



## **T. Boone Pickens Media Coverage 10.29.11 – 10.31.11**

### **Total of 3 Placements**

- Print: 1
- Blog/Online: 2

### **Coverage Summary**

AOL Energy has a piece describing how select truck fleet owners are converting to natural gas due to lower prices and cost savings. The piece states that bipartisan bills to encourage natural gas, such as the NAT GAS Act, remain stuck in Congress, which is having a difficult time passing legislation. Pickens is quoted as stating that it still makes sense for Congress to pass the NAT GAS Act because it will significantly expedite the amount of time needed to reduce oil imports.

In addition, AOL Energy has a video from Pickens' Big Think video interview in which Pickens warns that America needs to produce more domestic energy in the form of natural gas as well as renewable energy sources like solar and wind. A link to the video may be found here: <http://www.aol.com/video/t-boone-pickens-on-us-energy-independence/517129568/>

Finally, The Oklahoman has an editorial column that touches on a number of issues. At the end, the piece states that Pickens recently met with The Oklahoman's editorial board to talk about the need for America to get on its own resources. Pickens also warned that Saudi leadership could disintegrate, opening the way for Iran to potentially cut off the 9 million-plus barrels of oil that Saudi Arabia exports every day and increase the price of a barrel of oil to \$300-\$500.

### **Highlighted Placements (Full Articles Below)**

- **NATGAS or Not, Natural Gas Fuels Rev Up** – AOL Energy – 10/31/11

<http://energy.aol.com/2011/10/31/natgas-or-not-natural-gas-fuels-rev-up/>

• **T. Boone Pickens on US Energy Independence** – *AOL Energy* – 10/31/11

<http://www.aol.com/video/t-boone-pickens-on-us-energy-independence/517129568/>

• **Public vetting is right way for city to handle proposed code change** – *The Oklahoman* – 10/29/11

<http://newsok.com/public-vetting-is-right-way-for-city-to-handle-proposed-code-change/article/3617773>

## HIGHLIGHTED COVERAGE

**NATGAS or Not, Natural Gas Fuels Rev Up** – *AOL Energy* – 10/31/11

By Margaret Ryan

Bipartisan bills to incentivize more natural gas use in US transportation have languished over the last three years in Congress, but low natural gas prices are now persuading trucking fleet owners they don't need to wait for tax breaks for fuel diversification to make bottom-line sense.

Analysts and lobbyists watching Congress' "supercommittee" are pessimistic about renewal of expiring subsidies, like the excise tax credit for suppliers of compressed or liquefied natural gas (CNG/LNG) and the credit for installing fueling infrastructure for CNG or LNG. And most say proposed new subsidies, like the NATGAS (New Alternative Transportation to Give Americans Solutions) Act, will never see the light of day in this Congress.

But the continuing low price of natural gas, and prospects that the giant US shale discoveries will keep cheap gas coming, are persuading truck fleet owners to invest in fuel-switching despite federal inaction and higher up-front costs.

T. Boone Pickens, who has been working for three years with Congressional leaders to promote domestic substitutes for imported oil, told AOL Energy, "large fleet operations are starting to move toward natural gas because the fuel is so much cheaper than imported diesel."

Pickens argues that it still makes sense for Congress to pass the NATGAS Act, which he worked on with the Senate and House leaders, and which has 183 cosponsors from both parties. The issue for Congress, he said, is speed in reducing oil imports to run diesel trucks. The transition will happen, he said, but will it happen in five years, or 20?

"It's insane to spend more than \$1 billion a day on foreign oil" as we do now, Pickens said, terming the \$5 billion for tax credits over five years in the NATGAS Act "peanuts" in comparison.

NATGAS tax credits--for converting existing fleets, buying more expensive new natural gas-fueled trucks, and installing specialized fuel pumps--would "accelerate dramatically" the ongoing shift, agreed J. Alexander, president and COO of Mansfield Oil Company. But his Gainesville, GA-based company, which last decade added biofuels to its traditional petroleum fuels line-up, is already adding natural gas fuels to meet customer demand.

### Its All In The Numbers

Alexander said several large industrial and municipal customers started talking more than a year ago about transitioning parts of their fleets to natural gas--everything from trash trucks and school buses to long-haul rigs. With natural gas running \$1.50 to \$2.75 equivalent gallon cheaper than diesel, even before tax rebates, he said the shift is being driven by economics.

Customers also like the idea of cleaner burning engines that put out less greenhouse gas, Alexander said, and they're finding an unanticipated bonus: that cleaner burn means natural gas engines need less maintenance. He said some customers have found that, at the 300,000 mile point where diesel engines usually need major overhauls, natural gas engines are in a lot better condition.

Nonetheless, the costs of transition are not small. Big rigs can run \$45,000 to \$75,000 more expensive for LNG than diesel, according to the American Trucking Associations. Fleet refueling stations need compressors to take pipeline gas and pressurize it for pumps, Alexander noted, and all that takes energy to run.

But he said his customers have found the investment pays off, and the move to natural gas "is happening at the grass-roots level." Converting fleets to plug-in electric battery powered vehicles has also become a plausible alternative. Read more: [Electrifying Transportation](#).

Lack of on-road fueling stations has long been an issue for expansion of natural gas vehicles, but analysts say new infrastructure is already being added across the country, especially on truck-heavy interstate routes. Pickens sits on the board of Clean Energy Fuels Corp., which installs LNG fueling stations at truck stops. Mansfield earlier this year acquired California-based GESI, which installs fueling stations for the CNG used by local vehicle fleets like delivery trucks and school buses.

Though the NATGAS Act has incentives to help with building fueling infrastructure, Pickens said "government doesn't need to play a role" there. Just as private investors built gasoline stations as Henry Ford's cars became more popular, he said, the private sector will "take the lead" and build to meet demand.

## **Public vetting is right way for city to handle proposed code change – The Oklahoman – 10/29/11**

Editorial

WITH no fanfare, Oklahoma County officials in late 2004 added sexual orientation to the list of items protected from employment discrimination. Given the area's conservative leanings, what would be routine in other parts of the country surely caused a firestorm here.

Except that it really didn't — at least not initially — because the public didn't know it had happened.

Nearly seven years later, the city of Oklahoma City is set to join the long list of local governments with the sexual orientation clause. This time, though, anyone paying attention should know about it. And that's how it should be.

We were critical in early 2005 following a vote by the county's budget board and later the county commissioners that resulted in the policy change. It wasn't the change per se, but the way it was done — which appeared to be a maneuver undetectable by any radar.

Perhaps through inadvertence rather than design, the change wasn't given adequate public disclosure. The same can't be said for Councilman Ed Shadid's proposal. It got a hearing Tuesday, although a final vote was deferred until Nov. 15. This should give citizens time to express their views on the matter. Again, this is how it should be.

The county's decision, once it became known, did draw opposition. Shadid's idea will also draw fire, but this time citizens will know the vote is coming.

Smith and messin'

Had Bush-Gore turned out like Smith-Baker, the 2000 U.S. presidential race would not have been settled by Inauguration Day and a second election, at least in chad-challenged Florida, would have been held. What a mess! Cherokee Nation Principal Chief Chad (no pun intended; that's his name) Smith was challenged for re-election in June by Bill John Baker. No clear winner emerged. After vote counts,

recounts, challenges and tribal Supreme Court hearings, a second election was held three months after the first. That was Sept. 24, yet Smith didn't concede until last week. Smith's 12 years in office included a constitutional crisis involving another tribal official, in 1997. Baker's ceremonial inauguration is set for Nov. 6. Former Gov. David Walters will preside.

### An easy choice

Democrats in the Oklahoma Senate will vote next month for a new leader. The choices to replace Sen. Andrew Rice, who is moving out of state, are Sens. Sean Burrage of Claremore and Jim Wilson of Tahlequah. It's a choice between a sensible, reasonable member (Burrage) who could deal with Republican leadership, and has potentially another seven years in office, and a polarizing liberal partial to 1930s-era Democratic Party policy and who will be term-limited after the 2012 session. Seems like an easy pick from our vantage point.

### Start saving now

Are you smarter than a fifth-grader in knowing what it costs to attend college? Quite possibly. The Kids on College Survey Sweepstakes, sponsored by the Oklahoma 529 College Savings Plan, quizzed Oklahoma kindergarten through fifth-grade students on college costs. Fifteen percent of the students believe their college education will cost \$1 million per year, and 8 percent think it will cost \$5. Recent estimates are that it costs about \$15,000 annually to go to a state university. By the time these kids reach college age, college expenses will be well beyond that. State Treasurer Ken Miller said the sweepstakes, in which a few lucky students won \$529 for their college fund, was designed to boost awareness of the importance of saving for college. "That's why we encouraged families to complete the survey together," he said.

### Rebuilding Joplin

It's only a start at rebuilding tornado-ravaged, Joplin, Mo., but ABC's "Extreme Makeover: Home Edition" recently built seven houses in seven days — its most ambitious project ever — for its 200th episode, which will air early next year. Joplin firefighter Kyle Howard and his family members were the first to yell the show's trademark phrase "Move that bus!" Wednesday morning. With that, the vehicle rolled forward and revealed the new two-story home. Starting Saturday, Tulsa Habitat for Humanity is gearing for its own breakneck project in Joplin — building 10 houses in 16 days. The Habitat and "Extreme" houses will replace less than one-fourth of 1 percent of the 7,000 homes destroyed by the tornado. But they're a beginning, and worth saluting.

## Paying a price

Unanimous decisions aren't everyday occurrences with appeals courts. The fact the Oklahoma Supreme Court produced one in the case of former Creek County District Judge Donald Thompson says a lot. Thompson wanted the high court to reinstate his judicial retirement benefits, which totaled about \$7,800 per month. They were stripped after he was convicted in 2006 of felony indecent exposure for using a penis pump in court. In discontinuing the pension checks, the Oklahoma Public Employees Retirement System Board of Trustees found that Thompson had violated his oath. He appealed in Oklahoma County District Court and lost, then to the Supreme Court. Consider it a win for the taxpayers.

## We hope he's wrong

T. Boone Pickens hasn't been able to sell this administration on the need to tap our domestic energy resources. That could change if Pickens' concerns about Saudi Arabia are realized. In a meeting this week with The Oklahoman's editorial board, Pickens said he's worried that Saudi leadership could disintegrate, opening the way for Iran to move in and potentially cut off the 9 million-plus barrels of oil that Saudi Arabia exports every day. If that happened, Pickens said, the price of a barrel of oil would climb to \$300-\$500 in no time. Ouch!

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