

PickensPlan

T. Boone Pickens Media Coverage 5.14.10

Total of 9 Placements

- Print: 1
- Blog/Online: 1
- Broadcast: 7

Coverage Summary:

CongressDaily mentioned that an event with Pickens and Senators Kerry and Lieberman will take place next week in its coverage on the energy bill.

Darren Samuelsohn, a senior reporter for Environment & Energy Daily, appeared on *CSPAN's Washington Journal* to discuss the energy bill. He credited Pickens with coming up with the natural gas portion in the bill.

Highlighted Placements (Full Articles Below)

- **Kerry, Lieberman Work To Keep Together Fragile Coalition** – *CongressDaily* – 5/13/10

Blog/Online Placements (Full Articles Below)

- **Climate Bill Keeps Ball Rolling On Ngvs, Fracking Fluid Disclosure** – *SNL.com* – 5/12/10

HIGHLIGHTED COVERAGE

Kerry, Lieberman Work To Keep Together Fragile Coalition – *CongressDaily* – 5/13/10

By Darren Goode and Amy Harder

Stakeholders began poring over a 987-page draft climate and energy strategy Sens. John Kerry, D-Mass., and Joe Lieberman, D-Conn., unveiled Wednesday.

The two senators -- moving without Republican partners -- have assembled an array of business, industry, military, religious and environmental groups pledging to help sell the plan.

"I think we're in very good shape with this bill," Kerry said. "I think it's a very strong bill ... given all the entities [that] support it. I think you need to let our colleagues digest it a little bit."

The two were joined at the unveiling by top officials at Duke Energy, Edison Electric Institute, Honeywell, Florida Power and Light, Environmental Defense Fund, Nuclear Energy Institute and Dow Chemical.

Others unable to make it -- including General Electric and Shell, BP and ConocoPhillips -- support the effort, Kerry said. T. Boone Pickens, the largest shareholder in Clean Energy, a company that provides vehicular natural gas, will join the senators at an event next week.

Others like the American Petroleum Institute, U.S. Chamber of Commerce and Air Transport Association are staying neutral for now. Some -- like the American Trucking Associations and some environmental groups -- quickly issued statements opposing the draft.

The Midwestern Climate Coalition -- a group of 14 Midwestern electric utilities -- released a statement saying it is waiting on a full cost analysis.

Economic analyses by EPA and the Energy Information Administration are expected in about a month.

Some of those flanking Kerry and Lieberman at the rollout also want changes. "It needs some work," said Jim Rogers, CEO of Duke Energy. He said the bill's formula of distributing emission allocations to electric utilities based three-quarters on historic emissions and one quarter on retail sales is "a move in the right direction" from the 50-50 split in a bill the House passed last year.

Sen. Sherrod Brown, D-Ohio -- part of a climate group of Midwest Democrats -- said there are "a lot of things I like about it," but it is not strong enough to help manufacturers or on instituting a border tax against countries that do not comparably reduce their greenhouse gases. "I don't want presidential discretion; I want the president to have to respond to countries to make sure those countries don't undercut environmental rules" and cause an outsourcing of U.S. jobs, Brown said. "We want every pressure point on other countries to do what we all should be doing."

Most senators said they are reviewing the draft -- including Kerry and Lieberman's former Republican partner, South Carolina Sen. Lindsey Graham. He has said the effort should be paused in the wake of the Gulf of Mexico oil spill and immigration reform. "It's just a bad environment right now, no matter how worthy the merits of the bill," said Graham.

"We've got a big, heavy schedule," said Senate Finance Chairman Max Baucus, adding, "Sen. Graham's absence makes the bill ... a steeper climb. ... The oil spill is not helpful. So we'll see."

Since Graham left in late April, Kerry and Lieberman added language giving conditional veto power to states that could be affected by a spill originating from drilling occurring off another state's coastline.

But drilling opponents -- who have been using the spill as ammunition -- might not be convinced. "The bill is a far better bill than it was, but I just have to be sure exactly what the veto protection gives us," Sen. Frank Lautenberg, D-N.J., said.

EEL President Tom Kuhn said the group is "supporting the bill moving forward and basically there's still a 1,000-page bill you've got to look at."

"That's good; they got the best deal they've gotten so far, they oughta be on board," Graham said of EEL.

Others want more. David Hawkins, climate director at the Natural Resources Defense Council, echoed others in citing concern over how the measure affects the Clean Air Act, including trumping EPA's ability to use climate change to determine the listing of criteria pollutants and how climate change emissions here affect other countries.

"We think those need to be looked at a little more surgically than they are," Hawkins said.

NRDC also opposes incentives for nuclear energy and expanded offshore drilling -- two crucial to support from many senators.

Despite these misgivings, NRDC is one of several environmental groups running advertisements to ride on the momentum of Wednesday's unveiling. A 30-second NRDC ad that began running on national cable TV Wednesday references the Gulf spill and a recent West Virginia coal mine accidents to highlight how the bill would help alternative energy sources.

Environmental Defense Fund is also running radio and TV ads this week. "We're going to do a full-court press, said Fred Krupp, president of EDF. "This is our chance."

Rogers -- whose company is the nation's third-largest consumer of coal -- said he will try to help shore up support from more than a dozen coal-state senators. "The way I would say it is, during

the [House] bill, and I think it will be true over the next several months, is the doorman at my hotel recognizes me quicker than my dog at home," Rogers said. "So I think I'll be here a lot working on this."

BLOG/ONLINE COVERAGE

Climate Bill Keeps Ball Rolling On Ngvs, Fracking Fluid Disclosure – *SNL.com* – 5/12/10

By Bryan Schutt

Touted as a vital provision to reduce dependence on foreign oil, cut emissions and encourage the use of a domestic fuel, the natural gas vehicle incentives embedded in the American Power Act provide the bill not only with support from both sides of the aisle, but with backing from the industry, too.

Section 4121 of the comprehensive energy and climate change legislation offered by Sens. John Kerry, D-Mass., and Joseph Lieberman, I-Conn., outlines tax incentives for powering vehicles with natural gas. It doubles credits for the purchase of certain natural gas vehicles that weigh more than 8,500 pounds and extends the credits for 10 years. It also extends and doubles the credit for vehicles that weigh less than 8,500 pounds as long as they are a part of a commercial fleet of 10 or more vehicles and the fleet already has at least three natural gas vehicles in service.

Section 4122 of the bill allows state and local governments to issue tax credit bonds to finance NGV projects. The section also sets a national limit on the bonds at \$3 billion.

The bill then provides incentives for NGV manufacturing facilities by allowing 100% of the cost of an NGV manufacturing facility that is placed in service before Jan. 1, 2015, to be expensed. It would be treated as a deduction in the taxable year when the facility is placed in service. A section of the bill also directs the government to study how the federal fleet could increase usage of NGVs.

Richard Kolodziej, president of NGV America, told SNL Energy he was thrilled with the vehicle credit inclusion. "We think that Sens. Kerry and Lieberman should be recognized for their leadership in the whole bill; stitching this thing together I'm sure was not easy," he said. "And

obviously we're delighted that they've recognized the role natural gas vehicles can play in cleaning up the environment and reducing greenhouse gases."

Kolodziej said the language in the American Power Act is similar to a bill that already floated through the Senate about NGVs. He noted that the bill does not include an extension of a fuel credit or infrastructure credit, which would spur growth even further. Kolodziej said he has not given up on the provisions, but they are not absolutely necessary for the sector to grow.

"Our industry is going to grow," he said. "If the government wants it to grow faster, then it's got to make NGVs more attractive. One way to do that is to reduce the first cost. ... [A]nother way is to actually increase the gap in the price of the fuel, which is what the fuel credit would do. Another way is to encourage the building of fueling stations by providing the credit. Anything helps; all three of them helps the most."

Oilman and clean energy activist T. Boone Pickens, who has been outspoken in his encouragement of the use of natural gas in the fleet vehicle sector, was equally pleased by NGVs' inclusion in the bill. "Achieving energy security is not easy and I applaud their focus on a broad energy package that includes replacing foreign oil/diesel/gasoline with cleaner, abundant domestic natural gas in America's heavy duty vehicle fleets," he said in a statement. "I look forward to working with them in the coming weeks to focus attention on that aspect of their legislation."

Public has right to know about fracking fluids

The bill draws in ideas from another proposal navigating through the House, as well. Section 4131 of the Kerry-Lieberman bill says the public has a right to know contents of fracturing fluids and proposes to amend the Emergency Planning and Community Right-To-Know Act of 1986. The act would be amended by adding, "A hydraulic fracturing service company shall disclose all chemical constituents used in a hydraulic fracturing operation to the public on the Internet in order to provide adequate information for the public and State and local authorities."

The Fracking Responsibility and Awareness of Chemicals Act similarly addresses fracturing. It would amend the Safe Drinking Water Act, requiring the oil and gas industry to disclose the

chemicals used in hydraulic fracturing. The industry has countered the act, saying regulation of hydraulic fracturing has always occurred at the state level.

BROADCAST COVERAGE

1. Mad Money (Rebroadcast)

CNBC, National | DMA: 0

05/13/2010, 11:00 PM - 12:00 AM

[CC] 00:41:39 Pat in New York. Pat? Caller: boo-yah from New York. Wprt, West Port Innovations. I noticed heavy buying. Is it any wonder that hit a 52-week high? They make the engines people need for clean energy fueling. That's right. This company makes the engines that do natural gas, that run on natural gas. On cngl&g. It's a winner. But let me give you a better one that's safer. Cummins is the partner. CMI, and I own Cummins for the charitable trust. The charitable trust has been buying in part because we think that part of the bill is going to pass. **BoonePickens** I think is right. Cmi, West Port innovations are the plays on natural gas .00:43:32

Audience: 70,368 Spot Cost: \$791

2. Mad Money

CNBC, National | DMA: 0

05/13/2010, 06:00 PM - 07:00 PM

[EC] 00:40:09 Pat in New York. Pat? Caller: boo-yah from New York. Wprt, West Port Innovations. I noticed heavy buying. Is it any wonder that hit a 52-week high? They make the engines people need for clean energy fueling. That's right. This company makes the engines that do natural gas, that run on natural gas. On cngl&g. It's a winner. But let me give you a better one that's safer. Cummins is the partner. CMI, and I own Cummins for the charitable trust. The charitable trust has been buying in part because we think that part of the bill is going to pass. **BoonePickens** I think is right. Cmi, West Port innovations are the plays on natural gas . 00:46:13

Keywords:TZ; Lightning Round : Arena Resources; Tom Warren, CEO; Novellius; Applied Materials; CNG; LNG; Cummins, CMI; **BoonePickens**; Jim Hackett; Ken Powell; Westport; PK Shipping; Herbjourne; Morris Town Mall; Jimmy Rawlings; SPF;

Visuals:TD Ameritrade; SanRidge Energy; Varian Semiconductor; Westport Innovations; Anadarko Petroleum, APC; General Mills; Nordic AmTanker; Hovnanian Entp;

Audience: 204,330 Spot Cost: \$1,991

3. CSPAN-1 Schedule

CSPAN 1, National | DMA: 0

05/13/2010, 06:00 PM - 08:00 PM

[CC] 00:27:22 (guest is Darren Samuelsohn)...That is the question for the American public. How much will they be willing to pay for **gasoline**, electricity bills? Polls showed that Americans do not want to spend much more than a nickel or dime. So it will be difficult to get people to change the way that they live, the way that they travel. The overall bill of the goal --You are hearing many other messages that are being chaired by the sponsors. Ho: next phone call. You are on with darren samuelsohn. Caller: I have been listening to everybody calling in. We are getting closer and closer to socialism. This cap and trade program that they are trying to push, it does not make sense. Why are you going to cause the electric companies to increase their prices and then this is a redistribution? People are sick and tired of everything going higher and higher, as far as prices are concerned. Incomes are not increasing. Jobs are not there. We are getting further and further away from where we should be. Host: we have your point. Let us move on to **naturalgas**. What does this bill say about that? Guest: a couple of things. That? **T. BoonePickens** came up with a couple of proposals, perhaps you have seen them advertised on television. The bill would seek to produce **naturalgas** vehicles around the country, an overhaul of diesel trucks toward natural gas . Long-haul trucks. That is the main point. Also, with the price on carbon, the bill is supposed to drive down the price of coal...00:29:26

Audience: N/A Spot Cost: N/A

4. Washington Journal

CSPAN 1, National | DMA: 0

05/13/2010, 07:00 AM - 10:00 AM

[CC] 01:58:47 (guest is Darren Samuelsohn)...That is the question for the American public. How much will they be willing to pay for **gasoline**, electricity bills? Polls showed that Americans do not want to spend much more than a nickel or dime. So it will be difficult to get people to change the way that they live, the way that they travel. The overall bill of the goal --You are hearing many other messages that are being chaired by the sponsors. Ho: next phone call. You are on with darren samuelsohn. Caller: I have been listening to everybody calling in. We are getting closer and closer to socialism. This cap and trade program that they are trying to push, it does not make sense. Why are you going to cause the electric companies to increase their prices and then this is a redistribution? People are sick and tired of everything going higher and higher, as far as prices are concerned. Incomes are not increasing. Jobs are not there. We are getting further and further away from where we should be. Host: we have your point. Let us move on to **naturalgas**.

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Audience: N/A **Spot Cost:** N/A

5. CSPAN-3 Schedule

CSPAN 3, National | DMA: 0

05/13/2010, 12:00 PM - 02:00 PM

[CC] 00:43:35 (guest is Darren Samuelsohn)...That is the question for the American public. How much will they be willing to pay for **gasoline**, electricity bills? Polls showed that Americans do not want to spend much more than a nickel or dime. So it will be difficult to get people to change the way that they live, the way that they travel. The overall bill of the goal --You are hearing many other messages that are being chaired by the sponsors. Ho: next phone call. You are on with darren samuelsohn. Caller: I have been listening to everybody calling in. We are getting closer and closer to socialism. This cap and trade program that they are trying to push, it does not make sense. Why are you going to cause the electric companies to increase their prices and then this is a redistribution? People are sick and tired of everything going higher and higher, as far as prices are concerned. Incomes are not increasing. Jobs are not there. We are getting further and further away from where we should be. Host: we have your point. Let us move on to **naturalgas**. What does this bill say about that? Guest: a couple of things. That? **T. BoonePickens** came up with a couple of proposals, perhaps you have seen them advertised on television. The bill would seek to produce **naturalgas** vehicles around the country, an overhaul of diesel trucks toward natural gas . Long-haul trucks. That is the main point. Also, with the price on carbon, the bill is supposed to drive down the price of coal...00:44:01

Audience: N/A **Spot Cost:** N/A

6. Fox Business Morning

Fox Business Network, National | DMA: 0

05/14/2010, 05:00 AM - 06:00 AM

[CC] 00:22:44 Imus: imus: a friend of mine, learned of the catastrophe and found BP was responsible, he said another one of your rich friends screwing up the world and I said what are you talking about and he said **BoonePickens** and I said no, no, it's not **BoonePickens**. He was up

in Washington the other day, lobbying, saying I told you **wind** farms were the way to go. Imus: apparently he's right. But it will get nasty for the wildlife down there in Louisiana and Mississippi, Alabama.00:24:38

Audience: N/A **Spot Cost:** N/A

7. East Texas Live

KETK-TV (NBC) CH 56, Tyler/Longview | DMA: 109

05/13/2010, 11:00 AM - 12:00 PM

[CC] 00:44:40 ...How are folks inside the beltway reacting to the Hanesville Shale and what is going on ? Are you getting any help ? Message is starting to resonate in a positive way. When you start thinking about agi ng coal plants over the next ten or 20 years going to need to retrofitting or replacement. if we're really serious about ending pollution, then let us switch those plants to **natural-gas**. Mobile sources of pollution all comes from transportation fleet . **BoonePickens** big push right now --let us just convert the diesel truckl fleet that is in our country . There are about eight million tractor trailers out there that consume millions of barrels of oil and produce millions of pounds of polllutants each year...00:45:41

Audience: 2,219 **Spot Cost:** \$24