 percent think it has something to do with energy;
- 18 percent think it has something to do with natural gas;
- 18 percent believe it's about lessening our dependence on foreign oil;
- 9 percent think it's about building new power plants; and
- 9 percent have no clue.

None of my friends really had anything smart, reflective or witty to say when I asked them why Congress isn't behind this movement.

Maybe it's because a real understanding of this plan requires critical thought, insightful decisions and a flair for economic independence - sadly qualities that our politicians seem to lack.

The Pickens Plan may not be perfect, but it is an initiative that promises cleaner air, affordable energy and many new jobs.

Not a bad place to start.

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**Salazar Looks at First Year – *The Oklahoman* – 1/26/10**

By Chris Casteel

WASHINGTON — U.S. Interior Secretary Ken Salazar acknowledged some conflicts with the oil and gas industry during his first year in office, but said Monday that he's trying to protect taxpayers and the environment.

Meeting with reporters for a session of the Platts Energy Podium, the secretary also said that natural gas will have a role as the nation moves toward clean energy. He said he was not familiar with bipartisan legislation being promoted by T. Boone Pickens to shift heavy vehicles to natural gas use.

Salazar, who was a U.S. senator from Colorado when he agreed last year to be interior secretary in the new Obama administration, has frustrated the oil and gas industry with what it sees as delays in opening up federal lands to exploration. Two weeks ago, the secretary characterized the oil and gas industry as "essentially the kings of the world" under former President George W. Bush's administration.

He said that era has come to an end as he announced expanded environmental reviews of areas subject to oil and gas leasing.

U.S. Rep. Dan Boren, D-Muskogee, criticized Salazar's "kings of the world" rhetoric and sent him a letter accusing the department of killing jobs in an industry made up primarily of small businesses.

Asked on Monday about his relationship with the industry, Salazar said, "I am very much at peace with everything we've done concerning reforms for the oil and gas world, and there are more reforms to come."

#### Changes made

Besides expanding environmental reviews, Salazar also killed the program that allowed energy companies to give the government oil and gas instead of paying royalties for production on federal lands; critics said the program short-changed taxpayers. The secretary also withdrew Bush-era proposals to expand oil shale research on public lands, and he reorganized the oft-maligned Minerals Management Service.

Though Congress did not pass the administration's proposal to raise the royalty rate for energy produced on public lands, Salazar defended it on Monday and suggested he would propose royalty increases again.

"Ultimately the oil and gas industry is an important part of our economy," he said. "They are a huge part of our economic sector. I want to have a good, constructive relationship with them. It doesn't mean that I will always agree with them. It doesn't mean that their trade associations won't throw a lot of spears at my head, which they will probably will."

He said he intends to "manage the nation's oil and natural gas and other resources in the context of some very important principles that I will not back down from."

Those principles included protecting the American taxpayer and "not tarnishing the treasured landscapes of America," he said.

"The public lands and oil and gas resources are owned by American citizens," Salazar said. "They are not owned by oil and gas companies. And so it's my job to make sure the American taxpayer gets fair treatment."

Salazar and others in President Barack Obama's administration have seemingly made no policy distinction between oil and natural gas, despite the abundant domestic supply and the fact that natural gas burns cleaner than oil and coal.

Pickens, Boren and others have been pushing legislation to provide tax incentives for manufacturing natural gas vehicles and providing refueling stations.

Salazar said Monday he was not familiar with the bill.

"But I do believe there are ways in which natural gas can play a very important role with respect to our future as we try to move toward cleaner energy resources," said the secretary of the interior.

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## PRINT COVERAGE

### **Ex-Lawmaker to Head TU Energy Institute** – *Tulsa World* – 1/26/10

By Rod Walton

Former U.S. Rep. Brad Carson will strengthen the National Energy Policy Institute as director of the TU-based organization, officials said Monday in announcing his appointment.

Carson will run NEPI's day-to-day operations at the nonprofit's headquarters on the University of Tulsa campus and coordinate efforts with students, local energy industry leaders and faculty. He also will teach undergraduate and MBA classes beginning next fall.

"I know how important energy policy is," Carson said during a reception at the Summit Club downtown. "I believe TU can make a big difference in that."

Carson started preliminary work with NEPI and TU shortly after arriving home from an almost yearlong stint with the Navy Reserve in Iraq.

"He's already hit the ground running," TU president Steadman Upham said, adding that Carson is trying to involve students in NEPI work this spring. "He's a great fit."

NEPI was formed in 2008 with an \$8 million gift from George Kaiser Family Foundation. The institute's focus is to facilitate research and provide cost-benefit analysis on alternatives to importing oil from hostile nations.

Former Alaska Gov. Tony Knowles, who was NEPI's first marquee appointment as president, will retain that role. Knowles, who still lives in Alaska, will focus his NEPI efforts on guiding an in-depth feasibility study of those alternatives, from natural gas to wind generation to battery technology.

That study — a joint effort with Washington, D.C.-based Resources for the Future and energy scholars from across the nation — is due to be issued this spring, officials said.

"Under Brad Carson's leadership, and with the support of the university, I am confident that the National Energy Policy Institute at TU will play a vital role in promoting energy security for our country and also in securing a place for Tulsa at the forefront of innovation in the energy sector in the decades ahead," Kevin Levit, executive director of the Kaiser foundation, said in a statement.

Carson acknowledged that politicians have talked about developing a coherent energy policy for decades but never followed through. Many industry and political figures, from T. Boone Pickens to a bipartisan congressional group, believe that times are changing and that specific legislation, such as providing incentives for compressed natural gas vehicles, will become a reality.

Carson said his stint in Iraq helped to educate him on the need for those changes.

"We didn't go to war there because of oil," he said, "but our interest there is because of energy; otherwise it's just a barren desert."

Carson, a Democrat, was elected twice to serve the 2nd District, from 2001 to 2005. He gave up the seat to make a U.S. Senate bid — unsuccessfully — against Tom Coburn in the 2004 elections.

Carson followed his political career with a nearly four-year tenure as president and CEO of Cherokee Nation Businesses LLC, the tribe's economic wing. CNB employs about 4,000 people in the gaming, hospitality, distribution, manufacturing, telecommunications and environmental service sectors.

He stepped down from the CNB post in December 2008 after being called into active duty with the Navy Reserve. His service in Iraq included work in gathering intelligence on tactics used for developing improvised explosive devices.

The Rhodes Scholar also worked as an antitrust attorney for the Crowe & Dunlevy law firm in Tulsa before being elected. Carson has taught at Harvard University and worked for the Department of Defense as a White House Fellow.

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## **BLOG/ONLINE COVERAGE**

### **Wind Power Use Rises 39% In 2009 – 24/7 Wall Street – 1/26/10**

By Douglas A. McIntyre

The use of wind power in America rose 39% last year according to a report from American Wind Energy Association cited in The New York Times. "The amount of capacity added last year, 9,900 megawatts, was the largest on record," the report says.

Wind power, along with solar power, are still far, far behind the use of fossil fuels and nuclear energy, and it may remain that way for decades. There is enough oil in the ground to keep prices low, at least according to recent results from energy use forecast firms. Nuclear power, while considered dangerous by some, has an almost inexhaustible source of fuel to create electricity.

The Administration is trying to strengthen the financial position and viability of wind power by an investment in the national power grid that would improve thmoving energy from wind farms to large centers of energy use. But, some high-profile wind power generation have failed. Boone Pickens, one of wind power's great advocates, has largely given up on his wind farm projects in East Texas. The economies of scale were not large enough to make the program profitable.

Wind power is threatened by the long cycle it must face, a cycle that requires oil prices to rise considerably. That process could take a decade of more, and that is too long a time for even the most faithful advocates of wind power to keep up their investment in the technology.

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## BROADCAST COVERAGE

### 1. Opening Bell On Fox Business

DMA: N/A

Fox Business Network (---) National

01/25/2010 09:00 AM - 10:00 AM

[CC] 00:38:07 Clean **Energy Fuels**, I love this stock. **T Boone Pickens** and there's old **Boone Pickens** play here and another --And there's my **Boone Pickens**. Connell: we'll work on that. Tracy: that's your southern drawl? Good lord! He has a unique one and it's a little different. 00:39:20

### 2. Land Line Now

DMA: N/A

Road Dog Trucking (Sirius XM) National

01/25/2010 07:00 PM - 08:00 PM

00:40:00 We have spoken several times lately about Texas **oilman T Boone Pickens** and his plan to use **natural gas** as a **fuel** for trucks. One big part of the debate over the plan is the version of gas trucks would need to make it a practical **fuel** -a liquid form that is at incredible subzero temperatures. Another point of contention -cost -as everyone listening knows all too well . Here is one trucker's question about both issues which he called in to our listener comment line ..."Hi , this is Dan from southern Illinois. I was curious about the natural gas trucks. I never heard him say if the mileage is comparable, he said per gallon it is cheaper, but is that type of vehicle going to get 7 or 8 miles per gallon or is it going to get like 3 or 4 ? That makes a huge difference.".....Dan , this fuel is so different that they are measuring it a different way .Instead of saying how many gallons, they are saying how the fuel performs in terms of equivalent to diesel gallons . Otherwise how much gas will move the truck as far as a gallon of diesel would. So how much does the natural gas equivalent of one gallon of diesel cost? Answer right now- alot less. What would it be if we had all trucks on that fuel? We can't know for certain but it is likely still far less.. What is more, as trucks move to natural gas fewer and fewer of them would be on diesel fuel which means less demand which means lower prices for diesel fuel. We still have to study this issue, Dan . But for now it looks like this fuel is a winner in terms of cost and that really is one more factor to recommend it 00:41:59