



Pickens Plan Media Coverage 5.14.11 – 5.16.11

Total of 4 Placements

- Print: 2
- Blog/Online: 2

Coverage Summary

The Washington Post covered the Pompeo/Labrador press conference Friday, describing the congressmen's objections to H.R. 1380.

Additionally, the *Forbes* blog, *The Ingenuity of the Commons*, covered Honda's plans to release a natural gas model of the Honda Civic. The blog notes that more public refueling stations could become available if Congress passes H.R. 1380.

Highlighted Placements (Full Articles Below)

- **'NAT GAS Act' draws opposition from two conservative House freshmen** – *Washington Post* – 5/13/11
http://www.washingtonpost.com/blogs/2chambers/post/nat-gas-act-draws-opposition-from-two-conservative-house-freshmen/2011/05/13/AFUFGu2G_blog.html
- **Honda Clarifies Nationwide Rollout of Civic Natural Gas: More Like Parts Of 37 States** – *Forbes, The Ingenuity of the Commons Blog* – 5/14/11
<http://blogs.forbes.com/jeffmcmahon/2011/05/14/honda-clarifies-nationwide-rollout-of-civic-natural-gas/>

Print Placements (Full Articles Below)

- **Dalton manufacturing summit draws national attention** – *The Daily Citizen (Dalton, GA)* – 5/16/11
<http://daltondailycitizen.com/local/x616690437/Dalton-manufacturing-summit-draws-national-attention>

Blog/Online Placements (Full Articles Below)

- **This Week in the Congress** – *Global Warming.org* – 5/14/11
<http://www.globalwarming.org/2011/05/14/this-week-in-the-congress-6/>

HIGHLIGHTED COVERAGE

‘NAT GAS Act’ draws opposition from two conservative House freshmen – *Washington Post* – 5/13/11

By Felicia Sonmez

A bipartisan measure that would provide federal tax incentives for vehicles powered by natural gas drew two unlikely opponents Friday, as freshman Reps. Mike Pompeo (R-Kan.) and Raul Labrador (R-Idaho) announced that they oppose the bill, which they argue is “the perfect example of a federal policy that’s trying to identify and select a winner.”

H.R. 1380, known as the New Alternative Transportation to Give Americans Solutions Act, or “NAT GAS Act,” has already garnered the backing of 185 House members since it was introduced last month, with supporters as disparate as Rep. Joe Barton (R-Texas) on the right and Rep. Barbara Lee (D-Calif.) on the left.

The bill’s momentum is due in large part to T. Boone Pickens. The oil and gas tycoon has been lobbying heavily for the passage of H.R. 1380, arguing that it could help the U.S. reduce its reliance on foreign oil by as much as half.

Pompeo and Labrador said Friday that they aren’t swayed.

“What I’ve seen already in four months and a couple of weeks in Congress, I’ve had 12 different energy industries come into my office, each of them saying, ‘If I can just get a little more federal money – if I get one more grant, one more credit, one more mandate – then I’ll make it,’ ” Pompeo said Friday afternoon at a news conference with Labrador and Americans for Tax Reform President Grover Norquist, who has urged members of Congress to vote against the bill.

Noting that he sold equipment to the natural gas and oil industry for six years before running for Congress, Pompeo said that his opposition to the measure stems not from any ill will toward the industry but rather from his desire to see government stay out of the business of using the tax code to pick winners and losers.

“I spend my time on the Energy and Commerce Committee trying to spank back the EPA so that they can go do the things they need to do to provide affordable energy for America,” he said. “But what we don’t need to do is use our tax code to subsidize them and pick them and favor them.”

Labrador said that “energy subsidies do two things – they distort the market, leading the private sector to invest in less economical forms of energy, but most importantly, number two, they take taxpayer dollars to do this.”

The event marked an interesting instance of two freshman House conservatives who won election vowing to shrink the size of government using that same small-government argument to make the case against targeted tax credits. Both lawmakers said Friday that they support simplifying the federal tax code, rather than complicating it with breaks aimed at particular types of energy.

In response to H.R. 1380, Pompeo this week introduced H.Res. 267, a symbolic resolution “expressing the sense of the House of Representatives that the United States should end all subsidies aimed at specific energy technologies or fuels.” So far, the resolution has just three co-sponsors – Pompeo, Labrador and Rep. Tom McClintock (R-Calif.).

Honda Clarifies Nationwide Rollout of Civic Natural Gas: More Like Parts Of 37 States – *Forbes, The Ingenuity of the Commons Blog* – 5/14/11

By Jeff McMahon

Driving a natural-gas car should be as convenient as driving one that burns gasoline, Honda officials believe, so Honda’s nationwide rollout of the Civic Natural Gas this fall will only involve dealers within 20 miles of a public refueling station.

Four states have no public refueling stations and most states have less than 20.

“We don’t want drivers to feel inconvenienced or have range anxiety with the vehicle. We want happy CNG drivers,” Jessica Fini, a Honda spokesman, told me via email.

“Honda feels that drivers need to have access to public stations in order to make the driving experience more convenient.... The benefit of driving a CNG powered vehicle with public infrastructure is 220+ mile range with 5 minute refueling. The

experience is very similar to driving a gasoline car.”

The Civic Natural Gas, currently known as the Civic GX, can also be refueled at home using a compressor that hooks up to a home gas line, available for \$4,500 with a \$2,000 government rebate, but Honda officials think that option may not keep customers happy enough.

“Fueling at home is a good alternative but takes 8+ hours (home units are slow fueling devices). Fueling publically takes just a few minutes,” Fini said.

The states without refueling stations are South Dakota, Wyoming, Kentucky, and West Virginia.

Dealers are still signing on to sell the Civic Natural Gas, but Fini said she expects the car to be offered in 37 states. More states may be added as public stations are opened, which could happen more rapidly if Congress passes T. Boone Pickens’ Nat Gas Act in Congress.

California and New York have the highest density of stations.

Motorists can locate stations using this Energy Department database. The 2012 Civic NG’s onboard navigation system will also keep drivers apprised of compressed natural gas station locations.

PRINT COVERAGE

Dalton manufacturing summit draws national attention – *The Daily Citizen*
(Dalton, GA) – 5/16/11

By Charles Oliver

The manufacturing summit that will be held in Dalton Thursday has attracted not only some of the nation’s top business leaders but some of the top political leaders from Georgia and Tennessee.

Georgia Insurance Commissioner Ralph Hudgens will be one of those government officials who’ll be there to listen to what’s on the minds of American manufacturers.

“Georgia needs jobs and nothing can generate jobs as quickly as manufacturing. As Georgia’s insurance commissioner I want to do all I can to encourage growth

with the right climate to buy insurance in Georgia,” Hudgens said.

The conference is sponsored by Rep. Tom Graves, R-Ranger, who will be there. Joining him will be another member of Congress, Rep. Chuck Fleischmann, R-Tenn.

“Rep. Fleischmann wants to support Rep. Graves in his efforts to use free market principles to help manufacturing. He’s interested in listening to manufacturers and finding out what the government can do for them and whether they want them to do something or just get out of the way and make it easier for American business to thrive and produce the goods they are best at,” said Jordan Powell, spokesman for Fleischmann.

Dalton and Whitfield County officials have high hopes for the conference, which has been named “We can make it in America.”

“This summit will be the beginning of a renewed focus on manufacturing and the importance it has to our overall economy. Since Dalton is one of the last manufacturing clusters in America, it only makes sense that we lead this,” said Dalton Mayor David Pennington.

According to data on the Dalton-Whitfield County Joint Development Authority website, some 36.73 percent of the county’s work force works in manufacturing, not including those in management. They made an average annual wage of \$35,984 in 2009, the latest year for which data are available.

In addition, five of Whitfield County’s 10 largest employers and all of its top three largest employers are manufacturing firms.

Those who attend the conference will hear from several prominent business leaders and economists on the importance of manufacturing to the economy and how government, at both the state and national levels, can help boost manufacturing.

Stephen Moore, columnist and editorial board member of The Wall Street Journal, will discuss how manufacturing leads to economic growth. In a recent column headlined “We’ve Become a Nation of Takers, Not Makers,” Moore noted there are nearly twice as many people in America working for government than in manufacturing and all but two states have more people working in government than manufacturing.

T. Boone Pickens, a Texas billionaire known for his expertise on energy affairs, will discuss the state of manufacturing in the United States. Pickens is the author

of the Pickens Plan, which calls for reducing America's dependence on foreign oil by investing in wind and solar power and by converting commercial trucking to natural gas from petroleum.

In fact, energy issues will have a prominent place at the event.

Tom Fanning, CEO of the Southern Co., will discuss how energy affects manufacturing. And Dalton Utilities President and CEO Don Cope will moderate a panel discussion on energy issues. Participants in the panel will include Atlanta Gas Light President Suzanne Sitherwood, Georgia Power Chief Operating Officer Paul Bowers, Southern Natural Gas President Norman Holmes and MEAG Power President Robert Johnston.

Textile Rubber and Chemical Co. President Chip Howalt will talk about diversifying from carpet manufacturing to other forms of manufacturing.

And Carpet and Rug Institute President Werner Braun will moderate a panel discussion on state and federal regulations. Shaw Industries CEO Vance Bell is scheduled to be among the participants for that panel.

Education will have a prominent place on the summit's agenda as well.

Georgia Tech President Bud Peterson will discuss the importance of education in manufacturing.

Melvin Elverson, from the Governor's Office of Workforce Development, will moderate a panel on work force development. Participants in that panel will include Ron Jackson, commissioner of the Technical College System of Georgia, and Chattanooga State Community College President James Catanzaro.

In brief

The 2011 Manufacturing Summit will be Thursday from 1 to 6 p.m. at the Northwest Georgia Trade and Convention Center in Dalton. The event is free and open to the public, but there are currently less than 280 seats available and they must be reserved in advance. To find out more about the summit and to reserve seats go to www.mfg2011summit.com.

BLOG/ONLINE COVERAGE

This Week in the Congress – Global Warming.org – 5/14/11

By Myron Ebell

House Passes Offshore Drilling Bills

The House of Representatives this week and last passed three bills to force the Obama Administration to increase offshore oil and gas production. H. R. 1229 passed by a vote of 263 to 163, with 28 Democrats voting Yes. H. R. 1230 passed last week by 266 to 149, with 33 Democrats in favor. And H. R. 1231 passed the House 243 to 179, with the support of 21 Democrats.

All three bills were sponsored by Rep. Doc Hastings (R-Wash.), Chairman of the House Natural Resources Committee. You can read brief committee summaries of what is in the bills [here](#), [here](#), and [here](#).

Naturally, the White House opposes all three bills. President Obama and his top energy and environmental officials support policies to raise gasoline and electricity prices for consumers.

Next week, the Senate may vote on a bill being pushed by Majority Leader Harry Reid (D-Nev.) to take away federal subsidies for the oil industry. Nick Loris and Curtis Dubay of the Heritage Foundation sort out what is and is not a subsidy in the Senate bill [here](#). Suffice it to say, the big ticket items are not subsidies to the oil and gas industry, but standard business deductions. David Kreutzer, also of the Heritage Foundation, compares the subsidies that the oil industry gets to the immensely larger subsidies that the wind power industry gets. No one claims that the Senate bill will lower gas prices.

Getting off the Boonedoggle Bandwagon

The first sign appeared this week that the burgeoning bandwagon in the House of Representatives to pass what I have called the T. Boone Pickens Earmark Bill is slowing down. Rep. Steve Pearce (R-NM) removed his name as a co-sponsor of H. R. 1380, the NAT GAS Act (which stands for New Alternative Transportation to Give Americans Solutions). Pearce deserves extra credit for doing this because the biggest industry in his southern New Mexico district is oil and natural gas production.

T. Boone Pickens wrote a letter published in the Wall Street Journal on 11th May in response to a devastating column by Holman Jenkins in the 7th May Journal. Pickens writes that, “Since July 2008 I have spent more than \$80 million of my own money...” to pass the Pickens Plan. This \$80 million figure does not

include the many millions of dollars Pickens has contributed to Republican candidates and the Republican Party over the decades. If enacted, the bill would probably increase the value of Pickens's natural gas holdings by several billion dollars. So \$80 million could turn out to be a very good investment.

The opponents of H. R. 1380, which include Freedom Action, Competitive Enterprise Institute, Americans for Tax Reform, and Americans for Prosperity (all members of the Cooler Heads Coalition), have probably spent in the neighborhood of \$800 to defeat the Pickens-Your-Pocket Plan. That expenditure could save American taxpayers close to \$10 billion in federal subsidies to the natural gas and natural gas vehicle manufacturing industries over the next five years. That's even better value for money.
